Tugs Towing & Offshore Newsletter

Worldwide Tug & OSV News
E-mail: wwtugosvnews@gmail.com

23rd Volume, No.91 *1963 – "59 years tugboatman" – 2022* Dated 23 November 2022

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

Distribution twice a week 19,950+

MIDWEEK–EDITION

TUGS & TOWING NEWS

MUSEUM TUG HUDSON IN TOW TO THE SHIPYARD IN STELLENDAM

Not for a sleepover like at the end of April this year, but for maintenance. It is now 10 years ago that the Museum ship "**Hudson**" was in dock for major maintenance. It is therefore high time to get the "**Hudson**" out of the water again. This docking will take place at the Padmos shipyard in Stellendam. On Friday, November 18, 2022, the mooring lines will be released again. The "**Hudson**" goes back to the harbor where it served as a flake ice factory from 1964 to 1988 almost 25 years ago. The fishing boats came alongside in those years and the holds were filled with flake ice to keep the caught fish fresh. For the "**Hudson**" it feels like a temporary homecoming. In the dock the underwater hull will be cut and shaved. The overwater hull is being treated under high pressure. After this everything will be provided with a new coat of paint. The fore and aft mast will also be taken along, because these cannot be maintained by our own volunteers due to the safety. Some rusted hull plates will be repaired. A hull thickness measurement will also be carried out on the "**Hudson**" after years. We then know for sure that the **Hudson** can be safely berthed at the quay in Maassluis in the coming years and will not produce water so quickly. The towage to Stellendam carried out by the tugboats **Tonijn** and the **Adriaan**. This transport by the tugboat **Adriaan** (front) and the tugboat **Tonijn** (rear) took the shortest route via the Scheur, the Oude Maas, the Spui and then the Haringvliet. *(Photo: Nico Giltay)*

PREMIER OF A NEW TUG DESIGN

Master Boat Builders has delivered the first of Robert Allan's RApport 2600 design of harbour tugs. The first of a new series of harbour tugs was delivered in November 2022 to a US owner investing in newbuilds to enhance ship handling in US Gulf coast ports. Master Boat Builders (MBB) has completed **Hayden Grace** for Bay-Houston Towing Co, as part of a construction programme at its shipyard in Coden, Alabama. Its delivery is a milestone for all involved as it is the first vessel built to Robert Allan Ltd's (RAL) newly developed RApport 2600 tug design. According to the naval architects, this tug design features a flush main deck, low-emissions propulsion systems and heavy-duty fendering. RAL architects worked with Bay-Houston Towing Co to customise the design for a 26-m harbour tug, with a beam of around 12 m and a draught of 4.6 m, to suit the specific operations in the Houston, Texas, area and ports. Hayden Grace has main engines that comply with US Environmental Protection Agency Tier 4 and IMO Tier III standards for emissions. It has two Caterpillar-manufactured Cat 3512E HD engines, driving two Schottel Rudderpropellers of type SRP 430, and a selective catalytic reduction unit and diesel particulate filters. During sea trials, Hayden Grace demonstrated its power by achieving a bollard pull of 52.5 tonnes and a speed over 12.5 knots. On the working deck there is machinery for towing and manoeuvring ships and providing emergency back-up when required. The main working deck is forward and consists of a single-drum, high-performance hawser winch and an A-staple, while there is an H-bitt on the aft deck for emergency towing. "During sea trials, **Hayden Grace** demonstrated its power by achieving a bollard pull of 52.5 tonnes" **Hayden Grace** has large-diameter cylindrical fenders and W-shaped fenders installed all around the hull and accommodation with a comfortable rest environment for six seafarers. There are two single-crew cabins, a galley, mess and communal sanitary facilities arranged in the deckhouse. The lower quarter has two double cabins, storage rooms and service spaces. In the wheelhouse there are control consoles and other navigational equipment, while its large windows offer 360-degree visibility, with excellent views of the working deck. "Visibility around and upwards is important as tugs operate under the bow of ships, which is a demanding job for masters," said MBB president Garrett Rice. Some of the latest harbour and escort tugs are expected to assist container ships of more than 15,000 TEU, or very large crude carriers, so they need to have almost total glass around the pilothouse for maximum visibility. Bay-Houston Towing ordered this tug and two others as part of its fleet renewal plan. MBB will be building five more tugs to this design, two for Bay-Houston Towing and three for another US-based owner, Suderman & Young, with deliveries scheduled for 2023 and 2024. "Tugboat owners continuously need to replenish their fleets to be sustainable and need new harbour tugs built to support new LNG terminals and projects," said Mr Rice. "The harbour tug fleet in the US is ageing and ships coming to ports are larger, so more propulsion power is needed. It is a steady business that continues to be sustainable." ***Hayden Grace*** *particulars:* Owner: Bay-Houston Towing; Area of operations: US Gulf coast; Builder: Master Boat Builders; Designer: Robert Allan Ltd; Design: RApport 2600; Class: ABS; Length, oa: 26 m; Beam: 12 m; Draught: 4.6 m; Total payload: 200 tonnes; Bollard pull: 52.5 tonnes;

Speed: 12.5 knots; Main engines: 2 x Cat 3512E HD; Propulsion: 2 x Schottel SRP 430; Accommodation: 6. *(Source: Riviera by Martyn Wingrove)*

POWERFUL ESCORT TUGBOAT STARTS CARIBBEAN OPERATION

Plis Fos is an ASD 2813 tug with IMO Tier III-compliant propulsion and over 85 tons of bollard pull. Damen Shipyards delivered what it claimed is the most powerful tugboat of its type in the Caribbean, when it handed **Plis Fos** to its new owner in November 2022. This 388-gt escort tug is also one of the first in the region to comply with IMO Tier III emissions standards. This azimuth stern drive (ASD) tug was built at Damen Song Cam shipyard in Vietnam to Damen's ASD 2813 design and with 85.3 tons of bollard pull ahead. It is operating under the French flag by Somara at the Port of Fort de France, Martinique, and is classed by Bureau Veritas as an escort tug with a FiFi1 fire-fighting system, unrestricted navigation, onboard autonomation for unmanned machinery spaces and a green passport. Somara president Jean Pierre Porry said **Plis Fos** more than meets the owner's performance expectations: "This tug enables us to follow the needs expressed by our clients and the Grand Port Maritime de la Martinique in terms of bollard pull and in terms of low emissions." **Plis Fos** has an overall length of 27.6 m and an overall beam of 12.9 m giving it additional stability, a hull depth of 5.2 m and a draught of 6.2 m. It has a top speed ahead of 13.2 knots and a speed astern of 12.9 knots. Its propulsion includes two Caterpillar 3516C TA HD main diesel engines, developing power of 2,525 kW at 1,800 rpm, driving two Kongsberg US 255 P30/P35 azimuth thrusters with fixed-pitch propellers of 300 cm diameter. To be IMO Tier III compliant, there is a Damen selective catalytic reduction unit, a tank of 5 m3 of urea to remove NOx emissions and particulate filters to minimise the environmental impact in Martinique waters. **Plis Fos** was lifted from the drydock to the quayside and launched in May. After it was completed, it was sailed on its own keel to Martinique. During sea trials it demonstrated bollard pull astern of 79.9 tons, a maximum steering force of 75 tons, maximum braking force of 90 tons and maximum escort speed of 10 knots.

"**Plis Fos** is a significant upgrade the region's towage fleet" Its arrival enables Somara to handle the largest ships entering the Port of Fort de France. Mr Porry said it is a significant upgrade the region's towage fleet and improves Somara's competitive advantage for years ahead. This escort tug has storage for up to 123.4 m3 of fuel oil, including the use of long-range tanks and 32.5 m3 of fresh water. Its fire-fighting pump is driven by the main engine to deliver 1,200-1,400 m3/hr of water and foam to two monitors. On board there is a dispersant pump set with spray booms for oil pollution control and tanks for storing 9.4 m3 of foam and 6.5 m3 of dispersant. For electric power, **Plis Fos** has two Caterpillar C4.4 TA generator sets, producing 107 kW of power at 400 V and 50 Hz. It has two Azcue CA 50/3A general service pumps to deliver 27 m3/hr at 3.4 bar, an Azcue CA 32/05 bilge pump working at 10 m3/hr at 1.3 bar and Selmar Blue Sea 2500 sewage treatment plant. The fuel handling system includes two CJC PTU3 27/81 oil purifiers and an Azcue CA50-5 fuel transfer pump. On the deck are two 430-kg anchors and two electrically driven anchor winches with warping heads and a hydraulically driven towing winch on the fore deck; this has two speeds, a double drum, a towing pull 30 tons up to 27 m/min, a maximum speed 44 m/min and a brake holding force of 200 tons. On the aft there is a hydraulically driven, two-speed towing winch with a spooling device, a pull of 30 tons up to 11.4 m/min, a slack rope speed of 8 tons up to 38.5 m/min and a brake holding force of 200 tons, and a towing hook with a safe working pull of 100 tons. **Plis Fos** also has an electrically driven capstan to pull 5 tons at 15 m/min, a Heila HLM 20-3S crane to lift 1.7 tons at a reach of 10.6 m, and a stern roller, which was designed according to Bureau Veritas' anchor-handling notation and with a pull of 50 tons. Fendering around the tugboat includes D-shaped fenders at the sides, cylindrical fenders at the transom corners and cylindrical and W-shaped block fenders at the bow. It has air-conditioned accommodation for 10 seafarers including a captain's cabin, chief engineer's cabin, four double-crew cabins, galley, mess, dry store, office and sanitary facilities. ***Plis Fos*** *particulars:* Owner: Somara; Country of operation: Martinique; Builder: Damen Song Cam, Vietnam; Designer: Damen; Design: ASD 2813; Class: Bureua Veritas; Length, oa: 27.6 m; Beam, oa: 12.9 m; Depth: 5.2 m; Draught: 6.2 m; Bollard pull: 85 tonnes; Speed: 13.2 knots; Main engines: 2 x Cat 3516C TA HD, 2,525 kW at 1,800 rpm; Generators: 2 x Caterpillar C4.4 TA, 107 kW at 400 V, 50 Hz.; Propulsion: 2 x Kongsberg US 255 P30/P35; Accommodation: 10; *Tank Capacities:* Fuel oil: (including long range tanks) 123.4 m3; Fresh water: 32.5 m3; Clean lubrication oil 2.4 m3; Dirty lubrication oil 2.4 m3; Sewage 5.6 m3; Bilge water 4.8 m3; Foam 9.4 m3; Dispersant 6.5 m3; Urea 5.0 m3. *(Source: Riviera by Martyn Wingrove)*

