



23rd Volume, No.89 **1963 – “59 years tugboatman” – 2022** Dated 16 November 2022

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

Distribution twice a week 19,900+

M I D W E E K – E D I T I O N

TUGS & TOWING NEWS

STRAŻAK-28 IS GOING TO SZCZECIN



On Sunday, November 13 after **Strażak-28** has left the 18th Remontowa Shipbuilding SA shipyard in Gdańsk . The fire vessel built for the Szczecin and Świnoujście Seaports Authority is now sailing to Szczecin. She will moor in port this evening. The process of handing over the unit to the Ordering Party will begin in Szczecin, with the acceptance of all rooms, equipment and functions of

the ship. On November 18, signing of the handover protocol and all documents of the unit, including certificates and documents provided by the Polish Register of Shipping , said Krzysztof Radzikowski , project manager. The lifting of the flag on the vessel is scheduled for Thursday, December 1. After the flag is raised, the unit will be ready for service. All tests and sea trials were carried out and passed with a positive result, with the participation of the Ordering Party's crew. It was the crew that will ultimately use this ship: captains, engineers, senior mechanics and sailors - added the project manager. Let us remind you that the contract was signed at the end of April 2021. The ship was built on the basis of a series of tugs already handed over to the Navy in 2021, therefore in this case the design process was much simpler and less complicated. We were able to shorten the construction time to the arrangement of rooms, which are obviously different than on tugs, but the hull is exactly the same. The **Strażak-28** is a tugboat fire vessel, but it is a much more powerful vessel - concluded Krzysztof Radzikowski. The Strażak-28 is a modern fire unit, 29.2 m long, 10.47 m wide, with a bollard pull of 45 tons, equipped with two FiFi pumps with a capacity of 2700 m³ / h each. It will perform, among others activities related to fire protection during reloading, transport of hazardous materials by tankers carrying gases and flammable liquids, requiring the assistance of a fire unit and tasks related to rescue and safety of the port's operation. Because, apart from the fire ship functionality, it will also perform towing functions, it will obtain the L2 ice class. *(Source: PortalMorski; Photo: Sławomir Lewandowski)*

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PAKJESBOOT

As every year in November, Sinterklaas and his assistants Pieter arrive in the Netherlands in preparation for his birthday celebration on 5th. of December. Children in the Netherlands may make a wishlist and hope to receive some of the presents from this list on "Sinterklaas Avond", a traditional family evening with poems and presents for everyone. Here is the **PAKJESBOOT** arriving at



IJmuiden with Sinterklaas on the bridgewing, waving to the crowded quay full of children. (Source & Photo: Jan Plug)

SVITZER FLEETLIS BY JASIU VAN HAARLEM



© Jasiu van Haarlem – Loosdrecht, December 2022.

A/S EM. Z. SVITZER'S BJERGINGS ENTREPRISE – KØBENHAVN.

Today is the 11th of the 11th in the year 22. A meaningless reason to send my fleet list Svitzer around. The last version is from about two years ago. Naturally, a number of changes occurred during that period. But a lot of information has also surfaced that was not known to me before. Some tugs, of which I was rightly pointed out, that were never owned by Svitzer have been removed. In addition, a whole

new company has been added, the Det Forenede Bugselskabet from Copenhagen, in which Svitzer first had a minority stake and later a majority stake. I still doubted whether I should include the offshore shipping company Esvagt from Esbjerg in the list. One source says that 75% of the shares of this company were owned by Svitzer, the other source speaks of the parent company Mærsk. I left it out for that reason that I would then have to make a full start with compiling a fleet list Esvagt. Ships are not really known to me. In my brief search I found out that this concerns about a few hundred ships. That would certainly be a few more years before I figured that out. As far as I'm concerned, it's also about the tugboats. Another good reason not to start it (yet). Another major adjustment compared to the previous version is an adjustment in the layout. For example, I have separately included and framed the subsidiaries and joint ventures. They also have their own background color. The list is more than 1000 pages and provides an overview of more than 1200 ship names. A large number of ships have one or more photos posted. Although the list has been compiled with great care, errors are not excluded. Improvements and additions are therefore always more than welcome. Another disadvantage of such a large list is the file size. It can no longer be sent as an email attachment. That is why there is also a link where anyone who reads this can (safely) download this file from my one drive. Because the space on that drive is limited and new Boluda and MedTug lists have to be placed soon, because yes, big changes are also going on at those companies. Will I get the list from the drive on December 31, 12:00 pm. After that, downloading is no longer possible. If for some reason it is not possible to download (the seafaring reader) before that time. Then send me an email. Then I wish everyone a lot of fun with this book. And as always do not send further without my permission. Click on the link [HERE](#) to view the fleetlist (*Source: Jasiu van Haarlem*)

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MuC 1205 YN 518786-7-8

Last week we have spotted 3 Damen Stock MuC's pushed by the [Broedertrouw XIV](#) enroute Nijkerk build at Damen Changde. They have a Length of 12.6 m a Beam of 5.2 m and a Draught max: 1.4 m. Her Work deck areas 30 m³ and they Performed a Bollard pull of 3.4 t and a free sailing speed of 7.6 kn. Built with yard numbers 518786; 518787 and 518788

(Photo: Arie Boer)



WILSON SONS' PROFIT GROWS 92% IN THE THIRD QUARTER AND TOTALS R\$ 226 MILLION IN THE YEAR



Wilson Sons posted net income of R\$67 million (US\$13 million) in the third quarter of this year (3Q22), 92% higher than in 2021 (3Q21). In the first nine months of 2022 (9M22), the company's net income was R\$ 226 million (US\$ 44 million), presenting a growth of 24% compared to the same period last year and surpassing the net result

recorded in the twelve months of 2021. The company's net revenue, in turn, grew 8% over the first nine months of 2021 (9M21), totaling R\$ 1.7 billion (US\$ 329 million) in 2022. Listed in the segment of Novo Mercado under the code PORT3, Wilson Sons released its financial results this Wednesday (9), after the closing of the trading session of B3 SA. The company's results in the third quarter reflect the performance of the tugboat and international logistics business (Allink). Tugboat revenues grew 15% with an increase in operating activity and average revenue per maneuver. At Allink, the result was benefited by the growth in demand and the increase in revenues from both shipowners and terminals. In 9M22, EBITDA (earnings before interest, taxes, depreciation and amortization) reached R\$688 million (US\$134 million), 3% higher than in 9M21 with resilient results from the tugboat and logistics divisions. In dollar terms, accumulated EBITDA grew 7% in relation to the previous year. In the case of container terminals, the scenario, although it has improved slightly, remains challenging in the face of global logistical bottlenecks, which cause ship stopovers to be cancelled. "Looking back at the pandemic and the disruption it caused to global supply chains, we are proud of how the company has performed and managed these challenges. We continue to strive to improve the world-class performance of our infrastructure, the security of our operations, our portfolio of activities and the resilience and versatility of our services. We believe this is the best way to face the challenges of our sector, transforming maritime transport over time and creating a prosperous future", said Fernando Salek, CEO of Wilson Sons. **Highlights** In the third quarter, one of the highlights was the delivery of the "**WS Orion**" by the Wilson Sons shipyard, the second in a series of six tugs with more than 90 tons of static traction that will join the company's fleet over the next two years. The vessels follow the International Maritime Organization (IMO) Tier III standard, and the new hydrodynamic design improves hull efficiency allowing up to 14% reduction in greenhouse gas emissions compared to previous technology. "**WS Orion**" also marks an important milestone for Wilson Sons. This is the 150th vessel built in the company's shipyards. On Tuesday (8), Wilson Sons released its operational data for October 2022. In the offshore support bases division, moorings grew 30% due to the start of a new contract and increased spot activities. In tugs, port manoeuvres increased by 1%, with a greater number of ships carrying loose general cargo (mainly pulp) and containers. The volumes at container terminals continue to be impacted by the shortage of empty containers and global logistical bottlenecks. On the other hand, at Tecon Rio Grande, inland navigation grew 14%, cabotage rose 7%, and the terminal received 33 ships (against 28 vessels in October 2021). And at Tecon Salvador, transshipment and removal increased 24%, mainly due to cargo from Saudi Arabia, Pecém and Turkey, as well as volumes destined for Manaus,

Colombia and Pecém. In the period, the terminal received 44 ships, against 40 vessels in October 2021. (PR)

