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

MAJOR UK PORT OPTS FOR SHORE POWER FOR TUGS TO CUT CO2 FOOTPRINT

Portsmouth International Port has joined forces with UK-based towage provider SMS Towage to provide a shore power connection for their tugs. Portsmouth International Port has ambitious targets to reach net zero by 2030 and become emission-free by 2050. The port is also working closely with all its partners to enable them to reach their sustainability goals. Following a presentation by the port's head of engineering, Stephen Watkyns on future plans for shore power in Portsmouth, SMS Towage contacted the port to see if an electricity connection could be provided for their tugs. This would allow them to switch off their diesel generators when in the port. With the new shore power project, the port estimates that 131 tonnes of carbon per annum will be saved. "We want to be able to provide shore power on all our berths in the coming years ready for cruise vessels and Brittany Ferries' new hybrid ferries. It is vital that we are supported by the government and electricity network operators to get the power we need to the port to make this happen," Elly Howe, environmental and sustainability coordinator at Portsmouth International Port said. "The port is not only making impressive progress on its sustainability ambitions, but I think it's amazing that they are also working with their partners to help them make changes that benefit the whole city," Kimberly Barrett, Cabinet member for Climate Change and Environment at Portsmouth City Council added. Portsmouth City Council, which owns and operates Portsmouth International Port, is investing in its climate change response to make the city a cleaner, greener place. The port has joined the efforts of the UK Government to kick-start innovation to reach zero-emission goals. In May this year, Maritime Minister Robert Courts confirmed the £12 million funding to accelerate the research and development of zero-emission maritime technologies. *(Source: Offshore Energy; Photo: Peter Christian Olsen)*

VYBORG SHIPYARD LAYS DOWN 18MW ICEBREAKER FOR FSUE ROSMORPORT

The construction of the 21900M2 icebreaker will be financed by the federal budget. The ceremonial keel-laying of the 18 MW icebreaker of Icebreaker7 class for FSUE Rosmorport has been held today, 16 November 2022, at Vyborg Shipyard (asset of USC). The event was broadcasted via videoconference at the Rosmorport's booth in the framework of the 16th international exhibition Transport of Russia in Moscow, FSUE Rosmorport reports. Line diesel-electric icebreaker of Project 21900M2 being built under the state contract will be financed by the federal budget in the framework of the national project "Transport Part of the Comprehensive Plan for Modernization and Expansion of Core Infrastructure". The ceremony was attended by Vasily Strugov, Deputy General Director, Fleet, FSUE Rosmorport; Aleksandr Strelnikov, Acting Director, North-West Basin Branch; Valery Savinov, Head of the Vyborg District Administration; Maksim Osipenko, Head of Vyborg Department of the Baltic Brach, Russian Maritime Register of Shipping; Aleksandr Solovyov, General Director, Vyborg Shipyard; Ilya Shcherbakov, General Director of Design Bureau "Petrobalt". Online participants of the event included Aleksandr Poshivai, Deputy Minister of Transport of the Russian Federation, and Sergey Pylin, General Director of Rosmorport. When speaking at the ceremony, Aleksandr Poshivai emphasized that it will be the forth icebreaker in the series with the three icebreakers named Vladivostok, Novorossiysk and Murmansk already in operation. The new icebreaker will be fitted with the propulsion equipment (diesel generators and pod drives) of domestic origin. The ship is intended for ensuring year-round operation of freezing seaports in the Baltic basin. According to Sergey Pylin, three line icebreakers built by the shipyard operate successfully in the eastern part of the Gulf of Finland, in the Arctic and in the Far East Region. The new icebreaker of 18MW can operate at over 17 knots in clear water and to operate with endurance of 40 days. The ship can break

through ice of up to 1.5-meter thick. It is intended for providing independent icebreaking assistance to large ships, towing of ships and other floating facilities in ice and ice-free waters, assistance to ships in distress. It can be used for fighting fires on floating facilities and other structures, ensuring efficient operation of scientific expeditions, underwater engineering works, surveying of sea bottom, conducting of rescue operations. It can be also involved in oil spill response activities, transportation of containers (up to 33 containers including 12 reefer ones) and other types of cargo on the aft deck as well as in other special operations. The ship's helideck can accommodate Ka-32 and Mi-8 craft. The ship's high automation level (AUT1-ICS) and integrated computer system lets ensure it uninterrupted operation without permanent presence of the personnel in engine and control rooms. The ship can accommodate up to 35 crew members and up to 22 specialists. *(Source: PortNews)*

NEW SMALL VESSEL OPERATOR'S GUIDANCE DISCUSSES RECOVERY OF PERSONS IN THE WATER

The British Tugowners Association has releases to industry its latest guidance release, Recovery of Persons in Water (PIW), a Guide to Good Practice for Small Vessels. The guide is available for download from the UK Chamber of Shipping site as a free document for use across the industry. "The guide looks to debunk and demystify various myths and fallacies within the industry, spurring on open debate and discussion with the intent being to save lives," said BTA chairman and Svitzer Head of Marine Standards Scott Baker. The intent of the guide is not limited to tugs but applicable across the small boat sector, whether crewboats, pilot boats, workboats or tugs, many of which share similar characteristics and equipment. The BTA's Technical Committee has spent over a year working on reviewing the task of recovering people from the water to small vessels and appraising the equipment typically found in the small vessel sector. The end goal was to arrive at a complementary suite of equipment that can be used to effect a rescue across the four stages of recovery. * Making a

connection to the casualty; * Getting the casualty under control; * Recovery of the casualty to the deck; * Medical care and post rescue support on board. *Key areas of discussion:* * The ineffectiveness and potential of lifejackets without crotch straps; * Cold Water Immersion, its effects and incorrect confusion with hypothermia; * the truth around vertical and horizontal rescue; * protection for the rescuer(s) on board; * demystifying Automatic External Defibrillators (AEDs); * post recovery trauma and support; * standardising the handover/transfer of the casualty to emergency services (ATMIST); * The guide also stresses the importance of effective and realistic drills and training. "Immersion in cold water represents a serious threat to life," said Professor Mike Tipton from the Extreme Environments Laboratory at the University of Portsmouth, who also contributed to the guide. "But this threat can be significantly reduced with the correct knowledge, procedures, equipment, and training. This comprehensive guide provides the information needed to significantly reduce the chances of a tragedy if an individual goes overboard." The BTA wishes for the guide to be an interative document, which will be reviewed and updated over time. As such, feedback and comments are invited to the Secretariat at rmerrylees@ukchamberofshipping.com. The guide follows earlier publications for the BTA Technical Committee, which include the Second Edition of the Pilot's Pocket Guide and Checklist, released January 2022 (available here), and the BTA's Rope Selection, Procurement and Usage Guidance for Tow Ropes, released July 2021 (available here). *(Source: Baird)*

AUSTRALIA'S FAIR WORK COMMISSION RULES SVITZER CANNOT LOCK OUT STAFF

Australia's Fair Work Commission has averted a ports shutdown, ordering Svitzer, the nation's top towage operator, to scrap its planned lockout of tugboat workers tomorrow. The commission said today that the lockout of maritime workers would cause significant damage to the Australian economy. Svitzer, owned by AP Moller-Maersk, announced on Monday its intention to lock out almost 600 tugboat workers from 17 ports across the county, having gone through three years of tough negotiations with seagoing staff over new contracts, which had resulted in repeated strikes. The commission will likely now proceed with a forced mediation between the company and the unions. Yesterday Australia's workplace relations minister Tony Burke described Svitzer's lockout plans as "economic vandalism". The severe breakdown in relations between workers and the Danish towage operator has sparked many calls for this maritime sector to be nationalised. *(Source: Splash24/7)*

CONTRACT AWARDED FOR DOVER WORKBOAT BERTH

A dedicated workboat berth will be built in the Port of Dover, UK, as part of ongoing investment in vessel facilities Dover Harbour Board has contracted Inland and Coastal Marina Systems (ICMS) to

supply and install the new workboat berth in the harbour for tugs, dredgers, pilot vessels and other workboats using the port. For this project, ICMS will install seven 20-m reinforced concrete breakwater pontoons, sized for the variety of vessels set to use the facilities. Weighing almost 100 tonnes each, the floating concrete units will have 1 m of freeboard and, when combined, will be suitable for berthing working vessels up to 1,000 tonnes displacement. "With the busy port's location on the southeast English coast being relatively exposed, we have created a bespoke design using our robust concrete breakwater units, which are strong and durable enough to accommodate the port's workboats and large commercial vessels, providing safe all-year-round berthing, and water access for crews, for a long time to come," said ICMS senior marina engineer Maeve Parker. The project, which is due to start installation Q2 2023, also includes supplying floating foam fenders, maintenance and engineering services. The Port of Dover is Europe's busiest roro ferry terminal, with established cruise, cargo and logistics businesses. Construction of new workboat berths is part of Dover Harbour Board's long-term investment plans to increase the number of larger dry bulk and general cargo ships using the port. *(Source: Riviera by by Martyn Wingrove)*