BOLUDA OPENS NEW OPERATIONS AREA WITH TWO NEWBUILDS

Boluda France has taken delivery of two harbour tugs to assist ships docking at ports in East Timor. Boluda Towage has expanded its operations into East Timor with the addition of two new tugboats from builder Piriou. **VB Likurai** and **VB Fado** were designed and built by Piriou in Vietnam as omni-stern tugs (OST) to be operated by Boluda France in the port of Dili and the new container terminal in Tibar Bay, operated by Bollore Group. With an

overall length of 30.3 m, a beam of 10.4 m, hull depth of 4.45 m and draught of 5 m, these tugboats were built to OST 30 design, with two azimuth thrusters on the stern driven by two medium-speed, turbocharged, four-stroke diesel engines that are freshwater cooled with box cooler refrigerants. VB Likurai has 2,850 kW of power and a bollard pull of 46 tonnes, while VB Fado has 3,800 kW of power and a bollard pull of 62 tonnes. Both have a full speed of 12 knots and accommodation for six crew members. "These tugs are highly manoeuvrable and meet the latest safety and performance requirements" Boluda France general manager Denis Monserand says adding these tugs is part of Boluda Towage's fleet expansion worldwide: "These two new tugs are destined for our first base in Asia, in East Timor, which is the fruit of a partnership with the Bollore group." Boluda Towage won the ITS Tug Owner of the Year 2022 award, partly due to its continuous investment in tug newbuildings and the opening of new towage operations, such as in East Timor. Construction of **VB Likurai** and **VB Fado** was the first time Piriou had delivered units to Boluda France for a place of operation other than mainland France or its overseas territories. These tugs are highly manoeuvrable and meet the latest safety and performance requirements of Boluda France, with solutions adapted to their operational imperatives. Piriou equipped these tugs with additional components as requested by Boluda France, such as a bow thruster for extra manoeuvrability, a double-drum winch on the fore deck and a towing hook. **VB Fado** also has a towing winch on the aft deck, a FiFi1 fire-fighting system for emergency response and an open bulwark with a stern roller. Every five years, these tugs will be maintained with an antifouling and ICAF system. Accommodation is in accordance with ILO 2006 requirements and special attention was paid to noise reduction. Both tugs have capacity to store 84 m3 of fuel and 10 m3 of fresh water. Their bridges have a single-command control station and the high visibility over the entire working area and its surroundings enables the captain to manoeuvre these tugs alone. Boluda France operates a fleet of 75 tugs and 30 support vessels in 15 ports and terminals in France, Africa, the Indian Ocean and now in Asia. ***VB Fado*** *particulars:* Owner: Boluda France; Country of operations: East Timor; Operations: ship escort; Builder: Piriou, Vietnam; Designer: Piriou; Design: OST 30; Class: Bureau Veritas; Length, oa: 30.3 m; Beam, moulded: 10.4 m; Depth: 4.45 m; Draught: 5 m; Bollard pull: 62 tonnes; Speed: 12 knots; Main engines: 2 x 1,902 kW; Accommodation: 6; Fuel oil: 84 m3; Fresh water: 10 m3. *(Source: Riviera by Martyn Wingrove)*

PSA MARINE LAUNCHES REAL-TIME SHIP SUPPLY ALERT SERVICE

PSA Marine (Pte) Ltd unveiled OHS-Sapphire, a first-of-its-kind digital solution that provides shipmasters with real-time alerts of delivery information when their vessels are alongside Singapore terminals. OHS-Sapphire is now available on PSA Marine's Onehandshake platform, shipmasters can receive timely updates and gain greater visibility over the delivery of vessel supplies, which include spare parts and food provisions. Resources are utilised more efficiently by eliminating the uncertainty of deliveries. Ship crew can now plan their time and organise their activities effectively.

Onehandshake is an integrated digital platform that supports connectivity and transparency across maritime stakeholders. Other real-time information such as pilotage services to vessels that call on the port of Singapore are also made available through Onehandshake. "OHS-Sapphire helps our users to optimise resources and improve the welfare of ships' crew," said Mr Jimmy Koh, Head of Digital Transformation and Chief Pilot of PSA Marine. "As a new feature on Onehandshake, it is also a step towards sustainability. With better planning, truck drivers can reduce idling time and ship crew can take delivery of goods in a timelier manner." Singapore is the world's top transhipment port with more than 1,000 container vessels berthing and 3,000 vessels anchored in Singapore waters every month. By end 2022, this digital solution will be extended to include supplies to vessels at Singapore's anchorages. "We are happy to partner PSA Marine on OHS-Sapphire that will play a significant role in helping us monitor our supply flows more efficiently." said Mr Dannis Lee, Managing Director of Yang Ming (Singapore) Pte Ltd. "Real-time updates on the delivery of ship supplies is a game changer for us," said Capt. Yasuhiro Taguchi, General Manager of NYK Group South Asia Pte Ltd. "For the longest time, we have been dealing with uncertainty and it was not optimal from a resource planning perspective." *(Source: Seatrade Maritime News by Michele Labrut)*

STRAZAK-28 AT THE SZCZECIN AND ŚWINOUJŚCIE SEAPORTS AUTHORITY

On Friday, November 18, the **Strazak-28** delivery and acceptance protocol was signed in Szczecin . This is a new firefighting vessel built at the Remontowa Shipbuilding SA shipyard in Gdańsk for the Szczecin and Świnoujście Seaports Authority SA. **Strazak-28** left the Remontowa Shipbuilding SA shipyard in Gdańsk on Sunday, November 13. It arrived at the port of Świnoujście the next day in the evening. There, the process of handing over the vessel began with the acceptance of all rooms, equipment and functions of the vessel. On Friday, November 18,

the delivery and acceptance protocol was signed, which means that the ship formally belongs to the Szczecin and Świnoujście Seaports Authority SA. The symbolic baptism and raising of the flag is scheduled for December 6. **Strazak-28** has been adapted, among others, to fight fires on LNG carriers and will oversee fire safety in the waters of Szczecin, Police and Świnoujście seaports. It measures 29.2 m in length and 10.47 m in width. Its design draft is 3.45 m. It will develop max. speed up to 12 knots. The purchase of the ship by ZMPSiŚ SA is co-financed by the European Union from the Cohesion Fund under the Operational Program Infrastructure and Environment. The value of the project is approx. PLN 40.6 million. Co-financing from the European Union approx. PLN 34.5 million. The **Strazak-28** will be the third one in the ZMPSiŚ SA fleet. Currently, the Firefighter-24 is moored in Szczecin , and the **Strazak-26** in Świnoujście. *(Source: PortalMorski)*

VESSEL PROFILES: RAMPARTS TUGS BOOST CHINESE HARBOUR TOWAGE

Two multipurpose tugs in Rizhao Port have Niigata main engines and Kongsberg Z-drives. Rizhao Port, on the coast of the Yellow Sea, started operating two new azimuth stern drive (ASD) tugs in Q1 2022, built by Rizhao Kingda Shipbuilding Heavy Industry Co, in Shandong, China to a Robert Allan Ltd (RAL) design. **Ri Gang Tuo 1** and **Ri Gang Tuo 2** were built to a RAmparts 3400 design, which was adapted for the owner's requirements of tugs with a shallow draught, able to assist ships with low freeboards, and China Classification Society requirements and notations. These new tugs are operating in Rizhao Port, China, after being delivered to the owner in February and March this year. An official naming ceremony was held at the owner's fleet base in April. Rizhao Port has 46 deepwater berths in two main areas, Lanzhao and Shijiu, for container ships, tankers and dry bulk carriers. **Ri Gang Tuo 1** and **Ri Gang Tuo 2** have total power of 3,676 kW, which comes from two IHI Power Systems and Niigata 6L28HX main

diesel engines driving two Kongsberg Z-drives, of US205S P20 type with fixed-pitch propellers. Each 495-gt tugboat has an overall length of 34.3 m, a moulded beam of 11.2 m, a hull depth of 5.2 m and navigational draught of around 4.6 m. During sea trials, these tugs achieved bollard pull astern of 64.3 tonnes and free running speeds of 14 knots. They can carry up to 105 m3 of fuel oil, 43 m3 of potable water, another 43 m3 of ballast and 12 m3 of fire-fighting foam. These multipurpose tugs are outfitted with a variety of deck machinery, including a hawser winch from Masada Ironworks Co and two windlasses. They have accommodation outfitted for a crew of 10, with the master's cabin, mess and galley arranged in the deckhouse and all other crew cabins located on the lower accommodation deck. The wheelhouse is designed with a single split-type control station for all-round visibility, including to the bow, aft deck and to the sides. Ship-handling fenders at the bow consist of an upper row of cylindrical fenders and a lower course of W-shaped fenders. Sheer fendering consists of D-type rubbers and a smaller cylindrical fender at the stern. ***Ri Gang Tuo 1*** *and* ***Ri Gang Tuo 2*** *particulars:* Owner: Rizhao Port; Country of operations: China; Builder: Rizhao Kingda Shipbuilding Heavy Industry Co; Designer: Robert Allan Ltd; Design: RAmparts 3400; Class: China Classification; Length, oa: 34.3 m; Beam, moulded: 11.2 m; Depth: 5.2 m; Draught: 4.6 m; Gross tonnage: 495 gt; Bollard pull: 64.3 tonnes; Speed: 14 knots; Main engines: 2 x Niigata 6L28HX, 1,838 kW; Propulsion: 2 x Kongsberg US205S P20, FP Z-drives; Accommodation: 10. *(Source: Riviera by Martyn Wingrove)*