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SVITZER AUSTRALIA ADVISES LOCKOUT OF HARBOUR TOWAGE CREW

Today, Svitzer Australia announced that it has given notice of a lockout to all harbour towage employees covered under its 2016 National Towage Enterprise Agreement and their union bargaining representatives, the Maritime Union of Australia (MUA), The Australian Institute of Marine and Power Engineers (AIMPE) and the Australian Maritime Officers Union (AMOU). The



lockout will take place from 12pm AEDT, Friday 18 November, and will continue indefinitely. This step is being taken by Svitzer under the provisions of the Fair Work Act in response to damaging and ongoing industrial action being organised by the unions. This is harming Svitzer's ability to reliably, safely and efficiently serve our shipping customers and port operations around the country and is causing serious disruption to the national supply chain which is reliant on shipping. *Protected industrial action* There have been more than 1100 instances of industrial action notified by the maritime unions since October 2020. Since 26 October 2022, there have been more than 250 instances of protected industrial action alone, amounting to nearly 2000 hours of work stoppages. There is new protected action being notified by the unions on an almost daily basis. With each instance of industrial action valuable imports and exports are delayed, disrupted, or goods and produce lost. Svitzer has had to respond to the protected industrial action as a matter of necessity with one of the few avenues available to employers faced with such action. When the lockout becomes effective, no shipping vessels will be towed in or out of 17 Australian ports otherwise serviced by Svitzer. This will impact shipping operations at major metropolitan and regional Australian ports nationwide in Queensland, New South Wales, Victoria, South Australia and Western Australia. It does not affect Svitzer terminal operations supporting the oil and gas sector or operations in other states and territories. *Extensive bargaining* Svitzer has been bargaining with the maritime

unions for over three years, since the agreement expired in 2019. Despite Svitzer's best efforts to reach a reasonable agreement, the parties remain apart on key threshold issues. There has been exhaustive bargaining in 75 meetings, including 2 conciliation sessions with the Fair Work Commission and one independent mediation process with a former Deputy President of the FWC recommended by the unions. Svitzer is seeking to remove restrictive work practices from its enterprise agreement which are critical to the future sustainability and competitiveness of its Australian business. *Quotes attributable to Nicolaj, managing director, Svitzer Australia:* "Our goal all along has been to reach a new enterprise agreement and we have exhaustively negotiated in good faith to try to do this. "We had hoped it would never come to a lockout – but we are at a point where we see no other option but to respond to the damaging industrial action underway by the unions. "Svitzer has an obligation to serve its customers safely, reliably and efficiently and to ensure imports and exports, and our nation's trade and supply chains run without disruption. The inability to reach a new enterprise agreement and the high number of protected industrial actions prevent us from doing so. "We particularly feel for our many hard-working crews and employees who are caught in the middle of this dispute. "Svitzer has lost more than 130 jobs and work at 3 ports in less than a 12-month period. (nb. December 2020 – September 2021) "We remain a committed employer that provides well-paying, highly regarded, Australian maritime jobs. We are only seeking to make common-sense changes that are necessary for Svitzer to operate and compete effectively and, in-turn, protect jobs. "We sincerely regret the difficulties and disruption this lockout presents to our customers and other stakeholders within the supply chain, including ultimately, every Australian consumer." (PR)

HYBRID DUO REDUCE EMISSIONS IN US PORT OPERATIONS



Seabulk's two new electric-hybrid tugboats were completed by Master Boat Builders with engines, generators and electric motors. Seabulk Towing has become a trailblazer in harbour towing in the US through the introduction of two electric-hybrid tugboats for ship assistance with low emissions. It took delivery of the new escort tugs from Master Boat

Builders shipyard in Coden, Alabama. Spartan was delivered in March and Titan completed in Q4 2022, as part of a series of new harbour tugboats from the US builder. Both were built to a Robert Allan Ltd RAport 3000 design and built to meet US Coast Guard regulations and ABS class for an escort tug. They have a bollard pull of 90 tonnes, overall length of 30 m and a beam of 13 m. Berg Propulsion delivered an integrated hybrid propulsion plant for both tugs, including Berg MTA 628 azimuth thrusters, Berg VS3 variable frequency drives with motors, a hybrid control system, and Berg's design, supply and integration includes the switchboard with full power management and control of the tugs' propulsion. Both tugs have twin Caterpillar-supplied Cat 3512E main engines, complying with US Environmental Protection Agency's (EPA) Tier 4 emissions standards and developing 1,900 kW of power, and three generator sets – two Cat C18's and one C7.1. The hybrid-electric propulsion systems include high levels of redundancy for safety and the ability to easily switch between operating modes. **Spartan** and **Titan** can run on main engines only, gensets only, or a

combination of the two, optimising energy use across the entire operating profile. A tug in transit can minimise energy consumption and eliminate main engine wear by running on a single generator set. In hybrid mode, power is balanced between the diesel engines and electrical motors to optimise fuel consumption, manoeuvring response and bollard performance. Seabulk president and chief executive Daniel Thorogood says, “During the first weeks in operation, **Spartan** lived up to the promises made for hybrid propulsion vessels.” It started operations in Port Arthur following delivery. He says Seabulk is committed to improving the sustainability of its operations as evidenced by its investment in a new generation of vessels including hybrid tugs. Delivery of Berg’s hybrid propulsion packages were managed at the yard by its distributor and partner in Alabama, Thompson Marine. Thompson Marine business manager Richard Tremayne says it managed the details from the earliest design phase through sea trials together with Master Boat Builders, Seabulk, Berg Propulsion and Caterpillar. “This sets down a marker that, with the right team in place, the sustainability and performance benefits of advanced hybrid-electric propulsion are available to all,” says Mr Tremayne. Berg Propulsion managing director for the Western Hemisphere, Jonas Nyberg, explains how tug owners such as Seabulk can adjust their operations and invest in emissions-reduction technologies during the green transition. He says Spartan and Titan have parallel hybrid systems, providing flexibility and propulsion efficiencies for tugs using engines for the main propulsion, supplemented by electric motors and generators, at lower capital costs than having onboard energy storage systems. “For the early adopters there are opportunities to reduce fuel consumption and emissions,” says Mr Nyberg. Master Boat Builders president Garrett Rice acknowledged the innovation in these two tugs and the need for more sustainable towage. “As the maritime industry continues to evolve and modernise its fleet, we are proud to deliver these hybrid tugboats, which will serve as the most efficient technologically advanced tugs operating in the US,” says Mr Rice. “Technology is evolving and changing at a rapid rate.” He says there has been a change in tug owners’ propulsion and emissions requirements in the past two years. “Our conversations have shifted to an environmental message with resources behind that, with some looking at electric tugboats and keeping Tier 4 engines with the aftertreatment,” says Mr Rice. This ensures emissions are within EPA expectations even when battery or hybrid propulsion is not available. (Source: Riviera by Martyn Wingrove)

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PIRIOU DELIVERS A NEW TUG TO CARAIBES REMORQUAGE

Operator of the port of Pointe-à-Pitre, CARAIBES REMORQUAGE entrusted the construction of a second OST 30. to PIRIOU. Following the **POINTE TALI**, which was delivered in 2018, the **POINTE VIGIE 2** arrived in Guadeloupe on 21 October under its own power, ending a voyage of almost 13,000 nautical miles from Vietnam, via Singapore, Ceylon, Suez, Malta, and a last stopover in Las Palmas (Canaries) before crossing the Atlantic. Built in Ho-Chi-Minh City by the group's Vietnamese subsidiary, this new 30.30-metre tug is both more powerful and better equipped than

the first, with, in particular, an aft winch for towing at sea, a handling crane and ship firefighting equipment. With a bollard pull of 60 tonnes, it is equipped with two azimuth thrusters, and integrated hydraulic clutches, powered by two diesel engines generating 1902 kW each. Principally designed for assisting container ships on stopovers in the port of Pointe-à-Pitre, the **POINT VIGIE 2** reinforces the Guadeloupe fleet and will also carry out missions in other ports in the archipelago attached to the "Grand Port Maritime" of Guadeloupe: Basse-Terre, Marie-Galante, etc. Vincent Faujour,



Chairman of the PIRIOU group, says he is: "very happy, after the delivery of the Pointe Tali, to continue a successful collaboration between PIRIOU and CARAIBES REMORQUAGES and to put more than 20 years' experience in the tug sector at the disposal of the French Caribbean" The OST 30 is a versatile tug designed for towing and push-pull harbour assistance as well as for high sea towing operations. Featuring a 30.3 m length, it can also provide assistance to vessels approaching access channels. It is equipped with 2 azimuth stern drive propellers and integrated slipping clutches. These propellers are driven by 2 high speed marine Diesel engines. On the bridge, the ergonomics of the unique control room allows the captain to perform all driving and manoeuvring tasks by himself thanks to a very good visibility both at horizontal and vertical over the working area and the environment. In order to answer CARAIBES REMORQUAGE specific operating conditions, this tug features: - A pneumatic starter system in order to limit the number of batteries on board; - Gasoil and fresh water systems for ship supply; - A 1/2 Fi-Fi equipment to perform fire-fighting; - A rear winch and a towing hook for deep sea towing; - Fenders adapted to push low freeboard barges; - An indirect refrigeration system involving all the vessel equipment with box



coolers adapted to tropical conditions and no seawater circulation. This tug is designed to carry out every three years careening with special anti-fouling and ICAF system. Accommodation is compliant with the latest ILO 2006 standards and special care was taken to sound insulation and air conditioning. Overall length 30.3 m; Overall breadth: 10.4 m; Depth at main deck: 4.45 m; Max. draught: 5.0 m; Bollard

pull @ 100 % MCR: 60 t; Fuel oil capacity: 87 m³; Fresh water capacity: 26 m³; Speed: 12.5 kn; Propulsion: 2 x 1902 kW; Crew: 6; Hull / superstructure: steel. (PR)

