Tugs Towing & Offshore Newsletter

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

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TUGS & TOWING NEWS.

TIDEWATER PURCHASES TUGS FOR CANADIAN OPERATIONS

Tidewater Canada, formerly ITB Canada, turned to Edinburgh, UK-headquartered ACL Shipbrokers to help it source tugboats to expand and upgrade the fleet in British Columbia, Canada. Its initial requirement was for a long-term bareboat, which later developed into purchasing two compact azimuth stern drive (ASD) tugs. But Tidewater was searching for a design that was not available on the secondhand market. ACL found the client an off-market unit, a Damen ASD 2310, which was due to be replaced. Due to the lack of availability on the secondhand market, ACL worked closely with Damen Shipyards to sell a new reverse stern drive RSD 2312 tug from the Song Cam yard in Vietnam and arranged for supervision of the newbuild with UK-headquartered APB Marine. ACL co-ordinated the drydocking and delivery with Redwise Marine Services of TWC Artemis. The second tug was delivered by a heavy-lift vessel contracted by Damen to its new owners in Vancouver. *(Source: Riviera by Martyn Wingrove)*

MED MARINE SUCCESSFULLY DELIVERED MED-A2575 SERIES AZIMUTH STERN DRIVE TUGBOAT TO CAFIMAR GROUP

Med Marine and Cafimar Group through its subsidiary Somat S.p.A. signed a contract for the construction of a popular design called MED-A2575 RAmparts 2500W was designed by Robert Allan in March 2023. The vessel was built at Eregli Shipyard in the Zonguldak region of Turkey. Construction of the vessel was completed in September 2023. The MED-A2575 is a 25-meter, 70-ton

bollard pull and is designed to comfortably accommodate a crew of 7 in its living quarters with a controlled climate. Med Marine's unit was chosen by Somat S.p.A. due to its wide range of operational capacities such as terminal escort, and harbor towage operation with fire-fighting systems. The vessel will be operated by Somat S.p.A. at the port of Civitavecchia-Palermo-Trapani-Porto Empedocle-Gela-Termini Imerese-Marsala-Licata. Med Marine's Sales Director Melis Üçüncü commented on the delivery: The successful collaboration among all the teams involved has played a significant role in fostering strong business connections with Somat S.p.A. We take immense pride in our partnership and the opportunity to work together with Somat S.p.A. on this occasion. Cafimar's C.E.O. Alessandro Russo commented on the delivery: Once again we have placed our trust in Med Marine and once again we receive a brilliant response, taking delivery of a very efficient tug which represents a new milestone in the modernization of our fleet. We are sure that our new building tug will help the Company to increase the quality of the service provided to our clients in Sicily. The *tugboat's specifications:* Length: 25,20 m; Width: 12 m; Depth: 4.60 m; Draft: 5.75 m; Traction Force: 70 tons; Speed: 11 knots; Crew: 7 people. *(PR)*

CAPTAIN CHRIS PECK HONOURED TO THE AUSTRALIAN MARITIME INDUSTRY

A small ceremony in Gladstone recently honoured the service of Captain Chris Peck to the Australian maritime industry. Chris was awarded a commendation of service medal from the Australian Merchant Navy Awards Council. At the age of 19, on the 9th of February 1970, Chris commenced service as a Deck Cadet with ANL. He then served continually with the ANL fleet, earning his Master's certificate in 1981. After his long service with ANL, Chris commenced in the position of relief Master on the Dredger '**EOK Green**,' dredging the Port of Newcastle. During this time, Chris also worked as a lecturer of Navigation at the Sydney College of Navigation and assisted the RAN with Deck Officer training at sea. In 1987, Chris commenced as a Tug Master with 'Wallace Tugs'

serving in Port Kembla. During his time, the Company merged with Adsteam and then Svitzer. In July 2010, Chris commenced as Senior Training Master with Smit Lamnalco, who had recently won the contract to supply towage to the Port of Gladstone. Initially, Chris travelled to Rotterdam, Europort, and Antwerp to observe the company's operations and to develop a training package to suit Australian conditions. Today, Chris plays an integral role at Smit Lamnalco with the continued development of the simulator training for Tug Masters and Pilots, at the Smart Ship simulator facility in Brisbane. *With respect to rescue operations, Chris recalls;* - The rescue of four Indonesian fisherman adrift at sea, while he was returning from Japan on the '**Australian Prospector**'. - As Master of the Tug **Kioloa**, in adverse weather conditions, emergency towage of the ship '**Combi Sailor**' which had lost engines, fouled its anchors, and was 600m from grounding on Coniston beach South of Wollongong. - As Master of the Svitzer Tug **Warringa**, dead ship towage of a ship with a seized propeller shaft from Newcastle to Brisbane. In his own time, Chris serves as Deputy Chief Controller for the Gladstone Volunteer Marine Rescue group, recently coordinating the air and sea evacuation of a casualty from North West Island in the Great Barrier Reef. Captain Chris Peck is an important part of the Smit Lamnalco family and continues to bestow his extensive experience, knowledge and work ethic to new and existing employees. We are extremely proud to have him. *(PR)*

NEWBUILD ADDED TO SVITZER'S BRAZILIAN TUG FLEET

Svitzer has increased its fleet of tugs operating in Brazil with a fourth newbuild to handle large ships in the nation's growing ports. The AP Moller-Maersk subsidiary welcomed Svitzer Monte KT following its construction by Brazilian shipyard Rio Maguari to Robert Allan Ltd's RAmparts 2300 design as part of its ongoing growth of its Brazilian operations. **Svitzer Monte KT** has been deployed across the ports of Pécem, Paranagua, and Santos. It is the fourth azimuth stern drive (ASD) tug in a six-tug newbuilding series Svitzer intends to operate in Brazil before the end of 2024. This tug newbuild has a top speed of 13 knots, a bollard pull of 70 tonnes and a FiFi1 fire-fighting system.

Svitzer Monte KT joins its sister tug **Svitzer Atanásio** in Santos, which was delivered by Rio Maguari earlier in 2023, along with two other Svitzer tugs. Santos is Brazil's largest port and Latin America's busiest container hub. "The delivery of **Svitzer Monte KT** at Santos shows Svitzer's commitment to continued growth in Brazil," said Svitzer Americas managing director Arjen van Dijk. "As we expand our port coverage and increase our ability to deliver sustainable services for customers, we also look forward to further growing our footprint in the country over the next few years." Mr van Dijk said the other two newbuild tugs would be delivered to Svitzer in Brazil by Q2 2024. By the end of 2023, Svitzer will operate 20 tugs, including the four vessels added to the fleet in 2023, in eight ports across Brazil – Salvador, Suape, Pecem, Santos, Vitoria, Rio Grande, Sao Francisco do Sul and Paranagua. "We have a very clear strategy in the Brazilian market to strengthen our coverage and deliver safe and reliable services to our customers," said Svitzer Brazil managing director Daniel Reedtz Cohen. "With the addition of **Svitzer Monte KT** to our fleet, we continue to strengthen our ability to deliver high-quality support of global and local ship operators in Brazil's logistics ecosystem." *(Source: Riviera by Martyn Wingrove)*

13M TUGBOAT MACDUFF DESIGN LAUNCHED

The tugboat is built on speculation base and is still up for sale. The keel laid in July 2020 and completed in March 2021 but was not launched until this week. The Atlantis Marine Service shipyard - Tuzla in Turkey is going to make her ready and await for a Buyer. The tug with yard number AMS-003 has a length o.a. of 13.40 mtrs a hull length of 13.00 mtrs and between perpendiculars 10.97 mtrs. She has a Breadth Moulded: 5.40 mtrs. a Depth Moulded: 2.47 mtrs. and a Max. Draft: 1.90 mtrs. The two Doosan L126TIH main engines develops a total out put of 720 horsepower at 2,000 rpm. The gearboxes are Dongii DMT 170HL with a ratio of 4,48:1. He has fixed [propellers Kort nozzle with a diameter of 1,300 mm. Het diesel generator is 50 kW at 1,500 rpm. *Tank capacity:* Oil fuel : 4,700 ltrs; Freshwater: 137 ltrs; Deck Machinery: Deck winch: SWL 7.5 tons; Deck crane SWL 900 kg @ 8 mtrs. Towing bitt: SWL 10 tons. She performs a bollard pull of 10 tons and a free sailing speed by

100% MCR of 9 knots. She has an accommodation for a crew of 4 persons. *(Source & Photo by Atlantis Marine Service)*

PSA TO EQUIP 13 NEWBUILD TUGBOATS WITH SEAWATER COOLING SYSTEMS

Following a real-world trial that showed a significant reduction in maintenance time for on board heat exchangers, Singapore's PSA Marine has opted to furnish 13 tugboats with marine cooling systems. Marine cooling systems are used to reduce temperatures in the ship's engines and other auxiliary systems by using seawater to avoid the engine and other critical systems overheating. Norwegian technology supplier Hydroniq Coolers will supply two of its Pleat seawater coolers to each of the 13 newbuild tugboats and Japan's Sojitz Machinery Corp will work as a subcontractor to the engine supplier for the 13 vessels. Hydroniq Coolers has not disclosed the value of the contract. In 2019, PSA Marine awarded Hydroniq a frame agreement to deliver the Pleat seawater cooler to new vessels in the PSA fleet after testing the seawater cooler aboard one of its tugs operating in Singapore Bay. Results suggested that the onboard plate heat exchangers, which needed cleaning two or three times a month, had an increased maintenance interval of up to nine months after the Pleat cooler's installation. The Pleat cooler is a flexible heat exchange cooler delivered in a variety of sizes for central cooling, auxiliary and various combinations of engine cooling. It has a design pressure of 6 bars and design temperature of 0-95°C. The device's long service intervals allow vessel crew to easily clean the cooling system while at sea. "We have delivered our Pleat seawater cooler to multiple tugboats that PSA Marine is operating. In fact, PSA Marine was the first company to ever test our Pleat seawater cooler. We are delighted to be chosen as supplier to these 13 tugboats through our co-operation with Sojitz

Machinery Corp," said Hydroniq sales manager Magnar Kvalheim. In addition, Hydroniq Coolers has launched an online configurator that allows ship designers, shipyards and shipowners to identify the optimal seawater cooling system configuration for their specific vessel. Towage and pilotage provider PSA Marine has a modern fleet of more than 70 tugs, with a presence in Peru, Europe, Bangladesh, China, Taiwan, Oman and southeast Asia. In Panama, PSA Marine recently acquired a 45% stake in Meyer's Tugs from Inversiones Maritimas CPT. *(Source: Riviera; Photo: Cheoy Lee)*

DELIVERY OF 3308KW ASD TUGBOAT

On 28th Sep. 2023, one unit of 2×1654kW ASD tugboat named of "CHENG GANG TUO 11", built by our company Jiang Zhenjiang Shipyard for Jiangyin chenggang Tug Shipping Co., LTD, has been delivered and sailed smoothly. The tugboat's overall length is 37.35m, the molded lines is 35.5m, the width is 9.8m, the depth is 4.5m, ahead bollard pull is 57.5t and astern bollard pull is 52.5t, and the speed is 15.01Kn. *(Source: Jiang Zhenjiang Shipyard)*

FOUR MORE Z-TECH 30-80S TO BE BUILT

Construction contracts for 4 new tugs have been awarded by Gulf LNG Tugs of Brownsville, Texas to serve the Rio Grande LNG export facility (RGLNG). Master Boat Builders, Coden, Ala. and Sterling Shipyard, Port Neches, Texas will each build two of the Robert Allan Ltd. designed Z-Tech 30-80. These new tugs are sisters to ten tugs that are currently operating in US Gulf Coast ports. The design has proven to provide exceptional escort performance in combination with superior seakeeping by the blending of two Robert Allan Ltd. innovations: the Z-Tech configuration and the RAstar's sponsons. The Z-Tech 30-80 tugs will be classed by ABS for Escort Tug, Low Emissions Vessel (US) and Fire Fighting – Class 1, in compliance with the ABS Marine Vessel Rules, 2023. The tugs are also in compliance with USCG Subchapter-M regulation requirements for towing vessels. The Z-Tech 30-80 tugs have an overall length of 98'-6", a breadth of 42'-8" and are expected to reach a bollard pull of approximately 87

tonnes, with a pair of Schottel SRP 510FP thrusters, 2.8 metre fixed pitch propellers, driven by two EPA Tier IV compliant Caterpillar 3516E main engines, delivering 3500 bhp at 1800 rpm. A Markey DEF-48A, Class III – 100HP winch is fitted on the forward deck for escort operations. Gulf LNG Tugs of Brownsville, Texas is a joint venture formed between Bay-Houston Towing Co., Moran Towing Corporation, and Suderman & Young Towing Company. *(Source: Robert Allan)*

ABC WINS CONTRACT TO SUPPLY ENGINES FOR 10 NEW SUEZ CANAL TUGBOATS

Anglo Belgian Corporation (ABC) is pleased to announce that it has been awarded a contract by South Red Sea Shipyard (SRSS) to supply the propulsion systems for ten new tugboats for the Suez Canal Authority (SCA). These state-of-the-art vessels will each be equipped with two robust and reliable ABC 12DZC engines and will play a crucial role in ensuring the smooth passage of ships through the Suez Canal. South Red Sea Shipyard has selected ABC to supply the essential engines for Suez Canal Authorities' upcoming fleet of ten tugboats. These tugs will be built by South Red Sea Shipyard in Egypt, to promote the "Made in Egypt" label. Jean-Christophe Van Acker, Sales Manager at ABC, said: “We are very honored to have been chosen as a trusted partner for this prestigious project. With our excellent partners and a long history of cooperation with the Suez Canal authorities, we are fully committed to committed to delivering top quality engines that not only meet but exceed the highest industry standards.” In the tugboat industry, factors such as reliability, efficiency, safety, bollard pull and maneuverability are of paramount importance, and ABC's medium-speed engines have long been recognized as the preferred choice for various types of tugboats. ABC's recent SRSS contract underlines our continued commitment to providing excellent quality engines for the maritime sector. *(PR)*

TUG BUILT FOR SAUDI ARABIAN RED SEA DEVELOPMENT

A newbuild tug has been sold by Turkish shipbuilder Tor Group to the authority involved in a new port city in the Tabuk Province of Saudi Arabia. Neom is an urban area planned for northwest Tabuk on the coast of the Red Sea across the Gulf of Aqaba, south of Jordan. The managing authority has acquired 394-gt tugboat **Abdul 11** to assist vessels in this new development, which is part of the Saudi Arabia Vision 2030. Tor Group built this 30-m tug with a beam of 11 m, a fore deck towing winch and bollard pull of 65 tonnes, in Turkey. It was sailing to Neom through the Suez Canal during September according to automatic identification system data. MacDuff Ship Design was involved in the naval architecture for this tugboat. This is the third tug sale Tor Group has completed in the past 12 months. It follows the sale of **Dalton Hunter** (ex *Hope*) with 40 tonnes of bollard pull to PD Industries in Canada H1 2023 and completion of **Bholu**, with 48 tonnes of bollard pull, for the Pakistan Navy in Q3 2023. "This latest tug sale cements Tor Group's status as a builder of tugs and other workboats," said Tor Group chief executive Kemal Torlak. "Our new facility is near completion for inhouse builds, and our innovative design, equipment and supervisory package for newbuilds in third-party yards is now proven," he said. Tor Group is focused on the workboat newbuild market and the sustainable and innovative technology benefits it can bring to it. *(Source: Riviera by Martyn Wingrove; Photo: Kemal Torlak)*

ACCIDENTS – SALVAGE NEWS

INDONESIAN NAVY HELPS PUT OUT FIRE ON BURNING BULKER OFF SUMATRA

On Sunday, units of the Indonesian Navy and Indonesia's Joint Search and Rescue Team responded to a fire aboard the bulker **Samudera Sakti III** off the coast of Tangkil Island, just off the southeastern tip of Sumatra. On Sunday morning, the Sakti III was planning to berth at the port of Bukit Asam in order to take on a load of coal. At 0830 hours, a fire broke out in the engine room. The

Indonesian Navy responded by dispatching the patrol vessel **KRI Cucut** and a **Sea Rider** response boat to the scene. 26 personnel, including crewmembers, two third-party technicians and five cadets from the AMI Medan maritime academy, were safely rescued. One individual sustained minor burns. The survivors were evacuated to shore at Bukit Asam, but the captain and several other crewmembers returned to the vessel to assist with salvage efforts and ensure the ship's safety. Due to the fire, the **Sakti III** was left without electrical power. Firefighting efforts continued through Sunday, assisted by cooling water from three response tugs. The cause of the fire is under investigation, but in a press release, the Indonesian Navy suggested that it is believed to have originated from a diesel engine explosion. *(Source: Marex)*

THE CARGO SHIP THAT BROKE DOWN IN THE BLACK SEA WAS TOWED TO AHIRKAPI IN 11 HOURS

The roro container ship named **ASCOLAN**, which was moving from Istanbul Tuzla to Russia, broke down off the Black Sea coast. The ship, which had a machinery malfunction, was towed to Ahırkapı Anchorage Area after 11 hours of work. The Russian-flagged roro container ship named **ASCOLAN**, which was moving from Tuzla to Russia, had an engine malfunction 35 miles off Türkeli Lighthouse at around 02.30 at night. Upon notification, the Coastal Police **KURTARMA-9** tugboat was sent to help. The Coastal Safety **KURTARMA-9** tugboat reached the damaged ship at 08.10, and the damaged ship was towed and entered the Bosphorus from the Black Sea at around 17.00. The ship, which completed its passage through the Bosphorus in approximately two hours, was accompanied by the **KURTARMA-9** tugboat and the **KURTARMA-5** tugboat. As a result of approximately 11 hours of work, the roro container ship named **ASCOLAN** anchored at Ahırkapı Anchorage Area. Watch the video HERE *(Source: yenicaggazetesi)*

RAUMACATA TUG POLARIS AND DELFI ASSISTED GROUNDED VESSEL FALKBRIS

The cargo ship "**Falkbris**", which ran aground in Frøysjøen last night, managed to get off the ground this evening by its own engine. - The crew moved cargo on board, and in rising seas it ran aground, says watch leader Silje Berger at the Coastal Administration. Earlier today, the salvage work had to be interrupted after one of the tugs broke down. The ship is loaded with sand and stone material, and after moving some of the cargo further back in the ship, the boat ran aground. It was towed to Florø, where they arrived at 10.30pm on Tuesday evening. It is not yet clear how much damage the ship has sustained in the collision. - What we know is that there has been water intrusion into a ballast tank before. The cargo ship has now been towed to Florø for closer investigations and the Norwegian Maritime Directorate will follow up on the case, says Berger. *Seven people in the boat*. It was last night that the Rescue Company called out after the Stavanger-registered cargo ship "**Falkbris**" ran aground. The incident happened at Olaskjæret in Bremanger, between Florø and Måløy in Vestland, at about 11.30 p.m. There were seven people on board. None of them were injured in the incident. The coast guard and the rescue boat "**Bergen Kreds**" were on the scene to help. Due to bad weather, the rescue work was postponed until around 10.30am. - This work is underway, said Markus Plementas, communications advisor at the Rescue Center to NRK at 11.00.

Will have supervision of the boat The main rescue center was also notified of the incident last night and sent a rescue boat. - Everyone on board the boat was fine and therefore slept there last night. There was never a danger to life or health, said rescue manager Torgeir Espedal to NRK. "**KV Sortland**" was in place. The same was true of the tugboats "**Polaris**" and "**Nordmand Sigma**". - It will be an extensive operation, as it is a boat over 80 meters long, said Espedal. "**RS Bergen Kreds**" was also nearby when the towing work was underway, in case there were leaks or the boat began to sink. The Norwegian Maritime Directorate was informed of the incident. - From our side, it will be appropriate to carry out an inspection when the ship has arrived at the quay. In addition, the shipowners are required to deliver an accident report to us within 72 hours of the incident, says Dag Inge Aarhus, director of communications at the Norwegian Maritime Directorate. Hope the high water could be the solution. The police were notified of the incident at 00.35 last night. - We have learned that there is no acute danger, said operations manager in the West police district Helge Blindheim. - The hope is that the high water can get the boat off the ground, he

added. But it wasn't until late in the evening that the ship came out to sea again. *(Source: NRK via Juha Ylitalo RaumaCata)*

JTSB RELEASES ITS FINAL REPORT ON WAKASHIO GROUNDING

The Japan Transport Safety Board (JTSB) investigation report has concluded that MV **Wakashio** ran aground due to altering its planned route and approaching the coast to pick up mobile phone signals, showcasing low safety awareness. To remind, the bulk carrier MV **Wakashio** ran aground off Mauritius early in the evening of 25 July 2020, spilling about 1,000 tons of fuel oil into a sensitive marine environment in the Indian Ocean. The incident was also worsened by the delayed removal of the wreck, which JTSB noted was a result of adverse weather conditions and restrictions associated with COVID-19. JSTB had also published a published a preliminary investigation report on the MV **Wakashio** which can be found here. The Panama-flagged bulk carrier was chartered by Mitsui O.S.K. Lines and owned by Nagashiki Shipping in Okayama Prefecture. The ship with 20 people aboard was heading to a Brazilian port. The board's three-year investigation found low safety awareness among crew members, as the ship's route was altered two days before the accident, reducing its distance from Mauritius' coast from 22 to 5 nautical miles. Furthermore, the captain ordered the ship to divert from its planned route and approach the coast without obtaining marine charts of the area, leading to the grounding. Additionally, the captain had

whisky at a crew member's birthday party. In late July, Panama Maritime Authority (AMP) published the results of its own investigation into the grounding of the **Wakashio**, also concluding that the accident was most propably a result of human factor. AMP's investigation report also highlighted that the most probable cause of the accident was that the Master did not see the risk during the vessel was passing 5 miles south of Mauritius. *(Source: Safety4Sea)*

CABLE RESTORER SINKS AT HER SIMONSTOWN MOORING

The former cable ship **CABLE RESTORER** (IMO 5056676) sank at her moorings in Simonstown on Tuesday morning (06h30), possibly the result of the weather conditions prevailing over the weekend in the Western and Eastern Cape. Cable Restorer is listed as a museum ship and was previously utilised as a floating restaurant, though recently the vessel has remained in poor condition. Built in 1944 as HMS Bullfrog for duty in harbour defences during World War 2, she was sold two years later to Cable & Wireless Ltd and converted for use in undersea cable repair work. At that point she was renamed CS Retriever. In 1961 she became the property of the Commercial Cable Company who renamed her CS Cable Restorer. In 1972 she took up duty under the ownership of the South Atlantic Cable Company who based her at Cape Town. After 21 years of service in this capacity she was 'retired' and donated to the Simon's Town Museum and was used for some years as a public floating restaurant. *(Source: Africa Ports & Ships; Photo: Atlantic-Cable; Phot below Cable Restorer in better days)*

OFFSHORE NEWS

ARGEO TO BUY SHEARWATER VESSEL AS NEW ALLIANCE FORMED

Norwegian surveyor Argeo and compatriot offshore seismic specialist Shearwater GeoServices have formed a strategic alliance aiming to "transform" the subsea and ocean bottom node (OBN) seismic service sectors. As part of the deal, Argeo will acquire the seismic vessel **SW Bell** from Sheerwater for $6m in cash and about 20.1m shares in the company. The unit will be converted to an inspection, maintenance and repair (IMR) vessel for Argeo's AUV (autonomous underwater vehicle) and subsea operations, as well as for supporting potential future Sheerwater OBN projects. The companies have

signed a letter of intent for a long-term capacity agreement, which will enable Shearwater to hire

vessel capacity from Argeo for OBN operations. "We expect the capacity agreement with Shearwater to provide increased utilisation and open for further expansion into new markets," stated Trond Figenschou Crantz, CEO of Argeo. The alliance partners said they will aim to drive innovation across all relevant sectors and markets, including the development of new robotic solutions for OBN seismic and also target the development of new integrated methods and service offerings for the growing carbon capture, marine minerals and offshore renewables markets by including Argeo's AUV solutions. Following the vessel acquisition, which is expected to be completed in October, Shearwater will nominate one board member to Argeo's board of directors. Shearwater CEO Irene Waage Basili said the tie-up will push the boundaries of the rapidly growing OBN market. Argeo is a strong and respected partner with unique technology and competences which will help accelerate the development of new OBN deployment vehicles and methods. The alliance has significant strategic potential, and we look forward to exploring synergies in our respective markets together with the experienced Argeo team in the coming years," she said. *(Source: Splah24/7)*

SURVEY WRAPS UP AT TOTALENERGIES' CO2 STORAGE LICENSE

Shearwater GeoServices has completed a carbon storage survey project in the Danish North Sea for French energy giant TotalEnergies. The survey covers a CO2 geological storage license awarded to TotalEnergies earlier this year. To remind, the Danish Ministry of Climate, Energy and Supply announced on February 6 that it had handed out three permits – two to TotalEnergies EP Danmark and one to a consortium of Ineos E&P and Wintershall Dea – for full-scale CO2 storage in the North Sea. TotalEnegies' licenses are located 250 kilometers off the west coast of Denmark, covering an area

of 2,118 km2. The acreage includes the Harald gas fields for which the French giant is assessing CO2 storage opportunities within the framework of the Bifrost project, as well as a saline aquifer that could increase CO2 storage volumes and bring a competitive solution to the market. Alongside state-owned Nordsøfonden (20% stake), TotalEnergies (80% interest) will be the future operator of the offshore CO2 storage licenses. "Carbon capture and storage is key to achieving net zero targets and Shearwater is committed to playing its part in enabling this technology to scale. We are pleased to be working with a number of clients on seismic for storage projects. Together with our clients we are learning what this emerging market requires in terms of data," said Irene Waage Basili, CEO of Shearwater. "With each project we expand our understanding and build on our capabilities and experience. We will continue to deploy our expertise and our technology in this emerging market to provide our clients the data they need to make better decisions about their reservoirs." Speaking about other recent joint activities, Shearwater won a contract with TotalEnergies in May to carry out surveys over gas fields located west of Shetland, offshore the UK. *(Source: Offshore Energy)*

SUBSEA 7 IN LINE FOR $750M CONTRACT

Oslo-listed offshore engineering and services provider Subsea 7 is set to be awarded a new contract estimated to be worth over $750m. The company said Wednesday it had received a client recommendation to execute, subject to consortium partners' approval, a major subsea contract. Subsea 7 will book the deal in its subsea and conventional business unit's third-quarter backlog, while consortium approval is expected in the fourth quarter. No further details have been disclosed "due to contractual obligations". *(Source: Splah24/7)*

VROON COMPLETES OFFSHORE FLEET SALE

Dutch shipping company Vroon has completed its sale of 40 offshore vessels as part of a previously announced restructuring. Going forward, Vroon will focus on deep-sea transport and emergency response and rescue with a fleet of 65 vessels comprised of livestock carriers, product tankers, high-heat tankers, and emergency response and rescue vessels (ERRV). Britoil Offshore Services from

Singapore acquired 30 OSVs, along with the supporting offices in Singapore and Genua. Norwegian GEOS purchased five OSVs, and Rederij Groen from the Netherlands took over two OSVs. Vroon announced plans to sell part of its offshore fleet to reduce debt and improve its financial position in June as part of a financial restructuring and strategic reorganization. The restructuring resulted in the majority ownership being transferred to lenders, with the Vroon family retaining only a small interest, and the installation of a new management team. Vroon's offshore fleet comprised anchor-handling tug supply vessels (ATHS), platform supply vessels (PSVs), service operation/walk-to-work vessels (SOV), and subsea support vessels, and maintenance working/accommodation vessels. The sale of vessels and supporting offices by Vroon was largely successful, with almost the entire workforce being transferred to the new owners. However, the office in Den Helder will be closed in 2024. Vroon says it plans to build on its 130-plus years of experience, focusing on its specialized deepsea fleet of tankers, livestock carriers, and emergency response vessels. The fleet will include over 65 modern and well-maintained vessels, with support from 1,400 highly experienced employees. "With Britoil, GEOS and Rederij Groen, we have found solid new home ports for our offshore-support colleagues and fleet," said Vroon CEO Martijn Schouten. "Together with the new owners, we will take care of a smooth and seamless handover of our vessels, crews and supporting offices to ensure continuity for our customers. These transactions mark the final conclusion of an intensive process and the beginning of a new chapter for Vroon. I would like to express my sincere thanks for the commitment and contributions of our seafarers and staff. The "new" Vroon will continue to focus on being an international shipping company, delivering operational excellence in niche markets. " *(Source: gCaptain)*

SAPURA ENERGY SCORES $300M ANGOLAN OFFSHORE PLATFORM DEAL

Malaysian offshore services provider Sapura Energy has signed a contract for the provision of offshore

transportation and installation services contract in Angola from Azule Energy. The contracts, worth approximately MYR 1.4bn ($300m), were won by Sapura Energy's wholly-owned subsidiaries Sapura Offshore, Sapura Energy DMCC, and Sapura Energy Engineering & Construction. The contract scope of work comprises engineering services, transportation, installation, and related activities related to for Quiluma and Maboqueiro platforms for the Angola Northern Gas Complex project. According to Sapura Energy's Bursa Malaysia filing, the work is expected to be completed by the fourth quarter of the fiscal year 2026. The Quiluma and Maboqueiro gas fields are located in shallow waters off the coast of Angola. The development of the fields represents the first non-associated gas development project in the country. The project will feature two offshore wellhead platforms and an onshore gas processing plant. The connection to the Angola LNG plant in Soyo will facilitate the commercialisation of gas and condensates. The fields are expected to produce up to 4bn cubic feet per year and are set for startup in 2026. With stakes in 16 licenses, Azule Energy – a company which combines Eni and BP's Angolan businesses – is looking to be one of the largest oil and gas producers in the country. All the company's projects are supposed to produce more than 200,000 barrels of oil equivalent per day. *(Source: Splash24/7)*

"BARBAROS HAYRETTIN PASHA" SEISMIC RESEARCH SHIP ARRIVED AT TRABZON PORT.

The seismic research ship "**Barbaros Hayrettin Pasha**", which was purchased by the Turkish Petroleum Joint Stock Company (TPAO) for use in offshore oil and natural gas exploration and started its activities in 2013, arrived at Trabzon Port. The ship, which is 84.2 meters long, 21.6 meters wide and weighs 4 thousand 711 gross tons, will meet the maintenance, repair and logistics needs here. Trabzon Port Management Inc. General Manager Muzaffer Ermiş expressed to the AA reporter their satisfaction in hosting the ship in Trabzon. Stating that they hosted the ship in their port a year ago, Ermiş said, "After general research, it will be a guest in our port for a while for maintenance, providing the necessary stocks and meeting similar needs. Currently, there is also a support ship. The support ship will increase to two. It

will be in our port for about 45 days. "It will see its needs and continue oil exploration in the Eastern Black Sea." said. Ermiş explained that the work done on the seabed on the ship "**Barbaros Hayrettin Pasha**" was analyzed and said: "Within the framework of this analysis, our drilling ships are doing this drilling in places where oil signs are strong. The name of the last drilling ship purchased is Abdülhamid Han. In the latest version, there is the possibility of drilling in deeper seas. In this respect, we would like to say 'Welcome' to TPAO. "We say. As Trabzon Port, we will provide all kinds of support and logistics without any obstacles, and we will continue to do so." *(Source: Debiz Haber)*

CHINA ENRICHES OFFSHORE OIL & GAS OPERATIONS ARSENAL WITH ITS FIRST AND 'WORLD'S LARGEST' FRACTURING VESSEL

China is hard at work to bring its oil and gas self-sufficiency strategy to life in a bid to reduce its dependence on U.S. and European companies and ensure its energy security. To this end, a design scheme for – what is deemed as – the world's largest and China's first offshore oilfield fracturing engineering vessel, independently developed by Shanghai Shipbuilding Research and Design Institute (SDARI) of China Shipbuilding Group and tailored for the Tianjin branch of CNOOC, passed the basic design review of China Classification Society (CCS). While offshore low-permeability oil and gas field reserves are an important potential reserve source for China's offshore oil production, offshore oilfield fracturing technology has been monopolized by a few European and American countries for a long time, with China being unable to join the fray due to the lack of professional technology and equipment. Bearing this in mind, Shanghai Shipyard took the initiative to solve the issue by developing – what is said to be – the world's largest and China's first offshore oilfield fracturing vessel, making another contribution to the innovation and improvement of the country's shipping industry offerings. While fracking boats are a relative novelty, this type of ship is mainly used for the exploitation of potential reserves of offshore low-permeability oil and gas fields to achieve stable and increased production.

When drilling activities are completed, the pressure at the bottom of the well exceeds the formation rupture pressure, and a series of gaps are artificially created in a certain range of the wellbore by injecting high-pressure acid – acidification fracturing – or sand-containing fluid (sand fracturing) into the wellbore, so that, the oil and gas in the reservoir can flow into the wellbore through these gaps and be extracted from the surface. Furthermore, if there is no artificial crack, the fluid needs to overcome the resistance of the formation during the seepage process before entering the wellbore, but some wells have no capacity at all without fracturing because the energy is not enough to overcome this resistance. This is when a fracturing vessel comes in handy, as it can maneuver and flexibly sail to the target platform for fracturing operations, maximizing the control reserves, cumulative production, and overall recovery of single wells. For platforms with limited deck area, especially unmanned platforms, large-scale fracturing operations are no longer difficult with fracking vessels. Taking into consideration all the benefits, China State Shipbuilding Corporation's Shanghai Shipbuilding Research and Design Institute confirms that a relevant design and construction contract for this type of vessel has been signed, marking "a major breakthrough" in the field of fracturing technology and engineering in Chinese offshore oilfields, "breaking the long-term foreign technology monopoly and blockade in one fell swoop." This highly integrated, automated, digital, fracturing vessel will be built at Wuhu Shipyard. With a total length of 99.9 meters, a beam of 22 meters, and a depth of 9.9 meters, the vessel is expected to meet the new needs of large-scale fracturing operations, multi-well batch fracturing operations in China, as well as gas wells, and ultra-deep fracturing operations, and fill the gap in fracturing technology and engineering fields in the Asian country's offshore oilfields. *Oil & gas fracturing vessel's bells and whistles* In addition to professional fracturing equipment, CSSC's Shanghai Shipbuilding Research and Design Institute explains that the ship is equipped with liquid supply equipment, mixing equipment, sand mixing equipment, sand storage and transportation equipment, other material storage and supply equipment, etc. in view of the special needs of offshore fracturing operations. The vessel's professional equipment for oilfield production increase is arranged in the cabin in the main hull and can effectively reduce the impact of sea conditions while the ship's critical fracturing equipment capabilities are believed to be among the best in the world. Moreover, this vessel adopts an integrated power station design, as the fracturing equipment is highly integrated with the ship's electricity consumption. The integrated power station distribution board is divided into five sections of busbars, and when the maximum single point of failure occurs, the ship power station can ensure that four fracturing pumps, one sand mixing device, and one mixing device work at full load, ensuring the safe development of fracturing operations. In addition, the vessel can perform fracturing operations under the environmental conditions of level 7 wind, 3-meter wave height, and 1.5 throttling. The ship encompasses the form of all-electric propulsion, equipped with two electric propulsion full-swing thrusters, one telescopic thruster, and two bow thrusters. The dynamic positioning capability reaches DP 2 class, and the speed can reach more than 13 knots. The ship can also realize operations such as rotation and traverse in situ within a small radius with "superior" maneuverability, outlines Shanghai Shipbuilding Research and Design Institute. *Chasing greener shipping* The new fracturing vessel sports the electric propulsion closed ring annular closed busbar design, and the number of on-grid units can be adjusted according to the load of the whole ship's power grid during DP operation, which improves the load rate of the on-grid engine unit and reduces fuel consumption and emissions. The vessel's generator set has no light load working conditions, can maintain full load operation, and diesel engine efficiency is maintained at the best operating point to reduce diesel consumption and emissions while achieving green standards. On top of this, the vessel is also equipped with a domestic sewage treatment unit that meets the latest regulations of the International Maritime Organization (IMO) MEPC to meet the emission control

requirements. The ship is equipped with a service cloud platform with engine room, navigation, and integration platform functions, which realize the digital operation of equipment and intelligent operation of ships, making them more economical, safe, and efficient. CSSC's Shanghai Shipbuilding Research and Design Institute further elaborates that the ship is furnished with a fracturing system command center and corresponding professional control software in the configuration of the electrical system, which enables the monitoring and control functions of oilfield production increase equipment and other supporting equipment, realizes automatic pressure adjustment, displacement distribution, and health detection, and effectively improves the operational efficiency of the entire system. Shanghai Shipyard is committed to serving China's offshore oilfield exploration, exploitation, transportation, and other areas. China's largest deepwater comprehensive survey vessel, Haiyang Shiyou 640, the country's first deepwater environmental protection work vessel, Haiyang Shiyou 301, and many other high-end offshore key equipment, are enabling the Asian player to become "an innovation leader" in the field of marine engineering equipment research and development, underscores Shanghai Shipbuilding Research and Design Institute. *(Source: CSSC's Shanghai Shipbuilding Research and Design Institute)*

RAWABI VALLIANZ OFFSHORE SERVICES ORDERS ENTIRE OFFSHORE FLEET TO BE OUTFITTED WITH PRAXIS DP SYSTEMS

59 vessels to be outfitted with Praxis DP-2 systems. Praxis Automation, a global leader in ship automation, electrical propulsion and dynamic positioning systems, announced that it has been awarded a long-term collaborative contract by Rawabi Vallianz Offshore Services (RVOS), a Saudi world class support service provider to the offshore industry. RVOS is one of the offshore service companies of Rawabi Energy company. Under this RVOS fleet-wide contract, new build and existing offshore support vessels will be equipped with Praxis dynamic positioning systems, as well as customised equipment and software for digitization of

the fleet in phases agreed with RVOS. This collaboration marks a pivot point in advancing maritime technology and safety in the gulf region. In total Praxis Automation will supply 59 shipsets of Praxis DP-2 systems under this contract, facilitating a remarkable transformation of RVOS's fleet capabilities. This comprehensive project encompasses the conversion of 39 vessels with existing DP systems to Praxis DP-2 System, including the supply to 20 newbuild vessels ordered by RVOS from other regions in the world. Ahmed Alqadeeb, Managing Director of Rawabi Energy, emphasized the importance of partnering with a technology leader like Praxis Automation, stating, "Our fleet's operational success hinges on a strong technology partnership. Praxis Automation has proven their performance during an earlier successful DP-1 to DP-2 retrofit project on 14 RVOS ships, justifying their status as a solid and reliable technology partner. With this new contract, we will boost our fleet status, having the most modern offshore support vessel (OSV) fleet in the kingdom, renowned for its technological prowess and digitalized operations catering to the needs of Saudi Aramco". Jerome Lin, Sales Director at Praxis Automation Far East, highlighted the pivotal role played by Praxis during the earlier 14 ships DP-2 refit program, in the success of this new contract. "Together with our local partner Integrated Maritime Service in the Kingdom of Saudi Arabia, Praxis Automation not only supplied the advanced DP-2 systems, but also extended its technological partnership to encompass the digitalization initiatives of RVOS's fleet. Our commitment to guarantee through-life-support and non-obsolete parts throughout the vessel's operational lifespan is paramount in ensuring uninterrupted vessel operations within the kingdom." Faisal Al-Zahrani, Managing Director of IMS underscores the significance of fostering a robust technological partnership with Praxis Automation in Saudi Arabia as part of the kingdom's commitment to advancing digitalization and electrification efforts. This collaboration allows Praxis Automation's to display its commitment and support to RVOS in providing cutting-edge maritime technology solutions that enhance safety, efficiency, and digitalization in the maritime industry. The collaborative efforts between Praxis Automation and RVOS is the foundation towards setting new standards of excellence in the offshore sector. *(PR)*

TECHNIPFMC LANDS NEW CONTRACT WITH PETROBRAS

Subsea giant TechnipFMC has been awarded a contract by Petrobras to supply flexible pipes for the pre-salt fields offshore Brazil. The New York-listed company will design, engineer, and manufacture 14 km of gas injection riser pipes and also supply associated services including packing and storage. "We have an established team in place who have earned the trust of Petrobras over many years of collaboration," said Jonathan Landes, president of subsea at TechnipFMC. Earlier this year, TechnipFMC won a contract worth up to $500m to provide life-of-field services to Brazil's state-controlled firm. The new deal is worth between $75m and $250m. *(Source: Splash24/7)*

MUSEUM NEWS

SCHEEPVAART VAN ALLE TIJDEN MET VUURTORENS ALS BAKEN IN ZEE

Malabar; in gouache van en door Robbert Das gesigneerd 1998

In oktober exposeert GalleryMaritime werken van maritiem tekenaar Maarten Groot; met vuurtorens van over de hele wereld. Maarten vaart als vrijwilliger en bootsman op de Eendracht. Hij wordt geïnspireerd door alle Vuurtorens die hij tijdens de vaartochten met jongeren- en ouderengroepen passeert. Voor deze expositie tekende hij Zeeuwse vuurtorens. Ronny Moortgat exposeert het varend vervoer en waterlandschappen in olieverf en acryl. Het toont zijn veelzijdigheid in stijlen met een bandbreedte van klassiek tot hedendaags maritiem. *En dan is er de jaarlijkse bietentocht*. Op 15 oktober start de jaarlijks te houden Zeeuwse Bietentocht in Colijnsplaat. Vanaf vier uur in de middag wordt de haven gevuld met 25 tot 30 historische platbodems die, met bemanning incl. de kinderen te gast zijn bij Colijnsplaatse horecaondernemers van de Voorstraat. Na de warme ontvangst aldaar neemt Ludo van Well de schippers met gezin en kinderen mee naar de Nehalennia Tempel. Daar wordt hen het hele verhaal over de enorme tempelvondst van Nehalennia verteld en krijgen de schippers uitleg over de bouwwijze en aanpak waarmee de Colijnsplaatse bewoners de reconstructie van de Romeinse vrachtvaarder Caudicaria Navis uitvoerden die naast de Tempel als Monument staat. Dimp Nelemans, Voorzitter Stichting Caudicaria en promotor kunst en cultuur assisteert de meevarende kinderen, met behulp van een metaaldetector, om op te zoek gaan naar Romeinse munten die rondom de tempel verborgen liggen. Expositie GalleryMaritime 1 t/m 31 oktober 2023 Voorstraat 45, 4486 AJ Colijnsplaat. Openingstijden elke dag van 12.00 – 17.00 uur Gratis entree en parkeren voor de deur. Tot ziens in Colijnsplaat. *(PR)*

WINDFARM NEWS - RENEWABLES

JAPANESE JOINT VENTURE TAKES DELIVERY OF NEW OFFSHORE INSTALLATION VESSEL

PKY Marine, a joint venture (JV) between Penta-Ocean Construction, Kajima Corporation, and Yorigami Maritime Construction, has taken delivery of its new Multipurpose Self-Elevating Platform(SEP) vessel, named **CP-16001**. The vessel is 120 metres long and 45 metres wide, with a maximum capacity of 100 people, equipped with a large, fully-revolving crane with a 1,600-tonne lifting capacity to accommodate larger offshore wind turbines and their foundation structures. By ensuring the 130-metre boom length of the main crane and the 143-metre hook height above deck, the vessel should allow for efficient construction of 15 MW wind turbines over the sea. GustoMSC was responsible for the basic design and the jack-up system of the vessel while the Netherlands-based Huisman provided the main crane. The **CP-16001** vessel will start operating on the 238 MW Kitakyushu Hibikanada offshore wind farm project in November, where it will be responsible for part of the foundation work and the installation of 25 Vestas' V174-9.5 MW wind turbines. Penta-Ocean said that going forward, particularly after 2027 when offshore wind projects in the general sea areas will be set for a growth spurt, the vessel is expected to take a significant role as a Japanese-flag offshore installation vessel. The shipbuilding contract was signed in January 2020, the construction started on 30 October the same year, and the vessel was launched in December 2021. Penta-Ocean Construction owns the first Japanese multipurpose SEP, **CP-8001**, equipped with an 800-tonne lifting capacity crane. This vessel was also designed by GustoMSC. *(Source: Offshore Wind)*

OFFSHORE CONSTRUCTION STARTING SOON AT MORAY WEST SITE

The installation of monopile foundations at the 882 MW Moray West offshore wind farm in Scotland is expected to start on 1 October. The work will be carried out by the vessel **Bokalift 2**, under a contract Boskalis signed with the developer Ocean Winds at the beginning of this year. Monopile installation is part of a larger scope of work starting on 1 October that also includes the installation of the transition pieces and the project's offshore substations. The Moray West offshore wind farm will comprise 60 Siemens Gamesa 14.7 MW wind turbines and two offshore substations, all installed on monopile foundations, 48 of which are delivered by Dajin Heavy Industry and 14 by Navantia Seanergies and Windar Renovables. All of the 62 transition pieces for the offshore foundations will be manufactured and delivered by Lamprell. Monopiles at the 62 foundation locations and the topsides of the offshore substations will be installed using dynamically positioned installation vessels while

the installation of the transition pieces will be carried out from a jack-up vessel, according to a Notice to Mariners from the project. In February, Boskalis said the company would deploy its DP crane vessel Bokalift 2 for the installation of the monopiles and that, as part of the installation campaign, it would also install the two substations with their respective transition pieces. The works on installing the foundations and the offshore substations are anticipated to be completed by June 2024, with the installation of monopiles and substation topsides planned to be completed by the end of March or in early April 2024, while all the transition pieces are planned to be in place by June 2024. Moray West, scheduled for operation in 2025, is located off the east coast of Scotland in the Moray Firth. The offshore export cable will come ashore to the east of Sandend Bay on the Aberdeenshire Coast, from where the onshore cable will then run for 31 kilometres to the onshore substation at Whitehillock by the A96 and on to the connection point with the National Grid at the Blackhillock substation outside Keith. Once completed, the 882 MW offshore wind farm is expected to meet the electricity requirements of about 650,000 households in Scotland for the next 25 years. The project secured a 15-year Contract for Difference (CfD) last year for the delivery of 294 MW offshore wind generation at GBP 37.35/MWh (in 2012 prices) and was the first project from the UK's Contract for Difference (CfD) Allocation Round 4 to reach financial close. Moray West also has a corporate power purchase agreement (CPPA) in place with Google, which "booked" the equivalent of 100 MW of the project's generation capacity for 12 years. *(Source: Offshore Wind)*

PRYSMIAN SCORES $1.17BN GERMAN CABLING DEAL

Prysmian has been awarded new contracts worth in total of around €1.1bn ($1.17bn) by 50Hertz, a

transmission grid operator in Germany. The projects are part of Germany's overall goal to reach a cumulative installed capacity of 70 GW by 2045 for offshore wind and to transfer the energy generated in the North Sea to consumers in the eastern and southern regions of Germany. Under the deal, Prysmian will be responsible for the design, manufacture, supply, installation, testing and commissioning of the two turnkey projects NOR-11-1 and DC31 with an overall cable length of around 1,000 km. With a power transmission capacity of 2 GW, NOR-11-1 is a 525 kV HVDC submarine project utilising submarine cable plus underground cable along the route that is planned to connect the offshore windfarm area N-11-1 to the German grid in the Heide/West area. The second project, the DC31 is a 525 kV HVDC underground cable project and is planned to transmit power from the Heide/West area to Klein Rogahn. Submarine power cables will be produced in Pikkala, Finland, and Arco Felice, Italy and the submarine fibre cables will be manufactured in Nordenham, Germany. The underground power cables covering both the DC31 and the underground part of the NOR-11-1 project will be produced in France. In addition, Prysmian has been awarded as the primary supplier for another lot, which consists of a framework provision allowing 50Hertz to contract future 525 kV offshore and/or onshore projects with a cable core length volume of up to 2,700 km within an agreed period. Prysmian will leverage its fleet of cable laying vessels to perform the marine installation operations, including the laying and burial of offshore cables. "This long-term contract will consolidate Prysmian's relationship with 50Hertz and confirms Group's commitment to assisting our key customers during the whole life of cable systems" stated Detlev Waimann, chief commercial officer of Prysmian Power Link, Prysmian Group. *(Source: Splash24/7)*

DREDGING NEWS

ALL SET FOR STOCKTON BEACH NOURISHMENT PROJECT

City of Newcastle has welcomed the news that a contract has been awarded to obtain and place 100,000 cubic meters of sand along the Stockton coastline from next month. "A huge amount of work has been undertaken to get to this point, and this is a very important day for the Stockton community and for City of Newcastle," commented Newcastle Lord Mayor Nuatali Nelmes. "Our team has been working alongside the community for a number of years, developing the state's first certified Coastal Management Program, securing the $21 million commitment from the NSW Government for mass sand nourishment, and now working collaboratively with Department of Regional NSW and NSW Public Works to see this much needed first round of amenity sand nourishment finally on its way to Stockton," added Nelmes. City of Newcastle's Executive Director Planning and Environment, Michelle Bisson, acknowledged the significance of this first step. "This 100,000 cubic meters will improve the beach experience for locals and visitors and importantly, provide some protection while

investigations are underway into sources for the 2.4 million cubic meters of sand needed for mass sand nourishment," Ms Bisson said. "After a long and hard battle to restore Stockton Beach, I am very excited to announce that a sand dredging contract has been awarded today," said State Member, Tim Crakanthorp. "This contract will put the first 100,000 cubic meters of sand back on the beach, commencing in October. It will be placed in the surf zone at the southern end of Stockton Beach." A specialist dredging vessel will be used to deposit sand collected from an outer shipping channel of Newcastle Harbour, known as 'Area E'. In October 2022, the NSW Government was successful in obtaining a $6.2 million grant through the Coastal and Estuarine Risk Mitigation Program, which includes $4.7 million from the Federal Government and $1.5 million from City of Newcastle. In addition to the delivery of amenity sand nourishment, the grant funds the studies into possible sources of much larger volumes of sand from the North Arm of the Hunter River and offshore sources, as well as the environmental approvals required for mass sand nourishment – a complex process which has never before been undertaken in NSW. Further efforts to shield Stockton's coastline until mass sand nourishment continue with the construction of a buried protection structure at the southern end of the existing Mitchell Street seawall underway, and the draft Extended Stockton Coastal Management Program in the final stages of development ahead of public exhibition next year. The next iteration of the program steps out an expanded list of management actions that support the long-term strategy of mass sand nourishment outlined in the 2020 Stockton CMP, and broadens the geographical area covered to include the northern end of Stockton Beach from Meredith Street to the Port Stephens Local Government Area boundary. *(Source: Dredging Today)*

GATOR DREDGING WINS SEAPORT MANATEE DREDGING JOB

Clearwater-based Gator Dredging has won a $9.6 million contract to dredge hundreds of thousands of

cubic yards of material from Seaport Manatee, the U.S. Department of Defense said. According to

Tampa Bay Business Journal, the dredged material will be used at Washington Park north of Palmetto to fill in portions of a 68-acre borrow pit that was dug in the 195os for the construction of U.S. Hwy. 41. This will help the U.S. Army Corps of Engineers' goal of increasing the percentage of beneficial use of its dredged material, said Public Affairs Specialist at U.S. Army, David Ruderman. William Coughlin, CEO and owner of Gator Dredging, added that the project should take about a year and will employ about 22 of its loo operational employees. The dredging project is funded entirely by the federal infrastructure law passed in 2021, Ruderman said. Offloading so much material will allow the port to regain capacity to accommodate additional dredging cycles, added the port spokesperson, Virginia Zimmerman. *(Source: Dredging Today)*

INLAND DREDGING WINS $10.4 MILLION DREDGING JOB IN BROWNSVILLE

Inland Dredging Co. LLC, from Dyersburg, Texas, has won a $10.4 million firm-fixed-price contract for a channel pipeline dredging project in Texas. According to the Department of Defense (DoD), bids for this contract were solicited via the internet with four received. Work will be performed in Brownsville, Texas, with an estimated completion date of June 19, 2024. The U.S. Army Corps of Engineers, Galveston District, is the contracting activity. Inland's main services include maintenance dredging, deepening dredging, beach nourishment, coastal restoration, marsh creation, and island restoration and protection. The company operates a fleet of three high-quality 24" cutter suction dredges. *(Source: Dredging Today)*

CROSBY DREDGING BAGS $18.4M LAKE CHARLES PROJECT

The U.S. Army Corps of Engineers, New Orleans District, yesterday awarded a $18.4 million contract to Crosby Dredging of Galliano, Louisiana, for maintenance dredging of the Lake Charles. According to the Army Corps, the project consists of removal of material from within the Calcasieu River Ship

Channel and satisfactory disposal within the designated Confined Disposal Facilities adjacent to the

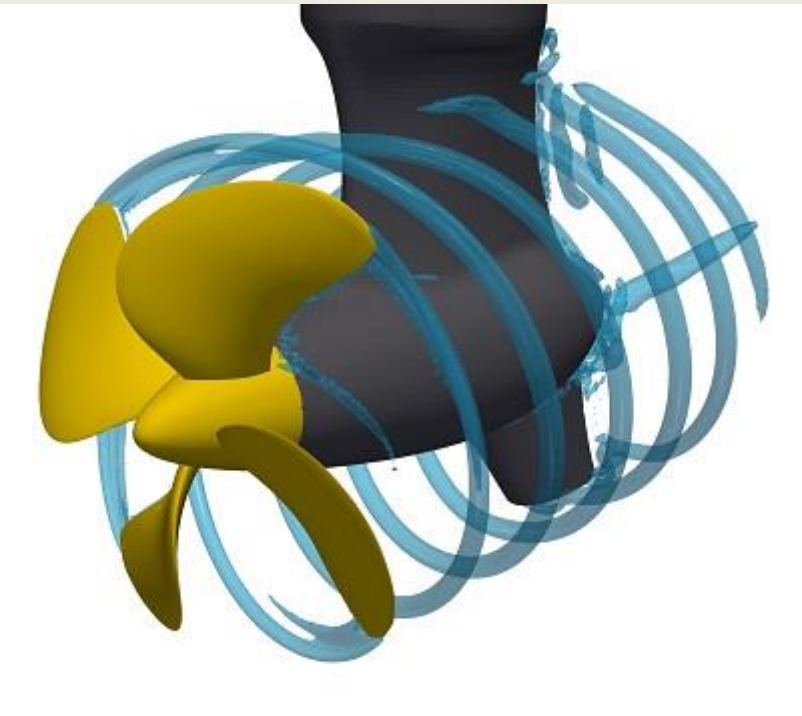
Calcasieu River and Pass. Removal of material from within Devil's Elbow, the A4 Turning Basin, the turning basing at mile 36.0 of the main channel, and reaches from the main channel, is included as optional work. Work that will be performed in Lake Charles has an estimated completion date of May 25, 2024. The Calcasieu River is a 68 mile deep draft navigation channel located in southwest Louisiana. The northern boundary of the ship channel is located at Mile 36.0, just south of Interstate 10 in Lake Charles. The southern boundary extends to Mile (-32.0) in the Gulf of Mexico. The channel requires dredging one to two times per Fiscal Year. The inland reaches between Mile 5.0 and 28.0 require dredging every other year, alternating between Mile 5 and Mile 17 and Mile 17 and Mile 28 every other year, and the uppermost reaches between Mile 28.0 and 36.0 require dredging every 5 to 8 years. *(Source: Dredging Today)*

YARD NEWS

SCHOTTEL EcoPeller is making its mark in the yachting sector

Owners, naval architects and shipyards are increasingly turning to environmentally friendly propulsion technologies for yachts. In this regard, they heavily focus on thruster efficiency and thruster usability in conjunction with diesel-electric ship concepts. The SCHOTTEL EcoPeller (SRE) meets these requirements. It can be ordered with power ratings up to 5,400 kW per thruster and is currently provided for several new build yachts. With lengths of up to 100 metres, the super- and gigayachts will each be equipped with two SREs ranging from power ratings of 560 kW up to models

with 1,250 kW per unit. With many other projects on the way, the propulsion expert is seeing the SRE rapidly rise in popularity in the yacht sector. *High manoeuvrability and course stability* Because the SRE is a 360-degree azimuth thruster, it offers maximum manoeuvrability for yachts. This advantage is extremely valuable in ports or other places requiring high-precision manoeuvring. In addition to this, it provides outstanding course-keeping stability and fuel efficiency. It is especially suitable for medium ship speeds in the range between 16 and 18 knots and optimized for open seas and coastal operating conditions. Depending on the general operating conditions, the SRE allows maximum speeds of up to 25 knots. *Environmental and range benefits* Thanks to the particularly effective combination of powerful propeller thrust and lateral force, the SRE fulfils all the requirements of a modern high-performance propulsion unit. Its design enables it to produce maximum steering forces with minimum steering angles. It minimizes the oblique inflow to the propellers, which leads to ultra-silent operation and top values in terms of overall efficiency. This reduces fuel consumption and ensures lower operating costs and emissions per nautical mile. The fuel savings can also significantly increase the operational range of yachts and allow them to spend more time at sea. *Present and future regulations taken into consideration* SCHOTTEL LeaCon is a seal monitoring system certified by DNV. As an optional feature of the SRE, it offers safe and reliable protection against seawater contamination caused by operating materials. Separate seals to the seawater and gearbox side ensure that, in the event of seawater coming into the system or gear oil going out of the system, the liquids are collected in an intermediate chamber. LeaCon is also used to monitor the condition of the seals, so operational wear can be detected at an early stage and unscheduled maintenance avoided. Given the increasingly stringent environmental regulations, which may result in entry prohibitions for certain areas or ports, LeaCon represents a sensible investment for yacht owners. *Extremely compact and silent* The SCHOTTEL EcoPeller is one of the most space-saving propulsion systems due to its compact design. The combination of an ultra-compact azimuth module and an electric motor with low installation height (“embedded L-Drive”) gives designers and architects more freedom when designing yachts and leaves more space to be used for other purposes. The system’s PM motors can be supplied by SCHOTTEL or obtained from the customer’s choice of manufacturer. The patented HTG gearbox, which is standard in the SRE, ensures the lowest possible noise and vibration levels. In addition, the well of the thruster can be decoupled from the hull by means of an elastic installation, which further dampens vibration and sound transmission. This ensures undisturbed comfort for crew and passengers. The EcoPeller combines modern propulsion with comfort and efficiency. SCHOTTEL therefore expects a steady increase in demand for the thruster over the coming years. *(PR)*



STRATEGIC MARINE TEAMS UP WITH CATERPILLAR TO SLASH EMISSIONS

Caterpillar Marine announced it has entered into a memorandum of understanding with Singapore-headquartered shipbuilder Strategic Marine to support emissions-reduction goals for future vessel designs. “Our collaboration with Strategic Marine brings together immense expertise that allows Caterpillar Marine to innovate and support the ongoing energy transition. This is an exciting challenge to tackle, but most importantly it fosters our industry's goal to reach lower-carbon operations,” said Brad Johnson, vice president and general manager, Caterpillar Marine. “With our shared vision and Caterpillar’s innovative technologies, we look forward to working with Strategic Marine to advance the future for the maritime industry.” Strategic Marine, which builds aluminum vessels for maritime, offshore energy industry, tourism and naval defense applications worldwide, has said it is focused on lower-emission propulsion across its product range, from crew transfer vessels (CTVs) for the offshore wind industry to fast crew boats (FCBs) for the offshore oil and gas industry and other classes of vessels. "Providing ships that help our customers lower the emissions of their operations is paramount to us,” said Eng Yew Chan, CEO of Strategic Marine. “We are excited to work with Caterpillar Marine to help lower emissions in the industry. *(Source: MarineLink; file photo Strategic Marine)*

NEW NIOZ RESEARCH VESSEL WIM WOLFF LAUNCHED

The new research vessel (RV) **Wim Wolff** for the Royal Netherlands Institute for Sea Research (NIOZ) was launched yesterday, 27 September, at Thecla Bodewes Shipyards in Harlingen. Once in service, the Wim Wolff will replace the RV Navicula. The **RV Wim Wolff** is a new shipbuilding

project for the Dutch national research fleet. The fleet is owned and operated by the National Marine Facilities (NMF), a department of the NIOZ. The NMF fleet consists of three vessels capable of conducting research from the shallow coastal waters out into the open ocean. The **RV Wim Wolff** (37 metres) is intended to replace the Wadden Sea research vessel **RV Navicula** (25.5 metres), and with its shallow draught of 1 metre, it is specifically designed for overnight voyages for research in the Wadden Sea, the Zealand delta or the coastal zone. The vessel has been produced from aluminium. With a permanent crew of four, the **RV Wim Wolff** will offer state-of-the-art facilities for a maximum of twelve passengers, and is equipped with onboard dry and wet lab facilities. The vessel also has room for two customised lab containers on the working deck. In the future, it will also be possible to give new research techniques that still need to be developed, such as the use of drones, a place on the ship. Delivery is planned by the end of the fourth quarter of 2023. *The specifications of the Wim Wolff are:* Length overall: 36.95 metres; Breadth moulded: 10.00 metres; Depth moulded: 3.43 metres; Draught design: 1.00 metre; Draught maximum: 1.20 metres; Gross tonnage approx.: 420; Working deck area approx.: 125 m2; Designer: Conoship; Shipyard: Thecla Bodewes Shipyards. The **Wim Wolff** will use hydrotreated vegtable oil (HVO). In addition, noise emissions above as well as beneath the water surface will be exceptionally low and there are no emissions of waste or sewage water. Watch the video HERE *(Source: SWZ/Maritime)*

INNOVATIVE MARITIME SOLUTIONS FROM JRC | ALPHATRON MARINE ARE IN THE SPOTLIGHT AT THE EUROPORT EXHIBITION 2023

From 7 to 10 November 2023 it is time again - the Europort exhibition in Rotterdam, the event where the maritime industry comes together to discover and share the latest innovations. This year we proudly present our groundbreaking maritime solutions in three different markets: deepsea shipping, yachting and inland shipping. *AlphaBridge for deepsea shipping: environmentally friendly and efficient* One of our most striking innovations is the AlphaBridge for deepsea shipping, a modular bridge console concept made from lightweight aluminum and recycled ABS, which not only reduces weight but also

highlights our commitment to sustainability. With all parts in stock, we significantly shorten delivery times and offer a do-it-yourself system that can be assembled on site, making it very suitable for retrofits. We also show the latest developments of AlphaMINDS, our software application that uses the OpenBridge standard. For example, the docking application that can automatically measure distances to shore, based on ENC map data and display camera images on a screen. But the flexible conning pages can also be adapted to any type of ship and thus used on new construction and existing ships. With the latest JRC radar function 'Safety Zone Viewer' the radar screen indicates which zone on the route provides the safest situation with other ships. Alphatron Marine has a whole range of solutions for Ships Motion Control, from the new adaptive MFS autopilot, which is ideal for coastal shipping, to the MFM pilot including Track Control mode for deepsea shipping. We are also celebrating 20 years of collaboration with Navis Engineering OY, with whom we have already delivered many DP systems during this period and jointly developed the DynaPilot. The DynaPilot is especially suitable for wind support vessels and work boats that prefer DP functionality. *(PR)*

Door familie omstandigheden zal de volgende Tugs Towing & Offshore Nieuwsbrief waarschijnlijk op donderdag verschijnen in plaats van de normale woensdag editie. We hopen op Uw begrip

Due to family circumstances, the next Tugs Towing & Offshore Newsletter will probably appear on Thursday instead of the normal Wednesday issue. We hope for your understanding

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Med Marine Successfully Delivered MED-A2575 Series Azimuth Stern Drive Tugboat to Cafimar Group*
   - *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*
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)*

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3. Several updates on the Newsletter – Fleetlist page posted last week

- *Bonn & Mees - Rotterdam by Jasiu van Haarlem (new)*
- *Suez Canal - Ismalia by Jasiu van Haarlem*
- *AVRA Towage - Rotterdam by Jasiu van Haarlem*
- *Herman Sr - Zwijndrecht by Jasiu van Haarlem*
- *Boa - Trondheim by Jasiu van Haarlem*
- *GPS – Rochester by Jasiu van Haarlem*

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