Tugs Towing & Offshore Newsletter

60 years Tugboatman

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

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MIDWEEK–EDITION

TUGS & TOWING NEWS

BLAKELEY BOATWORKS BUILDING NEW TUG FOR CRESCENT TOWING

Mobile, Ala. shipbuilder Blakeley BoatWorks is building a new EPA Tier 4 ship assist tugboat for fellow Copper Group company Crescent Towing. Upon completion, Crescent will operate the new tug in New Orleans as part of its Mississippi River ship assist fleet. "The addition of this new 6,000-hp z-drive in support of our Mississippi River operations highlights our continued commitment to providing our customers with the most powerful and technologically advanced equipment in the industry," said Scott H. Cooper, president of Crescent Towing. The new vessel was designed by Crowley Engineering Services and will be 92 feet long, 38 feet wide and will draft 19 feet. The new tug design offers enhancements from the existing Crowley Engineering Services-designed tugs for Crescent, including additional horsepower that increases the vessel's capability to meet demanding operational requirements. Advancing the high-performing fleet, the tug will feature twin Caterpillar 3516E Tier 4 engines, each producing 3,004 hp to power Kongsberg 255 fixed-pitch azimuthing drives (z-drives). The vessel will provide 80 tons of bollard pull. Crowley Engineering Services said it is also providing the shipyard production package to improve efficiency of vessel construction and allow for more modern, modular and efficient construction. "We are thrilled to continue to work alongside Crescent Towing and Blakeley BoatWorks, building on the success of our previous tugboat designs," said Coulston Van Gundy, vice president of Crowley Engineering Services. "Through collaboration on the design and production engineering, we are able to integrate operator requirements into the vessel's production process, providing a seamless construction process for the shipyard." This is the eighth Crescent Towing tug design provided by Crowley Engineering Services and the second to be built by Blakeley BoatWorks. "Blakeley BoatWorks is honored to partner with Crescent Towing and Crowley Engineering Services to design and construct the second of a series of 6,000-hp tugboats," said Swathin Kannalath, managing director of Blakeley BoatWorks. "The opportunity to construct one of

the largest and most advanced tugboats operating on the Mississippi River creates a great amount of excitement for our entire team." "For over 81 years, our team of mariners and shore-based staff have worked relentlessly to provide the highest quality ship-assist towing service in the United States," said Keith Kettenring, executive vice president and chief operating officer of Crescent Towing. "The addition of this new Tier 4 6,000-hp z-drive provides our team with another incredible tool to continue to offer the safest and most reliable towing services on the Mississippi River." *(Source: MarineLink)*

RICHARD WISSE PASSED AWAY ONLY 48 YEARS OLD

On Saturday evening, September 16, 2023, Richard Wisse, a well-known and skilled photographer of tugboats, passed away as a result of a traffic accident. Richard was only 48 years old. He enjoyed a lot of respect and appreciation among fellow photographers and towing hobbyists because of his extensive knowledge of towing and enormous collection of photos. A real tugboat man has left for his last voyage. We wish his wife, son and daughter all the strength to cope with this great loss. The picture of VB BENELUX is one of the last pictures that we received from him. We post this picture as a tribute to Richard.

REST IN PEACE

SEACOR TO SELL U.S. HARBOR TOWING OPERATIONS

SEACOR Holdings said Monday it had agreed to sell its U.S. harbor towing operations and assets from its Seabulk subsidiary to two parties, E.N. Bisso & Son, Inc. and Bay-Houston Towing Co. The E.N. Bisso transaction includes 12 harbor towing vessels across ports in Florida and Alabama. Bay-Houston

is acquiring eight vessels operating in Texas along the Sabine Neches Navigation District and in the

Port of Lake Charles, La. "E.N. Bisso and Bay-Houston are two industry-leading harbor towing providers supported by many decades of safe and reliable operations," said Eric Fabrikant, Chief Executive Officer of SEACOR Holdings. "They not only offer our people and assets long-term homes, but also ensure the continuation of high-quality service for our customers." "Acquiring an industry-leading platform in these markets is exciting for E.N. Bisso and enables us to enhance our services in Florida and expand into Alabama," said Matt Holzhalb, President and Chief Executive Officer at E.N. Bisso. "Not only are we growing our fleet with the addition of new, differentiated assets like the innovative Advanced Rotor Tug, but we are thrilled to welcome such high-caliber team members to the E.N. Bisso family." "This acquisition expands Bay-Houston's ability to service our customers across more Texas and Louisiana ports," said Philip Kuebler, President and Chief Executive Officer at Bay-Houston. "We look forward to providing both existing and new customers with a smooth transition and serving as a valuable partner for years to come." Seabulk will continue to own and operate a fleet of tugs and barges in support of its Caribbean terminal and bunkering operations, including the KSM joint venture with partner KOTUG International B.V. The transaction is expected to close in late 2023, subject to regulatory approval and customary closing conditions. *(Source: MarineLink)*

TUG EXCHANGE

Atlantic Towing Ltd, the providers of harbour tug services in Halifax and Saint John, NB,

periodically moves tugs between the two ports depending on the need. They have three tugs of 70 tonne bollard pull and 5400 bhp, the **Atlantic Bear**, **Atlantic Beaver** and **Spitfire III** that were designed with higher bows and extra fendering to work with LNG tankers at the Canaport monobuoy in the open roadstead off Saint John. With gas imports at a very low level now, one or two of the tugs have been shifted to work in Halifax where their power is useful for large container ships. When a gas tanker or large crude tanker is due in Saint John, the tugs may be sent back from Halifax, and one of the other Saint John harbour tugs moves over to take its place in Halifax. The **Atlantic Beaver** went to Saint John in recent days, the **Atlantic Bear** sailed today, 22nd September, and the **Atlantic Cedar** arrived from Saint John to supplement the three other regular Halifax tugs, **Atlantic Fir** and **Atlantic Oak** (5050 bhp 68 tonne bollard pull), and **Atlantic Willow** (4,000 bhp, 50 tonne bollard pull). The **Atlantic Cedar** is also a 5050 bhp, 68 tonne bollard pull tug and it was soon put to work doing the same jobs that its sister Halifax tugs usually do. That work included tethered stern escort for the arriving 113,509 gt / 119,180 dwt container ship **CMA CGM Cochin**. With a container capacity of 10,100 TEU it is about 5,000 TEU shy of the largest container ships to call in Halifax, but still requires the good power of three tugs to berth at PSA Halifax's Pier 42 - this case with the **Atlantic Fir** and **Atlantic Oak**. Ships must be turned 180 degrees to tie up starboard side to, and tugs are required for slow speed steering assist, braking and the usual push pull. The stern tug keeps its line up, but moves to the port. *(Source: Mac Mckay-Tugfax)*

BEST SMALL PUSHER TUG – GREEN WAVE – COOPER GROUP OF COMPANIES & BLAKELEY BOATWORKS

Built for Plimsoll Marine, an associated company in the Cooper Group of Companies of Mobile, Alabama, this is a compact yet potent pusher tug for operation on inland waterways, especially the mighty Mississippi River. With considerable tankage, she has ample endurance and is fitted to high standards of crew comfort. Swathin Kannalath, Managing Director of Blakeley BoatWorks, said **Green Wave** was developed to meet customer expectations of high levels of compliance in the

industry. Karl Gonzales, Vice President of Plimsoll Marine, claims the tug is one of the industry's safest and most capable vessels. Specifically, the tug is fully compliant with the latest United States Coast Guard regulatory requirements. EPA Tier III-compliant Caterpillar diesel engines and generators ensure the vessel is also capable of keeping its emissions as low as possible even with heavy daily use. A Hydra Force steering system meanwhile provides adequate control for the rudders so that the tug responds well to operator input during barge handling voyages in narrow waterways. The tug is also outfitted with four staterooms housing seven crewmen as well as three baths and a full galley arrangement, allowing sustained operations. A split-duct HVAC system covers all interior spaces, keeping the onboard environment comfortable enough considering the vessel's daily operations. The delivery of **Green Wave** was just one of the highlights that made 2022 a fruitful year for the Cooper Group and its subsidiaries. Others include Blakeley BoatWorks becoming eligible for MARAD Small Shipyard Grant Program funding, allowing the company to invest in additional equipment to modernise its shipyard facilities, and Cooper Marine and Timberlands becoming the exclusive barge fleeting and shifting service provider for Yellow Creek State Inland Port, located at the intersection of the Tennessee River and Tennessee-Tombigbee Waterway, recognised as a strategic interchange on the US inland waterway system. Construction of new Cooper vessels is also progressing well, with one of these being a new tug slated to enter service with subsidiary Crescent Towing within this year. *(Source: Baird)*