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DURBAN PORT MULTI-MILLION RAND TUG JETTY PROJECT MOVING AHEAD



The R127 million Tug Jetty expansion project in the port of Durban is moving on swiftly with the project anticipated to be complete in December 2023, Transnet National Ports Authority has announced. This project is in line with the Durban Port Master plan, which is set to position the Port of Durban as a Container Hub in order to respond to larger vessels calling into the port requiring additional tugs for quicker turnaround time. The Port of Durban tug jetty project has been implemented in two segments. These commenced with the establishment of a new 110m tug jetty adjacent and parallel to the existing jetty with this phase being 98% complete. The second segment, which has already kicked off, is the extension of the existing tug jetty by 35m where the teams are currently forging ahead with placing of the concrete deck. “This project will contribute to an improved turnaround time by providing a dedicated docking space for the new tugs thereby ensuring all marine fleet are berthed and located in one dedicated water space,” said Port Engineer for the Port of Durban, Malefetsane Setaka. There were however some delays experienced after the April 2022 floods. These include sewer spills and contaminated water that resulted in the port suspending diving activities thus delaying critical underwater works on the project. The excessive debris in the tug-jetty basin also impacted dredging and the repairs to new sinkholes, impacting access to place scour rock protection along the quayside. This has resulted in the TNPA project team together with the contractor establishing recovery mechanisms to reduce as much time lost with the aim to ensure the project is completed as per the planned timelines. *Progress to date on the construction of the new 110m new jetty:* • Construction of New Jetty comprising water & electrical

reticulation complete; • Dredging is approximately 95% complete; • Currently, placing the rock scour protection. *Progress to date on the 35m extension to existing T jetty:* • All piles installed; • Demolitions of exiting jetty tie in works complete; • 6 of 6 pre-cast transom beams placed; • 18 of 18 precast soffit slabs placed; • 20 of 27 precast fender panels placed; • 50% concrete stitching done (first layer of concrete on deck); • 25% of Concrete deck done (top layer of concrete on deck). (Source: *Africa Ports & Ships*; Photo: *Jumaine Kruger*)

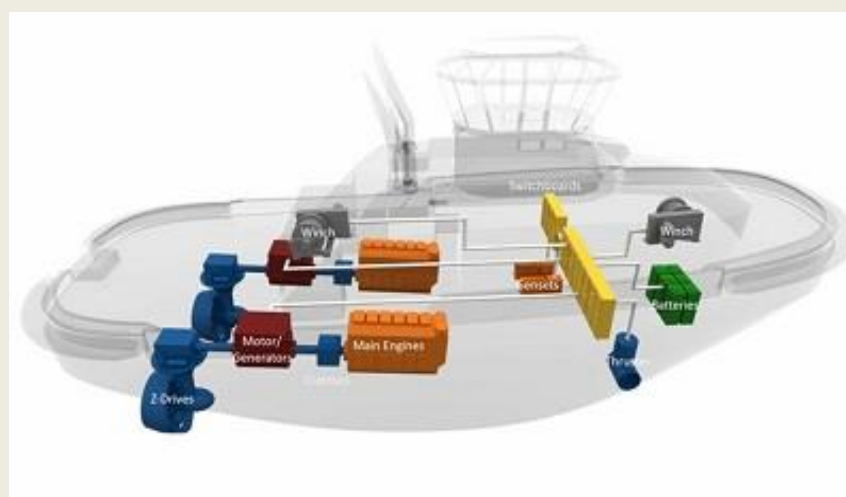
LAUNCHING OF THE YAKUTIA, THIRD SERIAL NUCLEAR-POWERED ICEBREAKER OF PROJECT 2220, POSTPONED TO NOVEMBER 22

Ceremonial launching of the **Yakutia**, the third serial nuclear-powered icebreaker of Project 2220 (the fourth ship in the series) at Baltiysky Zavod shipyard, a company of United Shipbuilding Corporation (USC) is to be held on 22 November 2022, the company wrote in its Telegram channel. Baltiysky Zavod should earlier scheduled the ceremony for November 18. The reasons for



postponement have not been disclosed. Under the contract with FSUE Atomflot, Baltiysky Zavod shipyard is currently building three icebreakers of Project 2220: **Ural**, **Yakutia** and **Chukotka**. The lead icebreaker named **Arktika** and the first serial icebreaker, the **Sibir**, have been put into operation. The **Yakutia** was laid down on 26 May 2020 with the construction to be completed in 2024. Multipurpose nuclear-powered icebreakers of Project 2220 ships are the world's largest and most powerful icebreaking ships. Their key task is to ensure year-round navigation in the western Arctic. Icebreakers of 2220 design will form the basis of Russia's civil icebreaking fleet in the near time. (Source: *PortNews*)

TUG OWNERS FACING MASSIVE PROPULSION SHIFT



Tug owners face increasing investment in hybrid-electric tugs and specialized propulsion in response to rising demand for lower emissions in port, says Berg Propulsion managing director Jonas Nyberg. Berg Propulsion's western hemisphere managing director Jonas Nyberg tells Riviera Maritime Media the tug sector is facing a huge

drive to implement low-emissions propulsion technologies. Mr Nyberg says he thinks tug owners should be comparing serial and parallel hybrid propulsion configurations as they weigh up their decisions for lowering emissions. Discussing the forthcoming sector transformation at the International Tug & Salvage Convention 2022, Mr Nyberg lays out a methodology for assessing optimal propulsion technologies for various tug applications – including a serial and parallel hybrid integrated layout. Optimal configurations, in these cases, depend in large part on whether and which combinations of large electric motors, engines, batteries, generators or thrusters a particular tug may employ. Parallel hybrid propulsion systems bring lower capital costs, and are the most flexible options for tugs using engines and liquid fuels for main propulsion, and supplementing these with electric motors. Serial hybrid solutions would be an optimal choice for tugs using onboard batteries and shore power sources, with generators for back-up. Mr Nyberg indicates he feels that, for early adopters, there are opportunities to reduce fuel consumption and emissions and to be at the forefront of the propulsion transformation. *(Source: Riviera)*

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SAFIPORT ADDS SAFI PILOT BOT 2 TO ITS FLEET

Safiport, which also provides “Towing and Pilotage Services” in Derince, has further increased its service quality with the new pilot boat **Safi Pilot Bot 2**, which it has added to its fleet. Safi Deniz Hizmetleri A.Ş., a subsidiary of Safi Holding, which continues its breakthroughs in port management, added a pilot boat named **SAFI PILOT 2** to its fleet with its ever-developing and innovative vision, and further increased its service quality with the addition of the pilot boat to the fleet. **Safi Pilot**



Bot 2, the most maneuverable pilot boat in its class, has a speed of 21 knots and a total power of 720 HP. **Safi Pilot Bot 2**, which was put into service after all tests were completed, will serve in Darica. With the addition of the newly built **Safi Pilot Boat 2** to the fleet, Safi Deniz Hizmetleri has increased the capacity of the pilotage service along with the increased capacity and ship traffic at Safiport

Derince. (Maritime Journal) (Source: *Deniz Haber*)

ACCIDENTS – SALVAGE NEWS

THE SKIPPER OF A FISHING BOAT DIES IN A SHIPWRECK OFF THE COAST OF NÍJAR



The skipper of a boat that was fishing on the coast of the Almeria town of Níjar has died this Thursday after the boat from which two crew members have been rescued alive sank. The incident occurred at 2:15 p.m. when the two survivors called 112 after managing to reach Los Escullos beach holding on to a ball. The fishermen of the [Bahía La Isleta](#) have reported that the skipper of the ship, which was half-sunken, remained trapped inside it, for which reason the Maritime Rescue and the Civil

Guard have been notified. The Helimer 202 and the [Salvamar Spica](#) have been mobilized, while the Civil Guard has deployed the team of divers from the Special Underwater Activities Group (GEAS) to the scene of the incident for the rescue. The agents of the armed institute have located the lifeless body of the patron and have activated the judicial protocol, as specified by 112 and Salvamento Marítimo. (Source: *Adalucia Informacion*)

THE BULK CARRIER FROM EGYPT A MACHINE FAILURE IN THE BOSPHORUS.

The ship, which had a machine failure under the Bosphorus 15 July Martyrs Bridge, was rescued by the Coastal Safety tugs. The 228-meter-long bulk carrier department from Egypt entered the Bosphorus at around 03:00 to go to Romania from the Sea of Marmara. While approaching the 15 July Martyrs Bridge, a machine failure occurred on the ship. [asked for help](#) The captain of the ship immediately requested assistance from the Coast Guard teams. Responding immediately to the call for help,



the teams directed the Tugboat **Kurtarmak 11** and **Nazımtur** to the scene. Reaching the defective ship in a short time, the crews took precautions against the drifting of the cargo ship. The defective ship was then anchored to the safe zone in Türkeli with the help of tugboats. It was learned that there was no negativity in the Bosphorus with the rapid intervention of the Coastal Safety teams in the ship malfunction. (Source: *Deniz Haber*)

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PLEASURE YACHT COMPLETELY BURNS OUT ON THE LEK, PASSENGERS WERE ABLE TO JUMP OFF BOARD IN TIME



A pleasure yacht on the river Lek; Netherlands is completely burnt out. The two people on the boat managed to jump aboard in time and swam to the side. The boat caught fire near Nieuw-Lekkerland and was completely on fire in no time. How exactly that could have happened is still unknown. According to the fire service, the passengers heard a bang at the engine and then it went wrong. At that time, the boat

sailed about 50 meters out of the side. **Lekstroom 1**, a ship belonging to a nearby company, made another attempt to extinguish the fire, but did not have enough extinguishing capacity. Finally, boats from the fire brigade, Rijkswaterstaat and the KNRM arrived on the scene to extinguish the fire. *nothing about* "The boat can be considered lost," said a spokesman for the fire service. The wreck will be put aside and will be removed by Rijkswaterstaat. The two passengers were rescued by the fire brigade. They were given warm blankets and dry clothes. They were then checked by paramedics. (Source: *AD*)