RSD TUGS EXPAND SVITZER'S AUSTRALIAN OPERATIONS

Two new reverse stern drive tugs, destined for Western Australia, have a bollard pull of 81 tonnes and a speed ahead of 13 knots. Svitzer Australia welcomed two new harbour tugs after it won a towage concession in the growing port of Bunbury, Western Australia. It started towage operations in Bunbury in December 2021 with existing tugs **Svitzer Nana** and **Svitzer Naiad** assisting dry cargo ships in the harbour. It then ordered two newbuilds from Damen Shipyards to replace these front-runners in Q1 and Q2 2022 in the port, run by the Southern Ports Authority. **Svitzer Koombana** arrived in February 2022 and **Svitzer Marlston** entered service in May 2022 in the port after their construction at the Damen Song Cam shipyard, Vietnam. These are reverse stern drive (RSD) tugs, built to an RSD 2513 design and with 81 tonnes of bollard pull and speed ahead of 13 knots and stern of 12.4 knots. These 330-gt vessels are classed by Lloyd's Register as A1 escort tugs with FiFi1 fire-fighting systems and water sprays and unmanned machinery spaces. Their hulls have a patented Damen twin-fin skeg for course-keeping and predictable sailing in front of a vessel. Both tugs have

overall lengths of 24.73 m, overall beams of 13.13 m, depths of 4.95 m and drafts of 6.2 m. Their propulsion comes from two Cat 3516C TA main engines with power of 2,525 kW at 1,800 rpm, driving two Kongsberg Maritime US 255 fixed-pitch propellers with diameter of 300 cm. Electrical power is generated by two Caterpillar C4.4 TA gensets, producing 107 kW at 400 V and 50 Hz. Other auxiliary equipment includes two Azcue CA 50/3A general service pumps, producing 20 m3/hr at 2.35 bar and an Azcue CA 32/05 bilge water pump with 3.6 m3/hr capacity at 1.1 bar. There is also an Azcue CA40-1B fuel transfer pump, working at 12 m3/hr at 1.2 bar, two CJC-supplied PTU3 27/54 fuel oil purifiers and an Azcue MO-19/10 fresh-water pressure set. The fire-fighting system consists of main engine-driven pumps, each producing 1,200-1,400 m3/hr of water and foam mix to two monitors. "The hulls have a patented Damen twin-fin skeg for course-keeping and predictable sailing in front of a vessel" Air-conditioned accommodation on these harbour tugs is for six seafarers, with a captain's cabin, chief engineer's cabin, two double crew cabins, pantry, mess/dayroom and sanitary facilities on the main deck. Each RSD tug has two electrically driven anchor winches and 360-kg anchors, a hydraulically driven, double-drum towing winch with a 200-ton brake holding force and that can pull 30 tons up to 27 m/min and maximum speed of 44 m/min. Fendering includes D-shaped fenders on the hull sides, a cylindrical fender at the transom corners and cylindrical and W-block fenders on the bow. In the wheelhouse there is a Furuno FAR-1518 radar, MaxSea TZ electronic chart systems, Furuno DS-80 speedlogs and Furuno FE-800 echosounders. Furuno also supplied the Inmarsat L-band satellite communications, Navtex information unit and automatic identification system, while Cobham Sailor and Jotron provided the VHF communicators and emergency response equipment. **Svitzer Koombana** and **Svitzer Marlston** assist large bulk carriers into the port where more than 17M tonnes of cargo, including minerals, wood products and grain, are imported and exported each year. Port of Bunbury's main imports are caustic soda, methanol, petroleum coke and vegetable oils and its key exports include alumina, aluminium hydroxide, mineral sands, silica sand, silicon dross, spodumene, woodchips, bunkers and bunkering. Bunbury operations builds on Svitzer's commitment to Western Australia's regional ports, creating synergies with existing activities in Albany, Geraldton, Onslow, Fremantle and Kwinana. ***Svitzer Koombana & Svitzer Marlston particulars*** Owner: Svitzer; Type: harbour tug; Country of operation: Australia; Builder: Damen Song Cam; Designer: Damen; Design: RSD 2513; Class: Lloyd's Register; Length, oa: 24.73 m; Beam, oa: 13.13 m; Depth (moulded): 4.95 m; Draught: 6.2 m.; Gross tonnage: 330 gt; Bollard pull: 81 tons; Speed: 13 knots; Main engines: 2 x Cat 3516C TA, 2,525 kW at 1,800 rpm; Propulsion: 2 x Kongsberg US 255 FP; Electrical power: 2 x C4.4 TA gensets, 107 kW at 400 V and 50 Hz; Tank capacities; Fuel oil: 77.1 m3; Fresh water: 8.5 m3; Bilge water: 5.9 m3; Sewage: 5.9 m3; Dirty oil: 2.5 m3; Lubrication oil: 2.5 m3; Foam: 12.2 m3. *(Source: Riviera by Martyn Wingrove)*

DAMEN RSD-E TUG SPARKY ON TIME'S BEST INVENTIONS LIST

Ports of Auckland and Damen are proud to see the all-electric harbour tug **Sparky** included on the 2022 TIME Best Inventions List. The first vessel of the RSD 2513 design from Damen to be equipped

with full electric propulsion, has proven reliability and performance in the New Zeeland port in the

first months of operations. Requiring only two hours of charging time, Sparky can be out on the water for hours to assist up to four large vessels coming into Port of Auckland, putting her 70 tonnes bollard pull to use, before she needs to be recharged. There are eight battery racks holding 2,240 batteries, totaling 2,784 kWh of power. **Sparky** is anticipated to save approximately 465 tonnes of CO2 in diesel emissions annually. The expected cost of operating the electric vessel is less than a third of the cost of running a diesel tug. TIME's Best Inventions List is the result of input from editors and correspondents around the world, who contributed their nominees for the list. Special attention from the editorial office is on the evolving sectors as the electric vehicle industry, green energy, and the metaverse. TIME then evaluated each contender on a number of key factors, including originality, efficacy, ambition, and impact. This is not the first recognition of the innovative quality of the RSD-E Tug. **Sparky** recently won Tug of the Year at the 2022 International Tug and Salvage Awards and she is a finalist in the New Zealand Sustainable Business Network Awards. "Sparky is the first electric tug of this capacity in the world," says CEO Roger Gray from Ports of Auckland. "Developing this vessel in co-operation with Damen Shipyards was a truly innovative project for us. She is helping us step towards the ports' decarbonization of operations and towards our long-term emissions reduction goals. E-tugs are the future for ship handling and Ports of Auckland are proud to have led the way. We are looking forward to seeing the rest of the industry follow her lead." Gray acknowledges the impact of **Sparky** for port operations: "I would like to thank the ports' Marine team and acknowledge our partner Damen Shipyards for their work. When the project started there were no emissions-free ship-handling options around. Damen were up for the challenge and now they've changed the game with our e-tug **Sparky**. " Spotting Sparky operating in Auckland's Waitemata Harbour is easy: she is painted bright green and has no smoke coming out of a chimney. The electric vessel is very quiet and there are much less vibrations. This adds not only to sustainable operations but also to crew safety and wellbeing. The TIME Best Inventions List is found online: time.com/best-inventions-2022 or at the social media channels from TIME: @TIME on Linked-In, twitter, facebook and Instagram. *(Source: Workboat365)*

READY FOR TOWING

Drydock Star which is a gift from the People Republic China to the Russian Oil Company Vladivostok is about the leave and towed by **Xing Yun Yang** (Imo 9663219) a 2013 built 75 – 17 mtr GRT 2831 Offshore Tug Flag in China and **Ning Hai Tuo 8001** (Imo 9540778) a 2011 built 67.4 16 mtr GRT 2446 Multi purposen offshore vessel Flag in China which are both arrived on the 7th of November 2022 at Qingdao. *(Source: Gerard Maijntz)*

ACCIDENTS – SALVAGE NEWS

234 PASSENGERS RESCUED FROM BURNING RO/PAX FERRY

Successful mass rescue effort delivered all passengers and crew to safety. On Wednesday, a ro/pax ferry caught fire off the coast of Bali with hundreds of passengers on board, prompting a mass rescue effort. The ferry **Mutiara Timur I** was under way in the Bali Strait on Wednesday afternoon when heavy smoke began to billow from the interior. The ship had 234 passengers aboard, and getting all of them off quickly took considerable assistance. First responders included local fishermen, rescue RIBs belonging to Indonesian SAR agency Basarnas, and good samaritans. The Indonesian Navy patrol ship Kadet-6 was among the responding vessels, and her crew used a small platform at the stern to help passengers clamber from

small rescue boats onto the ship. "There is an evacuation taking place. It's unclear if any victims have been identified. We are only receiving data," SAR official Tanjungwangi Widodo told network BNN. No injuries or fatalities had been reported as of Wednesday evening. The head of Basarnas for Bali, Gede Darmada, told local media that all crewmembers and passengers on the ship had been evacuated and brought to shore at Tanjungwangi Banyuwangi, Java. The SAR portion of the operation has been brought to a close. The vessel's ro/ro decks have a large load of more than 100 vehicles, primarily cargo trucks, and the extent of cargo damage is not yet known. *(Source: Marex)*