DUTCH MINISTRY OF DEFENCE ORDERS NEW NAVY TUGBOATS

The Dutch Ministry of Defence is replacing the small tugboats of the Schelde class. The three new boats for the Royal Netherlands Navy are to be built by Stormer and will be fully electric. *Line Handling WorkBoats.* The so-called Line Handling WorkBoats (LHWBs) are mainly for towing small objects in the port of Den Helder, such as pontoons, fenders and sailboats. The electric boats are charged via shore power. In this way, the Dutch Ministry of Defence is concretely implementing the energy objective of being less dependent on fossil fuels by 2050. The four Schelde class tugboats have been in operation since 1987. *(Source: SWZ/Maritime by Mariska Buitendijk)*

ABEILLE HORIZON DEPARTING ROTTERDAM FOR HER HOME PORT

Seen today the departing **Abeille Horizon** (Imo 9178410) ex **Tug Master One** ex **Union Lynx**, recently renamed in Rotterdam and brought under the French flag, this morning on the Nieuwe Waterweg to sea with destination Le Havre, her new home port. Build in 1999 by Kvaerner Leirvik A/S - Leirvik i Sogn - Leirvik type KMar 404 as the **Leo Bay**. Delivered to A/S Dampskibsselskabet and managed to Gulf Offshore North Sea Ltd. – Aberdeen; Scotland renamed **Torm Heron**. In 2004 delivered to Tidewater Marine LLC – New Orleans and renamed Howard Hogue. In 2005 sold to

Deep Sea Supply Shipowning A/S and maned by Bergshav Management A/S. – Grimstad; Norway and renamed **Sea Lynx**. In 2016 sold to Boskalis Offshore Marine Services BV. – Papendrecht; Netherlands and renamed **Union Lynx**. She has a length of 73.90 mtrs a beam of 16.40 mtrs and a depth of 8.00 mtrs. She has a total engine output of 11,038 kW (15,008 bhp) and performed a bollard pull of 177 tons. She is classed Det Norske Veritas. *(Photo: Reinier van de Wetering)*

LARGE VESSELS REQUIRE EXTRA TUG IN PORT OF ROTTERDAM

Large vessels are required to have extra tug assistance due to tunnel construction work in the Scheur, the Port of Rotterdam Authority said. From November 12, seagoing vessels exceeding 140 meters long have requires a tugboat on the Scheur between Maassluis and Rozenburg during a three-hour window of strong tides. The harbor master of the Port of Rotterdam Authority took this measure to ensure safe passage while the crane vessel Neptune has been positioned in the middle of the Scheur due to the construction of the Maasdelta tunnel. As a result, the passageway is narrow. Moreover, the excavation of the tunnel trench created a nuisance transverse current. The measure is expected to last until the end of the month. Ship traffic between kilometer posts 1015 and 1018 – involving several dozen sea-going vessels and a few hundred inland vessels every day – have

been asked to take extra care, moderate speed and follow instructions from the Port of Rotterdam Authority's traffic controllers. "We are now entering the most exciting phase of the construction of the Maasdelta," said Pieter Nordbeck (Port Authority). "All shipping must be regulated to allow safe and smooth passage of the Neptune, which has been firmly fixed to the riverbed by means of legs." The Rotterdam Traffic Center in Botlek, which regulates vessel traffic, will maintain consultation with the Neptune's captain, traffic controllers and those on board. The contractor has an escort vessel on standby to warn shipping and a tugboat in case any assistance is required. "The jack-up has four different center positions. This creates a short passing route and a long passing route. Inland vessels could still pass along the short passing route," Nordbeck said. "For sea-going vessels, this was not possible. So when the jack-up is positioned in the south of the middle, shipping is only allowed to pass on the north side. During that time, meetings will be prohibited for sea-going vessels while overtaking will be prohibited for all shipping. Overtaking means passing another vessel.'" This operation involves laying tiles weighing 100,000 kilos each. They serve as temporary foundations for the tunnel sections of the Maasdelta tunnel. Once the tiles are in place, a diver will conduct an inspection. From the moment the diver submerges, which will last somewhere between 15 and 20 minutes, the Scheur will be fully closed for shipping. The Scheur will be fully closed for shipping on two separate days in March and April next year. The two tunnel sections will be immersed in two whole days. The first tunnel section will be immersed between 10 a.m. on March 31 and 10 a.m. on April 1. The second tunnel section will be put into place between 10 a.m. on April 15 and 10 a.m. on April 16. The tunnel is expected to be completed by 2024. *(Source: MarineLink)*

PUTIN TOUTS RUSSIA'S 'ARCTIC POWER' WITH LAUNCH OF NUCLEAR ICEBREAKERS

President Vladimir Putin on Tuesday touted Russia's Arctic power at a flag-raising ceremony and dock launch for two nuclear-powered icebreakers that will ensure year-round navigation in the Western Arctic. Presiding via video link from the Kremlin at the launch ceremony in the former imperial capital of St Petersburg in northern Russia, Putin said such icebreakers were of strategic importance for the country. "Both icebreakers were laid down as part of a large serial project and are part of our large-scale, systematic work to re-equip and replenish the domestic icebreaker fleet, to strengthen Russia's status as a great Arctic power," Putin said. The Arctic is taking on greater strategic significance due to climate change, as a shrinking ice cap opens up new sea lanes. Vast oil and gas resources lie in Russia's Arctic regions, including a liquefied natural gas plant on the Yamal Peninsula. Putin smiled as the **Yakutia** nuclear icebreaker was launched into the water in the docks and stood as the Russian national anthem graced the raising of the Russian flag on the **Ural** icebreaker which will begin work in December. The 173.3-meter (569 feet) **Yakutia**, with a displacement of up to 33,540 tonnes, can smash through ice of up to three meters. It will enter service in 2024. Two other icebreakers in the same series, the **Arktika** and

the **Sibir**, are already in service, and another, the **Chukotka**, is scheduled for 2026. Putin said a super-powerful nuclear 209-meter icebreaker known as "Rossiya," with a displacement of up to 71,380 tonnes, would be completed by 2027. It will be able to break through ice four meters thick. "They are needed for the study and development of the Arctic, to ensure safe, sustainable navigation in this region, to increase traffic along the Northern Sea Route," Putin said. "The development of this most important transport corridor will allow Russia to more fully unlock its export potential and establish efficient logistics routes, including to Southeast Asia." Putin, who came to power in 1999 promising to end the chaos triggered by the collapse of the Soviet Union, has quietly strengthened Russia's presence in the Arctic, where Russia has more than 24,000 km (15,000 miles) of coastline stretching from the Barents Sea to the Sea of Okhotsk. Since 2005, Russia has reopened tens of Arctic Soviet-era military bases, modernized its navy, and developed new hypersonic missiles designed to evade U.S. sensors and defenses. Arctic experts say it would take the West at least 10 years to catch up with Russia's military in the region, if it chose to do so. *(Source: gCaptain; Reporting Reuters; editing by Guy Faulconbridge and Mark Trevelyan (c) Copyright Thomson Reuters 2022.)*

ACCIDENTS – SALVAGE NEWS

NTSB REPORTS ON COSTLY TOWING VESSEL GROUNDING

An electrical generator set (genset) failure and subsequent loss of steering led to the grounding of a towing vessel near Greenville, Mississippi, the National Transportation Safety Board says. The incident occurred when the towing vessel **Marquette Warrior** was pushing 35 loaded dry cargo barges down the Lower Mississippi River on Nov. 21, 2021, when several barges grounded on the riverbank. Four barges were damaged, including a hopper barge with bean cargo that partially sank. None of the nine people on board the **Marquette Warrior** were injured. Like so many other grounding incidents,

this one proved expensive. It resulted in $1.24 million in damages to the vessel, barges and cargo. “Following the grounding, the **Marquette Warrior**, aided by several nearby Good Samaritan vessels, corralled the scattered barges and rebuilt the tow. Four of the barges sustained damage, mostly to their rake bottoms and side shell plating, with the steel plating being dented or inset,” says the NTSB report. “One barge partially sank and was later salvaged; its bean cargo was contaminated with water and was declared a loss. The total damage to the barges was estimated to be $215,000, and the lost cargo was estimated to be worth $1,020,000. The **Marquette Warrior** also sustained an estimated $7,500 in damage as a result of the casualty.” As the vessel was transiting, the engineer saw flickering lights and a ground fault indication on the main switchboard. The engineer contacted the pilot in the wheelhouse to request that the pilot stop the vessel so he could troubleshoot what he suspected was a problem with the electrical system. The pilot was not able to stop the vessel due to the size of the tow and its location. The engineer identified an issue with the online port electrical genset. At the same time, the pilot noticed that he had lost steering control. Hearing that the vessel had lost steering, the engineer decided to switch online gensets, which necessitated a temporary loss of the towboat’s electrical power. Although the engineer resolved the electrical issue by switching gensets and restored steering relatively quickly, the loss of steering in the swift current and limited manoeuvrability of the large tow prevented the pilot from avoiding grounding. Electricians’ analysis of the genset’s alternator following the grounding indicated that the most likely cause of the failure was rubbing or chaffing of the sensing wiring harness, which led to arcing between terminal block posts, heat build-up, insulation failure and eventual winding ring terminal connection failure. NTSB investigators determined it is likely the chaffing of the wiring harness took place over the 72 hours the genset ran between a November 7 maintenance inspection and the grounding on November 21. The NTSB determined the probable cause of the grounding was a loss of steering, likely due to a wiring harness within an electrical generator that was improperly positioned during a maintenance inspection, resulting in the harness contacting the terminal posts, eventually causing the loss of 3-phase electrical power to the steering pump motors. “Proper operation and maintenance of electrical equipment is required to avoid damage to vessel critical systems and prevent potentially serious crew injuries, particularly for electrical systems with high and medium voltage and equipment with uninsulated and exposed components,” the report said. “Electrical equipment should be installed, serviced, and maintained by qualified personnel familiar with the construction and operation of the equipment and the hazards involved.” As always, there’s much more in the complete NTSB report