STEAM TUG ICEBREAKER JACOB LANGEBERG

The Tugs Towing & Offshore newsletter received a recently photo of the Steam tug Icebreaker **Jacob Langeberg**. Her we have a brief history of this vessel. The **Jacob Langeberg**, or the ex "**von Bötticher**" is a fairly old steam icebreaker. She was built in 1902 for the "Imperial Canal Office" in Kiel by the famous Schichau shipyard from Elbing, West Prussia, at a cost of 117,000 Reich Marks. The luxurious and expensive ship was named after a former president of Schleswijk-Holstein (1879 – 1880) Carl

Heinrich von Bötticher (1833 – 1907). In 1904 the ship was transferred to the Wasserstraßenmachinenamt (WMA) Rendsburg. She mainly sailed on the Keizer Wilhelm Canal and the Saatsee. The "**von Bötticher**" had a beautiful teak salon and deck. In the 1930s the ship was modernized and given a newly improved icebreaker bow. To this end, the hull was partially rebuilt and reinforced with extra thick skin plates. In 1969 the ship was still in use at the WMA in Rendsburg, when it was purchased by the scrapyard "Slooten" in Wormerveer. From 1970, the **Jacob Langeberg** was owned by the Foundation for the Preservation of the Steamship Jacob Langeberg. The foundation has restored the boiler and wheelhouse. In 2015 the name was changed to **Jacob**. In 2018, Mr P. van Leeuwen bought the ship to put her back into service. On July 1, 2021, the ship was purchased by Mr R. Hettich and Mr A. Rokven to renovate it and make it habitable. This means that the name "**Jacob Langeberg**" will be brought back and the home port will become Rotterdam. Characteristics: Dimensions: 26.75 x 6.63 x 3.20 meters; Machine : Triple expansion 750 IPK; Boiler: Scottish boiler, 2 fire oil fired; Heated area: 136 m2; Working pressure: 14 bar See more on the facebook site of this vessel click HERE *(Source: Stoomvaart.nl: Photo: R&F van der Hoek)*

THE NEW WORLWIDE TUGS & OSV NEWS 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. To read this magazine click on the link HERE *(Source & Photo: Leen van der Meijden)*

LAUNCHING OF 3236KW ASD TUGBOAT

On 26th September 2023, one unit of 3,236 kW ASD Tugboat built by Jiangsu Zhenjiang Shipyard for Qinhuangdao Port Co. LTD and named "**QIN GANG TUO 28**" has been launched successfully. The ASD tugboat is a dual-fuel (diesel and electricity) driven vessel with basis of globally advanced DC grid. The vessel is registered in CCS with BRC notation. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

ACCIDENTS – SALVAGE NEWS

CANADIAN TUG COMPANY FINED FOR FATAL ACCIDENT AS SAFETY CONCERNS ARE RAISED

A Canadian court sentenced the owner of a tugboat service and his company to pay C$310,000 in fines (US$231,260) for a 2021 incident in which the captain and one of two crewmembers aboard one of the company's tugs died when the vessel sank in icy winter waters. The fines were levied after a plea deal was reached but the case has also focused attention on broader safety issues for small tugs working in Canada. The incident took place while the tugboat **Ingenika**, a 14.6 gross ton vessel, was towing a 200-foot barge loaded with supplies for a drilling project. The vessel encountered bad weather conditions in the Gardner Canal in western Canada. The vessel, which was built in 1968 and powered by two diesel engines, began having trouble maintaining speed and controlling its tow. The vessel eventually began taking on water and sunk, while the barge broke free and drifted up on the shoreline. There was a captain and two crewmembers aboard and they had enough time to abandon

the vessel. One of the crewmembers made it to a lifeboat and was rescued 10 hours later suffering from hypothermia and frostbite. The bodies of the captain and the deckhand were later found and it was determined that while they had been able to get into their immersion suits, they were not properly secured which increased the chances of them being unable to move in the icy water before they became incapacitated and drowned or froze.

During the investigation, it was revealed that it was the deckhand's first day on the job and testimony showed he had not been trained. The crew had not practiced the use of their survival gear and safety procedures. The owner of the tug company, James Geoffrey Bates pleaded guilty in August 2023 to one of eight charges stemming from the incident under the occupational health and safety provisions of Canada's Workers Compensation Act. He pleaded guilty to a charge of failing to provide workers with necessary information, training, and supervision. The judge imposed a fine of C$15,000 (US$11,236) on Bates and also sentenced him to 100 hours of community service. Wainwright Marine, Bates' company which was the operator of the tug, pleaded guilty to three of eight charges with a total of C$295,000 (US$216,464) in fines. As part of the plea deal, the five additional charges were stayed by the prosecution. Previously, Transport Canada had also fined Wainwright Marine C$52,000 (US$38,585) on charges that they had not ensured the tug was properly staffed with a competent crew. In addition, Transport Canada found that they had not ensured that all employees held proper certificates for their positions. Bates Properties, the parent company of Wainwright Marine and the registered owner of the tug, was fined a further C$10,000 (US$7,400) for failing to ensure the tug met regulatory requirements. Judge Nina Purewal told the court, "I am satisfied that the appropriate sentence in this matter is a fine and not imprisonment. And that the fines being proposed in my view take into account the seriousness of the offenses, but also the negligence of the defendants are properly balanced as a factor." The judge suspended the case till January so that the defendants and Canadian officials in consultation with the families of the two men lost could agree to plan for the use of the fines. They are to be applied in a way that is "meaningful to the victims' families." The investigation into the loss however also renewed concerns over the safety regulations in Canada. Currently, Transport Canada does not certify tugs below 15 gross tons, and as such the vessel did not undergo regular safety inspections. It came out that although the **Ingenika** had been in operation for 55 years it had never been inspected. The Transportation Safety Board highlighted that it had raised these concerns to Transport Canada on several occasions after other accidents dating back to 2016. "The **Ingenika** investigation highlights ongoing concerns about safety management and regulatory surveillance, two major systemic safety issues in the transportation industry that are part of TSB Watchlist," said Kathy Fox, Chair of the TSB releasing the result of their investigation in March 2023. "Transport Canada needs to increase its surveillance of this vessel class and require owners and operators to assess risks adequately, and the Pacific Pilotage Authority needs to ensure that only qualified crew members and vessels are operating with pilotage waivers." The TSB issued four specific recommendations to Transport Canada calling for expanded surveillance to verify small tugs comply with regulations. They also called for risk assessments and found shortcomings with the Pacific Pilotage Authority's implementation of its pilot waiver program. The **Ingenika** was operating

in a compulsory pilot area when it was lost. The TSB found that the Pacific Pilotage Authority was not verifying information submitted on pilot waiver applications. *(Source: Marex)*

SAMUDRA SAKTI III CARGO SHIP BURNS IN LAMPUNG WATERS

The **Samudra Sakti III** cargo ship caught fire in Tarahan waters, South Lampung, Lampung, Sunday (24/9/2023). All passengers on the **Samudera Sakti III** cargo ship were successfully evacuated safely. The exact cause of the burning of the **Samudra Sakti III** cargo ship is not yet known. The cargo ship **Samudra Sakti III** caught fire while sailing in Tarahan waters, South Lampung, at around 08.30 WIB. Plumes of black smoke continued to come out of the back of the Samudra Sakti III cargo ship. From the information gathered, the cargo ship is currently without cargo. From several videos from Basarnas Lampung, a firefighting ship attempts to spray water on the back of the burning ship. To evacuate the passengers, Basarnas Lampung deployed 1 KN SAR Basudewa Rescue Team using RIB 03 (Rigid Inflatable Boat) to the location to carry out the evacuation with the joint SAR team. There were no casualties in the burning incident of the **Samudera Sakti III** cargo ship, one passenger on the ship only suffered minor burns. A total of 26 passengers consisting of 24 crew members and two vendors were successfully evacuated and survived the cargo ship fire incident. All passengers on the **Samudera Sakti III** cargo ship who were successfully evacuated were then taken to Deltong PT Pier. Bukit Asam, Tarahan, South Lampung. Head of the Lampung Basarnas Office, Deden Ridwansah, said that after receiving information about the fire on the **Samudera Sakti III** cargo ship, his party immediately coordinated with related elements. "We deployed a KN SAR Basudewa rescue team using RIB 03 to the location and carried out the evacuation," said Deden Ridwansah. During the evacuation process, Deden explained, there were three ships that helped extinguish the ship, namely TB. Alpine Marine 20, TB. Aria Citra VIII and TB. AJ 1. Deden said that all passengers on the ship were successfully evacuated safely. "After dropping off all passengers, the joint SAR team carried out monitoring again of the blackout of the MV **Samudera Sakti III** ship," said Deden. Deden Ridwansah added that regarding the process of extinguishing the **Samudera Sakti**

III cargo ship, his party together with the ship's agent, namely PT Lintas Maritim Indonesia, had coordinated with the port authority. *(Source: Berita Dsatu)*

NILE CRUISE SHIP PARTIALLY SINKS IN EGYPT'S MINYA; NO CAUSALITIES REPORTED

Rescue teams in Minya, Egypt, were able to save 100 workers from drowning inside a ship, halfway sinking in the River Nile. Sources said that the security services in Minya received a report from the water police that a Nile ship had broken down and sank. They added that the police, river rescue teams, and security forces moved to the scene of the accident, where inspection and investigations revealed that the ship was coming from Cairo and was empty of guests, but had 100 of its workers on board. Some websites reported that the Nile ship partially sank after colliding with a bridge during its crossing, without causing any harm to workers on board, noting that the losses were only material. Egyptian media confirmed that the workers were able to get out of the boat before it sank, and the Nile ship was rescued safely. *(Source: See News)*

ÞÓR WITH A FRENCH PASSENGER SHIP IN TOW FROM GREENLAND

The guard ship **Þór** is now with the French passenger ship **Polarfront** in tow from Greenland to Reykjavík. This week, the Norwegian Coast Guard was contacted about the passenger ship that had been broken down deep in Fönfjörður, which is entered by Scorespysund in Greenland, for several days. The weather in the area was perfect and the ship was at anchor south of the island of Röd. It went well to get a nerve between the ships, as you can see in the attached video. When the crew of **Þór** finished their work on Seyðisfjörður on Wednesday, the patrol vessel headed for Greenland. It took about two days to sail into Fönfjörður. It is expected that **Þór** will bring Polarfront to Reykjavík on Monday. Watch the YouTube video HERE *(Source: Icelandic Coast Guard)*

BURNED OUT FREIGHTER FREMANTLE HIGHWAY ARRIVES IN ROTTERDAM

Almost two months after a major fire broke out on board, the freighter **Fremantle Highway** has arrived in Rotterdam. The ship goes to Damen Shiprepair in the Botlek. At the end of July, a fire broke out on the cargo ship carrying almost 3,800 cars. Some of the cars were electric. The fire killed one crew member and injured several people. The **Fremantle Highway** was moved to a temporary location where the fire could spread in a controlled manner. That was north of Schiermonnikoog and Ameland. From August the ship was moored in the Eemshaven in Groningen, where all cars were taken off board. Damen Shiprepair is examining whether the Fremantle Highway can still be repaired. The fire was most likely caused by a short circuit in one of the electric cars. *(Source: Rijnmond; Photo: Leen van der Meijden)*

FIREFIGHTERS SAVE BURNING CONTAINER SHIP OFF CAPE COAST

Cape Town firefighters have extinguished a blaze that raged for days in the hold of a 54,000-tonne container ship on its way to Hong Kong. The captain sealed the affected compartment when the fire started at sea and headed for Cape Town. “As the fire was not under control, the ship was

refused entry to the harbour and remained anchored in the bay," Cape Town safety and security MMC JP Smith said. "The City of Cape Town's fire and rescue department assembled a 10-man crew with basic firefighting gear, breathing apparatus and thermal imaging cameras and ferried them to the burning vessel on Tuesday. "Using a 10m rope ladder and amid large swells, they climbed on board the container ship with their gear." The firefighters moved close to the source of the blaze inside the 215m vessel and pumped water into the affected compartment, resealed it and retreated. "As the water reached the heat source, this quickly turned into steam. "When it was confirmed the internal temperature had decreased significantly on Thursday, the harbour master gave the nod for the distressed vessel to be allowed entry into the harbour." With a full contingent of firefighting appliances waiting, the vessel docked and firefighters boarded the ship. "Using aerial firefighting appliances, members used a concentrated mixture of compressed foam to extinguish the blaze," said Smith. Firefighting efforts continued overnight and the blaze was extinguished by Friday. "One of the firefighters suffered severe smoke inhalation at sea and was taken to Christian Barnard Hospital. While now in a stable condition, the member remains in medical care." *(Source: Times Live)*

UNSUCCESSFUL TESTS: RESCUERS OF THE MARINE RESCUE SERVICE CAME TO THE AID OF A LOST YACHT

Rescuers from the Azov-Black Sea branch of the Federal State Budgetary Institution "Marine Rescue Service" carried out emergency rescue operations in the waters of the seaport of Novorossiysk. Details are provided in the institution's message dated September 25. The operational duty officer of the branch of the Marine Rescue Service received a message from MSCC Novorossiysk and a representative of the shipowner about the need for emergency towing of the yacht "Amina", which was undergoing sea trials. During unsuccessful maneuvers, seawater entered the engine room; as a result, the yacht was completely de-energized and drifted in the area of the shipping route. The captain of the yacht asked for help. Uncontrolled drift of the damaged vessel with loss of control posed a threat to safe navigation. Specialists of the Marine Rescue Service immediately moved to the indicated area on the tug Nikolai Semenchenko, which was accepted into the fleet this year, with rescue drainage equipment on board. Rescuers towed the vessel to the repair site, to the berth of the Aleksino shipyard. *(Source: Sudostroenie; Photo: Marine Rescue Service)*

THE "SEAWAY FALCON" SHIP SEEKS THE REFUGE OF CORCUBIÓN

The Norwegian-flagged semi-submersible special cargo vessel "**Seaway Falcon**" has anchored in the shelter of Corcubión, waiting for the weather to improve to continue its journey from Indonesia to Holland. Our collaborator Aguiles Garea has photographed it there and you can see that she is transporting a barge with a structure that could be a floating prison or maybe a shelter for refugees.

Owned by Songa Shipmanagement and at the service of OHT, as in other known examples, it is the conversion of an old oil tanker, in this case Japanese-made, built at the Marugame shipyard and in service since 1981 under the name "**World Zeal**". . Renamed "**Nile**" and "**Nilos**", in 2007 it was transformed for its current purpose and in 2008 it returned to sailing under the name "**Willift Falcon**". Later renamed "**Heavylift Falcon**" and "**Falcon**", it currently sails under the name "**Seaway Falcon**". Of 31,207 gross tons and 88,666 deadweight tons, it measures 199 m in length and 42 m in width. She is powered by a Burmeister & Wain 6L90GB engine, with a power of 15,100 kW and allows her to maintain a speed of 14 knots. IMO code 7915278. *(Source: Puente de Mando; Photo: Aquiles Garea)*

ST LAWRENCE TRAFFIC SUSPENDED FOLLOWING CEMENT CARRIER GROUNDING

Two tugs have been dispatched from Montreal to assist the **NACC Argonaut**, a cement carrier that ran aground on Sunday morning on the St Lawrence River near Cornwall in Ontario. Traffic along the river has been suspended with authorities concerned that the cement carrier has taken on water. The ship has developed a list to port. Having veered off the fairway, the ship is wedged between an island and a dyke making it impossible for other ships to pass. The partially laden 2003-

built, 13,977 dwt ship belongs to Nova Marine Carriers. *(Source: Splash24/7)*

THE SHIP, WHOSE RUDDER MALFUNCTIONED IN THE DARDANELLES, ANCHORED IN THE SAFE ZONE

The cargo ship named "**Artey**", which had a rudder failure in the Dardanelles, anchored in the safe area under the escort of Coastal Safety teams. According to the statement made by the Coastal Police, the 114-meter-long general cargo ship named "**Artey**", flagged by Cameroon, suffered a rudder failure in front of Çardak in the Dardanelles while sailing from Izmir to Ukraine. The ship anchored at Şevketiye Anchorage, under the coordination of Çanakkale Ship Traffic Services Center, accompanied by the pilot and the tug **Kurtarma-15**. *(Source: Deniz Haber)*