SPANISH RESPONDERS REFLOAT FISHING VESSEL AFTER FATAL CAPSIZING

Spanish rescue agency Salvamento Marítimo has refloated the wreck of a fishing vessel that capsized just off the coast of Almeria, completing the response to the casualty. The vessel's sinking claimed the

life of the skipper. On Thursday afternoon, the fishing vessel **Bahía la Isleta** was struck by a wave and capsized at a position about one mile offshore. The local office of the Guardia Civil received a call about the casualty at 1400 and notified the agency's maritime service. A rescue helicopter with a two-man dive team was dispatched quickly to the scene. Two of the crewmembers from Bahía la Isleta survived the capsizing and self-rescued by swimming to safety on shore. However, the captain was



trapped inside and went down with the ship. The Guardia Civil's responders proceeded on the assumption that he could still be alive in an air pocket inside, and the dive team went down to inspect the wreck. The skipper had not survived; they recovered his body from within the boat and returned to the surface. After the search and recovery mission, the work turned to salvage. The boat was largely submerged in about 100 feet of water and posed a risk of pollution. The maritime captaincy of Almeria ordered it refloated and removed, and a salvage vessel belonging to Salvamento Marítimo took on the task. On Saturday, Salvamento Marítimo's special operations group and the pollution-response vessel Clara Campoamor carried out the wreck removal using inflatable float bags. The recovery of the sunken vessel eliminates the possibility of further pollution and brings the salvage operation to a close. (Source: *Marex*)

THE DGA RECEIVES THE FIRST DIVING SUPPORT BOAT "OPHRYS"



The **Ophrys**, the first of the eight diving support boats (VSP) intended for the French Navy, was received on November 9 by the General Directorate of Armaments (DGA). Launched in April, the 26.70-meter-long **Ophrys** launch now begins a three-month period of operational use by the group of Mediterranean clearance divers in Toulon, the DGA said in a press release dated November 14. The launch of the construction of the other seven units will be

confirmed in early 2023 with a view to deliveries between 2024 and early 2026. This contract, worth 43 million euros, was won in December 2019 by the Merré de Nort- sur-Erdre, in Loire-Atlantique. The eight VSPs will be used primarily for mine countermeasures in the shallow seabed. They will be used by the Saint-Mandrier diving school, in the Var, and the three groups of clearance divers stationed in Toulon, Brest and Cherbourg, at the rate of two units each. They will replace the nine intervention boats for clearance divers in service since the 1990s. (Source: *Le Marin*)

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NORTH ARM PROWLER SUFFERED ENGINE FAILURE

The '**North Arm Prowler**' with four crew members on board was disabled due to an engine failure while towing the barge '**M 8004**' in pos. 049 09 40 N, 123 19 41 W, in the Strait of Georgia, British Colombia, on Nov 3, 2022. The tug was taking on water and was towed to Mitchell Island, British Colombia, where it was taken out of the water. (Source: *Vesseltracker*; Photo: *Shipspotting*)



ENGINE SHUTDOWN AT HARØYFJORDEN



On Monday morning, a vessel with 18 people on board had its engine stop in the Harøyfjorden. Now it is being towed ashore by the coast guard and "**Erik Bye**". On Monday morning at 07.20, the Central Rescue Center for Southern Norway announced on Twitter that a vessel with 18 people on board had stopped its engine in the Harøyfjorden. Harøyfjorden is the wide, open fjord between the North Islands in Haram and Sandøy municipalities in the west and the islands in Midsund in the east. The main rescue center informed NRK that it was a tanker that had had problems with its engine. Rescuers have good control

over the situation, Cecilie Øversveen told NRK in the main rescue center on Monday morning. It was the vessel "[Bergstraum](#)", of 123 metres, which had had its engine stopped. A few hours after the message about the engine stop, there was an update that the Coast Guard was in place with the boat "[Njord](#)" to tow the boat to the dock in Elnesvågen. And just after half past eleven, a message came from the rescue company that "[Erik Bye](#)" was also assisting in the work to get the boat ashore. - That is right. We assist the Coast Guard in their work. They lie in front and tow the boat, while we lie behind and will help slow the vessel as they approach the quay, said master Christoffer Gården just before 11.00. He further said that they will return to Kristiansund when "[Bergstraum](#)" has docked. It arrived a little before 11.30, (*Source: Tidens Krav*)

BULKER BLAMED FOR TWO SUEZ CANAL COLLISIONS IN 13 HOURS

Judge finds failures of seamanship and says crew of three ships "blindly" followed the advice of Suez pilots. A panamax bulker was involved in two collisions just 13 hours apart in the Suez canal after failing to moor properly after the first pile-up, a London judge has ruled. The damaged



74,200-dwt bulker [Alexander](#) (built 2001) swung out from her moorings just as a convoy of northbound ships was preparing to pass on one of the narrowest stretches of the canal on 16 July 2018. The NYK Line-managed, 9,040-teu containership [NYK Orpheus](#) (built 2008) nearly managed to stop before striking the [Alexander](#) but had been sailing too fast and had an inadequate lookout, said Mr Justice Andrew Baker in a ruling in London's Admiralty Courts. The [Alexander](#), owned by Pacific Pearl, had been moored up at the side of the canal after its propeller and rudder were damaged in a three-ship collision the previous day. The Suez Canal Authority gave permission for the convoy to pass the vessel and two tugs that were due to tow the damaged [Alexander](#). Two ships passed safely but the third was travelling too fast, causing the [Alexander](#) to break its mooring, according to documents. The stern of the vessel swung out into the canal and was hit by the Orpheus, the fourth vessel in the convoy, puncturing a cargo hold and ballast tank. The judge ruled that the [Alexander](#) had been negligent in using only six mooring lines instead of 10 – and the crew failed to quickly raise the alarm when they realised that something was going wrong. "[Alexander's](#) imprudently inadequate mooring is the root cause of all that followed and was a serious failure of good seamanship on board that stricken ship," the judge said in his ruling. "Had [Alexander](#) been properly moored, she would not have broken free so as to become a danger to [Orpheus](#)." A court in 2020 found that the [Alexander](#) was 100% to blame for the initial collision after failing to stop in time after another vessel on the eight-ship convoy grounded after suffering mechanical problems. Lawyers acting for the [Alexander](#) say the boxships in the convoy the following day should have waited until the bulker was towed away before passing through the canal. They also claimed that the [Orpheus](#) and the ship that preceded it, the 14,026-teu [NYK Falcon](#) (built 2017), were travelling too quickly. Mr Justice Baker said on Friday that the [Alexander](#) and the [Orpheus](#) should pay 42% of the damages to the other ship. He ruled that the [Falcon](#) played a lesser role in the collision but should pay 17% of the [Alexander's](#) damages. *Passive seamanship* But he also raised concerns about the seamanship of the three vessels

and found that officers were “passive and insufficiently in command” as they were “blindly” following the instructions of the Suez pilots. Concerns expressed by the pilots about passing the **Alexander** were not passed on or discussed with the ships’ officers, partly because of language difficulties, said the judge. Just eight minutes before the collision, one of the pilots on board the **Falcon** said: “No one must give instructions to vessels to pass like this, dangerous. If there is a little wind ...” Mr Justice Baker said other accidents could be “waiting to happen” in the canal because of



what had come to light in the case of the **Alexander**. The stretch of the canal gained international notoriety three years after the **Alexander’s** collisions when the 20,388-teu **Ever Given** (built 2018) grounded and blocked the waterway for six days, causing major disruptions to world trade. A court hearing in Egypt

last year was told that two pilots of the Suez Canal Authority (SCA) on the bridge of the **Ever Given** argued about the ship’s passage through the canal. (*Source: TradeWinds*)

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THE ANTI-POLLUTION BARRIER IS REINSTALLED AROUND THE SHIP OS 35 IN GIBRALTAR

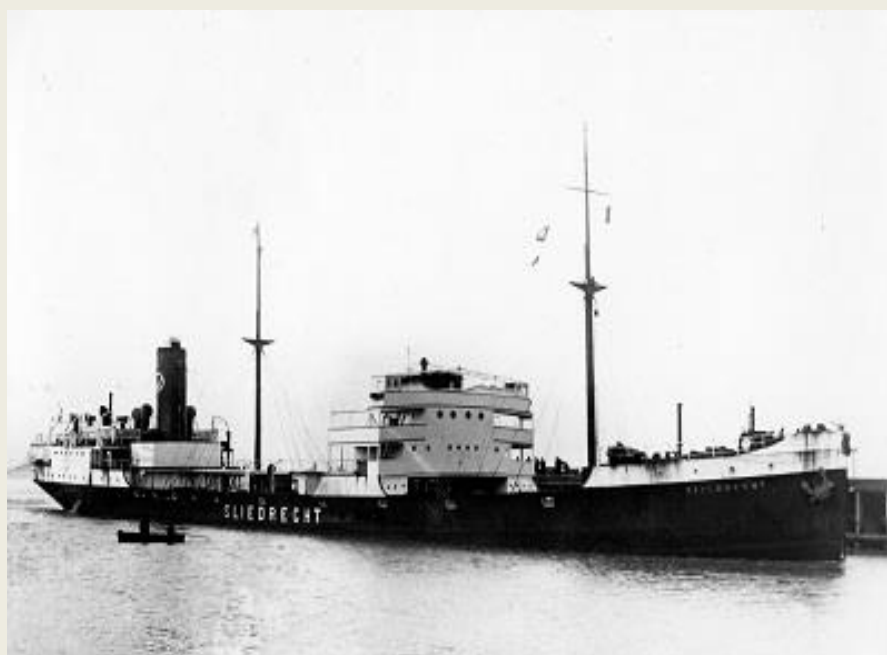
The work to secure it correctly will continue for the rest of the day and this Tuesday. The anti-pollution barrier that surrounds the ship **OS 35** stranded off Gibraltar has been redeployed this Monday after it was removed on November 9. As the maritime authorities reported at the time, the decision to remove the barrier was adopted taking into account the bad weather conditions that were expected during the past weekend. It has been now that



the Gibraltar Captaincy has decided to re-install the barrier around the boat and the risk has passed. Work to secure it correctly will continue for the rest of the day and tomorrow, as reported by the Gibraltar government in a press release. (*Source: Diario Area*)