THE SHIP THAT CLOSED THE BOSPHORUS TO SHIP TRAFFIC WAS WITHDRAWN, THE BOSPHORUS WAS OPENED TO TRAFFIC

Maritime traffic, which was suspended for a while due to a ship malfunctioning in the Bosphorus, returned to normal. The ship **'Kappa'**, sailing from Istanbul Ambarlı to Russia, had a machine failure in front of Kandilli. Rescue tugs belonging to the General Directorate of Coastal Safety were sent to the region for the 147-meter-long ship, while maritime traffic in the Bosphorus was temporarily suspended. In the statement made by the General Directorate of Coastal Safety,

"Kurtarma-5 and Kurtarma-7 tugboats, KEGM-5 fast rescue boat and the pilot for the 147-meter-long container ship 'Kappa', which had a machine failure in front of Kandilli while cruising from Ambarlı to Novorossiysk, was directed to the scene of the crime." it was said. After the ship towed to Ahırkapı, the Bosphorus was opened to maritime traffic in both directions. *(Source: Deniz Haber)*

EXPLOSION INJURES TWO ONBOARD OFFSHORE SUPPORT VESSEL IN FRANCE

Two crewmembers have been injured in an explosion on the Greek-flagged offshore support vessel Athena in Le Havre, France. Local media report two people have been hospitalised after suffering arm burns as a result of an air compressor explosion during a scheduled test. The incident occurred on Thursday around 21.30 hrs local time, while the vessel with 50 crew on board was moored at the port. The explosion was not followed by a fire onboard, and the remaining crew were evacuated and reported safe. The ship was transporting equipment for the construction of an offshore wind farm. Equasis and VesselsValue data the vessel as owned by Asso. The Greece-based company bought the 2013-built dive support vessel, formerly known as the SBM Installer, for $35m earlier this year and converted it into a trenching support vessel. According to vessel tracker MarineTraffic, the Keppel Singmarine-built OSV is still moored in Le Havre. *(Source: Splash24/7)*

TWO FISHERMEN NARROWLY ESCAPE SINKING VESSEL IN PAMLICO SOUND

On Thursday, the U.S. Coast Guard rescued two fishermen from a sinking vessel off the coast of North Carolina, pulling them to safety at the same moment that the stern slipped below the surface. Coast Guard Sector North Carolina received a distress call at about 0200 from the crew of the fishing

vessel **Heathers Breeze**, who reported that they were taking on water. The boat was located about

five miles off Engelhard, North Carolina, in the Pamlico Sound. A Coast Guard Station Hatteras Inlet motor lifeboat responded to the scene, and the crew passed over an emergency pump to help out with dewatering. The crew of the distressed vessel couldn't operate the pump, so a coastguardsman from the motor life boat transferred over to show them how to prime it. The servicemember then transferred back over to the motor lifeboat. About ten minutes later, the vessel began sinking by the stern, and the two mariners abandoned ship as water washed over the side. Using a throw line for assistance, the survivors swam out of the way of the sinking boat's rigging and were recovered from the water. They were taken safely to Station Hatteras Inlet, and no injuries were reported. "The maritime environment is often unpredictable and preparedness is crucial," said Stephen Sawyer, Sector North Carolina's command duty officer. "We recommend commercial fishing vessels contact their local Coast Guard commercial fishing safety examiner for a comprehensive safety exam, have a reliable means of communication, and always wear a life jacket." *(Source: Marex)*

FIRES ABOARD TANKER SHIP DOCKED AT ANCHORAGE PORT CONTAINED AFTER 'LARGE BACKFIRE BOOM'

A mechanical malfunction aboard a 600-foot tanker ship docked at the Port of Alaska caused two fires Friday evening and Saturday morning, authorities said. Both fires were quickly contained by the ship's crew, officials said. No injuries or damage to the port were reported. The ship was the Hong Kong-flagged **Atlantic Lily**, the U.S. Coast Guard said Saturday. Anchorage Fire Department dispatchers responded Friday evening just before 10 p.m. to reports of a "a very, very large backfire boom that everybody heard" at the port, Anchorage Fire Department Assistant Chief Alex Boyd said Saturday. The boom was a result of an ignition of fuel vapor within one of the ship's boiler stacks, Boyd said. The smoke ignited unburned fuel in the stack, causing visible flames to shoot out the stack. By the time fire department crews had arrived, the ship's crew had contained the fire, Boyd said. "At approximately 10 p.m., thick, black smoke was seen billowing from the exhaust stack of the 600-foot

foreign-flagged tank vessel, following by a loud boom and flames," said a written statement from the U.S. Coast Guard. The vessel was in the process of delivering some 300,000 barrels of jet fuel for use at Ted Stevens Anchorage International Airport, according to a statement issued by the city. "The boiler will not be restarted until after fuel off-loading is complete, probably early Sunday," the statement said. "Atlantic Lily officials hope to complete repairs and testing and to get U.S. Coast Guard approval to depart late Sunday morning or early afternoon." The Port of Alaska, AFD and the U.S. Coast Guard created a unified command and stood by as the crews of the vessel worked to extinguish the fire and manage the incident, Boyd said. Coast Guard officials "are onboard Atlantic Lily and monitoring the situation. Fuel off-loading resumed and technicians are making repairs," the city said. According to the Coast Guard, "It was determined that an issue with the vessel's auxiliary boiler caused an improper fuel-to-air mixture, igniting a build-up of soot in the exhaust stack which resulted in a loud boom and flames." Because the ship was under the jurisdiction of a foreign nation, Anchorage crews were not permitted to board the ship but stood by in case assistance was needed, Boyd said. The department had received reports throughout the evening about an acrid, burning smell in downtown Anchorage that Boyd said was later determined to likely have been connected to the ship's mechanical issues. On Saturday morning, while the ship's crews were offloading fuel from the vessel into tanks at the Port, "the unburned fuel within the stack again ignited," causing a similar small fire, Boyd said. AFD and the U.S. Coast Guard again stood by while the ship's crew put out the fire, Boyd said. *(Source: Anchorage Daily)*

NORWEGIAN CRUISE SHIP DAMAGED IN SEVERE STORM

The 218 meter long cruise ship Balmoral, belonging to Norwegian Fred Olsen Cruise Lines, was thoroughly shaken when it was on its way from Molde to Southampton earlier this week - the last leg of a 14-day long cruise to the Norwegian fjords. During a storm in the North Sea, the cruise ship was hit by waves with a height of between 9 and 14 meters, which caused damage in several cabins. A number of passengers suffered bruises and minor broken bones, while a single passenger was so seriously injured that he was taken to hospital after arriving at Dover, where

the Balmoral made an unscheduled berth. From Dover, the other passengers were taken on buses to the planned final destination Southampton, while the passengers for the next cruise were taken on buses from Southampton to Dover. This happened to make up for the delay that occurred as a result of the rough weather in the North Sea. Several passengers have expressed to the media their astonishment that the Balmoral sailed out in the rough weather, even though the storm had been announced in advance. However, the passengers also praise the ship's crew for handling the situation with calmness and professionalism. *(Source: Maritime Danmark)*

AAL AND UNITED SALVAGE WIN TOP AWARD FOR TASMANIA TUG SALVAGE OPERATION AT 2022 AUSTRALIAN SHIPPING & MARITIME INDUSTRY AWARDS

AAL Shipping (AAL) has been named joint winner in the DCN Australian Shipping and Maritime Industry awards 2022, together with partner United Salvage, for their collaboration on the complex retrieval of two sunken tugs from the Mersey River in Devonport, Tasmania. The Bulk & Specialised Shipping trophy was given in recognition of the pair's combined efforts in recovering the tugs, weighing 420 tonnes and 455 tonnes respectively, which had been sunk by a cement carrier at the start of the year. AAL's 31,000DWT 700-tonne heavy lift vessel, the **AAL Melbourne**, was enlisted for the lifting operation and onward shipment of the tugs to Brisbane after previous salvage attempts were unsuccessful. Following months of careful planning and modelling, and collaboration with key stakeholders including United Salvage, TasPorts, and cargo insurers, the recovery was completed in August. Guests at the Awards, held in Melbourne last week, heard that in January 2022 two tugs in the port of Devonport were sunk after being hit by a cement carrier, creating a major environmental and pollution hazard, as well as blocking normal port operations and vessel movement. AAL Shipping's heavy lift vessel the **AAL Melbourne** – and United Salvage as the salvage and environmental support specialist – worked in tandem with various stakeholders including TasPorts to complete an intensive oil spill recovery followed by a complex salvage operation of the two sunken tugs. "This win recognises the impressive and determined combined efforts of AAL and United Salvage in completing one of the Australia's most complex salvage operations," said Frank Mueller, General Manager, AAL Australia. "United Salvage originally planned to use a floating crane and barge to recover these tugs, however, once we demonstrated that our A-Class vessel could not only recover the tugs but also transport them back up the East Coast for delivery to Brisbane, it was clear that AAL would be the perfect partner." The award was accepted by Drew Shannon, Managing Director, United Salvage, and panel judge Melwyn Noronha, Chief Executive Officer of Shipping Australia, during the awards ceremony in Melbourne, Australia. The Bulk & Specialised Shipping award is open to all sectors involved in the process chain that handle bulk, breakbulk and project heavy lift cargoes. *(Source: AAL - Hellenic Shipping News)*