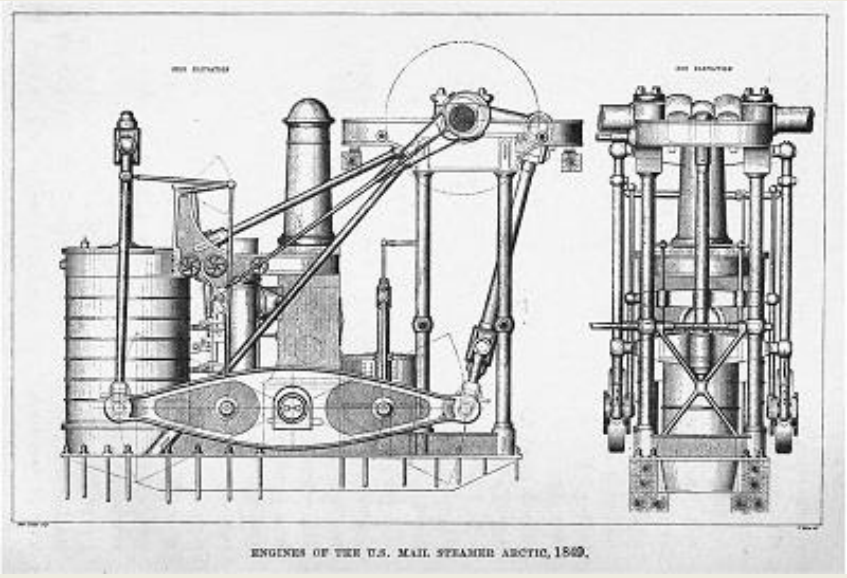
REMEMBER TODAY

S.S. ARCTIC – 27TH SEPTEMBER 1854 - A TRULY SCANDALOUS EVENT

SS **Arctic** was a 2,856-ton paddle steamer, one of the Collins Line, which operated a transatlantic passenger and mail steamship service during the 1850s. It was the largest of a fleet of four, built with the aid of U.S. government subsidies to challenge the transatlantic supremacy of the British-backed Cunard Line. During its four-year period of service, the ship was renowned both for its speed and for the luxury of its accommodation.

On September 27, 1854, while on passage to New York from Liverpool, **Arctic** collided in fog with the French steamer SS **Vesta** off the coast of Newfoundland, and sank four hours later. **Arctic's** lifeboat capacity was around 180, enough for fewer than half those on board; the boats were launched in an atmosphere of panic and disorder, and the principle of "women and children first" was ignored. From around 400 on board (250 passengers, 150 crew), 24 male passengers and 61 crew survived; all the women and children died. No one was called to account for the disaster, and no official enquiry was held. Lifeboat provision on passenger-carrying ships remained inadequate until

well into the 20th century. Arctic, built at Brown's shipyard and designed by George Steers, was the third of the four ships to be launched, following SS Atlantic and SS Pacific, and was marginally the largest of the four. She was 284 feet (87 m) in length, and measured at 2,856 tonnage by the U.S. Custom House measurement then in use. Her two side-lever steam engines, which accounted for $250,000 of the total construction cost of $700,000, were built and fitted by Stillman, Allan and Company. Each generated 1,000 horsepower, turning the 35.5-foot (10.8 m) paddle wheels at 16 revolutions a minute at full speed. Like her sister ships, Arctic was built to a luxurious standard; a contemporary description refers to her furnishings and fittings as giving "an air of almost Oriental magnificence." The ladies' saloon was described as a "gorgeous yet beautiful apartment, brilliant with light [presenting] as cheerful a scene as the heart could crave." Arctic was launched on January 28, 1850, from Brown's yard on New York's East River, before a large crowd. According to a press account, she was "the most stupendous vessel ever constructed in the United States, or the world, since the patriarchal days of Noah." The New York Herald's reporter described the crowd's reaction as the ship slid into the water: "Men waved their hats, ladies their handkerchiefs, in admiration of the glad event ... the thousands who witnessed her launch [stood] for nearly half an hour, contemplating the splendid vessel. On September 27, 1854, while en route to New York from Liverpool, the Arctic collided with SS Vesta, a much smaller fishing vessel, 50 miles off the coast of Newfoundland. There were roughly 400 people on board Arctic – approximately 250 passengers and 150 crew. Captain Luce's first thought was to give assistance to the stricken Vesta, which appeared in danger of sinking, but when he was told that his own ship was holed beneath the waterline, he decided to make for the nearest land. As attempts to plug the leaks failed, Arctic's hull steadily filled with sea water. The boiler fires were gradually extinguished and the engines slowed and stopped, still far from land. In accordance with the maritime regulations then in force, Arctic carried six lifeboats, the total capacity of which was around 180.



ENGINES OF THE U.S. MAIL STEAMER ARCTIC, 1849.

Luce ordered these launched, but a breakdown in discipline among the crew meant that most places in the boats were taken by members of the crew or by the more able-bodied passengers; one of which was the French ambassador, the duc de Gramont who was observed jumping from the ship

into one of the last lifeboats. The rest were left with makeshift rafts, or were unable to leave the ship and went down with her when she sank, four hours after the collision. Captain Luce, himself, unlike his crew, went down with his ship, although he survived. Meanwhile, **Vesta**, which appeared to have sustained mortal damage, was saved from sinking by her watertight bulkheads, and was able to gain the harbour at St. Johns, Newfoundland. Two of the six lifeboats that left **Arctic** safely reached the Newfoundland shore, and another was picked by a passing steamer which also rescued a few survivors from improvised rafts. Among these was Captain Luce, who had regained the surface after initially going down with the ship. He was rescued after clinging to wreckage of the paddle-wheel box for two days. The other three boats disappeared without trace. In all, more than 300 people died; the 85 survivors included 61 of the crew and 24 male passengers. All the women and children on board perished. Among those lost were the wife of Edward Collins and two of his children. Other victims included several members of the Brown family, whose bank, Brown Brothers, had helped to finance the Collins Line. Also lost was Frederick Catherwood, the English architect and painter whose name was mysteriously left off the official casualty lists for weeks until a concerted effort by his friends and colleagues resulted in a belated inclusion by the authorities and newspapers. In addition to the tragic loss of human life, a rare copy of William Shakespeare's First Folio that New York lawyer and Shakespeare collector Aldon W. Griswold had purchased and shipped from Liverpool, was lost. Among the lost as well were Mahlon Day, prominent New York publisher of children's books and business publications, with his wife and daughter. *Aftermath* The limited telegraph communications of the time meant that news of **Arctic's** loss did not reach New York until two weeks after the sinking. As the full story emerged, initial public sorrow at the ship's loss quickly turned to condemnation of the perceived cowardice of the crew, and their failure of duty towards their passengers. Although some newspapers demanded an inquiry into the disaster, none was held, and nobody was called to account for their actions. Proposals that lifeboat capacity on passenger-carrying vessels should be increased, to provide a place for every person on board, were not acted on. Captain Luce, who was generally exonerated from blame by the public, retired from the sea, and some of the surviving crew chose not to return to the US. The Collins Line continued its transatlantic service, until further maritime losses and insolvency led to its closure in 1858. James Brown, president of both Brown Brothers bank and the Collins Line, erected a grand monument in Green-Wood Cemetery, Brooklyn, New York, to the six members of his family lost in the **Arctic** disaster. The names of those who died are inscribed on the pedestal. *(Source: Wikipedia)*