REMEMBER TODAY

S.S. SLIEDRECHT – 16 NOVEMBER 1939

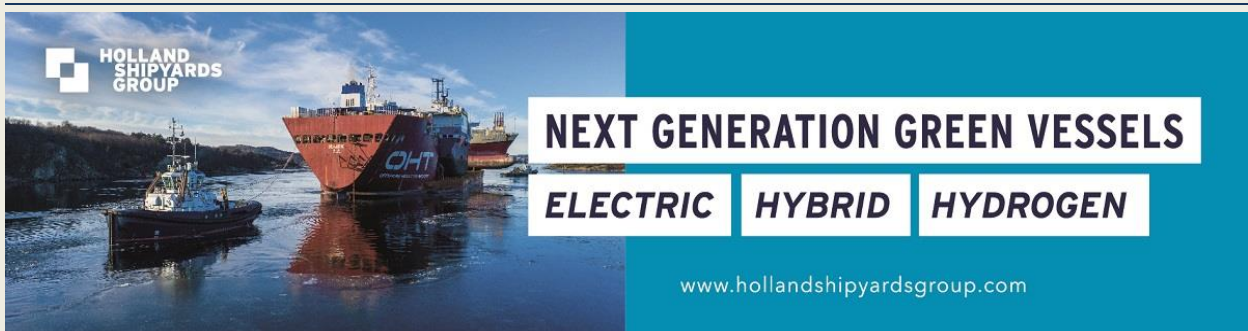


Sliedrecht was a Dutch tanker (5133 tonnes) that was sunk on 16 November 1939 by the German submarine **U-28**. The Dutch government and English newspapers were critical of the Germans for sinking a neutral vessel en route to a neutral port in bad weather and making no provisions for the survivors. **Sliedrecht** had the word "Holland" and a large Dutch flag painted on each side. *Sinking Sliedrecht* was en route to

Norway with a full cargo of bulk petrol when she encountered a German submarine at 8:30pm on November 16. Pieter Brons of Vlaardingen was one of five survivors of the event and gave his account to a newspaper reporter. He said that the ship was approximately 150 miles west of Ireland when a German submarine signaled her to heave-to. The sea was rough, so five crew set out for the German vessel in a small boat. The submarine commander inspected the ship's papers then decided to sink the vessel. He told the Dutchmen that there was no room for them aboard the German vessel and warned that if any distress signal was made **Sliedrecht** would be sunk immediately. They were given half an hour to abandon ship. The remaining 26 men aboard the **Sliedrecht** crammed into another life boat. The U-boat then fired a torpedo which struck and sank the **Sliedrecht**. The morning after the sinking, the five survivors, who had their own small boat, saw no trace of the other lifeboat. They had a little bread and water, no compass and relied on the stars for navigation. The survivors remained at sea for seven days in an open boat before sighting land on the night of November 22–23. The next morning they hailed the trawler, **Merisa** after passing Barra Head Lighthouse. The trawler then delivered them to Oban where they were taken by ambulance to the West Highland cottage hospital. 26 of the crew of 31 were lost at sea. (*Source: Wikipedia*) *How the SLIEDRIGHT went down - The story of mate Brons. Anxious wandering in open boat on rough seas.* Reuter publishes the following interview with Mr. Pieter Brons from Vlaardingen, the helmsman of the **SLIEDRECHT**, which ship was sunk on November 16. Mr Brons, who is still being treated in hospital, said that at 2.30pm that day the ship was about 150 miles west of Ireland when a German submarine signaled her to stop and that the ship's papers had to be viewed. A small boat was launched and Brons rowed with four others to the submarine, but in view of the heavy swell they could only come alongside with difficulty. After examining the ship's papers, the submarine's commander said he should sink the

SLIEDRECHT. He gave us half an hour to leave the ship. We told him it was a neutral ship bound for a neutral port. The commander replied that he would nevertheless have to sink the ship. We then asked him to take us on board the submarine and transfer us to another ship, but he refused, saying he had no room. Before we returned to the **SLIEDRECHT**, the commander of the submarine warned us that if we signaled our ship would be immediately sunk without further warning. The sea was so rough that it took us almost half an hour to row back to the **SLIEDRECHT**. The remaining 26 crew members deployed the second lifeboat and rowed away from the tanker. Shortly afterwards the submarine fired a torpedo, which exploded with a terrible flame. "I shall never forget the terrible flames which shot up from the ship when it was hit by the torpedo." After the ship sank we remained close by, hoping to be picked up by another steamship, but not a single boat came. We tried to approach the other lifeboat to take over some men, as she was overcrowded, but we could not reach her because of the high seas. We saw her signaling in the darkness; so did the submarine, which fired a warning shot in front of the bow. At daybreak we found that the other boat had disappeared. Towards the evening of the following day the weather became even worse and we set course for the east in the hope that the wind would drive us against the Irish coast, notwithstanding the northerly direction of the gulf stream. We had no compass and relied on the stars when we could see them. We had but little bread and water on board, which we any food wash. We all had overcoats, but that was the only protection we had against wind and sea. We were never dry, we were soaked to the skin from the time our ship was sunk to the time we were picked up. Brons also said that the men were constantly bailing out the boat and that they had to try to empty it three times in one night because of the heavy weather. Wednesday evening at half past ten the weather improved and we were able to make a sail out of two overcoats. With the wind still blowing from the westerly direction, we were able to continue our course. Although no one had a watch, we reckoned that at about seven o'clock that evening we saw a light which we thought was from a fishing boat. Lying so close to the water, and with the sea so rough, it was very difficult to make out the light, but as we approached we saw that it was a lighthouse. In the moonlight we saw the cliffs behind the lighthouse. Therefore, having sailed so that we were about two miles from the lighthouse, we reached a place from which it was impossible that we should be thrown upon the rocks in the darkness. The current and wind, however, drove us inshore, and we were about two miles from the lighthouse when morning came. Arriving on the other side of the island on which the lighthouse stood, we saw a trawler not far away, and with the little strength left in us, we hailed it and succeeded in attracting its attention. . We learned that the lighthouse was Barrahead. We were taken on board, cold and stiff, but alive. We had given up hope of being saved and had been waiting for our end. The rescued were so exhausted that they had to be carried from their small boat. The trawler took them to Oban, where they were taken by ambulance to a hospital in the West Highlands. The names of the rescued are: Pieter Brons, Bastiaan Storm, Leenaerd van der Knoop, Adrianus Driessen and Huibert de Jongh. (*Source: Stichting maritime Historische Databank*)

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OFFSHORE NEWS

SEVAN BRASIL



The rig "**Sevan Brasil**" loaded on the Chinese submersible vessel "**Hua Rui Long**" with help of the AHTS "**Alp Guard**" and the local KTK/Curacao tugs for transport to Singapore. *(Source & Photo: John Smit)*

KAIZAN 4000

Swiber Kaizen 4000. Built 2012 for SWIBER OFFSHORE SINGAPORE Built at the Qingdao Wuchuan Heavy Industries - China. Crane Capacity 3,800 T; Accommodation 305 men; Dimension 156.00 x 50.00 x 12.00. Cold stacked laid up at BAIHAI Ship building Ltd Qingdao China with the intention to reactivate the system for new Contractor 3eQ 2022. *(Source & Photo: Gerard Majntz)*



MAGSEIS FAIRFIELD LINES UP MORE NORTH SEA WORK

Seabed seismic player Magseis Fairfield has sealed a deal for a 4D ocean bottom node (OBN) project in

the North Sea with options for additional work. The project is scheduled to start in the second



quarter of 2023, and last around one month, the company said in a regulatory filing. The client and financial details have not been disclosed for the project that further builds the Oslo-listed company's backlog for the 2023 season. In September, the company received another award with increased scope in the North Sea scheduled to start in Q2 2023 and last for around three months. Magseis Fairfield

is set to be taken over by compatriot TGS, which recently launched a mandatory bid for all the shares it doesn't currently own in the company. The offer at NOK8.08 per share will run until December 21.

(Source: *Splash24/7*)

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ROSATOM IS AGAIN LOOKING FOR A CONTRACTOR FOR THE CONSTRUCTION OF A HYDROGRAPHIC VESSEL OF ICE CLASS ARC7

FSUE "Hydrographic Enterprise" (part of the state corporation "Rosatom") is holding an electronic auction for the construction of the lead hydrographic pilot vessel of the Arc7 ice class. The procedure was announced on November 11, 2022. According to the data of the EIS in the field of procurement, applications for participation in the auction are accepted until November 28, 2022. Summing up is scheduled



for November 30, 2022. The initial price of the contract is 7,067,180,000 rubles. As follows from the draft contract, the construction of the vessel will be carried out according to the technical design HSV05, approved by the Russian Maritime Register of Shipping in May 2022. The overall length of

the vessel must be at least 69.99 m, the maximum beam - 15.4 m, the draft in terms of kw - not more than 6 m, the maximum power - not less than 8000 kW, the crew - 35 people, special personnel - 15 people. It should be noted that in 2021, the Hydrographic Enterprise unsuccessfully carried out procurement procedures for the construction of the lead Arc7 ice-class pilot vessel at the same cost. Later it became known about the customer's plans to develop a technical design of the vessel at its own expense. *(Source & Photo: Sudostroenie)*

ØSTENSJØ REDERI ADDS TWO SUBSEA VESSELS TO FLEET



Norwegian shipowner Østensjø Rederi has expanded its fleet with two subsea construction vessels. The Haugesund-based company has together with an undisclosed strategic partner, industry sources suggest is the Norwegian tycoon John Fredriksen, taken delivery of the 2021-built **Edda Sphynx** and **Edda Savannah**. The 97 m long ships are expected to be ready to enter both the offshore oil and gas and renewable markets by the end

of the year or early next year. "They fit very well into our fleet, and we believe the timing is right for adding these subsea vessels to the market. The market has already shown good interest in them, and we are confident that they will be employed," said Kristian Helland Vea, CEO of Østensjø Rederi. **Edda Sphynx** has gone through various modifications in Singapore and is currently sailing toward Norway where she will undergo further modifications and upgrades including the installation of a helideck. **Edda Savannah**, currently in dry-dock in Singapore will undergo the same procedure as her sister vessel, the company said. The vessels will bolster Østensjø fleet to 10 offshore construction, supply, and multipurpose units, in addition to one flotel and several tugboats. Both ships are registered in the Norwegian International Ship Register (NIS) and will together employ around 80 people onboard. *(Source: Splash24/7)*

SHAREHOLDERS REJECT DOF'S DEBT RESTRUCTURING PLAN

Financially troubled Norwegian offshore vessel owner DOF has failed to secure the necessary majority backing from its shareholders for what was expected to be a major financial restructuring of the company. The restructuring deal, backed by the company's creditors and bondholders, would have left the current shareholders with 4% of the shares in the new DOF. Bondholders would own around



53%, while the secured lenders would get a share of around 43%. A large group of minority shareholders, which held over 30% of DOF, opposed the deal, despite warnings by the creditors that there would be no better alternative. The so-called DOF Minoritetsgruppen had said it would vote against the scheme under claims the restructuring process would squeeze them out. Instead, the group proposed raising fresh funds on the back of a strong recovery in the offshore sector and called for a clearer picture of DOF's prospects and financials. The next step for the proposed restructuring will most likely be implemented as a forced process pursuant to the Norwegian Reconstruction Act or through bankruptcy in DOF, leaving the shareholders with less or no value compared to the proposed restructuring. DOF was founded in 1981 by Helge Møgster, who is also the largest shareholder. The Austevoll-headquartered company has a fleet of 54 OSVs, and owns around 70 remotely operated vehicles (ROVs). (*Source: Splash24/7*)

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MUSEUM NEWS

WINTERWELVAART OP DE WOLTHUISWERF



Zaterdag 10 december 2022 is er weer een WinterWelVaart bij de Historische Scheepswerf Wolthuis te Sappemeer. Het thema dit jaar is "scheepsbouw". Langs het (oude) Winschoterdiep worden al eeuwenlang schepen gebouwd. De hier gebouwde schepen staan wereldwijd bekend om hun degelijkheid en betrouwbaarheid. Ook op het

gebied van innovatieve scheepsontwerpen en emissievrije aandrijvingen loopt men voorop. Alle aspecten daarvan vind je in de stand van CIG Production (Centraalstaal), terwijl in de stand van de Stichting Zeesleepboot [Holland](#) alles is te horen en te bekijken over de betrouwbaarheid en de degelijkheid van de in 1951 in Westerbroek gebouwde bergingssleper Holland. Dat coasters en binnenvaartschepen daarnaast ook mooi kunnen zijn, bewijzen de vele tentoongestelde scheepsmodellen van de Vaargroep Ekenstein, de Vaargroep Groningen en de heren Wicher en Harrie Patje. De historie van de Veenkoloniale scheepsbouw en scheepvaart komt aan bod in de stands van het Kapiteinshuis, het Maritimes Museum uit Ost-Friesland, een maquette van de

voormalige scheepswerf Voorwaarts, Steilsteven de "Groninger spits van weleer", World Ship Society, Vereniging De Binnenvaart en Jaap Boersema. De stichting Oud Zeilend Hout, Museum De Wachter en het Groninger Schaatsmuseum laten zien hoe ze zijdelings betrokken zijn bij scheepsbouw en scheepvaart. Schepen en water zijn altijd geliefde onderwerpen voor beeldende kunstenaars. Prachtige voorbeelden daarvan zijn te vinden in de stands van Karin Broekema en Anja van Doorn. *Havengebeuren* In de haven, tegenover de werf, zijn diverse producten van de werven gratis te bezichtigen. De "**Gebroeders Luden**", de legendarische KNRM reddingboot van het station Oostmahorn en later Lauwersoog; de spitse praam "Familietrouw", gebouwd in 1894 en een van de oudste nog varende monumenten; de luxemotor "Nomadisch" uit 1928 met haar unieke Nering-Bögel gloeikopmotor met in het vrachtruim een expositie van de Kunstkring Kropswolde; de luxemotor "Votum Cordis" uit 1927 en de in 1900 gebouwde zelflossende ijselaak "**Vertrouwen**". *Muziek* Winterwelvaart en muziek horen bij elkaar en ook daaraan wordt de nodige aandacht geschonken. Tussen 11:00 en 13:00 uur vinden 2 optredens plaats van het Piratenkoor Voorwaarts Voorwaarts en de bluesband Bluesdiggers speelt in twee sessies tussen 14:00 en 17:00 uur. *Eten en drinken* Een bezoek aan de Winterwelvaart maakt een mens hongerig. In het Bezoekerscentrum van de werf kan men voor een gering bedrag genieten van het traditionele Captain's Dinner en/of de alom geroemde Wolhuisgehaktbal, koffie, thee en dranken. Om het bezoek goed af te ronden is er de mogelijkheid een "pondje paling" te kopen, die ter plekke wordt gerookt door de ambachtelijke palingboer Jelle Dekkers uit Enkhuizen. *Praktische info Winterwelvaart*. Datum: zaterdag 10 december 2022.; Tijden; 10:00 tot 17:00 uur.; Locatie: Noorderstraat 308, 9611 AT Sappemeer.; Parkeren: Rond de locatie zijn voldoende gratis parkeergelegenheden.; Website: www.historischescheepswerf.nl; E-mail: info@historischescheepswerf.nl; Contact tel.: 06 23459827 (Johan Kielman). : 06 10298605 (Govert Tukker).



WINDFARM NEWS - RENEWABLES

STRATEGIC MARINE SIGNS 3-VESSEL ORDER WITH CHARTWELL MARINE

- The Brevity-class vessels, from Chartwell's offshore wind range, will be progressively delivered between 2023 and 2024.
- Latest order expands Strategic Marine's product offerings to the renewables sector.
- Vessels will feature bespoke layout and features for offshore wind operators

Strategic Marine has signed an order to build three 'Brevity'-class crew transfer vessels (CTVs) from Chartwell Marine. The Brevity-class 27-metre catamaran design forms part of Chartwell's new offshore wind support vessel range, which has seen multiple orders in the UK and USA since its

launch in June 2022. The Brevity-class vessel meets the need of the offshore wind support market for



a high-powered CTV capable of cost-effective and low-emissions operation. It boasts enhanced manoeuvrability and stability due to its signature hull form optimisation and has a capacity of 32 personnel. Multiple crew configurations enable flexibility in space planning and enhance the comfort necessary during long offshore stays. The three Brevity CTVs are meant for

a new client for the Singapore-based shipbuilder, and the order shows Strategic Marine's confidence in Chartwell's class-leading design expertise. As the first Chartwell project to be launched in Asia, the Brevity trio enters an exciting new proving ground in the continent's offshore wind support market. The International Renewable Energy Agency estimates that by 2050, Asia will account for over 60% of all offshore wind capacity installed globally. The Global Wind Energy Council expects the Asian offshore market to have installed nearly 100 GW of offshore wind capacity by 2030. "We've been keen to tap into the Asian market as part of our global expansion," says Rob Sime, Principal Naval Architect at Chartwell Marine. "Strategic Marine is a key player in the region, and we're proud to be able to work with them on our own designs, alongside their current CTV roster. Our offshore wind range is built to be a one-stop-shop to meet the varying and increasingly complex needs of the industry, and we hope we can offer some of that support to the ongoing growth of green energy in Asia." CEO of Strategic Marine, Chan Eng Yew added: "Strategic Marine is committed to building vessels that will accelerate the growth of the offshore wind industry. The quality of our materials and expertise go hand in hand with Chartwell's design philosophy of efficiency and adaptability. We are confident of their ability to deliver on both and it is important that we continue to diversify our build strategies; both to capitalise on growing demand for specialised vessels, and to catalyse innovation in the CTV sector as Asian renewables evolve at pace alongside it." (PR)

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EDDA WIND'S FLEET GROWING TO TEN VESSELS

Edda Wind is placing another ship order and the fleet will increase to ten vessels. The company today announced that it has ordered another Commissioning Service Operation Vessel (CSOV) from Gondan Shipbuilders ("Gondan"), Spain. This will be vessel number six in the series built at Gondan in addition to the existing vessels [Edda Passat](#) and [Edda Mistral](#) delivered by the same yard in 2018. The



vessel will be prepared for instalment of zero-emission technology in the same way as for her sister vessels, based on support from Enova. The vessels are specially designed for service operations during the commissioning and operation of offshore wind farms. Edda Wind has a strong track record and has been operating in the wind segment since 2015. Including the latest newbuild, the company will have a fleet of ten purpose-built vessels, of which six are contracted with key clients like Ørsted, Vestas, Ocean Breeze, SSE and SiemensGamesa. The newbuild will be of Salt 0474 design, which is a further development of the Salt 0217 design and will be delivered in April 2025. In addition, the company has an option with the yard for one more vessel. "Ordering another CSOV will further strengthen Edda Wind's leading position within offshore wind. Building a series of vessels like this, with the experience and knowledge we have from the vessels currently under construction, gives us an advantage both with regards to shipbuilding cost and later during operation. The industry has experienced an increase in shipbuilding prices of about 20 % in just a year. Therefore, we are satisfied having placed an order that represents a total ready for sea cost in the low Eur 60's million. This includes a high specification in line with Edda Wind's philosophy, e.g., Hydrogen-ready, Voith Schneider propulsion, highest standard of accommodation as well as extensive energy optimization solutions to increase energy efficiency and reduce emissions. The equity portion of this investment is fully funded as part of the capital raise done during the IPO. Tremendous growth is expected in the offshore wind market over the next decades. Edda Wind has a clear ambition to grow the fleet beyond the ten vessels already ordered to maintain its position as a leading C/SOV company." says Kenneth Walland, CEO of Edda Wind. "The main design objective is to build the most environmentally friendly vessels without compromising operational capabilities. The vessel design will reduce emission of greenhouse gases significantly. The vessels will also be prepared for future zero-emission operations based on Enova support. This technology is based on Liquid Organic Hydrogen Carrier (LOHC), which will ensure safe and efficient use of hydrogen as an energy source" says Kenneth Walland. *About the vessels* "The vessel will be the eighth vessel in the Edda Wind fleet delivered by Gondan. They are an excellent shipbuilder, we know their capabilities very well, and the yard has proven to deliver the quality we require. Therefore, we are very pleased to sign another contract with them". says Walland. The 89.3 meters long vessel will function as mother ship for wind turbine technicians as they perform commissioning and maintenance work on the wind turbines. Comfortable cabins and high-standard common areas can accommodate up to 97 technicians and 23 marine crew onboard. Anti-heeling and roll reduction systems will provide good working conditions onboard. The motion-compensated gangway system will ensure safe and optimal connections to the

turbines, even in harsh weather conditions. The design is optimised for an efficient logistical operation for the turbine technicians. *(PR)*

EDDA WIND'S SOV PROLONGS STAY AT RACE BANK OFFSHORE WIND FARM AT FAVOURABLE DAY RATES



Edda Wind and Ørsted have extended the charter agreement for the service operation vessel (SOV) **Edda Passat**, prolonging its deployment on the Race Bank offshore wind farm in the UK for seven months after the firm contract expires in March 2023. The contract has been extended at day rates in excess of 25 per cent over current level, according to Edda Wind, whose SOV started working at the UK offshore wind farm in 2018. The 7-month extension of the contract will be in effect

immediately after the firm period ends in March. Edda Wind says that the agreed rate for the extension, which is in excess of 25 per cent above the previous level, reflects the positive development in the SOV market. “We are pleased that Ørsted has extended this contract beyond the 5 firm years. The offshore wind market has developed favourably, and we are satisfied that the new rate reflects this”, said Kenneth Walland, CEO of Edda Wind. As part of the agreement, Ørsted has also agreed to waive the remaining options the company had on the vessel. Edda Passat is a DP2 vessel with a motion compensated gangway system and 60 single cabins, which can accommodate up to 40 wind turbine technicians in addition to a marine crew of 20. The 81.10-metre long vessel is working on the Race Bank offshore wind farm out of Grimsby. *(Source: Offshore Wind)*

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FIRST TEN JACKET FOUNDATIONS INSTALLED AT NEART NA GAOITHE OFFSHORE WIND FARM

The first ten jacket foundations for the Neart na Gaoithe offshore wind farm, which were brought to Scotland last month, are now installed at the project site located some 15.5 kilometres off the East

coast of Scotland. The first batch of jackets for the Scottish offshore wind farm arrived directly to the site from the location of fabrication on board COSCO Shipping's heavy load carrier [Xin Yao Hua](#). Shortly after the arrival, the first foundation was installed by Heerema Marine Contractors' deepwater construction vessel [Balder](#). The installation of the ten foundations was completed on 7 November, according to the latest Notice to Mariners from the project. Heerema is working on the project under a contract with Sapiem, which is in charge



of the jacket foundation supply and installation. After each jacket was in place, the [Normand Navigator](#) offshore support vessel moved into position to undertake subsea grouting and inspections to conclude the installation. The 450 MW wind farm, jointly owned by EDF Renewables and ESB, will comprise 54 Siemens Gamesa 8 MW wind turbines, with the first units planned to be operational in mid-2023. The entire wind farm is scheduled to be in operation in 2024, as of when will supply enough electricity for around 375,000 homes each year. (Source: *Offshore Wind*)

GULF MARINE SERVICES SEALS SIX-YEAR WIND FARM VESSEL DEAL IN EUROPE



UAE-based liftboat operator Gulf Marine Services (GMS) has been awarded a six-year contract for one of its large E-class vessels in Europe. The London-listed firm said the deal, which remains subject to “no complaints being raised during the applicable standstill period” is with one of the leading offshore wind farm developers. No further details about the contract were

revealed except that the vessel would provide support for the maintenance of offshore wind farms. “We are incredibly pleased to be awarded this contract, which is a further reflection of the strong demand for our vessels, said Mansour Al Alami GMS executive chairman, adding: “This contract also reflects our long-term commitment to the renewable energy sector, as earlier announcements confirmed our commitment towards the oil and gas sector.” Earlier this month, GMS landed new and improved deals with undisclosed clients for three of its vessels equating to 78 months of utilisation. The company currently has a fleet of 13 self-propelled self-elevating support vessels (SESVs). (Source: *Splash24/7*)

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DREDGING NEWS

BOSKALIS, BAGGERBEDRIJF DE BOER WIN SURINAME RIVER DREDGING CONTRACT

Boskalis, in a joint venture with Baggerbedrijf De Boer B.V. – Dutch Dredging, has been awarded the contract to further deepen a 68-kilometer-long stretch of the Suriname River. According to Boskalis, one of the main goals of this capital dredging project is keeping the waterway at the required depth during the following two years. The joint



venture also carried out the initial dredging program last year, during which the same part of the river was deepened. The Suriname River offers ships access to the Port of Paramaribo and its terminals. In fact, the waterway is a 480-kilometer-long river that originates in the Amazon region and ends at the country's capital Paramaribo. With this dredging project, Suriname aims to make the port more accessible to larger vessels from container, oil and gas companies and thus grow its economy. At high tide, vessels with a depth of more than seven meters will be able to pass through in a year's time. (Source: *Dredging Today*)

DREDGING WORKS ON THE APPROACH FAIRWAY TO THE PORT OF GDYNIA ARE IN PROGRESS

Dredging works are underway on the Approach Fairway to the Port of Gdynia for the benefit of the Maritime Office in Gdynia. They are carried out by a consortium of companies Przedsiębiorstwo Robót Czerpalnych i Podwodnych Sp. z o. o. with its registered office in Gdańsk (consortium leader), Rohde Nielsen A/S (consortium member) and Van den Herik Kust-en Oeverwerken BV (consortium member). Works under the contract "Deepening of the approach fairway and internal waters of the Port of Gdynia. Stage II - Deepening of the approach fairway" is performed by the Charlock dredger belonging to the Van den Herik company. We already know it from work in the reservoirs between Szczecin and Świnoujście. According to Przedsiębiorstwo Robót Czerpalnych i Podwodnych, the scope of the contract includes: reconstruction and extension of breakwater heads at the main entrance to the Port of Gdynia; widening and deepening of the approach fairway to the Port of

Gdynia (the track after reconstruction will be 280 m wide and 17 m deep, currently it is 150 m wide



at the bottom, and its average depth is approx. 14 m); reconstruction of the existing navigational signs of the approach fairway (buoys) to adjust them to the new depths and equipping the fairway with new additional navigational signs and renovation of the entrance light lanterns. The Charlock dredger will complete its task in March 2023. In the near future, it will be joined by the other dredgers of the

consortium, i.e. Eng. S. Łęgowski from the company Przedsiębiorstwo Robót Czerpalnych i Podwodnych Sp. z o. o. and one of the dredgers: Niord , Balder R or Magni from Rohde Nielsen A/S. (Source: PortalMorski)

STRAATMAN EQUIPMENT INSTALLED ON TSHD GALVESTON ISLAND

Earlier this year, Straatman successfully delivered a 25 ton bow discharge assembly to a client in the United States. The bow discharge installation with an inside diameter of $\varnothing 762$ mm and a maximum working pressure of 20 bar was recently installed on Great Lakes Dredge & Dock Corporation new dredge, TSHD [Galveston Island](#). Straatman today shared a photo of the impressive bow discharge unit shining onboard the new hopper dredge [Galveston Island](#).



According to GLDD, the newbuild is now ready to be launched and expected to join the operations in the first half of 2023. "The delivery of the Galveston Island will provide us with added capacity and the opportunity to potentially retire some of our older dredges which is expected to have a positive impact to our overall margins in the coming years," said Lasse Petterson, President and Chief Executive Officer of GLDD. In 2023, GLDD hopes to see the new dredge working hard in the ports of Freeport, Sabine, Houston, Corpus Christi, etc. (Source: *Dredging Today*)

HOUSTON SHIP CHANNEL EXPANSION PROJECT IN FULL SWING

Dredging operations for the Houston Ship Channel Expansion-Project 11 continue with multiple contractors working on site at the same time. According to the latest update, Port Houston is

expediting the work by employing multiple dredge companies. Great Lakes Dredge & Dock



Company, LLC is currently dredging Segment 1A, from Bolivar Roads to Redfish, which will widen the Houston Ship Channel to 700 feet, reported the port officials. Curtin Maritime, Corp. via [DB Avalon](#), the largest clamshell dredge in North America, commenced dredging at the Barbours Cut Container Terminal in October. Also worth mentioning is that Weeks Marine, Inc. will commence dredging in Segment 2 (Bayport Ship Channel) in early 2023.

Orion Marine Group removed abandoned pipelines in Segments 1B and 1C between January and June 2022, concluded Port Houston. When complete, the Houston Ship Channel expansion – Project 11 – will widen the channel by 170 feet along its Galveston Bay reach, from 530 feet to 700 feet. It will also deepen some upstream segments to 46.5 feet, make other safety and efficiency improvements, and craft new environmental features. *(Source: Dredging Today)*

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TSHD BRISBANE READY FOR MAROOCHYDORE BEACH NOURISHMENT

The trailing suction hopper dredger (TSHD) [Brisbane](#) is about to begin work for the nearshore beach nourishment trial off Maroochydore Beach, Sunshine Coast Council said. This very important project will use a method – called nearshore nourishment – in what will be a first for the region. It involves importing sand from Moreton Bay and placing it in the water, about 300m off the beach. To do this, from November 16 to 24 (weather permitting), the TSHD will collect sand from the Spitfire Channel and transport it to Maroochydore Beach for release. According to Sunshine Coast Council's Environment Portfolio Councillor Peter Cox, Maroochydore Beach had been subject to significant

erosion events over the years and adding new sand from outside the region, such as the Spitfire Channel in Moreton Bay, could help nourish the area and protect it from further erosion. "The trial will supplement the existing sand renourishment program that involves collecting sand from the Maroochy River and pumping it onto the beach," said Cr Cox. Cr Cox also added that although this technique had not been used on the Sunshine Coast, it was



a well-established method and proven successful for other government bodies on the Australian east coast, including the Gold Coast. (Source: *Dredging Today*)

YARD NEWS

PORT KOLOMNA LAUNCHED A PUSHER TUG



On November 11, specialists of the production and port complex of Port Kolomna JSC launched a pusher tug of project 112PK. This is stated in the message of the enterprise. After launching, the ship took a place at the outfitting berth. According to the company, all winter the work on arrangement and equipment will be carried out on the vessel in order to hand it over to the customer in the spring. The ship does not yet

have a name. "Port Kolomna" accepts wishes by name for a new pusher tug. Project 112PK pusher tug; Length – 33 m; Width – 7 m; Draft – 1.79 m; The power of the main engines is 1,600 hp. (Source: *Sudostroenie*; Photo: "Port Kolomna")

A NEW SLIPWAY FOR SMALL BOATS WILL APPEAR IN SVETLOYE

Glavgosexpertiza of Russia approved the design and estimate documentation for the arrangement of parking for cars with a slipway on the shore of the Kaliningrad Sea Canal. This was reported by the press service of the institution. The reviewed design documentation involves the construction of a new parking lot for cars with a slipway in Svetly on Gorky Street to ensure unhindered access of small boats of the local population to the Kaliningrad Sea Canal. "For launching and lifting to the water with the help of a slipway designed in Svetly, a design small vessel with a length of no more

than 8 m and a width of no more than 2.55 m was adopted. water,” said Valery Ovchinnikov, chief expert of the project of the Comprehensive Expertise Department of the Crimean branch of the Glavgosexpertiza of Russia. The developer of the object is the administration of the municipality "Svetlovsky urban district". The general designer is KaliningradPromStroyProekt LLC. The city of Svetly is the administrative, business and cultural center of the district, an industrial satellite of



Kaliningrad. There are many ship repair enterprises here. The site of the inter-trip and inter-repair parking of the Sedov and Kruzenshtern sailboats is being moved here in connection with the construction of an automobile bridge across the Baltic Canal. Also, new slipways for fishermen are being built here, Glavgosexpertiza notes. *(Source: Sudostroenie; Photo: government of the Kaliningrad region)*

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BOLLINGER SHIPYARDS COMPLETES VT HALTER ACQUISITION



Bollinger Shipyards (“Bollinger”), the largest privately-owned and operated shipbuilder in the United States, today announced that it has completed its acquisition of VT Halter Marine, Inc. and ST Engineering Halter Marine Offshore (“STEHMO”). The transformational transaction cements Bollinger’s position

as a globally recognized, leading designer and builder of high-performance vessels and complex

structures for government and commercial customers. “Today marks an important milestone for Bollinger and our 76-year history,” said Ben Bordelon, CEO and President of Bollinger Shipyards. “We’re excited to offer our defence and commercial customers an expanded suite of high-quality capabilities, services and solutions. By combining our skilled workforces in Louisiana and Mississippi, I know that there’s no better team in the shipbuilding industry to take on the largest, most complex projects.” The addition of the newly acquired yards in Pascagoula, Mississippi is strategic as it further strengthens Bollinger’s position in the industry and U.S. defence industrial base by increasing capacity and footprint, improving efficiencies, enhancing economies of scale, and building a larger skilled workforce, including increased engineering capacity. It also brings expanded capabilities for future programs, including an ACAT I program. Notably, all ongoing programs at VT Halter Marine and STEHMO were conveyed with the transaction, including the Polar Security Cutter (PSC) program for the U.S. Coast Guard and the Auxiliary Personnel Lighter-Small (APL(S)) program for the U.S. Navy. Those programs will continue to be built at Bollinger Mississippi Shipbuilding. Bollinger Mississippi Repair offers a full suite of repair services to customers, including ship repair and conversion, dry docking, rig repair, fabrication, new construction and ancillary services. The Bollinger Mississippi team can execute projects from simple to the most complex. The acquisition includes 378 acres comprising two shipyards in Pascagoula and two dormant yards north of Pascagoula. The newly acquired yards have been renamed Bollinger Mississippi Shipbuilding and Bollinger Mississippi Repair. The Pascagoula facilities are strategically located with direct, deep-water access to the Gulf of Mexico and houses corporate office space, engineering, fabrication, warehousing and a foreign trade zone. The shipyard consists of 225,000 square feet of covered production area in the main fabrication assembly buildings. The facility is capable of producing Panamax-sized vessels up to 50,000 DWT and features an expanded 225.6m (740ft) tilt-beam launch system. (PR)

KONGSBERG MARITIME WINS NOK 300 MILLION CONTRACT FOR NEW CSOV’S FOR PELAGIC WIND SERVICE

Kongsberg Maritime has won a NOK 300 million contract with Pelagic Wind Services to supply advanced vessel design and equipment for two new CSOVs to be built at Cochin Shipyard in India. The CSOVs will be built to Kongsberg Maritime’s UT 5519 HL design, which has been upgraded to provide the highest level of operability and safety, while lowering fuel



consumption and maintaining excellent seakeeping properties. The new vessels will be able to operate safely and efficiently in any situation with the lowest possible environmental footprint. They are also designed with an emphasis on safety, comfort and wellbeing for crew and technician’s, with superb accommodation conditions. “We’re delighted to work with Kongsberg Maritime to develop this next-generation vessel, which is firmly focused on sustainable operation, safety and efficiency,” says Andre Groeneveld, CEO of Pelagic Wind Services. The comprehensive equipment package includes a complete hybrid propulsion system driving highly efficient, permanent magnet azimuth thrusters. This is combined with next-generation ship automation, deck machinery, power electrical

systems, instruments, bridge consoles and ship monitoring systems. These innovations will deliver significant environmental and operational benefits, including the possibility of conducting port operations without the need for diesel engines. “We are both proud and humbled to have this opportunity to collaborate with Kongsberg Maritime once again”, says Sreejith KN, Director (Operations) of Cochin Shipyard. This shows great courage and willingness from the Customer to invest in a unique and exciting segment, where the choice of both the vessel design and equipment outfitting is “future-orientated.” “This contract marks Kongsberg Maritime's strong position in the Offshore Wind market, and joins the series of contracts already awarded in this segment”, says Per Ståle Nykrem, Sales Director for Ship Design in the renewable energy segment in Kongsberg Maritime. Our new UT 5519 HL design, and the comprehensive equipment package we have devised for these vessels, demonstrates how much thought and effort we devote to facilitating and encouraging sustainable marine operations”. The vessels will be delivered in 2025. (PR)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *SANMAR delivers third tug to operate in challenging waters around Orkney*
 - *Strazak-28 from Remontowa Shipbuilding during sea trials*
 - *Huge interest in SANMAR's new game-changing emissions-free electric tugs*
 - *Damen Shoalbuster 2711 ICE delivered to Fairplay Towage Polska*
 - *SAAM Towage enters a new era with its first 100% electric tugboats*
2. *Several updates on the Broker Sales page posted last week.*
(New page on the website. If you are interested to have your sales on the website)
(pls contact jvds@towingline.com)
 - *Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale (New)*

Several updates on the Newsletter – Fleetlist page posted last week

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

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

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