TUG BOAT SINKS IN MAHAKAM BARONG TONGKOK WATERS, 2 CREWS STILL TRAPPED INSIDE THE SHIP

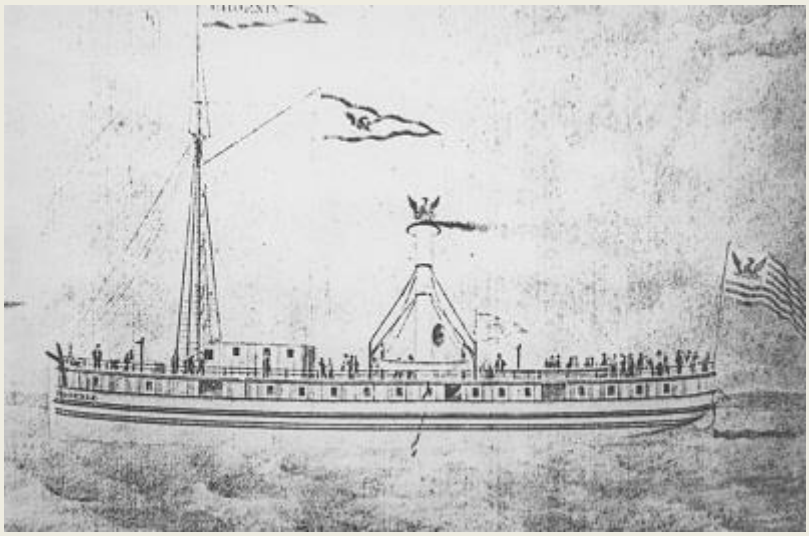
A tug boat sank in the waters of the Mahakam River in the JT area. PT Kruing Kampung Karang Rejo, Barong Tongkok District, West Kutai Regency (Kubar) , East Kalimantan Province on Sunday, (20/11/2022). The Tug Boat **Bahar 79** type ship is captained by Br. Fredy along with 6 crew members (ABK), including Joshua, Ever, Syam Balansoa, Samuel, Renaldi, Noldi and 2 mechanic guides. Samuel, one of the surviving crew members, told how the incident started at night, around 21:22 WITA. At that time he realized that the ship was tilting to the right aft and immediately he took the submersible pump assisted by Ever and Renaldi who also felt something was wrong with the ship. After 15 minutes of draining the water, the ship tilted even more indicating that there was a fairly large leak. Samuel immediately told Joshua to start the ship's engine. *(Source: Borneo Flash)*

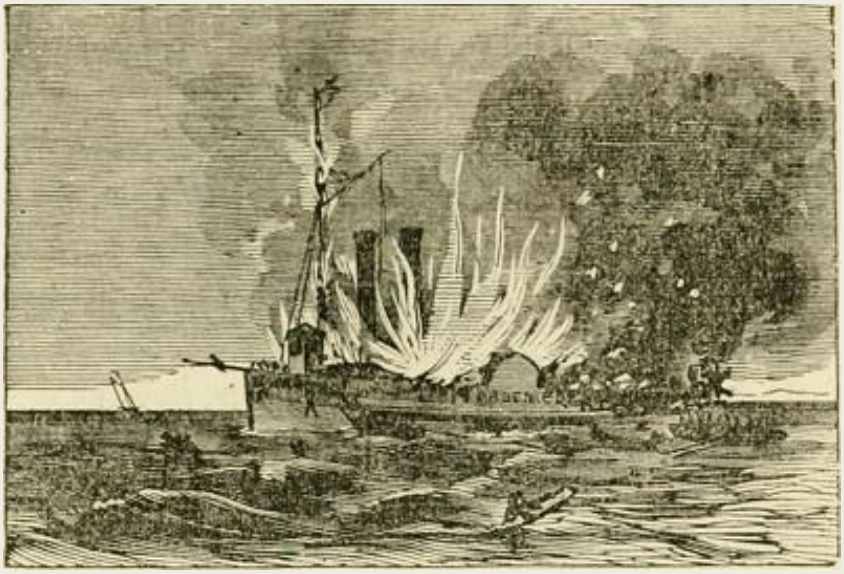
REMEMBER TODAY

S.S. PHOENIX – 21 NOVEMBER 1847 – 175 YEARS AGO

The **Phoenix** was a steamship that burned on Lake Michigan on 21 November 1847, with the loss of at least 190 but perhaps as many as 250 lives. The loss of life made this disaster, in terms of loss of life from the sinking of a single vessel, the fourth-worst tragedy in the history of the Great Lakes. *Characteristics* The **Phoenix** was built in 1845 in Cleveland, Ohio or Buffalo, New York. It was built with the then-new technology of twin screw propellers instead of side-mounted paddlewheels. The ship was 140 feet (43 m) long, with a beam of 22 feet (6.7 m), a depth of 10 feet (3.0 m) and a displacement of 302 tons. *Career* The **Phoenix** spent its career making trips between Buffalo and Chicago. The ship was owned by Pease and Allen of Cleveland. *Final voyage* The **Phoenix** departed Buffalo on 11 November 1847, for its last trip of the year. It was carrying around 275 passengers,

mostly Dutch immigrants, and a crew of 25 commanded by Captain G. B. Sweet. The ship also carried a cargo of molasses, coffee, sugar, and hardware. While on Lake Erie Captain Sweet fell and injured his knee badly enough that he was forced to stay in bed for the rest of the journey. The first mate, H. Watts, took command. The **Phoenix** reached Manitowoc, Wisconsin just before midnight on 20 November. The ship took on cordwood for fuel and unloaded cargo while waiting for the weather to improve. The **Phoenix** departed Manitowoc at 1 am on 21 November. About two hours out of Manitowoc, the fireman tending the **Phoenix's** boilers noticed that the pumps were not working properly. He reported this to the ship's second engineer, but was ignored; he later reported that the water in the boilers was dangerously low, but was again ignored. At 4 am, clouds of smoke started billowing from the ship's engine room. The ship's passengers were alerted, and the first mate organized the crew and passengers into a bucket brigade in an attempt to fight the fire. The fire soon grew out of control. First Mate Watts ordered the ship turned towards shore, but the fire overwhelmed the engine room and the ship drifted to a halt about five miles from shore and nine miles from Sheboygan. The **Phoenix** carried only two lifeboats, with a capacity of 20 people each. These were quickly launched: the first with Captain Sweet and 20 others, the second carrying 19. By the time the lifeboats reached the shore, those aboard were exhausted from rowing, and unable to return to try and rescue more people. Meanwhile, the **Phoenix** was being consumed by flames. The crew and passengers tore apart the cabin and threw the pieces overboard to use as floats. The water was freezing cold; most of those who managed to find wreckage to cling to succumbed to hypothermia. Those who remained on the ship tried to climb upward to rigging, but the rigging burned and collapsed, sending those on it into the fire below. In the nearby town of Sheboygan, a justice of the peace named Judge Morris woke and spotted the flames on the lake. He ran down to the harbor and woke the crew of the steamer **Delaware**, who began building up the steam needed to take their ship out to assist. At around the same time the captain of the schooner **Liberty** saw the flames, and he and his crew manned the ship's lifeboat and rowed for the **Phoenix**. By the time the **Delaware** arrived at around 7 am, the **Phoenix** had burned to the waterline. The **Delaware** found only three survivors: the ship's clerk and a passenger clinging to the rudder chains, and an engineer clinging to a door. The boat from the **Liberty** arrived soon after, followed by one of the **Phoenix's** lifeboats. The **Delaware**





retrieved five bodies from the water, then took the hull of the **Phoenix** and the **Liberty's** lifeboat in tow. The **Delaware** towed the wreck to Sheboygan, where it was beached by the city's north pier. *Aftermath* The exact death toll from the **Phoenix** is not known. The owners of the ship claimed that no more than 190 died, but the ship's clerk estimated that the number of lives lost was at least 250. 43 people were saved; 40 in the lifeboats and three rescued by the **Delaware**. The engine, boiler, and cargo were later salvaged from the hulk of the **Phoenix**. The **Delaware** would later come across the scene of another Great Lakes disaster. On 17 June 1850 when the G. P. Griffith burned with a loss of at least 241 of the roughly 300 people aboard, the **Delaware** arrived on the scene. Too late to rescue survivors, the **Delaware** could do no more than tow the burning wreck to shore, just as it did with the **Phoenix**. The **Delaware** itself sank on 3 November 1855 with the loss of 11 lives. *(Source: Wikipedia)*

OFFSHORE NEWS

NORMAND MAXIMUS – "A FANTASTIC WORK PLATFORM"

For the first time in six years, **Normand Maximus** is at quay awaiting new assignments coming up soon. We have had a chat with the captain himself, Geir Ove Olsen, on his experience being onboard the vessel since the very beginning. *Advanced subsea construction vessel delivered in 2016.* **Normand Maximus** is an advanced subsea construction vessel of Vard 3 19 design that was delivered from Vard Brattvaag to Solstad Offshore in October 2016. The vessel is the largest offshore vessel ever delivered from a VARD shipyard. Since the delivery, the Multi Purpose Offshore Vessel has gone from assignment to assignment within pipe-laying and demanding construction assignments in ultra-deepwater environments. Captain Geir Ove Olsen has nothing but praise for his workplace. - This is an extremely operationally reliable vessel that has worked perfectly since day one. I have seen and been on board several different vessels, but I have never seen anything that can compare with this vessel. It`s simply great craftsmanship, says Geir Ove. The vessel is 180 meters long and 33 meters wide. It was delivered with a POB of 180 and 20 Pullman berths have subsequently been inserted, which gives the vessel the opportunity to accommodate as many as 200 persons on board if necessary.

- It is a large vessel with particularly good solutions that even with so many people on board, the vessel is perceived as spacious, says Geir Ove. *Normand Maximus has made history* In 2017, the vessel set a world record when loading 158 km of umbilical cable in Moss Norway, which was transported and installed in one go in Egypt. - It is the longest umbilical cable that has ever been laid in one go. In 2019, we loaded 178 km and thus beat our own record. This says something about the vessel`s capacity, says Geir Ove. **Normand Maximus** is equipped with a 900-tonne active heave compensated offshore crane and a 550-ton top tension vertical lay-system, enabling the installation of large diameter flexible pipes. Even though the boat is at quay, several assignments await in the time ahead. - There will be several heavy, large construction jobs and a lot of flexi pipes, which is what we are equipped for. There are very few boats that can take on some of these missions that we are equipped for, concludes Geir Ove. *(Source: Vard)*