DERELICT BULKER DRIFTS COLLIDING WITH RIO DE JANEIRO BRIDGE

A derelict bulker that has been in an anchorage outside Rio de Janeiro broke free on November 14 and during high wind conditions drifted across the harbor striking the main computer bridge connecting the city of Rio with the eastern suburbs of Niterói and São Gonçalo. The bridge, which is one of the longest spans in the world, was closed for several hours and while partially reopened is undergoing further inspections today. The Brazilian Navy took command reporting that the bulker, the 42,815 dwt **São Luiz** had traveled about two-thirds of a mile from the anchorage near Ilha do Governador. Local media reports indicated that strong winds were blowing across the area and it was raining lightly at the time of the accident. They are reporting that the vessel's anchor failed, permitting the ship to drift free from the anchorage which is used to hold laid-up vessels. The **São Luiz** drifted ultimately coming in contact with the bridge stern first with the exhaust tower behind the accommodation block striking the guardrail of the bridge. Pictures show a small gash in the structure of the ship and reports indicate that a distance of the guardrail was damaged and will require repairs. The allision with the bridge occurred in the early evening during a busy commuter time. Cars were crossing the bridge but all traffic was stopped while an initial inspection was conducted. Several tugs were dispatched and moved the abandoned bulker to a dock pending further investigation. The **São Luiz** has been in the anchorage since 2016. The vessel is owned by Navegação Mansur but became involved in a lawsuit and in 2018 the owner removed a crew from the vessel. It has been riding anchor abandon in the anchorage with pictures showing a buildup of rust. Media reports are calling the vessel no longer suited for operations. The anchorage has become a point of controversy with local media calling it a graveyard for old vessels abandoned

by their owners. The Navy said it will investigate the responsibility for the accident. The shipowner although they have abandoned the vessel could still be held liable for the repairs to the bridge as well as the disposal of the vessel which remains at a dock in Rio de Janeiro. (Source: Marex)

BULK CARRIER NAMED "CHARLES", WHICH RAN AGROUND OFF BALIKÇI ISLAND, WAS RESCUED

The bulk carrier named "**Charles**", which ran aground off Balıkçı Island while sailing from Sudan to Istanbul, was rescued. According to the statement made by the General Directorate of Coastal Safety, the 186-meter-long empty bulk carrier named "**Charles**" ran aground off Balıkçı Island while cruising from Sudan to Istanbul. Upon notification of the situation, the tugboat **Kurtarma-7** and **Nazim Tur** and the boat **Kiyem-3,** the pilot and the fishman crew were directed to the ship. The ship, which was rescued from its location with the work of the teams, was safely anchored to the Kartal Anchor Area under the coordination of Istanbul Ship Traffic Services Center, accompanied by the pilot, the tugboat **Kurtarma-7** and **Nazim Tur**, and the **Kiyem-3** boat. *(Source: Deniz Haber)*

AFTER THE FLAMES AND EXPLOSIONS, MUTIARA TIMUR 1 DROWNED

Until Thursday (17/11) afternoon efforts to extinguish the fire of the **Mutiara Timur 1** Motor Vessel (MV), which caught fire in Kubu waters, Karangasem on Wednesday (16/11) afternoon were continuing. A number of ships including the RI Bakamla Patrol Ship with the hull name KN. **Pulau Marore-322** together with the Tug Boat extinguisher from Pertamina Manggis, the KPLP KN **Chundamani** ship is still struggling to put out the fire that is still raging from inside the ill-fated ship. Meanwhile, to ensure that no fishermen approach the boat, which is currently still not extinguished, the Karangasem Police deployed a Patrol Boat unit to monitor and supervise so that no fishing boats come close to the ship. In addition to the ship's fire not being extinguished, explosions were still heard several times from inside the ship. So it will be very dangerous if fishermen get closer to the ill-fated boat. "When viewed from its current position, the burning MV **Mutiara Timur 1** ship has been dragged by the currents up to 4 nautical miles from its previous position when the ship's passengers were evacuated yesterday. Currently the position of the wreck is closer to the Lombok Strait," said Ipda I Made Dana, KBO Polairud Karangasem Police with the permission of the

Karangasem Police Chief. In addition, according to him, the position of the ship tilted to the right is also very dangerous if fishermen approach the ship, because various possibilities can occur if high waves come. And sure enough, when several ships were trying to extinguish the fire, the position of the ship tilted to the right so that the draft of the ship almost touched the sea surface. Around 16.50 WITA, the ill-fated ship finally sank in the Lombok Strait. Head of KSOP Padang Bai Ni Luh Putu Eka Suyasmin, confirmed to the media that the MV **Mutaiara Timur 1** ship had finally sunk in the waters of the Lombok Strait, after attempts to extinguish it were carried out by the KPLP KN **Chundamani** Patrol Boat, KN **Pulau Monrore 322**, owned by Bakamla RI and the ship Pertamina's Tug Boat. "Yes, sir, the ship (MV **Mutiara Timur 1**, ed) sank this afternoon around 16.50 WITA, after the ship was swept back by currents to the east," said Ekas Suyasmin. His party has also asked passing ships to check on the ship, and from the reports of passing ship captains, the wreck is no longer visible. *(Source: Bali Tribune)*

REMEMBER TODAY

S.S. USS MISSISSINEWA (AO-59) – 20TH NOVEMBER 1944

USS **Mississinewa** (AO-59) was the first of two United States Navy ships of the name. She was a T3-S2-A1 auxiliary oiler of the US Navy, laid down on 5 October 1943 by the Bethlehem Sparrows Point Shipyard, Inc., Sparrows Point, Maryland; launched on 28 March 1944; sponsored by Miss Margaret Pence; and commissioned on 18 May 1944. **Mississinewa** was commanded by Captain Philip G. Beck. The ship is named for the Mississinewa River of eastern Indiana. *World War II* **Mississinewa** began her brief but active wartime service on 18 May 1944. Having completed shakedown in the Chesapeake Bay, she sailed for Aruba, Netherland West Indies, to take on her first cargo. Filling her cargo tanks on 23–24

June she continued on to the Pacific Ocean, arriving Pearl Harbor on 10 July. As a unit of Service Squadron 10 (ServRon 10), she then steamed to Eniwetok where she first fuelled ships of the 3rd Fleet. On 25 August, she got underway for Manus where she supplied fuel and stores and delivered mail to ships of TF 38, the fast carrier force, 32 and 31 during the assault and occupation of the Palaus. Returning to Manus on 30 September, she replenished her tanks and again headed north to refuel TF 38 as that force struck at Japanese shipping and shore installations in the Philippines, on Taiwan, and in the Ryukyus in preparation for the Philippine campaign. On 19 October, having emptied her tanks into ships scheduled to take part in the landings at Leyte, she sailed to Ulithi in the Caroline Islands, her new base. Thence in early November, **Mississinewa** sailed her last fuelling at sea assignment, returning on the 15th. The next day, she replenished her cargo tanks, filling them almost to capacity with 404,000 US gallons (1,530 m3) of aviation gas, 9,000 barrels (1,400 m3) of diesel fuel, and 90,000 barrels (14,000 m3) of fuel oil. Four days later, 20 November, she was still anchored in berth No. 131. At 05:47, shortly after reveille, a heavy explosion rocked the oiler. Seconds later, fumes in an aviation gas cargo tank ignited, causing a second explosion. Massive flames immediately burst from midship forward. Bunker C oil immediately engulfed the ship, with aviation gas on top of that. The aviation gas acted like a wick. Fanned by a light wind, the fire spread aft quickly. A few minutes later the fires reached the after magazine and caused yet another explosion to tear through the ship. The ship was abandoned and soon enveloped in flames over 100 ft (30 m) high. Fleet tugs were immediately brought in to try to extinguish the fire, but in spite of their efforts, at about 09:00 the ship slowly turned over and disappeared. Fifteen minutes later, the fire on the water was out and Ulithi anchorage was again quiet. This ship was the first to be hit by a Japanese Kaiten manned torpedo. The ship sank with a loss of 63 hands as well as the kaiten pilot. Of the five kaiten sent against US ships, only one was successful, but the explosion and fire from **Mississinewa** was so great that the Japanese Naval Command back in Tokyo were erroneously informed that three aircraft carriers were hit. This resulted in an expansion of the kaiten program, even though it would not significantly affect the war. **Mississinewa** was hit in the front starboard bow area, the kaiten probably released by Japanese submarine **I-47** just outside Ulithi lagoon. **Mississinewa** received four battle stars for World War II service. *Discovery of shipwreck* The **Mississinewa** remained undiscovered in a tropical lagoon of Yap State for over 56 years. On 6 April 2001, the hulk of the shipwreck was found by adventure divers at a depth of 132 feet (40 m) roughly 7⁄10 mile (1.1 km) north of Mogmog Island, Ulithi, Micronesia. For two months, from July 2001 to August, the sunken wreck leaked oil into the Ulithi lagoon. Officials

estimated that 18,000 to 24,000 gallons of oil had been released over the course of two months, threatening coral reefs, sea turtle breeding grounds, and local fishing. Following a typhoon, the island's beaches and the lagoon were contaminated by heavy fuel oil leaking from the wreck. A state of emergency was declared by the Governor of Yap. The Environmental Protection Agency and the Yap Marine Resources Department imposed a ban on fishing in the lagoon. In September 2001, a dive team and contractors hired by the U.S. Navy led a survey to determine the status of the wreck and the potential for environmental damage from the deteriorating hulk. Divers confirmed leaks, finding cracks in two of the **Mississinewa's** tanks. A

second oil leak from the oiler was reported in December 2001 and leaks were plugged in February 2002. An investigation by the South Pacific Regional Environment Programme found that the estimated 5,000,000 gallons of oil remaining in the wreck constituted an "unacceptable and ever present risk". The potential for a large release of the tanker's cargo fuel made a recovery attempt necessary. In February 2003, a US Navy salvage team led an expedition to recover as much oil as possible. Divers used "hot taps" to drill into the oil tanks and removed all accessible oil, nearly 2 million US gallons (7,600 m3), rendering the wreck safer. The recovered oil was barged back to Singapore, where it was sold for $0.50/gallon to help cover the $11 million salvage costs. The ship was featured on the television shows The Sea Hunters, Deep Sea Detectives, and Dogfights. *(Source: Wikipedia)*

OFFSHORE NEWS

5 MILLION TENDER FOR THE MANAGEMENT OF THE GAIA BLU OCEANOGRAPHIC VESSEL OF THE CNR

The duration of the contract will be 3 years, renewable for a further 24 months. The Department of Engineering, ICT and technologies for energy and transport (Diitet) of the National Research Council (Cnr) has announced a tender for "the assignment of the multi-year armament service of the research vessel **Gaia Blu**. (Imo 7928677) The total estimated value of the contract is equal to 4.95 million euros (excluding VAT) and the award criteria are divided as follows: the technical score will be given a weighting of 80/100 while the price the remaining 20/100. The duration of the contract is set at 36 months with the possibility of renewal for a further 24 months. The deadline for receipt of tenders or requests to participate (in Italian) is 19:00 on 19 December 2022. The opening of tenders

is scheduled for the following day at 10:00 Italian time. Last October in the Gulf of Naples the first cruise of the new oceanographic ship **Gaia Blu** of the Cnr ended. 84 meters long and with a gross tonnage of 2,000 tons, this technological jewel was donated by the Schmidt Ocean Institute (Soi) to the Cnr thanks to a project on the importance of research in the Mediterranean, one of the "hot spots" of climate change, a project which won the international tender called by the Soi among all the research institutions and organizations in the world. The ship, equipped with the most sophisticated bathymetric survey instruments (ie the depth of the ocean at each point), is capable of detecting the morphology of the seabed with high precision. Almost five thousand square kilometers were mapped in front of the city of Naples and the Amalfi coast during the 21-day cruise that ended on 20 October. "The success of this oceanographic campaign lies in three fundamental aspects" said Marzia Rovere, Cnr-Ismar researcher and scientific mission head, "the resolution of the three bathymetric instruments installed on the ship's keel, which can investigate the seabed from the coast to of several thousand meters, the precision and efficiency in data processing, and the speed in transferring and making data and processed available to colleagues on the ground with updates every 24 hours via satellite". In Italy there are no comparable precedents with this level of operation. "Today it is essential to quickly provide the data collected to a large community of marine scientists who can use them for their own purposes according to the logic of open science" said Federica Foglini, Cnr-Ismar data technologist. "This is because large infrastructures, such as research vessels, have a high cost and the data they produce must be able to be used several times and for a multiplicity of purposes that goes beyond the specific scientific curiosities of those who carried out the survey". One reason of interest in leaving the Gulf of Naples, with a cruise not surprisingly called **'Jamme Gaia'**, was to make a comparison with a survey made about twenty years ago by researchers and technologists of the Neapolitan Cnr to "assess the evolution of the instruments on a technological level but also the evolution of the seabed under the pressure of natural processes, such as the fumarolic activities linked to the volcanic apparatuses well known on land, and the impacts of man on the seabed" recalled Renato Tonielli, Cnr technologist- Ismar and dean among the most experienced in these types of relief. However, the topicality and importance of **Gaia Blu's** mission hinges above all on the fact that the seabed is strongly impacted by man with still incalculable consequences on biodiversity and future generations. Maria Chiara Carrozza, president of the Cnr, declared: "The seabed is at the center of a new 'gold rush', driven by a growing demand for biological and mineral resources such as metals and rare earths, necessary for the energy transition. The scientific knowledge that we obtain thanks to the marine research campaigns carried out with the **Gaia Blu** vessel can instead help to counteract an approach to the linear and intensive exploitation of marine resources, which does not respect biodiversity and sustainability. Italy plays on the economy of the sea today, moreover, *(Source: Shipping Italy)* Note: See is the former **FALKOR** a Research vessel built in 1981 by ORENSTEIN & KOPPEL - LUBECK, GERMANY. Formerly also known as **SEEFALKE**. It's gross tonnage is 2024 tons.

FIRST CONTRACT IN FOR ARGEO'S NEW SUBSEA VESSEL

Argeo has secured the first contract for its vessel Argeo Searcher and both SeaRaptor autonomous underwater vehicles (AUVs) which will see them deployed for ultra deep-water work in the North Atlantic. Work is scheduled to commence directly after the vessel conversion is finished in January, with a duration of three to four weeks and an estimated completion in February. According to Argeo, the project has a good possibility for extension further into the first quarter of 2023. "This project requires the highest quality and detail and the requirement of ultra deep-water vehicles to get the job done and will take the SeaRaptor near to the very limits of its build specification and make use of all the high-quality sensors integrated into the vehicle," said Argeo's CEO Trond Crantz.

"We are very excited that our first subsea vessel, **Argeo Searcher**, fully equipped with both our high-tech SeaRaptors is going straight into commercial operations having completed a rigorous conversion and shakedown program beforehand." Argeo entered into a five-year bareboat contract for **Argeo Searcher** in October, with an option to purchase the vessel for $2 million after 12 months and $1 million after 27 months. The estimated delivery date is 10 December. The vessel, formerly known as **Ocean Pearl**, will operate in the North and South America and West Africa energy markets and the Pacific Ocean and North Atlantic marine minerals market. Argeo also recently secured a patent from the Norwegian Industrial Patent office (Patentstyret) for its subsea electromagnetic remote-sensing system. The patent protects the company's exclusive services with the products Argeo Whisper and Argeo Discover. Argeo Whisper is an autonomous underwater vehicle (AUV) and remotely operated vehicle (ROV) system developed for localizing and tracking buried pipelines, and detecting unexploded ordinances (UXOs) and buried objects in a decommissioning survey. Argeo Discover is an application for detecting, delineating, and characterizing deep sea mineral deposits or other conductive objects below the seafloor utilizing an electromagnetic source integrated into an AUV or ROV. *(Source: Offshore Energy)*

HALF OF THE VESSELS ORDERED BY DANISH SHIPPING COMPANIES CAN SAIL ON GREEN FUEL

Danish shipping companies have 51 new vessels under construction, and 25 of them can sail on green fuels, according to a new analysis from Danish Shipping, a trade and employer organisation for more than 90 shipowners and offshore companies. Right now, there is a total of orders for 51 new vessels from Danish shipping companies, compared to 44 last year, which was a record low. This is the first time since 2015 that the number of Danish orders has increased, reaching the levels from 2020. Danish Shipping has a strategic objective that in 2030 at least five percent of Danish-operated vessels must sail on green fuels. "It shows that the shipping companies are aware of their responsibilities. And it clearly shows that the Danish shipping companies do more than just talk

about the green transition. They are leading the way and are now launching vessels that are prerequisite for the green transition of shipping towards 2050," says Maria Skipper Schwenn, Executive Director of Climate, Environment and Security at Danish Shipping. The offshore shipping company, ESVAGT in Esbjerg is one of the shipping companies waiting for the delivery of a new green vessel. The company has ordered the world's first green Offshore Service Vessel which will service offshore wind farms with wind turbine technicians and spare parts. The SOV will be powered by batteries and dual-fuel engines, capable of sailing on renewable e-methanol, produced from wind energy and biogenic carbon, which will lead to a yearly emission reduction of approximately 4,500 tonnes of CO2. Esvagt started building the vessel in the second quarter of 2022. Once commissioned by the end of 2024, the SOV will start servicing the world's largest offshore wind farm, Hornsea 2, located off the UK's east coast. "It's a bit like completing the full green cycle when we can both contribute to the development of green energy in Denmark and buy new green fuels. It was natural for us to invest in a green vessel as so much of our business is about supporting the green transition," says CEO of ESVAGT, Peter Lytzen. Earlier this year, Danish shipping giant Maersk ordered an additional six large ocean-going vessels that can sail on green methanol pushing the total of methanol-powered vessels to 19 containerships. The six vessels will be built by South Korean shipbuilder Hyundai Heavy Industries (HHI) and have a nominal capacity of approx. 17,000 TEU. At the beginning of this year, Danish Shipping said that the number of ships flying the Danish flag has set a record in 2021 with 779 ships, an increase of 2.6% since the turn of the year. Furthermore, the tonnage has increased from 22.34 million GT to 23.24 million GT which represents an increase of 4%. This means that Denmark as a flag state now holds 11th place in the world fleet when measured on gross tonnage. Danish Shipping has unveiled a new strategy for the next three years in an effort to accelerate the global green transition of shipping and make shipping climate neutral by 2050 at the latest. As disclosed, Towards Zero has the following six main goals: * Introduce new ambitious reduction targets up to 2050 in the final greenhouse gas strategy in 2023. * Increase the contribution of Danish shipping companies to the development of global sea wind capacity and carbon capture and storage projects; * Maintain and develop a strong pipeline of competences to the shipping industry; * Guarantee and provide at least 400 training places at sea a year to take account of the growth of the Danish fleet, including the offshore sector; * Ensure competitive framework conditions and support the continued growth of the Danish merchant fleet and shipping industry; * Solve the daily challenges of Danish Shipping members. *(Source: Offshore Energy)*

FOR PRYSMIAN A NEW 60 MILLION EURO ORDER IN THE MIDDLE EAST

The installation of the cables will be performed by Prysmian's Leonardo da Vinci vessel specialized for laying in shallow waters. Prysmian, a company active in the energy and telecommunications cable systems sector, has signed a 60 million euro agreement as part of the Lightning Project to install 320 kiloVolt high voltage submarine cables in the United Arab Emirates. A note explains that the project will replace the current offshore energy supply of Abu Dhabi National Oil Company

(Adnoc) with an onshore source of clean energy, reducing its environmental impact and CO2 emissions. Specifically, Prysmian will follow the development of the project from the early stages of conception to the laying of four single core high voltage direct current cables with XLPE insulation and an optical fiber system, which will connect the Al Mirfa onshore converter station to the artificial offshore island of Al Ghallan in the Arabian Gulf, off the coast of Abu Dhabi. The link will include both an approximately 134-kilometer underwater section and a 3.5-kilometer onshore section and will be tested in 2025. The installation of the cables will be performed by Prysmian's Leonardo da Vinci vessel specialized for laying in shallow waters. Also in the context of the Lightning Project, last January a first order worth 220 million euro was awarded to Samsung C&T within the Epc consortium with Jan De Nul and at the end of September Adnoc and compatriot Abu Dhabi National Energy Company Pjsc (Taqa) had struck a second $3.8 billion deal with the consortium led by Korean Electric Power Corporation (Kepco) to reduce carbon emissions at the state-owned giant's offshore oil and gas facilities. *(Source: Shipping Italy)*

FUGRO WINS DANISH OFFSHORE WIND SITE SURVEY CONTRACT

Fugro has landed a new contract with Danish transmission system operator Energinet for geotechnical site investigations for the North Sea I offshore wind development. The Danish government plans to expand offshore wind capacity by 4GW by 2030, and the geo-data acquired by Fugro will be used to inform future bids in the area. Fieldwork will start in 2024, mobilising multiple Fugro's

geotechnical vessels, and is expected to continue well into 2025, with further processing, laboratory testing and reporting of results to follow. The Dutch surveyor has supported several offshore wind farm projects in Denmark. This award follows the company's success working on the North Sea Energy Islands project for Energinet throughout 2022. "This award is in line with the strong growth in Fugro's offshore wind activities during the past quarters. Our unique positioning is emphasised by clients seeking to secure capacity, also beyond the coming 12 months," said Erik-Jan Bijvank, Fugro's group director for Europe and Africa. *(Source: Splash24/7)*

VALLIANZ HOLDINGS ACCELERATES DIGITALIZATION OF OFFSHORE SUPPORT VESSEL FLEET WITH INMARSAT'S FLEET XPRESS

Vallianz Holdings, an established provider of offshore marine and engineering solutions for the global energy industry, is accelerating the digitalization of its fleet of offshore support vessels (OSV) with a comprehensive package of connectivity services from Inmarsat, the world leader in global, mobile satellite communications. With its headquarters in Singapore, Vallianz operates an OSV fleet worldwide that will benefit from industry-leading connectivity through Inmarsart's Fleet Xpress solution, which supports a variety of Internet of Things (IoT) applications for crew welfare, cyber security, data capture and analysis and more. Through Fleet Data, provided on the Fleet Edge platform, Vallianz can collect, transfer, store and analyse IoT data to support decision-making in real time. Also included is Fleet Connect, which offers Vallianz and its technology partners access to the vessels through dedicated bandwidth. The offshore specialist has already adopted ultra-low-bandwidth maritime-surveillance technology to enable live vessel monitoring from a shore-based operations centre. Elisa Woodward, Head of Engineering, New Building and Technology, Vallianz Holdings, said: "By utilising Inmarsat's solution, the Group will be able to accelerate the digitalisation of our worldwide offshore support vessels fleet and lay the foundation for future developments based on IoT data and services. In an increasingly competitive offshore environment, Vallianz will be able to stand out from the crowd by offering our customers smarter vessel operations that meet modern requirements for data analytics, cyber resilience, and seafarer welfare." Vallianz will also enhance crew welfare through Fleet Hotspot, which is a crew connectivity solution that recently won the Mission to Seafarers Innovation Award for its outstanding contribution to seafarer welfare. Fleet Hotspot allows the crew to maintain contact with loved ones ashore and access online entertainment on their own devices – without interfering with business-critical bandwidth. Vallianz will be providing each of its crew members with free internet allowance every month. In addition, to combat the ever-evolving threat of cyber-attacks, Vallianz has signed up for Inmarsat's Fleet Secure Unified Threat Management (UTM), a complete package of network security tools consolidated on a single device. Designed specifically for the shipping industry, Fleet Secure meets the International Maritime Organization's 2021 functional cyber-security

requirements for demonstrating cyber-risk management. Vallianz's contract with Inmarsat also includes Fleet Mail for secure and stable email, as well as Fleet Care which provides round-the-clock maintenance, repairs, and support for Fleet Xpress. Gert-Jan Panken, Vice President Direct Sales, Inmarsat Maritime, said: "Vallianz is a fine example of a forward-thinking company upgrading to Fleet Xpress to drive its digitalisation efforts further. From the outset, Fleet Xpress gives Vallianz the bandwidth and network stability to stream live CCTV, as well as the connectivity services to support cyber security, crew welfare, and data transfer and analysis. In the long term, it will allow Vallianz to optimize operations effectively as requirements evolve." *(Source: Workboat365)*

BARBAROS HAS BEEN WAITING AT ANCHOR IN TRABZON HARBOR FOR TWO WEEKS.

The seismic research vessel **Barbaros Hayrettin Pasha**, which was purchased for use in oil and natural gas exploration in the seas and started its operations in 2013, has been waiting at anchor in Trabzon Port for two weeks. The seismic research vessel **Barbaros Hayrettin Pasha**, which was purchased for use in oil and natural gas exploration in the seas and started its operations in 2013, has been waiting at anchor in Trabzon Port for two weeks. It was learned that the ship will stay in Trabzon Port for a while. It has been learned that the 84 meters long and 4,711 gross tonnage ship anchored in Trabzon Port will be engaged in oil exploration activities in Trabzon's Sürmene offshore. **Barbaros Hayrettin Paşa** Seismic Research Ship, which anchored in Trabzon Port on November 2, 2022, will remain anchored in Trabzon Port for a while and will continue to meet its logistics needs here during this time. It was learned that following the departure of the ship from Trabzon Port, seismic investigations in the Black Sea would be deepened. On the other hand, in the years 2010-2011, Sürmene-1 deep-sea drilling well was drilled, and when it went down to approximately 3,500 meters, the statements of the TPAO General Manager of the period, that there were traces of oil from the mud analyzes, took place in the press. *(Source: Deniz Haber)*

SA AGULHAS 2" - MONACO EXPLORATIONS CHARTER

The Monaco Explorations Charter which the "**SA Agulhas 2**" is currently doing to the Indian Ocean Islands. This is similar to the **Endurance 22** charter other than this is solely focussed on research. This voyage is done under the auspices of The Prince of Monaco Foundation – but all details can be seen on the attached press release presentation HERE In fact whilst they were doing research on the Aldabra Banks, HSH Prince Albert 2 of Monaco and two Seychellois Ministers actually spent the night onboard the vessel to witness the research activities 1st hand. As you are probably aware, the "**SA Agulhas 2**" is the South African Government's polar supply and research vessel whose prime function is to support and supply South Africa's establishments on the South Atlantic Islands as well as our base in Antarctica – SANAE. A very similar function to Australia's "**Nuyina**". AMSOL man and manage the vessel on behalf of the South African Government and also manage all 3rd party commercial charters, as this one is. *(Source: Dave Murray; Photos: Nicolas Mathys - Zeppelin - Monaco Explorations)*

VAN OORD CABLE LAYER SAVES 49 REFUGEES OFFSHORE MALTA

Van Oord's cable-laying vessel **Nexus** has rescued 49 refugees offshore Malta in the Mediterranean Sea. **Nexus** was contacted on the night of 16-17 November by the Malta Rescue Coordination Centre to give support in the worsening weather conditions. The 123-meter-long cable-laying vessel, with 27 crew members, is now on its way to Malta, where a transfer to the Maltese coastguard is planned this evening. According to

Van Oord, it is not familiar how many days the refugees were on a sea journey. However, all appear to be in good health but weakened and some were hypothermic. All 49 are men, the company said, adding that their origin is unknown due to language barriers. Yesterday it was reported that the crew onboard Jan De Nul's offshore installation vessel Simon Stevin rescued 15 refugees in the Mediterranean Sea on 10 November. Eight men, two women and five children had been drifting for several days some 75 kilometers off the coast of Algeria. They spent the night on board and were picked up by the Algerian coastguard on the morning of 11 November. *(Source: Offshore Energy)*

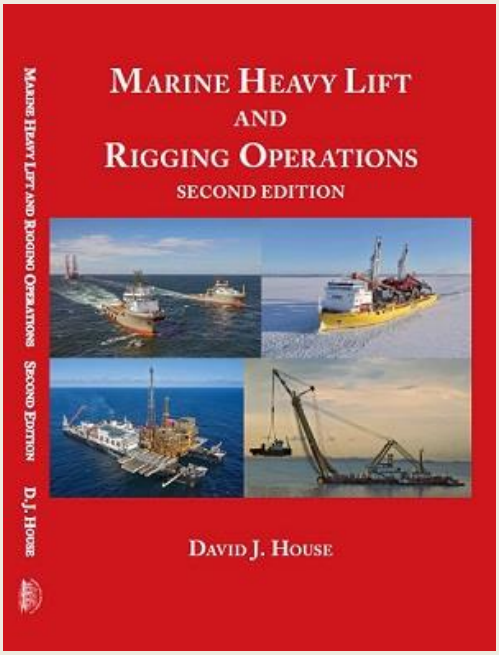
BOOK NEWS

146TH EDITION OF BROWN'S NAUTICAL ALMANAC "THE SAILOR'S BIBLE" WILL BE AVAILABLE FROM NOVEMBER 2023

Brown, Son & Ferguson Ltd. is proud to announce that the 2023 publication of Brown's Nautical Almanac will the 146th Edition. The Almanac will be available at home and abroad from October 2022. Established in 1850 on the south side of the River Clyde in Glasgow, Brown, Son & Ferguson Ltd. Soon started publishing books for the sailing ships that visited the city. In these early days, few publications on maritime affairs were available, and its range of titles steadily grew. A new and exciting era dawned for the firm with the first issue of Brown's Nautical Almanac in 1876. Every year it continues to be completely revised with ongoing care and attention given to its preparation. Sailors will find a wealth of detailed information, including; Buoyancy, Distance Tables, Marine Safety, Navigation, Stability, Tide Tables for World Ports and Time Zones. This list is by no means exhaustive, and sailors will find a host of useful information throughout the book. Orders can be placed now for a November delivery Brown, Son & Ferguson Ltd. is dedicated to quality and traditional standards. The company provides nautical books and stationery for the maritime industry and is based in Glasgow, Scotland. Their publications can be found in colleges, marinas, ports and aboard ships around the world. 978-1-84927-129-5 Brown's Nautical Almanac 2023 - Hard Copy – £68.00; 978-1-84927-130-1 Brown's Nautical Almanac 2023 - eBook - £68.00; 978-1-84927-131-8 Brown's Nautical Almanac

2023 - eBook (Core Edition) - £37.00; For further information please visit our website www.skipper.co.uk or email us at info@skipper.co.uk *(PR)*

MARINE HEAVY LIFT AND RIGGING OPERATIONS, SECOND EDITION



For students, merchant navy officers and all those charged with the operation of maritime assets. Brown, Son & Ferguson, Ltd. is proud to announce that the second edition of Marine Heavy Lift and Rigging Operations is now available. Since the first edition was published, project cargoes of enormous size and weight are now commonplace as opposed to being a rarity, thus the need to produce a second issue of this invaluable book. Written by David J. House, this edition has been updated to reflect the growth in heavy lifting operations and is designed to show not only some of the many routine lift operations aboard ships but also the specialist movements of excessive loads. The book is directed towards merchant navy officers and all those charged with the management not only of their vessels but also of the well-being of the cargoes which they carry. Supports a range of sectors; salvage operations, offshore section, shipbuilding and repair and cargo aspects. It covers a variety of heavy lift operations which are now a common feature of the marine industry today. Available in hardback and digital formats, both have a retail price of £70.00 per copy. More information can be found on our website, https://www.skipper.co.uk please contact us directly for more information. Brown, Son & Ferguson, Ltd. is a leading publisher in the maritime sector and continues to produce premium books across a wide range of subjects. Our books are suitable for students, experienced officers, and those charged with the operation of maritime assets. The ISBN is: 978-1-84927-078-6 and the RRP is £70.00. For further information please visit our website www.skipper.co.uk or email us at info@skipper.co.uk *(PR)*

WINDFARM NEWS - RENEWABLES

WINDCAT WORKBOATS ROLLS OUT REYGAR'S DDPR SYSTEM ACROSS ENTIRE CTV FLEET

Windcat Workboats, Europe's leading provider of specialist crew transfer vessels to the offshore wind power industry, has installed Reygar's Digital Daily Reporting System, Digital DPR, across its entire fleet of over 50 workboats. The Digital DPR (DDPR) app runs from a touchscreen tablet onboard and is simple and easy to use for busy workboat skippers. It dramatically reduces the administrative burden of daily progress reporting as well as improving report accuracy and timeliness. Aaron Trebilcock, Master at Windcat Workboats, said: "DDPR saves a lot of time on what is otherwise a long and detailed task. The daily progress report is automatically generated and sent out at the end of the shift in a format that is simple to digest." Reygar's time-saving reporting technology has been comprehensively trialled on several of Windcat Workboats' CTVs over the past 18 months. Feedback from skippers and management was positive and fleet wide rollout was completed in mid-October. Phillip Goffin, IT Manager for Windcat Workboats, said: "We are committed to meeting the reporting needs of our customers with a digitalised vessel fleet. We also want to look after our crews

and back-office teams by reducing the reporting burden and streamlining where possible. The team at Reygar understood exactly what was needed and worked closely with us to customise their DDPR system around our specific requirements. "Now, we have a single app from which our skippers can generate customised DPR reports according to the requirements of the customer, as well as internal management reports for our back office. Our crews and back-office people are happy, and it is saving us valuable time. We look forward to working with our customers to provide them this centralised, customisable reporting solution going forward." DDPR either works alongside Reygar's award-winning BareFLEET vessel monitoring system, where installed, or runs as a standalone solution. The app can be customised to gather a wide variety of DPR data, including crew details, fuel and consumables use, various task types, transits, passenger transfers to turbines and working hours data. Data input live from the vessel can be seen instantly in the cloud by shore staff, with users also able to access cloud based KPI data. Chris Huxley-Reynard, CEO of Reygar, said: "By providing our customers with a standalone version of this reporting solution we can make the benefits of digitised reporting available to all fleet operators, whether they use our BareFLEET monitoring system or not. We enjoyed working closely with the team at Windcat to ensure that our DDPR app incorporated the needs of different stakeholders both within and outside their organisation." *(PR)*

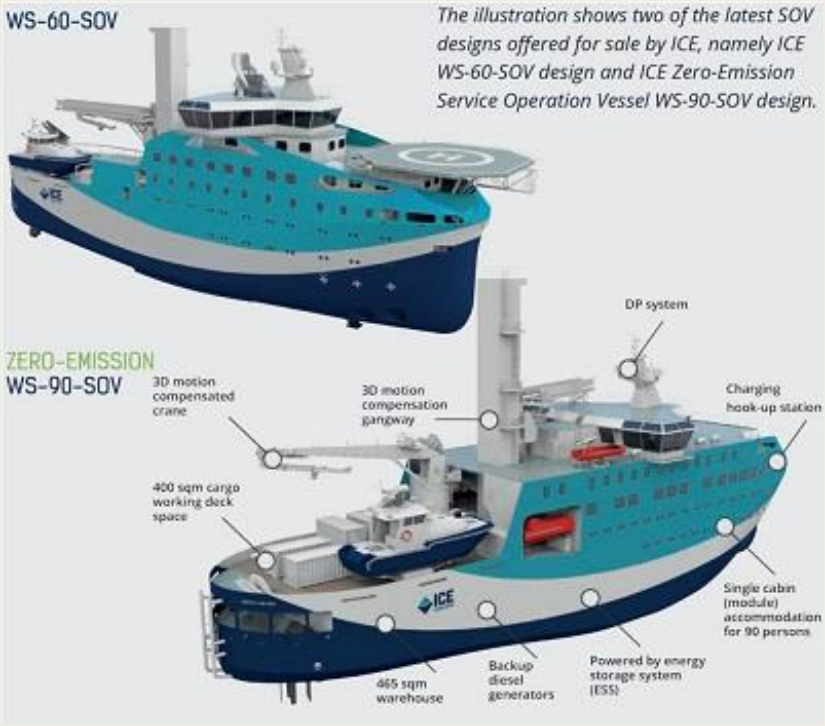
CECON TARGETS OFFSHORE WIND MARKET WITH ENVIRONMENTALLY-FRIENDLY CABLE-LAY VESSEL

Norway-based Cecon Contracting has contracted construction of a cable-lay vessel from Turkish yard Sefine. The environmentally friendly newbuild will be delivered by Sefine Shipyard in Q1 2025. It was designed by NSK Ship Design, working together with Cecon Contracting's engineering team. The company said one of the main design objectives has been to develop an environmentally friendly cable ship without compromising on vessel capacities. The new vessel will be delivered with dual fuel engines capable of burning methanol and with a battery pack for hybrid energy storage. "These innovations will yield a significant reduction in emissions compared to conventional

tonnage," Cecon Contracting said. The company said extensive operational experience has been applied to develop a versatile work platform, allowing the vessel to operate in other segments of the offshore industry when not installing cable. The vessel is prepared for cable-lay in the offshore wind market as well as light construction work. *(Source: Riviera by David Foxwell)*

ICE'S SOV DESIGNS RECEIVING ATTENTION

The high cost of fossil fuel has accelerated an already rapid growth of offshore wind farms around the world. That has resulted in a corresponding need for vessels both to install and later to maintain offshore wind farms, as well as cable lay vessels and converter platforms to bring electricity ashore. These are the types of vessels and platforms with which ICE has years of experience. ICE has recently introduced several shipyards to opportunities to build Service Operations Vessels (SOVs) in response to an inquiry from a major operator, using one of ICE's proprietary SOV designs. Whilst ICE's SOV may look like the few others on the market, Steinar Draegebo, ICE Chairman and CEO, points out that the big advantage offered by ICE is not only a very price-competitive license and design package but a ship that is production-friendly and based on 50+ years of ship design experience. Unlike most design houses, depending on the yard's requirement, ICE can provide the full range of design development from Concept through Class drawings to development of Detail Design and production information, in all marine design disciplines. That ensures a continuity of technical information, under one responsibility. ICE can also assist shipyards with project management, cost estimating, planning, procurement, yard supervision, and other services. The illustration shows two of the latest SOV designs offered for sale by ICE, namely ICE WS-60-SOV design and ICE Zero-Emission Service Operation Vessel WS-90-SOV design. *(Source: Workboat365)*



The illustration shows two of the latest SOV designs offered for sale by ICE, namely ICE WS-60-SOV design and ICE Zero-Emission Service Operation Vessel WS-90-SOV design.

HEEREMA'S BALDER TAKES OVER PILE INSTALLATION AT NEART NA GAOITHE OFFSHORE WIND FARM

Heerema Marine Contractors' semisubmersible crane vessel **Balder** has replaced Saipem 3000 at the Neart na Gaoithe offshore wind farm in Scotland, taking over the installation of piles for the project's jacket foundations. Balder arrived at the project site in October to install the first ten jacket foundations and completed the work on 7 November, and moved on to piling operations the following day, according to the latest Notice to Mariners from the Neart na Gaoithe team. The vessel is installing three piles into pre-drilled sockets at each jacket foundation location, after which grout is inserted to secure them in place. Pile installation support is being provided by the **Skandi Acergy**, with **Normand Navigator** transfering supporting materials and installation equipment between positions on the seabed adjacent to each foundation location. The supply vessel **Rem Supporter** is transporting piles to the Neart na Gaoithe offshore wind farm, as required. The piles will be installed at the remaining wind turbine and substation locations. The 450 MW Neart na Gaoithe will comprise 54 Siemens Gamesa 8 MW wind turbines, with the first units planned to be operational in mid-2023. The wind farm will also have two offshore substations, one of which is already installed. The wind farm, jointly owned by EDF Renewables and ESB, is scheduled to be in operation in 2024, as of when it will supply enough electricity for around 375,000 homes each year. *(Source: Offshore Wind)*

DREDGING NEWS

DREDGER COSETTE READY FOR DELIVERY

Jan De Nul's latest addition to the fleet, the new water injection dredger **Cosette** is almost ready for delivery after successful sea trials in the Netherlands. According to the shipbuilder, Neptune Marine recently conducted sea trials near the shipyard in Aalst with flying colours. Neptune is now putting

the finishing touches before she leaves the yard. The newbuild is a sister vessel to the **Pancho**, which was delivered to JDN earlier this year. Thanks to their compact character combined with an exceptional depth range, **Cosette** and **Pancho** are perfectly suited for maintenance dredging works in harbours and rivers. The Cosette – an Ultra Low Emission vessel (ULEv) – belongs to Jan De Nul's new generation of ships that are equipped with a highly advanced dual exhaust gas filtration system. The system removes up to 99% of the polluting nanoparticles from the exhaust gases, using a diesel particulate filter (DPF), plus a selective catalytic reduction system (SCR) for significantly reducing NOx emissions. *(Source: Dredging Today)*

DEME'S HOPPER 'BONNY RIVER' WORKING IN SRI LANKA

DEME Group is making good progress in the development of the Western Container Terminal (WCT) in Sri Lanka. One of DEME's largest hopper dredgers, the '**Bonny River**' is performing dredging and reclamation works for the extension of the WCT in Colombo Port. According to the company, the first sand has already been pumped ashore for the new facility. The terminal will be the fifth container handling facility at Colombo Port. Upon completion, the project will boost Colombo Port's container handling capacity substantially and further consolidate Sri Lanka's strategic advantage of being located along one of the world's busiest global transshipment routes. The terminal will have a quay length of 1,400 m and a depth of 20 m, making it suitable for ultra-large container carriers. *(Source: Dredging Today)*

WATERMASTER AMPHIBIOUS DREDGER PROVES SUCCESS IN TRINIDAD AND TOBAGO

Following the passage of **Tropical Wave 51**, the Drainage Division discovered a breach in the

embankment in the vicinity of the Tusla Trace Pump House, Ministry of Works and Transport Trinidad and Tobago said. In an effort to provide further flood relief to the residents of Woodland, the Ministry – with the support of the Trinidad and Tobago Defense Force – has transported its Watermaster amphibious dredger to assist in restoring the embankment. These works are expected to be completed within the next few days, weather permitting. *(Source: Dredging Today)*

YARD NEWS

DAMEN SELECTS RHEINMETALL TO SUPPLY NEXT GENERATION MLG27-4.0 GUN SYSTEMS FOR F126 FRIGATES

Damen Naval has selected German technology group Rheinmetall to supply eight state-of-the-art MLG27-4.0 defence systems for the F126 frigates the shipyard is building for the German Navy. Each frigate will be equipped with two MLG27-4.0 systems. The contract includes an option for further MLG27-4.0 systems for two additional vessels. The 27mm cal. MLG27 4.0 light naval gun is a member of the new SeaSnake RCWS family of products made by Rheinmetall Waffe Munition GmbH of Unterlüß, Germany, a Group subsidiary with multiple locations. The core element of the remotely controlled MLG27 4.0 is the BK-27M

revolver gun. In use throughout the German Navy, the predecessor of the new MLG27 4.0 serves as secondary armament on Germany's current F125 frigates. Compared to previous models, the next-generation MLG27-4.0 defence system features a series of technological innovations. It is a highly advanced ship defence system equipped with daylight cameras, infrared sensors and laser rangefinders, and can be integrated into an existing shipboard command system, taking full account of all applicable IT and OT security requirements. Moreover, its new, fully digital system architecture enables direct impact on external target coordinates in standard WGS-84 format. The 27mm cal. revolver gun can operate in single-shot mode, in adjustable bursts, or at a sustained rate fire of up to 1,700 rounds per minute. Its low weight and adjustable grid-firing capability, coupled with an integrated simultaneous tracker, make the MLG27-4.0 weapon system a powerful armament for modern frigates such as the F126 class. *Tactical advantages against a variety of threats* In combination with other weapon systems envisaged by Damen Naval for the project, the F126 frigates will feature a comprehensive, highly effective array of armament that delivers a critical tactical edge against a multitude of threats. "We are extremely pleased to join forces with Rheinmetall on the F126 project for the German Navy. The broad range of capabilities make their MLG27-4.0 weapon system the right choice for the F126 frigates," says Hein van Ameijden, the Managing Director of Damen Naval. Rheinmetall greatly appreciates its close, trusting relationship with Damen Naval, which, besides successful cooperation in the F126 project, could lead to follow-up projects. "Our MLG27-4.0 weapon system and basically the entire SeaSnake family, have proven highly effective against asymmetric threats. We're very pleased to be taking part in the ambitious F126 programme and to be supporting Damen Naval in building the frigates" adds Roman Köhne, managing director of Rheinmetall Waffe Munition GmbH. The Dutch shipbuilder Damen Naval, prime contractor for construction of the German Navy's new F126 frigate generation, will work closely with key subcontractors Blohm+Voss Shipyards GmbH and Thales Netherlands B.V. in planning and building the four frigates. All four ships will be built entirely at German shipyards (in Wolgast, Kiel and Hamburg), with the first frigate slated for delivery in 2028. The contract between Damen and Germany's Federal Office for Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBw) includes an option for two more frigates. *(PR)*

BOELE LOGO SAVED FROM SCRAP

The logo that used to adorn the canteen of the Boele shipyard is now in Ad Snijders' garden. De Ridderkerker is refurbishing the zinc and iron logo. Shortly after Boele's bankruptcy in 1987, the canteen built opposite the yard was demolished. This was separate from the bankruptcy, because the demolition had already been announced with the adoption of the plan for the dyke widening. The idea then came to life to return the huge logo (3.25 x 3 meters) to the site of the former yard. In the end, such a sculpture on the dike slope or the entrance to the houses built on the Boeleterrein did not materialize. "It was taken from the scrap yard at YVC by my brother Jaap. He was allowed to

take it with him, because it was in danger of being thrown away. It was written in crayon: Don't touch. Is still used as a memorial to Ridderkerk shipbuilding." The parts of the logo have been stored for years in a warehouse of Lifeline Food and Drinks. Ad Snijders has almost restored it to its original state and tries to restore it with original parts. Now that he's busy, he's also trying to find out more about the logo. "Who designed this? Where was the logo built and by whom? And in what year was this done? I hope someone knows this," says Snijders, who himself worked for Boele for 17 years. Anyone who can tell more about it can contact: asnijders55@gmail.com. As far as Ad is concerned, it will not be a permanent garden ornament: "I hope this will be placed in a place in Bolnes where it belongs."

ZEUS BECOMES RINA'S 1ST SHIP CAPABLE OF RUNNING ON HYDROGEN

A prototype ship named **ZEUS** (Zero Emission Ultimate Ship) with hybrid propulsion has been classed by the Italian classification society RINA, becoming its first ship capable of running on hydrogen. The vessel was developed as part of the research project named Technologies with Low Environmental Impact for the production of energy on naval vessels (TecBIA), which is being implemented by Italian shipbuilder Fincantieri and is co-financed by the Italian Ministry of Economic Development. The project aims to validate the sustainability of fuel cell technology for naval applications through the construction of the prototype ship. The aim of the research is to find sustainable and low-environmental impact solutions for cruise ships, mega-yachts, ferries, and oceanographic research vessels that cut emissions of greenhouse gases, nitrogen oxides, sulfur oxides, and particulate matter. About 25 meters long and weighing about 170 tons, **ZEUS's** primary objective is that of being a floating laboratory to study fuel cells, and electrochemical conversion devices, which generate electricity and heat without thermal combustion. The ship is equipped with a hybrid propulsion system consisting of two diesel generators and two electric motors. In addition,

there is a 144-kW fuel cell system, powered by about 50 kg of hydrogen contained in metal hydride cylinders, and a lithium battery system. This configuration is expected to allow the ship to sail for approximately eight hours at a speed of 7.5 knots in zero emission mode, using the electricity supplied by the fuel cells, or to sail for approximately another four hours at a speed of four knots in mode zero noise, using batteries. According to RINA, the project confirms that the use of hydrogen is a possible solution, especially for short-sea applications, to produce the required propulsion energy with no CO2 emissions. *(Source: Offshore Energy)*

UNIVERSITY OF WISCONSIN-SUPERIOR SELECTS INCAT CROWTHER TO DESIGN LOW-EMISSION HYBRID RESEARCH VESSEL

The Lake Superior Research Institute (LSRI) at the University of Wisconsin-Superior has commissioned leading digital shipbuilder Incat Crowther to design a new low-emission battery hybrid research vessel. Described as a 'floating classroom', the 65-foot USCG-certified catamaran will support the university's on-water education and research and features proven parallel hybrid battery propulsion technology to reduce greenhouse gas emissions and help meet the university's environmental objectives. Incat Crowther has customised the design of the vessel, which can carry 49 passengers and eight crew, specifically to the needs of the LSRI. The main deck features two large state-of-the-art laboratories – one a dry laboratory and the other a wet laboratory – which can also be configured to a traditional classroom set-up. Each laboratory is complemented with conveniently located storage spaces while the main deck also features a large 294-square foot working deck area, two folding dive platforms and two bathrooms. The upper deck features a large classroom adjacent to the pilot house, and two survey winches for use with a stern a-frame. Commenting on the project, Incat Crowther's US-office Managing Director Grant Pecoraro said, "We are incredibly pleased the Lake Superior Research Institute chose Incat Crowther as their partner to deliver this new, innovative hybrid research vessel." "The collaboration between our teams has resulted in a versatile design which will effectively serve the needs of the Lake Superior Research Institute while reducing its environmental footprint." "This project demonstrates Incat Crowther's commitment to understanding our clients' needs and developing bespoke solutions to address unique requirements," said Mr Pecoraro. Amy Eliot, LSRI associate director and project lead said, "This stable, quiet hybrid catamaran will enable LSRI to continue and expand freshwater research initiatives, as well as provide opportunities for students and community members to connect with Lake Superior." Delivered in partnership with shipbuilder Midship Marine, the aluminium-hulled vessel is the first collaboration between Incat Crowther and the University of Wisconsin-Superior and is expected to be delivered in spring 2024. *(Source: Workboat365)*

START-UP OF THE OLYMPIC CSOV SHIPBUILDING PROJECTS

CSOV vessels underway: The steel cutting ceremony of Ulstein Verft's yard number 318 was carried

out today at the hull yard, Crist, on 18 November 2022. The vessel is the first of two offshore wind newbuilds for the Norway-based shipowner Olympic, and both are planned for delivery in 2024. The steel cutting is the first milestone in a shipbuilding project and symbolises its start-up. Marius Bergseth, Chief Operational Officer in Olympic executed the first cut. The vessels are based on the SX222 CSOV (Construction Service Operation Vessel) design from Ulstein Design & Solutions AS. They are among the first vessels to implement the TWIN X-STERN, a ship with two sterns and main propeller units in each end to increase flexibility and operability. Innovation is thriving in the maritime cluster of Sunnmøre. When meeting the Ulstein employees after signing of the newbuild contract, Olympic's CEO Stig Remøy stated that: "Renewable energy is the future as we are transitioning away from fossil fuels, although we will still depend on them for decades. The development of vessels has been formidable, looking back at our first vessels, which at the time were at the forefront of fuel efficiency, and now these CSOV vessels, the reduction in fuel consumption is impressive. The offshore wind market is rapidly developing, and the newbuilds will set a standard for a new generation of offshore wind vessels – increasing the operational window while reducing the emissions. "Innovation, development, creative zest – these qualities are all thriving in the maritime cluster of Sunnmøre in Norway. We decided to order these vessels from Ulstein Verft for two reasons: Quality and on-time delivery. We have built six vessels at Ulstein Verft before, all were delivered on time, all with high quality, and we strongly believe that Ulstein will manage this again. We are very happy to place these orders in the Sunnmøre cluster, and keep in mind, as an appendix to the two firm contracts there are also two newbuild options." Teaming up and pushing for progress "It is important to work closely together to achieve results, and this project was made possible because the ship owner, the yard and the suppliers teamed up. Being a part of this interaction is very exciting, with all parties pushing for progress and solutions," says Kolbjørn Moldskred, Sales Manager Newbuilds at Ulstein Verft. *(PR)*

STRATEGIC MARINE BLAZES THE TRAIL FOR SUSTAINABILITY WITH OSVS FOR THE FUTURE

In line with its own sustainability efforts, Strategic Marine revealed its offshore support vessels of the future at Offshore Southeast Asia (OSEA) 2022 in Marina Bay Sands. Chan Eng Yew, Chief Executive Officer, Strategic Marine, presented the company's latest launches over the last 12 months. Among them are the Generation 4 Fast Crew Boat (FCB), which is being constructed at the group's Singapore yard, the StratCat 27, a crew transfer vessel (CTV) designed specifically for offshore windfarms and renewable energy markets, and a fast crew transfer vessel (FCTV) designed to replace helicopters. Considering the recent United Nations Climate Change Conference (COP27), which focused on the future of energy, the new generation of vessels must also reduce emissions and carbon footprint. Mr Chan stressed the importance of reducing the carbon footprint during the asset's operating life as well as during construction. Commenting on the designs of these vessels during a presentation at the Knowledge Sharing Theatre in OSEA, he shared: "We aim to reduce operating costs, impact on the environment, as well as improve operational flexibility and safety." Technology and ship design are two ways Strategic Marine incorporates sustainability into shipbuilding. The Generation 4 FCB and StratCat 27 CTV, for example, have improved hull forms that improve engine efficiency or reduce emissions. Aside from this, the StratCat 27 has environmentally friendly features such as a green passport for recyclability and is coated with an anti-fouling paint that is silicon-based, which far from compromising the speed of its hybrid engine, helps the vessel to achieve half a knot increase in speed instead. Currently, a pair of hybrid StratCat 27s is under construction and their delivery in 1Q2023 will position Strategic Marine to be the first shipyard in Asia to introduce Hybrid CTVs. On Strategic Marine's push for hybrid systems, Mr Chan said: "Going hybrid has its advantages – reducing Opex (operating expenditure) by reducing wear and tear on system parts when hybrid systems can actually take over, reducing CO2 emissions, and of course, reducing fuel consumption." A vessel type dedicated to crew transportation, FCTV, has also been presented by Strategic Marine to operators seeking lower operating costs than helicopters. The FCTV is a catamaran powered by waterjets and compared to helicopters, it consumes significantly less fuel. OSEA, the largest offshore energy event in Asia, runs from 15 to 17 November. Strategic Marine is one of the exhibitors at this event, and has a booth located at BC3-01. *(PR)*

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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*

- *Strażak-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)*
- *Sleepboot 1745 "HE-AN" for sale*
- *Sleepboot 1400 for sale*
- *Sleepboot 1450 "Mijdt Spijt" for sale*
- *Sleepboot Amsterdammer "Ber-Nel" for sale*

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

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