OFFSHORE NEWS

IFAN SELLS ONLY OSV RELUME

The International Foundation for Aids to Navigation (IFAN) has confirmed the sale of its offshore support vessel (OSV) **Relume**. **Relume** is a 66-berth International Maritime Organization (IMO) Class 2 Dynamic Positioning (DP2) vessel and Special Purpose Ship (SPS), equipped to support the latest marine survey technology. She has played an important role in supporting the work of the Middle East Navigation Aids Service (MENAS), a subsidiary of IFAN, in the Middle East Gulf. The vessel was commissioned in the Netherlands, built in 2004 and entered service as a light tender serving the maritime community and gained an enviable reputation as a combined offshore/multi-role OSV. During **Relume's** time with IFAN/MENAS, she was employed on both short and long-term contracts in the oil and gas industry and the emerging renewables sector. IFAN has yet to name the buyer or the selling price for the Romanian-built ship. The organisation said the vessel is no longer part of the organisation's core work. Acknowledging the important service undertaken by the vessel over the past 19 years, IFAN CEO Peter Stanley said the sale was necessary because IFAN wanted to concentrate on its two core activities, namely the provision of Aids to Navigation (AtoN) services in the Middle East Gulf through its MENAS branch office in Bahrain and the support of international projects for the enhancement of safety through the provision of aids to navigation. Mr Stanley said "**Relume** was originally built in 2004 for the support of AtoN work in the Middle East Gulf but due to the rapid advancement of AtoN technology, it quickly became underutilised and was re-positioned to make a positive contribution to IFAN through commercial trading. As has been reported in the annual accounts, IFAN chose to follow this strategy and keep the option of further AtoN work open but now the market conditions are right to realise a reasonable value seen by an alternative owner." "We would like to acknowledge the fine service seen from the crew and technical support staff over the past 19 years and wish the new owners every success with

the **Relume** in the new phase of her career," *(Source: Riviera)*

MAERSK SUPPLY SERVICE'S VESSEL BAGS CONTRACT EXTENSION FOR ANGOLA SUBSEA OPERATIONS

Maersk Supply Service has secured a contract extension in Angola for its Subsea Support Vessel **Maersk Involver** for an additional 15 months. The Danish vessel owner said Monday that under the extended contract, the vessel and crew would support various subsea operations off the coast of Angola. "We truly appreciate and value the continued commitment from our customers and look forward to continued strong collaboration. This exciting development is due to the hard work and dedication of our crew offshore and teams onshore," Maersk Supply Service said. While Maersk Supply Service did not name the client, it is worth noting that the vessel's AIS shows it left Luanda last week en route to the Dalia offshore field, operated by TotalEnergies. Maersk Supply Service said last week it would increase its presence in core markets, increase synergies in its operations, and improve profitability., and that going forward, its two core business areas will be offshore wind and offshore support vessels (OSV). *(Source: MarineLink)*

SUBSEA 7 AND SLB ALLIANCE DEEPENS TIES WITH BP

Subsea Integration Alliance, a non-incorporated tie-up between Subsea 7 and SLB's OneSubsea has penned a memorandum of understanding with UK supermajor BP aimed at forming a framework agreement for integrated subsea developments. The framework agreement would see Subsea Integration Alliance work with BP from concept selection, through the full field life cycle, to deliver "enhanced subsea project performance", based on new ways of working and an innovative commercial model. A new team would be formed to oversee and manage activity across the programme with a focus on safety, quality and subsea project performance. Olivier Blaringhem, CEO of Subsea Integration Alliance, said: "This agreement will

mark a step change in how our highly collaborative teams work together to achieve shared objectives for mutual value. Together with BP, we will deliver lower-carbon energy to the world through enhanced long-term subsea performance." Ewan Drummond, BP's senior vice president of projects, said: "The members of Subsea Integration Alliance have been a key supplier of BP for decades, and by combining our resources and knowledge, we can bring significant benefits to our customers and our stakeholders. Together we can safely deliver projects with improved project schedules, reducing our total cost of ownership and harnessing synergies through a collaborative one-team mindset." *(Source: Splash24/7)*

FUGRO CHOOSES ULSTEIN FOR REDESIGN AND CONVERSION OF VESSELS

Fugro Resilience to be converted at Ulstein Verft. Fugro is securing long-term capacity in the global offshore renewable energy market by converting the **Fugro Resilience** and the **Topaz Endurance**, two ULSTEIN PX121 platform supply vessels (PSVs), to geotechnical vessels. Ulstein Design & Solutions AS has been contracted to redesign the two vessels. On 22 September 2023, Ulstein Verft was contracted to convert the **Fugro Resilience**. Both vessels are of the proven and flexible ULSTEIN PX121 design and were built in 2015. By retrofitting these vessels to geotechnical vessels, Fugro can unlock their versatile potential and adapt them to the specific requirements of the offshore wind sector. *Redesigned for their new geotechnical purpose* Ulstein Design & Solutions has redesigned the vessels, and its engineering team has provided the necessary strength calculations and updated plans for the conversion work. Roy Lindset, sales manager service & aftermarket at Ulstein Design & Solutions, explains that these vessels will be modified with geotechnical drill towers and necessary equipment. One of the vessels will also adjust the accommodation capacity with six new cabins. "We are grateful for this opportunity to work with Fugro. We enjoy working to prolong a vessel's lifetime and make it relevant for use in new markets. Ulstein has the resources and facilities to cover the whole process from start to finish", says Lindset. *Conversion contract to Ulstein Verft* The shipyard Ulstein Verft will convert the **Fugro Resilience**. "We started our work on this project as

soon as the contract was signed, starting with engineering, prefabrication and purchasing. The major conversion work will be to implement a moonpool and build the foundation for a geotechnical drill tower and an A-frame ", says Roy Moldskred, project manager at Ulstein Verft. Most of the disciplines at Ulstein Verft will be involved in the conversion project. "Having the redesign and the conversion carried out within the companies of Ulstein Group secures efficient project management and in-depth expertise in all our disciplines, including design, power solutions and shipbuilding", states Martin Sundgot Hansen, sales manager aftermarket at Ulstein Verft. *Repurposing vessels to secure long-term capacity in the global offshore wind market* The maritime industry faces the challenge of providing vessels to meet the growing demands of the offshore renewable energy market. Specialised vessels are needed to support offshore wind farms' construction, maintenance, and operations. Building new vessels from scratch can be time-consuming, and the need for cost-effective, sustainable, and rapid solutions to secure long-term capacity becomes evident. Through vessel conversions, the maritime industry can effectively repurpose existing vessels, saving time and resources compared to constructing new ones. And this is precisely the case for Fugro. The cooperation between Fugro and Ulstein aligns with sustainability goals by reducing waste, minimizing environmental impact, and promoting a circular economy within the maritime sector. The transformation of the two PX121 PSV vessels exemplifies the possibilities and benefits that vessel retrofitting brings, fuelling the industry's progress towards a greener and more sustainable maritime future. *Vessel history* In February 2023, Fugro acquired two platform supply vessels, the **Topaz Endurance** and the **Topaz Energy** (renamed **Fugro Resilience**), to convert them to geotechnical vessels. *(PR)*

ISLAND CONTENDER ON REPEAT IN SNS POOL

Once again, logistics service provider Peterson Den Helder has chartered a very large Norwegian supplier for a short period. This is the 96 meter long and 20 meter wide **Island Contender** from Island Offshore from Ulsteinvik. What is special about this ship is that it uses liquefied natural gas (LNG) as fuel for propulsion and can also sail on batteries. In 2012, the **Island Contender** was launched at the Vard shipyard in Brevik, Norway. The working deck of this UT776-CDG type supplier is 1,000 square meters and its home port is Aalesund. On

Thursday, September 21, the **Island Contender** arrived from Stavanger to Den Helder to moor at the Paleiskade. The first cargo run was made the same day to the Swift 10. This drilling rig is currently located at the L8-G platform in the Dutch sector of the North Sea. Last July, Peterson also used the services of the **Island Contender** (photo), which, given its size, is one of the largest shippers of its kind in the world. *(Source: www.maritiemdenhelder.eu)*

AURORA-G SPOTTED BEHIND BLUE PORT CENTRE

Moored behind the former Hollands Noorden fish auction, the **Aurora-G** of Rederij Groen from Scheveningen did not really stand out. The 50 meter long offshore support vessel arrived from Stellendam to Den Helder on Tuesday, September 19. The ship is used as an auxiliary vessel during seismic operations, as a safety standby vessel during drilling work or as a guard boat during other types of offshore work. The diesel-electrically propelled **Aurora-G** can reach a maximum speed of 20 knots and was built in 2012. Its special design is striking. On Wednesday, September 20, the ship left for sea again, with the B13 platform in the Dutch sector as its destination. *(Source: www.maritiemdenhelder.eu)*

DDW OFFSHORE TAPS ENTRUST GLOBAL FOR $31M FLEET REFINANCING

Norway's DDW Offshore, a subsidiary of Akastor, has secured a new refinancing deal that will see the company take control of two ships, reactivate another, and stretch debt maturity into September 2026. The company has arranged a $31m loan with alternative shipping financer EnTrust Global via its "Blue Ocean Funds". The deal is guaranteed by Akastor, and the funds have been or will be used

for settlement of the existing loan maturing in February 2024; settlement of the profit split arrangement for the vessels **Skandi Atlantic** and **Skandi Emerald** that was agreed with the previous lenders; and reactivation of **Skandi Peregrino**, which is currently in warm layup. Following these transactions, DDW Offshore should hold full economic interest in its fleet. The Oslo-based company, formerly known as DOF Deepwater, owns three AHTS vessels following the sale of **Skandi Saigon** and **Skandi Pacific** to Brazil's OceanPact. Akastor took over the company in October 2020 after a financial restructuring. *(Source: Splash24/7)*

WINDFARM NEWS - RENEWABLES

FIRST MONOPILES FOR GIANT U.S. OFFSHORE WIND PROJECT SET SAIL

German offshore wind monopile maker EEW SPC said Monday that the first eight monopiles for the Dominion Energy Coastal Virginia Offshore Wind Project in the U.S. were loaded at the Rostock quayside in Germany, and set sail for the U.S. on September 21, 2023. In preparation for RoRo loading, the monopiles were lifted into the transport cradle using the Strand Jack system. Now aboard the carrier deck, the foundations are on their way to Portsmouth Marine Terminal in Portsmouth, Va., USA, where they will arrive in approximately two and a half weeks. In total, EEW SPC will produce 176 monopile foundations that are up to 83 meters long, weigh 1,538 tons and have a diameter up to 9.5 meters. The largest offshore wind project in the USA to date is expected to provide electricity for up to 660,000 homes once construction is complete in 2026. The U.S. Bureau of Ocean Energy Management (BOEM) said Monday it had completed its environmental review of the proposed Coastal Virginia Offshore Wind (CVOW) project. "The completion of CVOW's environmental review is another significant milestone to keep the project on time and on budget. Regulated offshore wind has many benefits for our customers and local economies – it's fuel-free, emissions-free, and diversifies our fuel mix to maintain the reliability of the grid," said Bob Blue, Dominion Energy's chair, president, and chief executive officer. Dominion

Energy is proposing to construct 176 14.7-megawatt wind turbines and three offshore substations in a 112,800-acre commercial lease area located 27 miles off the Virginia Beach coast. *(Source: MarineLink)*

RWE AND FRS WINDCAT POLSKA PRESENT A HYDROGEN-POWERED CTV UNIT FOR TRANSPORTING CREW OF OFFSHORE WIND FARMS

RWE and FRS Windcat Polska presented the Hydrocat 55 unit in the port of Ustka - one of the first dual-fuel crew transport vessels (CTV) in the world. It is a dual-fuel unit, powered by MDO fuel, which can also be powered by hydrogen, which significantly reduces CO2 emissions. In the presence of Jacek Maniszewski, mayor of Ustka, representatives of local authorities, the fishing community, the shipyard and the port had the opportunity to see the innovative CTV unit, which moored at the Władysławowski Quay, from which RWE plans to carry out service work in the future. RWE intends to use the port in Ustka as an operational and service base for FEW Baltic II, its first offshore wind farm in Polish waters of the Baltic Sea. Offshore wind energy is crucial for the energy transformation in Poland. Ustka, as a port city, will play an important role at the stage of construction and operation of offshore projects in the Baltic Sea. The visit organized by RWE proved that our port is ready to service offshore wind farms - said Jacek Maniszewski , mayor of Ustka. Hydrocat 55 has dual-fuel engines (powered by diesel and hydrogen), in which 200 kg of hydrogen will replace almost 600 liters of diesel oil. The fuel is stored in 27 cylinders at a pressure of 350 bar. Depending on the scope of tasks performed, this amount of hydrogen allows the ship to operate for up to three days. The technology used allows for an annual reduction in diesel consumption by 220,000 liters and CO2 emissions by almost 600 tons. The technology used is suitable for CTV

primarily because it allows the use of existing diesel engines. No fundamental changes to the main engine are required, meaning maintenance and repairs are not complicated and the engine can be easily converted back to diesel without any modifications. Even if hydrogen is not available, the ship can run on traditional fuel, making it a reliable solution for offshore wind energy. The **Hydrocat 55** vessel will be ready for operation by the end of 2023. Its sister unit **Hydrocat 48** has been operating since last year and serves offshore wind farms in the Netherlands, Belgium and Great Britain - said Tim Kunstmann , Managing Director at FRS Windcat Polska. Shipping is responsible for approximately three percent of annual global greenhouse gas emissions. We are convinced that offshore wind energy will significantly contribute to the decarbonization of shipping and maritime transport. The solution proposed by FRS Windcat can be seen as a milestone in the development of fully hydrogen-powered CTV units. RWE operates 19 offshore wind farms in five countries. Further offshore projects are in the construction and development phase - including the FEW Baltic II project in Poland. We want our service providers to offer solutions that are neutral in terms of carbon dioxide emissions throughout the entire period of operation of our offshore wind farms - added Grzegorz Chodkowski , vice-president of Offshore Development Poland at RWE. FEW Baltic II – RWE's first offshore wind farm off the coast of Poland. RWE is developing its first offshore wind farm off the coast of Poland. The FEW Baltic II project is located north of the Słupsk Bank, in the exclusive economic zone in the central part of the Polish Baltic Sea. With a planned installed capacity of 350 megawatts, the wind farm will be able to produce enough green energy to power approximately 350,000 households. We continue to develop the project, work is ongoing and its commissioning is expected at the end of this decade. *(Source: PortalMorski)*

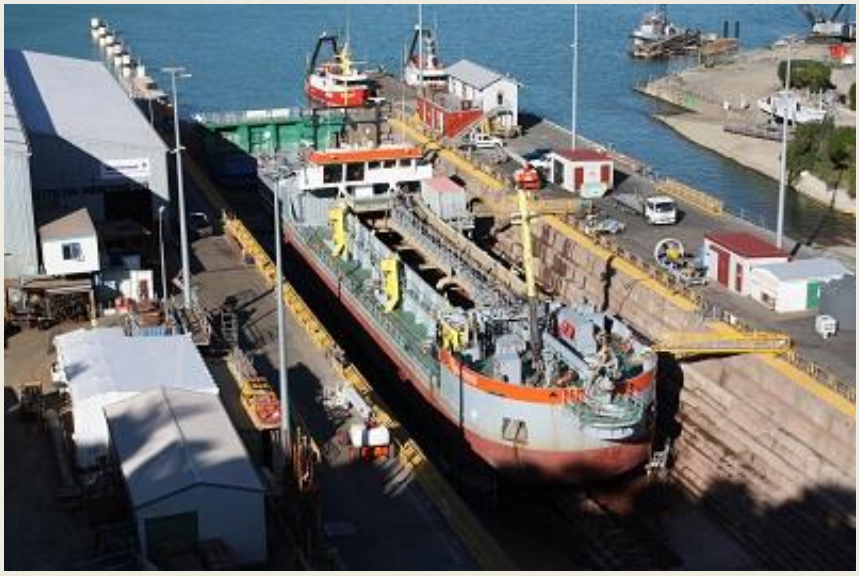
VATTENFALL TAPS DEME FOR DUTCH WIND FARM WORK

Sweden's Vattenfall has selected DEME Offshore to further strengthen the cables around the Netherlands' Hollandse Kust Zuid offshore wind farm site. Under the contract, DEME will carry out rock installation utilising its fleet of fall pipe vessels with work set to take place between the fourth quarter of 2023 and the first quarter of 2025. Sam Gardner, project manager at Vattenfall, said: "We have decided to proactively implement these measures due to previous experiences in the offshore wind industry. In doing so, we will extend the lifespan of the cables and reduce risks." Prior to the installation work for the stone verges, Dutch surveyor Fugro will carry out inter-array cable inspections and scour path inspections utilising electric remotely operated vehicles that use up to 95% less fuel than conventional support vessels. *(Source: Splash24/7)*

DREDGING NEWS

ALBATROS SEEN IN THE LYTTELTON DRY-DOCK

Taking a break between dredging contracts around New Zealand and Australian ports, the Dutch dredge Albatros is seen in the Lyttelton dry-dock. Once out of the dock next month she will work on a maintenance dredging program around the channel and berths at Lyttelton. The trailing suction hopper dredge was completed during 2013 and is owned by Boer Baggerbedrijf,Dutch Dredging and flies the Netherlands flag. *(Source: Alan Calvert)*



FOR THE NEW GENOA DAM, ACCELERATION OF GRAVEL LAYING WITH THE NOVA MARINE CARRIERS SHIP

The construction of the first 850 submerged columns of the work with 370 thousand tons of materials placed on the seabed is in the final stages. Hypothesis of modification of the route. he construction of the first 850 submerged columns of the new Genoa breakwater has reached its final stages, with 370 thousand tonnes of gravel placed on the seabed; work on the second block of columns of the work is now starting. This was announced by the Western Ligurian Sea Port System Authority in the same hours in which the President of the

Council of Ministers, Giorgia Meloni, visited the Genoa International Boat Show and on the occasion also met the CEO of the Webuild group , Pietro Salini, together with the extraordinary commissioner of the port authority of Genoa, Paolo Piacenza. The meeting - it is explained - was "an opportunity for an update on the progress of the works for the construction of the new breakwater" among which there would also be, as revealed by Il Secolo XIX, a hypothesis of modifying the route of the wall so that the work stands on deeper seabeds also in the new western sections, leaving greater protected water space in front of the Sampierdarena port terminals which run from the Genoa Metal Terminal to the Marine Intermodal Terminal of Messina. Regarding the first 850 gravel columns to be completed by the end of September, the port authority explains that this phase will close the works of the first test field. To date, approximately 370 thousand tons of gravel have been placed on the seabed and by the end of September the construction of the block of columns of the second test field of the work will also begin, the largest intervention ever carried out for the strengthening of the Italian port system. To lay such a quantity of gravel on the seabed, 220 trips were made from Genoa and Piombino for the transport of an average of 3,000 tons of gravel per day. The goal is to lay over 170,000 tons of material per month, thanks to the use of additional ships. Starting from this week, production is being boosted thanks to the use of an additional 40,000 ton ship (the Sider Olympia from Nova Marine Carriers), arriving every 15 days from the Spanish port of Cartagena. Furthermore, the wartime reclamation operations in seabeds up to 50 meters deep, started at the end of July, are progressing, operations for which Webuild is using an innovative operational method which involves the use of divers operating in hyperbaric saturation. Finally, the ADSP of Genoa recalls that "the New Breakwater involves the involvement of over 1,000 people working on its construction, including direct and third-party personnel, and currently involves over 80 companies in the supply chain, almost all of which are Italian. Commissioned by the Port System Authority of the Western Ligurian Sea, it is a strategic project of European, as well as national and local, value, co-financed by the Government with resources from the Complementary Fund to the Pnrr, the new dam will enhance the maritime accessibility of the port of Genoa by consolidating the strategic role of the city's port system within the Rhine-Alpine corridor of the Ten-T trans-European transport network, a corridor that runs from Genoa to Rotterdam and of which the Single Third Valico dei Giovi - Node Project is also an integral part Genoa. The New Breakwater will also help protect the port of Genoa from wave motion. One of a kind in engineering terms, in its final configuration it will be 6,200 meters long and will replace the existing dam, positioning itself at a distance from the quay to allow access to the port (of Sampierdarena, ed.) also for modern ships defined as Ultra large (Ulcv), which today suffer limitations due to the reduced manoeuvring space" but can moor at the nearby Psa Genova Pra' terminal. In recent days, meanwhile, a small section of existing dam in front of Pegli was knocked down by a strong sea storm and to remedy the collapse the Port System Authority announced the restoration of that portion of the barrier and two others will cost 1.6 million euros. “The reported failure affected a limited and older section of the dam – they explained from Palazzo San Giorgio – already subject to monitoring following storm surges in recent years. The restoration was foreseen in the maintenance category and the completed executive project will be put to tender by the first days of October for an amount of 1.6 million euros. The technical intervention will last approximately 180 days." More precisely, the works will consist of "restoring three portions of the dam in front of the airport, not in proximity to operational docks and in an area closed to navigation due to its proximity to the airport, with the sole exception of the naval units of the technical services nautical". *(Source: Shipping Italy)*

USACE AWARDS $39.6M DELAWARE RIVER DREDGING CONTRACT

Norfolk Dredging Co. of Chesapeake, Virginia, has won a $39.6 million USACE contract for

maintenance dredging work in Philadelphia, Pennsylvania. According to the Department of Defense, work consists of maintenance dredging of approximately 2.7 million cubic yards of sediment within the Delaware River, Philadelphia to Sea main navigation channel (between Stations 117+000 and 237+500). This includes hydraulic dredging with placement of the dredged material into the Pedricktown, Killcohook, Artificial Island and/or Reedy Point disposal areas. The estimated completion date for the project is March 1, 2024. *(Source: Dredging Today)*

PRINCESS ROYAL UNVEILS £420M ABERDEEN PORT EXPANSION

Her Royal Highness The Princess Royal officially opened Port of Aberdeen's transformational £420 million expansion project on September 22, catalyzing a multi-billion pound economic and jobs boost for Scotland. More than 250 stakeholders attended the opening event on Dunnottar Quay. The Princess Royal unveiled a plaque and 'Octopode Accropode' structure which was specially designed and painted by local street artist, Craig Fisher. The new

harbour has generated more than £3 million of revenue during its phased opening and is attracting vessels and projects that would have previously sailed past the city, often destined for a European port. With Aberdeen South Harbour complete, Port of Aberdeen is the largest berthage port in Scotland. The new facility, next to the Energy Transition Zone, can accommodate vessels up to 300m in length, with port users and customer benefiting from an additional 1.5km of deepwater berths, to a maximum depth of 15m, 125,000sqm of flexible project areas and significant heavy lift capacity. The expanded port is a recognized development under the Scottish Government's National Planning Framework 4. The expansion project was significantly self-funded by the port with valuable support from the European Investment Bank, Scottish National Investment Bank, Scottish Enterprise, and Aberdeen City Council and Aberdeenshire Council through the Aberdeen City Region Deal. *(Source: Dredging Today)*

BOSKALIS KICKS OFF HULHUMALE' PHASE 3 LAND RECLAMATION

Land reclamation operations for the Hulhumale' Phase 3 in the Maldives – conducted by Boskalis – officially started last week. Under this phase, around 63 hectares of new land will be created, said Urbanco. Land reclamation works for the Phase 3 started from the north-west end the bridge tunnel, between Phase 1 and Phase 2 area, and will extend to the entire lagoon, up to the northern-tip of Phase 2; meaning that the semi-reclaimed Farukolhufushi will be part of the new phase. According to Urbanco, the new phase is being undertaken for various social housing initiatives aimed at awarding affordable social housing. The company said that the road development projects would follow the land reclamation program. Upon completion of land reclamation, urban development initiatives will also begin, including activities on community parks, sports and recreational facilities and other amenities. *(Source: Dredging Today)*

CALLAN WINS FINAL CONTRACT FOR CORPUS CHRISTI DREDGING

The U.S. Army Corps of Engineers (USACE) Galveston District (SWG) awarded the fourth and final multimillion dollar contract for the Corpus Christi Ship Channel Improvement Project (CCSCIP) yesterday. Callan Marine will receive approximately $102.9 million to complete dredging on the final stretch of the project – the Inner Harbor reach. With the final contract, the entire project will beneficially use roughly five million cubic yards of dredged material, said USACE. "With this project, the Galveston District makes great strides toward the Chief of Engineers' vision to increase beneficial use of dredged material," said Col. Rhett Blackmon, SWG's district commander. "This is one of the largest beneficial use projects the district has ever constructed," said Chris Frabotta, SWG's operations chief. "That much dredged material would fill up the Astrodome more than three

times." The project will improve approximately 11.9 miles of the associated shipping channel, effectively widening the channel from 400 feet to 530 feet and deepening it from 47 feet to 54 feet. Also, the overall channel improvement project would combat erosion within the channel by providing 395 acres of sacrificial erosion protection along with the construction of a 2,000-foot breakwater – to tie into a currently planned 4,000-foot breakwater – in the Nueces Delta. *(Source: Dredging Today)*

YARD NEWS

THE COAST GUARD PREPARES TENDERS FOR A NEW SUPPLY VESSEL AND A PATROL BOAT

Meanwhile, there is a gap in the water for the procedure started last March for the construction of three SAR units. The Port Authority has launched two separate preliminary consultations relating respectively to the supply of a supply vessel and a patrol boat with SAR (search and rescue) functions for the Coast Guard. The two procedures, he specified, do not only have an "informative purpose", but aim to acquire technical knowledge and compare experiences in view of the "possible" preparation of a tender. That said, with respect to the technical characteristics of the two vehicles the body seems to already have quite clear ideas. In the first proceeding, for example, it is first specified that the ship - which is described as **'Gregoretti Plus'**, with reference therefore to the support unit built in 2011 by the Megaride shipyard in Naples - it must have an overall length of 60-70 meters and full load displacement of 2,500 tons, optimal maximum speed of 18 knots, logistical autonomy of 20 days and finally it must be able to accommodate 50 people. Regarding propulsion, the document mentions diesel-electric propulsion, but also asks to hypothesize a dual fuel vehicle. The characteristics indicated in the second consultation procedure, relating to the supply of a SAR patrol boat, are also extremely detailed, for which an overall length of between 14 and 18 meters is

assumed, the achievement of a speed of 35 knots at full load, a capacity carrying 24 people (including 4 crew members). The document then goes on to indicate many other requirements, including the presence of a hull "with a deep V profile", made of composite. In the meantime, however, the Port Authority Corps had to make a misstep in the tender, launched last spring , for the construction of three "non-prototypical " SAR ships, a contract which - the tender explained - could then be followed by agreements for the construction of a further 22 units. At the end of the procedure, we learn from a notice published in the European Journal, "no offers or requests for participation were received or all were rejected". And this despite the fact that there were actually numerous requests for clarification sent to the race officials, and to which they responded. Among the questions there is also a rather controversial one sent by an unspecified company which describes itself as a "manufacturer of boats with high technological content, both civil and military" which asked to be able to present projects for SAR boats "more modern than those requested from this notice". This with the aim - he explained - of offering "a more innovative product and in line with the development of technological progress that has taken place in recent decades. In this regard, it should be remembered that the procedure concerned the supply of aluminium vehicles, with a length between 18.5 and 20 metres, capable of transporting at least 120 people (of which 100 on the external deck), for SAR (Search and Rescue) functions), against an overall budget of 3.85 million. *(Source: Shipping Italy; Photo: Marjan Stropnik)*

TIDEWATER ENGAGES CATERPILLAR FOR GLOBAL FLEET MANAGEMENT TO INCREASE EFFICIENCY AND UPTIME

Largest Fleet Operator in the Offshore Support Vessel Industry Receives 24-Hour Digitally-Driven Engine Monitoring and Dedicated Support Through Global Customer Value Agreement. Caterpillar and Tidewater Inc. (Tidewater), a global leader in the offshore support vessel (OSV) industry, announced today the execution of a Global Value Agreement (GVA) for Tidewater's worldwide footprint of vessels that support the offshore energy industry. GVAs ensure comprehensive parts, service, monitoring and maintenance support to help reduce total cost of ownership (TCO) and increase uptime and availability. Tidewater's diverse fleet of over 200 OSVs, including platform supply vessels, anchor handler towing supply vessels, offshore tugs, and crew boats, will benefit from having a dedicated Caterpillar fleet manager to identify the most effective, efficient maintenance intervals for improved service planning and quick parts availability. Predictive analytics and 24/7 digital Cat® engine monitoring will allow the operator to track assets' locations, operating hours, fuel levels, and overall utilization for data-driven efficiency cost improvements. Pairing consistent, dependable global support with innovative digital enhancements will help

promote greater efficiency for more than 400 of Tidewater's Cat engines, increasing vessel uptime.

As one of the oldest and most experienced providers of marine support services for the offshore energy industry, Tidewater's global footprint is relied upon in more than 60 countries. Caterpillar's fleet management services offered through the GVA help improve the availability of Tidewater's vessels to transport crews and supplies, tow and anchor mobile rigs, assist in offshore construction projects and perform a variety of specialized marine support services. "Working with Caterpillar Marine under this global agreement enables us to enhance maintenance and operational support while continuing to deliver on our goals for safe and reliable operations. We are teaming up with leading global marine equipment providers such as Caterpillar to establish the highest, most technologically advanced and most carbon friendly marine engine operating standards," said David Darling, Chief Operating Officer of Tidewater. "The GVA is aligned with Caterpillar and Tidewater's vision for superior support and exceptional service for Tidewater's global OSV fleet. Our fleet management, digital tools and world-class dealer network will enable Tidewater vessels to achieve the highest level of operational performance," commented Brad Johnson, vice president of Caterpillar Marine. *(PR)*

AMUR SHIPYARD HAS COMPLETED THE INSTALLATION OF VRK GEARBOXES ON THE RESCUE VESSEL "KERCH STRAIT" OF PROJECT MPSV06

Shipbuilders of the Amur Shipyard completed the installation of the lower gearboxes of the propeller-steering complex on the multifunctional rescue vessel with a capacity of 7 MW "**Kerch Strait**" (plant No. 360). The shipyard's Telegram channel reports this. Installation and commissioning specialists carried out the installation together with representatives of the counterparty company

Marine Ship Systems. For this purpose, the ship was placed on a dry hull, and all installation work was carried out in an open area. Today, the multifunctional rescue vessel of project MPSV06 "**Kerch Strait**" was launched and transferred to the outfitting pier for further work on the final painting of the outer hull. The MPSV06 project was prepared by the Marine Engineering Bureau - St. Petersburg . Vessels of this series have an unlimited navigation area and Icebreaker 6 class. The contract for the construction of the Kerch Strait for 3.6 billion rubles, which was provided by the budget, was concluded in December 2009.

The customer was Rosmorrechflot , the operator should be the Federal State Budgetary Institution " Morspassluzhba ". The contractor for the contract was the Far Eastern Center for Shipbuilding and Ship Repair (DCSS, then fully part of USC , now managed by a consortium of Rosneft, Rosneftegaz and Gazprombank). The laying of the lifeguard took place in July 2010 at ASZ (then part of the DCSS, now part of the USC). The ship was due to be delivered in December 2011, but construction has been suspended. After legal proceedings, the contract was terminated and the money was returned to the budget. During this time, Nordic Yards in Wismar was built for almost 6 billion rubles. two similar vessels - "**Bering Strait**" and "**Murman**". In 2018, it was decided to complete the construction of the **Kerch Strait** and appoint USC as the sole contractor. The cost of construction was then estimated at 4.6 billion rubles; the order for USC threatened to be unprofitable. The ship was expected to be delivered in December 2020. *(Source: Paluba News)*

KEEL LAYING OF 2940KW ASD TUGBOAT

On 26th September, 2023, one unit 2,940kW a ASD tugboat built by our company Jiangsu Zhenjiang Shipyard for domestic shipowner has been keel laid. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Blakeley Boat Works Building New Tug for Crescent Towing*
   - *Med Marine Successfully Delivered "Vernicos Scafi III" to Vernicos Scafi*
   - *Damen Shipyards signs contract with Port Marlborough NZ for the delivery of the new ASD Tug 2111 class*
   - *Med Marine Celebrates Successful Delivery of MED-A2885 Tugboat Built for Misurata Free Zone*
   - *Sanmar Shipyards delivered compact workhorse tug to expanding Danish port*
2. *Several updates on the Broker Sales page posted last week.*

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

   (pls contact jvds@towingline.com)
   - *Platform Supply Vessel – 'TEK-OCEAN SPIRIT" for sale (new)*
3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *Rebarca - Barcelona by Jasiu van Haarlem (new)*
   - *Suez Canal - Ismalia by Jasiu van Haarlem*
   - *AVRA Towage - Rotterdam by Jasiu van Haarlem*
   - *Herman Sr - Zwijndrecht by Jasiu van Haarlem*
   - *Boa - Trondheim by Jasiu van Haarlem*

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

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