SHEDIAC BAY – DURABLE COAST GUARD RESCUE BOAT FOR CANADA'S ATLANTIC WATERS

The Canadian Coast Guard has formally welcomed a new locally-built search and rescue (SAR) boat into service for operation in the waters of the Atlantic Ocean just off New Brunswick. **CCGS Shediac Bay** was acquired by the Canadian government in May 2022 as the twelfth of 20 new SAR boats named after geographical bays across Canada, hence their alternate designation of Bay-class. In the case of the new boat, it is named after a portion of the waters of the Northumberland Strait just off New Brunswick. The aluminium-hulled SAR boat was built by Hike Metal Products of Ontario to a design by naval architecture firm Robert Allan Ltd. The design is a development of the Severn-class lifeboats operated by the UK's Royal National Lifeboat Institution (RNLI). Improvements include a larger size, greater range, and specific design elements for dealing with extreme weather conditions encountered year-round in the waters off Newfoundland and Nova Scotia. The boat therefore has self-righting ability and is durable enough to withstand 12-metre seas and Beaufort Force 12 conditions. **Shediac Bay** has a length of 19 metres, a beam of 6.3 metres, a draught of 1.7 metres, a gross tonnage of 75, and a crew complement of four. Two MTU 10V2000 M94 diesel engines that each produce 1,200 kW drive fixed-pitch propellers to deliver a maximum speed of 25 knots. Significant noise and vibration reduction measures have been implemented throughout, including resilient mounts for the engines, gearboxes, exhaust silencer systems, ventilation intake air silencers, sound dampening deck treatments, and insulation measures. At a cruising speed of 15 knots, the boat can sail 250 nautical miles. However, as part of its standard operating profile, it will be limited to 100 nautical miles from shore. The boat is also configured to maintain a maximum 30-minute state-of-readiness, which means it will be ready to respond as soon as an alert is received. The hull's central skeg and the aft propeller tunnels develop into flared, knuckled bow sections with double spray chines forward. The vessel is also fitted with an elevated stern deck for towing operations, reduced freeboard amidships for recovering survivors from the water, and generous amounts of sheer and camber forward. The large

well-appointed enclosed bridge amidships provides maximum visibility and protection for the crew. A survivor space is located forward below decks, and the machinery space is aft. A bow thruster is fitted forward for enhanced manoeuvrability. Seating is provided for an additional two people such as medical personnel, two survivors on stretchers, and up to 12 seated survivors. In support of the vessel's secondary missions including maintenance of aids to navigation, environmental response, maritime security, and fisheries management, it will occasionally be used to transport up to 16 personnel in addition to the crew. The electronics suite includes two Furuno radars and a Teledyne FLIR rotating thermal camera. A small aft crane is meanwhile used for the launch and recovery of a small inflatable boat. Like its Bay-class sisters, **Shediac Bay** is designed to meet or exceed all requirements of Lloyd's Register's Special Service Craft rules. *(Source: Baird)*

STRENGTH SUPPORT FOR THE ENERGY QUEST IN THE BLUE HOMELAND

Turkey, which has one of the largest energy fleets in the world with its drilling vessels and seismic research vessels, is adding a new vessel to its structure. The ship "Strength", named after the Turkish Resistance Organization, is joining the National Energy Fleet. Turkey, which is trying to put the Black Sea gas into service and continues to search for gas and oil in the Mediterranean, continues to expand its energy fleet. The new support vessel, Strength, joins the National Energy Fleet after drilling vessels, seismic survey vessels. The System Will Be The 56th Ship To Be Used In The Energy Lawsuit. Melih Han Bilgin, General Manager of Turkish Petroleum Corporation, spoke to CNN Türk at the Turkey Energy Summit held in Antalya. He gave the latest information about the energy fleet. Saying that a total of 55 ships serve Turkey's energy cause at sea, Bilgin announced that the new support ship, which will be the 56th ship of the fleet, will join the national energy fleet. The ship named "Strength", named after the Turkish Resistance Organization in the Turkish Republic of Northern Cyprus, set off for Turkey. The ship, which will be in Turkish ports on December 10, will be the Black Sea region. It will also serve on possible Mediterranean missions. (CNN TURK) *(Source: Deniz*

Haber)

BARBAROS HAYRETTIN PAŞA SEISMIC RESEARCH SHIP LEFT TRABZON PORT

The **Barbaros Hayrettin Paşa** Seismic Research Ship, which has been anchored in Trabzon Port for a while to meet its logistics needs, anchored in the Black Sea to conduct seismic surveys. 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, left Trabzon Port. **Barbaros Hayrettin Pasha** Seismic Research Ship, which anchored in Trabzon Port on November 2, 2022, met its logistics needs here while it was anchored. It was learned that after the ship's departure from Trabzon Port, it will continue its seismic research in the Black Sea. It has been reported that the 84 meters long and 4,711 gross tonnage ship departed for Filyos Port. *(Source: Deniz Haber)*

SURGING OFFSHORE ENERGY PROPELS SOLSTAD TO RECORD QUARTERLY REVENUE

Strong average utilisation rates of 92%, improving day rates and sales of additional services to charterers catapulted Solstad quarterly revenue — Nrk721M (US$70.3M) — to its highest levels ever. In reporting its Q3 2022 results, the Norwegian offshore support vessel (OSV) owner said it experienced improved commercial terms across all geographical regions and vessel segments. Increasingly, offshore wind has become an important sector for Solstad, generating 28% of its earnings during the quarter. Overall, 80 OSVs were active during the quarter in offshore oil and gas and renewables, with an average utilisation of 92%, up from 89% in the previous period. Key factors for the company were a continuing improvement in the market supply/demand balance. “Tender activity remains at a high level in all main geographical regions, and there is an increased willingness from clients to make longer commitments,” said Solstad. This willingness to enter into longer term commitments is evident in contracts secured by Solstad in Q3 2022, including

charters that will keep the construction supply vessel (CSV) Normand Energy fully utilised until Q2 2024, **Normand Mermaid** fixed until Q2 2025, and PSV **Normand Swan** tied up working until September 2025. Such long-term commitments allow owners to shore up their books, which have been battered during the prolonged market downturn. What bodes well for the foreseeable future is that there will not be a great influx of platform supply vessel newbuilds flooding the market. There are newbuild dive support, anchor handlers and multi-purpose supply vessels that are entering the market, but those were ordered mostly from Chinese shipyards six years or more ago. Solstad was able to grow its backlog of work, adding about Nrk2.3Bn (US$225M) during the quarter. This puts its firm backlog at Nrk7.6Bn (US$743M) more than 50% more than at the same time in 2021. *(Source: Riviera by John Snyder)*

24 JACK-UP BARGES AND 38 OFFSHORE SUPPORT VESSELS JOIN UAE PLAYER'S FLEET

UAE's ADNOC Logistics & Services (ADNOC L&S), the shipping and maritime logistics arm of the Abu Dhabi National Oil Company (ADNOC), has expanded its fleet by completing the acquisition of Zakher Marine International (ZMI), an Abu Dhabi-based owner and operator of offshore support vessels and self-propelled jack-up barges. While announcing the deal to acquire Zakher Marine International in late July 2022, ADNOC L&S explained that this will enable it to grow its total fleet to more than 300 vessels, enhancing its offering to the oil and gas industry. In an update on Thursday, the UAE firm confirmed the closing of this acquisition without disclosing any financial details of the transaction. The closing ceremony was held at ZMI's Sentinel Barge in Abu Dhabi. Thanks to this acquisition, ADNOC L&S has added 24 jack-up barges and 38 offshore support vessels to its fleet. Capt. Abdulkareem Al Masabi, CEO of ADNOC L&S, remarked: "As part of our wider growth strategy, this acquisition allows ADNOC L&S to offer a broader range of services to our customers, unlocking new and attractive revenue opportunities, whilst leveraging ZMI's proven track record for operational excellence and commitment to health, safety and environment. "The addition of these assets and expertise will open new markets for ADNOC L&S, both locally and internationally, broaden our industry-leading integrated services offering and consolidate our position as the region's largest integrated logistics provider." In addition, this acquisition widens ADNOC L&S' services to

include "critical support assets" for offshore operations, including ZMI's offshore renewables project in China. ZMI will continue operating as a standalone entity under ADNOC L&S, led by Ali El Ali as CEO. Ali El Ali, Chief Executive Officer of ZMI, commented: "We are a UAE company, first and foremost, and have worked with ADNOC for decades to deliver In-Country Value. Together, we cover the entire offshore marine services value chain. This partnership will ultimately allow ZMI to strengthen its position as the global leader of the largest active fleet of offshore jack-up barges and support vessels." Regarding ADNOC L&S' other recent activities, it is worth noting that the UAE player won a contract totalling $1.7 billion (AED 4.3 billion) with ADNOC Offshore in August 2022. *(Source: Offshore Energy)*

WINDFARM NEWS - RENEWABLES

MAGSEIS RENEWABLES AWARDED NORTH SEA CARBON CAPTURE CONTRACT

Magseis Renewables, a subsidiary of Norwegian ocean bottom seismic (OBS) technology and services provider Magseis Fairfield, has won a data acquisition contract for a carbon capture and storage (CCS) monitoring project in the North Sea. No further details have been disclosed, except that the survey would start in the fourth quarter of this year, utilising the company's MASS III ocean bottom nodes and modular source technology. "In collaboration with our customer, we look forward to demonstrate and validate an innovative and cost-effective technique for CCS monitoring using our ocean bottom nodes and source technology." said renewables director, Tone Holm-Trudeng. Magseis Fairfield has been working to expand its services portfolio to offshore renewables and carbon capture and storage (CCS) markets. Last August the company teamed up with Oslo-listed seismic data specialist TGS to use seismic acquisition technology for CCS and offshore wind projects and also most recently joined forces with Dutch surveyor Fugro. *(Source: Splash24/7)*

CADELER TRIPLES FLEET AFTER ORDERING SECOND HYBRID JACK-UP INSTALLATION VESSEL

Cadeler A/S has placed an order to build its second state-of-the-art F-class vessel. This is the sixth vessel that Cadeler will have in its fleet, hence tripling its number of vessels and creating the largest and most capable fleet of jack-up vessels in the offshore wind industry ready to meet growing market demands. The global demand for offshore wind capacity and technological developments resulting in increasingly larger wind turbines calls for large installation vessels. As a result, Cadeler has now ordered its second F-class vessel – offering clients a unique hybrid design allowing the vessel to convert from being a foundation installation unit to a wind turbine generator installation vessel within a short period of time. Cadeler is currently building two X-class as well as an F-class vessel,

which are set to be delivered from H2/2024 onwards. The new F-class vessel is expected to be

delivered in the second half of 2026. All vessels will be built by COSCO Heavy Industries in Qidong, China, and will sail under Danish flag. Cadeler has been able to achieve a very competitive price due to a strong collaboration that the company has built with COSCO Heavy Industries, synergies from building several similar designed jack-ups and negotiating the option for a second F-class seven months ago. It has been agreed between the parties not to disclose the final price of the contract due to these special circumstances. “Due to our solid partnership with Cadeler and our strong order book of Cadeler jack-up vessels, we have been able to offer Cadeler a unique deal in the industry. We are honoured that Cadeler continues to see us as a strategic business partner that can deliver the state-of-the-art vessels that the market requires”, says YuJian, Commercial Director from COSCO Shipping (Qidong) Offshore. *The F-class – a unique vessel with dual scope* The second F-class vessel will be built on similar specifications to the first F-class vessel, with a deck space of 5,600m2, a payload of more than 17,600 tons and a main crane capacity to be disclosed at a later date. Both the X- and F-class vessels are today unmatched within the industry. The vessels will be able to transport and install seven complete 15MW turbine sets per load or six sets of 2XL monopile foundations, cutting down the number of transits needed for each project. In line with the X-class vessels, the F-class will cater for some of the largest dimensions in the offshore wind industry. The X- and F-class vessels are built in close cooperation with Cadeler’s strategic partners, which include GustoMSC NOV, Kongsberg, Huisman and MAN Energy. Cadeler’s CEO, Mikkel Gleerup says: “The decision to build another F-class vessel is based on the strong market demand for assets specialising in installing foundations. Our yet-to-be-build F-class vessels have already been sought after by our customers. As announced in August, we have signed a firm contract with Ørsted and have also entered a long-term agreement with an undisclosed customer booking the F-class from 2027 to 2030. These commitments are only possible because our clients believe in our abilities to meet their demands with increased flexibility and to offer state-of-the-art vessels that are fit to meet requirements from a fast-growing market.” *(PR)*

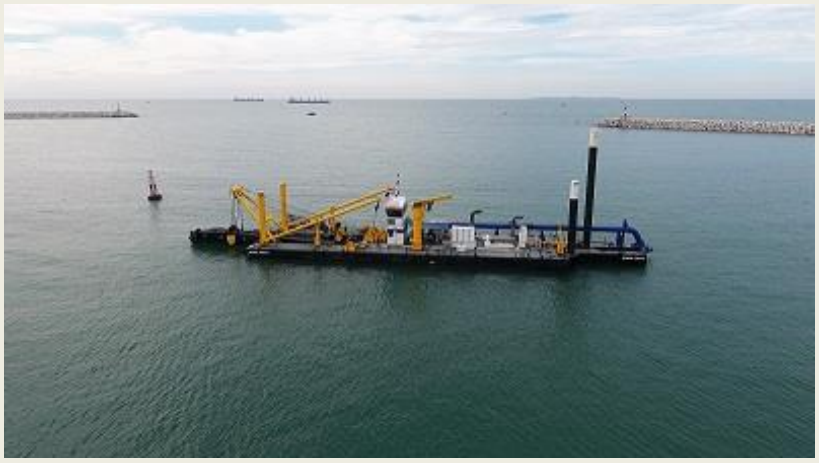
GE RENEWABLE ENERGY SELECTS MAMMOET TO SUPPLY ONSHORE HEAVY LIFTING AND TRANSPORT FOR DOGGER BANK WIND FARM

Cranes will support staging of 277 sets of blades, nacelles, and towers at Able Seaton Port. Project will become largest offshore wind farm in world when complete. GE Renewable Energy announced today that it has selected Mammoet UK, based in Thornaby Teesside, to supply onshore heavy lifting and transport for the staging and assembly of turbine components for Dogger Bank Wind Farm. Dogger Bank Wind Farm is a joint venture between SSE Renewables, Equinor and Vårgrønn. Mammoet will employ multiple lifting and transport crews for simultaneous operations to support with the loading of equipment and tower assembly in the marshalling harbor, a key piece in constructing the project. The team will utilize cranes and self-propelled modular transporter (SPMT) axles at Able Seaton Port, the Dogger Bank Wind Farm marshalling harbor. GE will start preparing the marshalling harbor and receiving components at the end of 2022. Nathan Fahey, GE Project Director for the Dogger Bank Wind Farm, said, "We are delighted to announce that we have selected Mammoet UK as our cranes and logistics supplier for the Dogger Bank Wind Farm. The cranes and associated equipment the company will provide and operate for us will be essential to the smooth operation of our marshalling harbor on Teesside, where 277 sets of blades, nacelles and towers of our Haliade-X wind turbines will be erected and transit over the course of the project. We believe Mammoet has the right expertise and equipment to be an excellent partner for us." Darren Adams, Mammoet's Group Commercial Officer, said, "Mammoet is delighted to work in close partnership with GE to help build the world's largest offshore wind farm. The project is a large step towards a net-zero future, delivering a boost for the local economy and wider 2030 and 2050 emissions targets. By utilizing Mammoet's strong presence in the UK, headquartered from Teesside, backed up by its network of international engineering hubs, we will enable the delivery of clean, cost-efficient energy to around six million homes." Simon Bailey, Commercial Director for Dogger Bank Wind Farm, said: "We're delighted to see another company from the north-east of England winning valuable contracts in our supply chain and playing a significant role in the construction of the world's largest offshore wind farm. We look forward to working with GE and Mammoet on achieving this exciting milestone at Able Seaton." GE Renewable Energy announced in May 2021 that it had finalized all supply contracts for the 3.6 GW Dogger Bank Offshore Wind Farm, due to become the largest offshore wind farm in the world upon completion. Dogger Bank Wind Farm is located over 130 km off the north-east coast of England and each phase will be able to produce 6TWh of renewable electricity, totaling 18TWh annually, when complete in 2026 - equivalent to powering approximately the equivalent of six million UK homes each year or around 5% of the UK's electricity demand. Due to its size and scale, the site is being built in three consecutive phases: Dogger Bank A, Dogger Bank B and Dogger Bank C. Mammoet UK's headquarters in Teesside sits on a six-acre site located just 12 miles from Able Seaton Portand employs over 180 full-time employees. The facility consists of offices, storage, workshop space and testing areas. Mammoet has also established an academy on the site, where it plans to train additional crews as part

of the resourcing plan. This local presence is critical to the success of the project. “This contract represents not just a win for Mammoet and renewable energy investment but for the people of Teesside,” said UK Managing Director, Mark Sadler. “Securing the project means even greater potential investment and business growth that will expand our existing pool of highly skilled labor with renewables expertise in the region. We have a great opportunity to support GE Renewables and other businesses building the UK’s fast-growing offshore wind energy market.” *(PR)*

DREDGING NEWS

DAMEN DELIVERS THE LARGEST CUTTER SUCTION DREDGER EVER SEEN IN INDONESIAN HISTORY



Damen Shipyards signed a contract to deliver a CSD650 to an Indonesian dredging operator earlier this month. This giant dredger will be the largest stationary dredger owned by an Indonesian operator. The vessel will operate in a port expansion project on the island of Kalimantan. A swift delivery was possible due to Damen’s stock program. The stationary dredger has been sold to Pelayaran Fortuna Nusantara Megajaya (PFNM), a company that also operates the dredger **Barito Equator**. This 2,500 m3 Trailing Suction Hopper Dredger was built in Indonesia 10 years ago using a Damen design package. To date, the **Barito Equator** remains the largest hopper dredger ever built in Indonesia. But now the same operator can add a new record: this CSD650 will be the largest Cutter Suction Dredger in Indonesia and will be able to reach unprecedented dredging depths. The stationary dredger is an expansion of the operators current fleet. *Unprecedented dredging depths* Damen’s standard CSD650 will be fitted with a 700 kW cutter head which can work in water depths up to -25 m. The suction ladder incorporates a submerged dredge pump, which works in series with the inboard dredge pump. 3,938 kW of installed power ensures an impressive discharge distance and dredge production of 7,000 m3/h on average. The overall length of the dredger is 70 m,

resulting in an impressive swing width of 71 m, and it has a weight of 660 tons. Currently, the new CSD650 is being finalized and equipped to specification in the Netherlands. The dredger will be transported from the Damen Dredging Equipment shipyard early next year. Gysbert Boersma, Damen Shipyard Sales Manager, states: "It is a real pleasure to be able to deliver the dredger at such a short notice. Our fruitful discussions with the Indonesian owner have resulted in the delivery of a complete dredging package including spares and training. This will all ensure a fast deployment of the new dredger on site". *(PR)*

SWANSEA CHANNEL DREDGING PROJECT ON THE WAY

Transport for NSW Maritime is working on a two-stage dredging program for the Swansea Channel that will improve navigation and provide access to the Lake Macquarie. The first stage which will begin soon is planned to be completed prior to Christmas. This involves the use of a barge-mounted excavator to dredge the shoaling, which is currently impacting on navigability in the area of the channel immediately upstream of Naru Point. The second stage of dredging, set to commence in 2023, will dredge the channel from Pelican to Marks Point. It will result in a 60 metres wide channel which allows vessels drawing a maximum of 2.5 metres draft to transit. This larger campaign intends to use a larger dredge vessel with the sand spoil to be pumped for nourishment on Blacksmiths beach. Transport for NSW is also working towards the establishment of a long-term, sustainable dredging program to support boater access to key waterways. To improve efficiency, reduce costs and enable more consistent and frequent dredging to be undertaken in the future. *(Source: Dredging Today)*

ALL SET FOR MAINTENANCE DREDGING AT AXEL STENROSS BOAT RAMP

The City of Port Lincoln (PLCC), South Australia, will be undertaking routine maintenance dredging at the **Axel Stenross** Boat Ramp in the following weeks. Dredging of the Boat ramp entrance and channel has not occurred since it was constructed and has very slowly accumulated sediments over time resulting in a shallow channel depth which can only really be accessed during high tide. As PLCC's contractor – Maritime Constructions – will be on site on Monday, 28 November, to undertake this

dredging task. It is anticipated that the work will be completed by mid-December 2022. Completion of dredging will be dependent on the amount of work required, weather delays and operating restrictions. Dredging works will be undertaken during the day and will be done using a dredge pump on a small pontoon positioned within the dredge area at the boat ramp. Approximately 50m of pipe will be running between the dredge pump and the designated disposal area incorporating a booster pump along the discharge line for improved productivity. There will be restricted access throughout this time and to avoid interruption and delays to the works in progress, regular users of the **Axel Stenross** Boat Ramp are encouraged to use the Billy Lights Boat Ramp as an alternative until dredging is completed, the city said. *(Source: Dredging Today)*

YARD NEWS

CRIST SA: SHEET METAL CUTTING FOR THE CONSTRUCTION OF A NEW SHIP FOR ULSTEIN VERFT

Last Friday, at the Crist SA shipyard, the ceremony of cutting sheets of a new project - a single-hull ship (NB318) for the Norwegian Ulstein shipyard - began. It will operate offshore wind farms. A partially equipped hull will be built in Gdynia. The newly built ship will be adapted to transport personnel to offshore wind farms, cargo, fuel oil, water in tanks, spare parts and other general cargo under and on open decks. The ship will have 91 cabins and will accommodate up to 126 people. It will be electrically powered and battery assisted. The hybrid battery drive and methanol fuel will enable zero emissions. The cargo system will ensure safety and enable efficient loading and unloading of the ship. The hull shape provides excellent performance in terms of fuel consumption, maneuverability, speed, stability, payload and energy utilization. Based on Ulstein Twin X-Stern technology, this is a design feature that includes sharper hull lines and eliminates the transom plate, increases functionality by having a positive effect on vessel attitude, wave response, comfort and safety in harsh conditions by reducing

wave impact forces, humidity deck and splash. The vessel (length 89.6m, width 19.2m) will be optimized for the efficient and effective work of technicians and the movement of cargo on board to minimize manual handling of cargo, tools and spare parts. Ulstein Verft is our regular customer. Cooperation with him is very fruitful, which can be seen in the number of completed projects (cooperation began in 2013 with the NB301 project, 14 projects have already been completed for him, and now the 15th and 16th projects are being developed). Ulstein has a patent for the unconventional shape of the bow and stern, with which we are already well acquainted. We have been working according to their standards for years. We build hulls on an ongoing basis during the creation and weekly flow of documentation. We have developed mutual trust, which allows us to proceed with the prefabrication of subsequent units - informs the Crist SA shipyard. *(Source: PortalMorski)*

SAFE BOATS DELIVERS PURPOSE-BUILT SURVEY BOATS FOR MARITIME AUTONOMY PROVIDER MYTHOS AI

SAFE Boats International announces production partnership with West Palm Beach, FL-based autonomous maritime technology provider, Mythos AI. SAFE Boats has delivered a purpose-built **Porter 78S** workboat to Mythos AI which will be showcased at the 2022 International WorkBoat Show. The aluminum-hull, outboard-driven **Porter 78S** survey boat, built under an exclusive license agreement with Stormer Work Boats of the Netherlands, is specifically designed for the integration of Mythos AI's self-driving and autonomous hydrographic survey control system. Mythos AI's first autonomous SAFE **Porter 78S** hydrographic survey vessel, "ArchieOne", is fully equipped and in-service, collecting data and demonstrating its capabilities to hydrographic survey stakeholders in the U.S. southeast. The second vessel is approaching completion and future builds are scheduled for 2023 and beyond. The partnership leverages the strength of SAFE Boats as an established program boat builder for U.S. federal, state, and local public safety agencies and now Mythos AI's dedication to providing automated workflow solutions for vessel operators. SAFE Boats CEO, Richard Schwarz, made the following statement about the partnership with Mythos AI: "SAFE Boats was attracted to Mythos AI's focused and realistic application of self-driving, autonomous car technology to solve workflow inefficiencies for workboat operators. Their team has a refreshing approach to addressing this underserved space and has developed exciting capabilities in a short time span. It's exciting to be a critical partner and witness their technology rollout." Mythos AI's logical approach applies self-driving, car-derived technology and applies it to the far more manageable maritime environment. Archie, Mythos AI's initial product offering, is a vertically integrated autonomous hydrographic survey vessel. Hydrographic surveys require a specialized skill set and the ability to rapidly interpret various environmental details. They are conducted at low speeds where maintaining course & coverage requirements manually is a challenge while executing dynamic routes to avoid obstacles and collisions in congested waterways. The Mythos system walks operators through the acquisition process of high fidelity, multibeam sonar data from start-to-finish, layering in autonomous quality-control and self-driving to reduce human-prone error and, in turn,

increases the efficiency of surveys tenfold. Mythos AI CEO, Geoff Douglass, offered the following comments about partnering with SAFE Boats: "Mythos AI sought SAFE Boats as its production partner for their proven quality, discipline, and precision in replicating boats for large programs. Commercial, self-driving robotics and autonomous systems require a level of engineering and manufacturing discipline that is challenging to find in boatbuilding. The team at SAFE had this discipline and was from start to finish a great program partner. SAFE Boats and the Stormer Porter 78S are the ideal builder and vessel platform for our initial market offering. We look forward to continuing the relationship." The **Porter 78S** is an 8m x 3m aluminum workboat powered by dual outboard engines with a large pilothouse and working deck area inclusive of a moonpool for multibeam sonar deployment. The Porter range of workboats are offered by SAFE Boats in inboard and outboard configurations from 6.5m to 12m. *(Source: Workboat365)*

ST JOHNS SHIP BUILDING EXPANDS CAPACITY FOR ADDITIONAL CTV BUILDS

Americraft Marine Group announced it is investing in its Palatka, Fla. based shipyard, St Johns Ship Building, to increase capacity for construction of crew transfer vessels (CTVs) and other vessels to serve the growing U.S. offshore wind industry. In addition to previous commitments from Americraft to its subsidiary shipyard, St Johns Ship Building has also received the final approval of a MARAD grant modification. The investment along with the matching grant will provide for additional equipment and fabrication infrastructure specifically aimed at assisting in the expansion of the yard for the concurrent construction of multiple CTVs, according to Americraft, a maritime subsidiary of the U.S. headquartered privately-owned Libra Group. St Johns Ship Building currently has multiple Jones Act compliant CTVs under construction, with four scheduled deliveries in 2023. *(Source: MarineLink)*

ALL AMERICAN AWARDED CONTRACT FOR CALIFORNIA PATROL VESSEL

All American Marine Inc. (AAM), Bellingham, Wash., was recently awarded a contract from the California Department of Fish and Wildlife (CDFW) for a 74'x27.5' catamaran patrol vessel. The

aluminum catamaran will patrol California state coastal waters and international waters for the CDFW. The twin engine, fixed propeller patrol vessel will be built to Coast Guard standards. The hydrofoil assisted vessel from Teknicraft Design, Auckland, New Zealand, will combine innovative design features critical to modern maritime law enforcement and is based on the AAM-built **Captain Murchison**, built for the Texas Parks and Wildlife Department. A big feature included in the vessel is Teknicraft 's Rapid RHIB launching and retrieval system. This feature, integrated into the stern of the vessel, will increase safety, and reduce the time and manpower required to deploy the vessels' rigid hull inflatable boat, AM said. It will allow for deployment and retrieval in under one minute. Additional vessel features include a complete advanced electronics package which contains a Flir M400 XR High resolution thermal imaging video with tracking to assist with patrol duties along coastal California. "We are excited to announce another contract for this innovative build at AAM," Ron Wille, president and COO of All American Marine, said in a statement. "Our key mission is to build the most technologically advanced vessels in the world, and we have already started working on this state-of-the-art patrol vessel." The mission of the CDFW is to manage California's diverse fish, wildlife, and plant resources, and the habitats upon which they depend, for their ecological values and use and enjoyment by the public. The mission of the law enforcement division of the CDFW is to protect California natural resources and provide public safety through effective and responsive law enforcement. The semi-displacement catamaran hull for this vessel was developed by Nic de Waal of Teknicraft. The design integrates a Teknicraft hull shape and is complemented by Teknicraft's signature integration of a wave piercer that is positioned between the catamaran sponsons to break up wave action and ensure reduced drag while conducting research missions. For the operator, one of the most valuable features of this vessel is the excellent fuel economy. With a 2,000-gal. total capacity, long-range performance was critical to the design process of this vessel. *(Source: Workboat.com)*

SSK "ZVEZDA" IS LOOKING FOR A SUPPLIER OF A ROLL DAMPING SYSTEM FOR RESEARCH VESSELS

The Zvezda shipbuilding complex is purchasing equipment for the project 123 multifunctional research vessels under construction. According to the data of the EIS in the field of procurement, applications for participation in the procedure are accepted until December 1, 2022. The summing up is scheduled for January 18, 2023. The initial price of the contract is 35,853,606 rubles. Recall that the

laying of the lead multifunctional research vessel of project 123 took place at Zvezda on February 18, 2022. Project 123 was developed at the Central Design Bureau "Lazurit" by order of the Ministry of Education and Science. In September 2020, the government allocated 27.6 billion rubles for the construction of two courts. Project 123 vessels are designed for marine research of a fundamental and applied nature in the waters of the World Ocean. A wide range of measurements will be carried out with the help of the most modern onboard and towed equipment; R/V **Laboratories** will be able to process the received data in real time. *(Source: Sudostroenie)*

LAUNCHING FOR ONE UNIT OF 4116KW ASD TUGBOAT WITH FIFI-1

On 16th of Nov.,2022, one unit of 4,116kW ASD Tugboat with FiFi-1 -- "**Yonggang**

Xiaotuo No.16" Which is designed and built by our Jiangsu Zhenjiang shipyard for Ningbo Oil Handling & Tug(Barge) Co., Ltd has been hoisting launched successfully. Shipowners attended the launching ceremony. *Keel laying for 3676kW ASD tugboat.* On 16th of Dec., 2022, one unit of 3,676kW ASD Tugboat which is designed and built by our Jiangsu Zhenjiang shipyard for Suzhou Ming 'an Shipping Service Co., LTD was keel laying successfully. Shipowners attended the launching ceremony. *(Source: Jiangsu Zhenjiang shipyard)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

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)*

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

mailto: *jvds@towingline.com*

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER