

# ugs owing & Offshore Newsletter



23<sup>rd</sup> Volume, No. 92     **1963 – “59 years tugboatman” - 2022**     Dated 27 November 2022

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

*Distribution twice a week 19,950+*

## TUGS & TOWING NEWS


### *MASTER BOAT BUILDERS TO CONSTRUCT TWO NEW TUGBOATS FOR MORAN TOWING.*




Master Boat Builders, Inc. today announced that it has executed a contract to build two new tugboats in its Coden, Ala., shipyard for Moran Towing Corporation based in New Canaan, Conn. The new tugs will be the first that Master Boat Builders will build for Moran Towing - one of the oldest and respected maritime operators in the United States. Moran Towing is known for expansive coast to coast operations, utilizing its

versatile fleet to provide vessel towing, bulk marine transportation, LNG support operations, and environmental recovery services. “We look forward to working with Master Boat on this project. Master Boat has a great reputation for delivering quality equipment on a consistent basis and we hope this new contract will lead to future opportunities for collaboration between the two companies, said Sean Perreault, Vice President, Engineering Services of Moran Towing. “While we have an ongoing commitment to our traditional suppliers, our demand from customers has given us the opportunity to work with new partners that we hope will become long term relationships.” Naval architect and marine engineering firm, Crowley Engineering Services created the tugboat design, which will meet United States Coast Guard Sub-M regulations and will be classed through the American Bureau of Shipping. The new tugboats will have an overall length of 86’, beam of 36’, and produce a bollard pull of over 55 metric tons. The vessel will feature two Caterpillar main engines (3512E), EPA Tier 4 certified and each producing 2549HP, along with two Kongsberg thrusters (US 205S FP), and a Markey Machinery Company bow winch (DEPC-48). “Moran is one of the most respected tugboat operators in the US and we are honored they have chosen us to build their next set of tugs,” said Garrett Rice, President of Master Boat Builders. (PR)

## Advertisement





**ULTIMATE  
SHIPHANDLING**

*By Rotartug.*

## BOGACAY DUO EXPAND SAAM TOWAGE IN TWO COUNTRIES

RAmparts 2400SX design tugs assist ship handling in Peru and Panama. As part of a regional fleet expansion, SAAM Towage purchased two newbuild Bogacay tugs from Sanmar Shipyards in 2022, one to operate in Panama and the other in Peru. **SAAM Condor** was welcomed into the Port of Callao, Peru, on 12 July and **SAAM Quibian** arrived in Panama in October,



bolstering ship manoeuvring in both nations. Both twin Z-drive, diesel powered tugs were built by Sanmar in Turkey as Bogacay-class tugboats to Robert Allan Ltd's RAmparts 2400SX design. They both have two Caterpillar-manufactured Cat 3615C main engines, with 2,100 kW of power, driving two Kongsberg US 255 azimuth thrusters with fixed-pitch propellers, of 260 cm diameter, in nozzles. This combination delivers a bollard pull of around 70 tons and a top speed of 13 knots. "**SAAM Condor** is designed to manoeuvre ships safely in ports with reduced spaces," said SAAM Towage Peruvian manager Cristián Cifuentes. "Thanks to its design characteristics, it is also an energy-efficient vessel, which contributes to our tug optimisation strategy." **SAAM, Quibian** is also both highly manoeuvrable and energy efficient in ports, due to its compact design, and is used to support ships transiting the Panama Canal and entering Panamanian ports. This 24.4-m tug has a FiFi1 fire-fighting system with a capacity of 2,700 m<sup>3</sup>/hr. Electrical power of 86 kW is produced at 400 V and 50 Hz through two Caterpillar C4.4 generator sets. Its deck machinery includes an electrical drive towing, DMT TW-E with 250 kN, 40 mm diameter synthetic rope on five layers on both drums, and a band brake with a holding load of 150 tons. There is also a Data Hydraulic tow hook with a pneumatic quick release and an electrical-driven capstan with a maximum pull of five tons. "We are thrilled to welcome this new vessel, which will help us to continue to improve our value offering for customers," said SAAM Towage Panama country manager Matia de Luiggi. Bogacay-class, azimuth stern drive (ASD) tugs were designed for manoeuvring, seakeeping and stability performance with low manning in mind. They have a high level of machinery automation, contributing to their overall efficiency. These have a moulded beam of 11.25 m with a draught of 5.6 m and a hull depth of 4.38 m. Sanmar Shipyards commercial director Ruchan Civgin said SAAM Towage selected the shipbuilder to "provide powerful and technologically advanced tugs it needs to carry out its work

efficiently with the minimal amount of environmental impact.” Robert Allan modified the



RAmparts 2400 design to suit Sanmar’s standard production range and optimised the naval architecture with input from the builder’s tug operations department. The hullform and layout have evolved over several years, through experience from operations and designers. The RAmparts 2400SX model is closest to the ASD 24/45 and ASD 24/50 designs, but with a 2

m increase in beam over the same length. There are three versions with bollard pull of 60, 70 or 75 tons, depending on the propulsion system size selected by the owner. They can come with an operational layout for daily operations or with full accommodation for a crew of up to six. The addition of these tugs came as SAAM Towage closed its corporate acquisition of Ian Taylor’s operations in Peru, which is part of SAAM’s long-term strategy to grow its towage business across South America where it has become the top owner of tugboats. SAAM Towage had operated in Peru since 2021 with its own tugboat fleet of six vessels. With its investment in Ian Taylor, it strengthens its presence on the Pacific Coast and adds new tugs to those operating in Peruvian ports. **SAAM Quibian particulars:** Owner: SAAM Towage; Country of operation: Panama; Builder: Sanmar Shipyards, Turkey; Designer: Robert Allan Ltd; Design: RAmparts 2400SX; Length, oa: 24.4 m; Beam, moulded: 11.25 m; Depth (moulded): 4.38 m; Draught: 5.6 m.; Bollard pull: 70 tons; Speed: 13 knots; Main engines: 2 x Cat 3615C, 2,100 kW; Propulsion: 2 x Kongsberg US 255 FP; Accommodation: 6; **Tank capacities:** Fuel oil: 72.4 m<sup>3</sup>; Fresh Water: 10.8 m<sup>3</sup>; Foam: 6.6 m<sup>3</sup>; Grey water: 3.8 m<sup>3</sup>; Oily Water: 4.4 m<sup>3</sup>; Ballast Water: 42.6 m<sup>3</sup>. (Source: Riviera by Martyn Wingrove)

Advertisement



+31 10 436 62 93  
[tos.nl/ship-delivery](https://tos.nl/ship-delivery)

**GLOBAL SHIP DELIVERY**  
 YOUR DESTINATION IS OUR CHALLENGE!

## SETBACK OF THE TSXG TO SASEMAR DUE TO THE DISMISSAL OF A CAPTAIN

The Social Chamber of the Superior Court of Justice of Galicia (TSXG), according to a ruling handed down on October 24, 2022, comes to declare that the public company SASEMAR, "has violated the plaintiff's right to effective judicial protection" content in article 24 of the Spanish Constitution, "in



retaliation for filing a complaint with the Labor Inspectorate of Santa Cruz de Tenerife, in which it informed it, given the passivity of the company in dealing with parts of non accordingly, in his capacity as captain, circumstances that affected the safety and health of the crew members", reports the lawyer Rafael Goiría González, in communication with the editor of [puentedemand.com](http://puentedemand.com). The defense lawyer refers to



"the non-existence of fire prevention, non-compliance with the rescue boat's launching device, presence of asbestos, etc.), giving rise to the initiation of a file that is in progress". "In other words, these are very serious events for the life and physical integrity of the crew members repeatedly neglected by the company's management, who as the only action is limited to retaliating against the captain by dismissing him, when the dismissed must be the president of SASEMAR, appointed by the Ministry of Transport and the person(s) who proposed such a measure", he adds. The captain's lawyer understands that "justice is done" by the Superior Court of Justice of Galicia, when he has declared that "the defendant entity Society for Maritime Rescue and Safety (SASEMAR), has violated the right to effective judicial protection, by ceasing to the actor in his position as captain, condemning the company to replace him in said position and to pay compensation of 18,000 euros".  
(Source: *Puente de Mando*)

## THE BEST CREWS OF THE YENISEI SHIPPING COMPANY WERE DETERMINED



The Yenisei River Shipping Company (ERP) has identified the best crews based on the results of navigation in 2022. According to the results of the annual corporate review competition, the crews of the motor ships **Kapitan Yakovlev** and **Leonid Golovachev** became the winners, the press service of the shipping company told [Sudostroenie.info](http://Sudostroenie.info) on November 23. According to the ERP, the second place was shared between the teams of

the pusher tug "RT-710" and the oil barge "BRN-804". The third place was won by the crews of the motor ship **Angara-83** and the dry-cargo non-self-propelled vessel BP-2018. This year the contest "Best Crew" was held for the twelfth time. The competition helps to improve the safety of

navigation, increase labor productivity, The competition commission analyzed the work of ship crews during navigation. According to the point system, the experts evaluated such indicators as accident-free operation, compliance with labor protection, navigation and fire safety standards, the technical maintenance of the vessel, the absence of comments from supervisory authorities and disciplinary sanctions, timely and high-quality performance of production tasks and other factors. The teams that win prizes are awarded by the company with cash certificates, and also pay bonuses to all crew members who are among the leaders. "All participants of the contest make great efforts to achieve success, and the competition between them is growing every year. Therefore, we decided to award two prizes for each of the first three places and incentive prizes for all participants," said Yevgeny Grudinov, Executive Director of the YRP. *(Source: Sudostroenie)*

Advertisement



**NJORD**  
MARINE MANAGEMENT

**Sale & Purchase - Consultancy**

Your TUG-broker into the Future ►



[www.njordmarinemanagement.com](http://www.njordmarinemanagement.com)

### *THE FLAG-RAISING CEREMONY WAS HELD ON THE ICEBREAKER "URAL"*

On November 22, at the Baltic Shipyard (part of the USC), a flag-raising ceremony was held on the Ural project 22220 universal nuclear icebreaker. This is reported by the correspondent of Sudostroenie.info. Russian President Vladimir Putin took part in the ceremony via video link. Recall that the laying of the Ural icebreaker took place on July 25, 2016, and the



launching took place on May 25, 2019. "Ural" is the second serial (third in a row) universal nuclear icebreaker of project 22220. The vessel is being built at the Baltic Shipyard by order of the Federal State Unitary Enterprise "Atomflot" (part of the state corporation "Rosatom"). [Project 22220 universal nuclear icebreaker](#) Project developer - Iceberg Central Design Bureau; Length – 173; Design waterline draft - 10.5 m; Minimum working draft - 9.03 m; Displacement - 33.54 thousand tons; Assigned service life - 40 years; Crew - 53 people. *(Source: Sudostroenie)*

## DAMEN RSD 2513 TUGS ADD TO SUSTAINABLE OPERATIONS IN PORT OF LEIXÕES



Versatile low-emission vessels operational within eight months after order. Harbour tugs **Dóris** and **Tétis** are successfully operating in the Portuguese Port of Leixões, near the city of Porto, following very short term delivery by Damen Shipyards. The vessels can perform a wide variety of towing, pushing and indirect towing operations that ideally suit the confined space inside the harbour. Both Reversed Stern Drive tugs are built to the standard

Damen design RSD 2513. After Damen won the tender process from APDL (Administração dos Portos do Douro), the Portuguese port authority of Douro and Leixões late 2021, the shipyard group was able to deliver both swiftly. Both vessels arrived at the Port of Leixões 13th of June 2022 and are operational under Portuguese flag since July 21 this year. The vessels are equipped with the Damen exhaust aftertreatment system to comply to IMO Tier III emission standards, achieving dramatic reduction of NOx emissions. As the Port of Leixões is situated nearby urban areas, this is an important feature and a clear goal for APDL. As a special feature agreed for this project, the emissions during the first years of operations will be monitored as well the operational profile. Analysis of the tug's operations will provide insight in the possibility of the employment of full electric tugs, that APDL may consider. Clean but mighty, the RSD 2513 vessels have a 70 tonne bollard pull. The design features Damen's revolutionary Twin Fin skeg to enhance directional stability and to provide a higher indirect towing force. This makes the vessel ideal for confined harbour spaces. Renowned for its versatility and manoeuvrability, the RSD Tug 2513 can perform bow to bow towing, as a tractor or escort tug. Vessels are also equipped with FIFI 1 notation, thus providing an additional safety feature for port operations. Notable safety characteristics include the special safety glass at the wheelhouse, whereas crew comfort is enhanced thanks to reduced noise and vibration levels. The RSD Tug 2513 vessels are equipped with 'Damen Triton', a digitalised remote monitoring platform that collects data from sensors throughout the vessel, helping the operator to maximise operational insight and to improve effectivity, efficiency and utilization. By using Triton monitoring and Triton Fuel reports, APDL is able to see where they can save fuel, reduce emissions and optimize operations. Because Triton is able to run various data driven applications, independent of supplier, APDL is ready to use Triton as a state of the art digital platform to support the operation of these vessels. Carlos Gonzalez Martin, Damen Sales Manager for Portugal, comments: "We are really proud to see these great harbour tugs operating for APDL in Leixões. We see it as a perfect match to the operational requirements but also with the vision of sustainable goals. Definitely these are the most environment-friendly harbour tugs stationed in Portugal so far." Mr. Nuno Araújo, President of the Board of Directors of APDL, comments: "The acquisition of these state-of-the-art tugboats fulfils the purpose of APDL, to decarbonise the port



activity, reducing emissions of the port of Leixões operations.” The Damen RSD Tug 2513 is available with hybrid or full electric propulsion. The first fully electric RSD-E Tug 2513 has recently been awarded ‘Tug of the Year’ at the ITS conference. (PR)

*Advertisement*



**FFS**  
Fire Fighting Systems

**Leader in the global firefighting market**

fifisystems.com

Photo: Courtesy by Sanmar

## *ANCHOR HANDLING SUPPLY TUG GMTS TRACKER 01*

The rounding of the Cape by ocean going tugs, taking derelicts to the beaches of Pakistan, India and Bangladesh, is still going on but in vastly reduced numbers than in years gone by. A ‘Romelia’ and ‘Antipolis’ incident happening today along the coast of South Africa is now thought highly unlikely, although not entirely to be ruled out. Nowadays, the long oceanic tows are mostly to do with the oil and gas industry, and concerned with



moving assets around the globe from one field to the next, and are mostly FPSOs, FSOs, FLNGs and drilling rigs, of both the semi-submersible, and the jack-up type. This specialised end of the towage industry is now served by ultra-modern, and ultra powerful, tugs that have been specially built just for this aspect of the offshore industry. The big towing units of the fleets of Alp, Boskalis and Posh are just three examples of such vessels. There is not a person alive in the South African maritime industry, or a casual observer, who does not know of the ‘[SA Amandla](#)’ in this regard. However, her bollard pull is nowadays considered small when compared to the behemoth tugs that are regular callers for bunkers at South African ports, when en route with a newly delivered FPSO. It is rare to see an oil and gas industry tow with a vessel that seems out of place, as it is not part of the fleets of one of the majors in the towage industry, and whose owners are almost unknown in that industry. Towards the end of October, and into the first week of November, the South African Navy Hydrographic Office (SANHO) had issued, and was promulgating, a coastal navigation warning, advising all mariners to keep well clear of a vessel going by the unusual name of ‘[GMTS Tracker 01](#)’, who was towing a FPSO by the name of ‘[Petrojarl Varg](#)’, and proceeding down the west coast of South Africa, en route to Dubai. According to AIS, she was en route from the anchorage at Lomé in

Togo, and the tow was moving closer and closer to Cape Town, and for a period of one week they simply held well off Cape Town port limits and, seemingly, were going round and round in a series of very slow circles, at a rate of 2 knots and under. It became apparent that they were holding off the port, possibly to await for the opportunity to handover the tow, in order for 'GMTS Tracker 01' to enter port. On 7th November, at 14h00 in the afternoon, the Anchor Handling Supply Tug **GMTS TRACKER 01** (IMO 9007142) arrived off Cape Town, and entered the harbour, proceeding into the Duncan Dock and going alongside the Eastern Mole. Such an arrival was a sure sign that bunkers and stores were required by the vessel. Shortly afterwards, she shifted to the Landing Wall, which was a further indication that shoreside engineering support was also required. The question of what was happening to her charge, the FPSO 'Petrojarl Varg', was answered when 'SA Amandla' arrived at the same location, and clearly took over the tow, prior to 'GMTS Tracker 01' handing over, and she proceeded to head into Cape Town harbour. The tow pair remained in the same position for the whole period that the 'GMTS Tracker 01' was away undergoing the attention she required. After just over two days in harbour, 'GMTS Tracker 01' was obviously ready to return to sea, as at 20h00 on 9th November, she sailed from Cape Town and proceeded back to the location of 'SA Amandla', and retook charge of the tow, with 'SA Amandla' returning back to Cape Town. Built in 1991 by Søviksnes Verft AS of Sævik in Norway, 'GMTS Tracker 01' is 74 metres in length and has a deadweight of 2,792 tons. She is one of two sisterships, classed as a type ME303 design, and originally built for Maersk Supply Services AS, of Copenhagen, as 'Maersk Provider', and was known as a 'Small P' class of Anchor Handling and Supply Tug (AHTS). She is powered by two Wärtsilä 8R32E 8 cylinder 4 stroke main engines producing 4,469 bhp (3,283 kW) each. She has two Wärtsilä 6R32E generators providing 3,342 bhp (2,460 kW). All four engines can be used for towing operations, giving her a combined output of 15,622 bhp (11,470 kW), driving two propellers for a transit speed of 16.6 knots. For added manoeuvrability she has an azimuth bow thruster providing 805 kW, a transverse bow thruster providing 745 kW, and a transverse stern thruster providing 895 kW. Together with her two propellers, this gives 'GMTS Tracker 01' a dynamic positioning classification of DP1, which is provided by a Kongsberg K-Pos DP21 system. Her aft working deck area is 600 m<sup>2</sup>, and she is capable of carrying a deck load of 1,300 tons. She has a bollard pull of 188 tons, and her



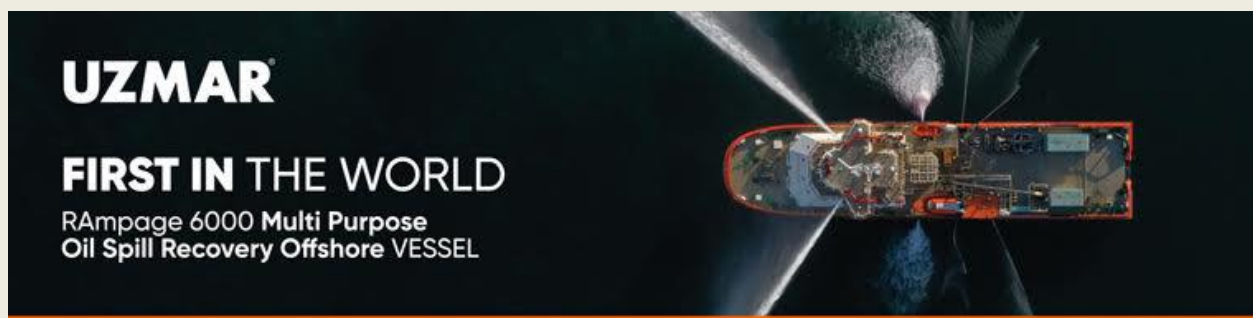
Brattvag towing winch is served by a drum providing 1,936 metres of 77mm cable. She also has a Brattvag work winch, served by a drum providing a further 1,815 metres of 77mm cable. For her offshore supply duties, 'GMTS Tracker 01' has underdeck cargo tank provision for 647m<sup>3</sup> of fuel, 557 m<sup>3</sup> of potable water, 520 m<sup>3</sup> of drilling mud, 478 m<sup>3</sup> of brine, 284 m<sup>3</sup> of base oil, and 284 m<sup>3</sup> of dry bulk products, such as cement. After she was sold by Maersk

Offshore, she was used by the Turkish Karadeniz Powership company, to tow their floating power stations to where they were needed. In March 2022 she was purchased by Propetrol Ltd., of Lagos in Nigeria, who are her current owners, operators and managers. Propetrol are better known as providers of bunkers in Nigeria, and owning a string of petrol stations. This is, undoubtedly, their first



foray into the world of oceanic towage. The vessel she is currently towing is the FPSO **Petrojarl Varg**, which was built in 1998 by Keppel FELS Shipyard in Singapore. She is 214 metres in length and has a deadweight of 60,000 tons. She was built to operate as a turret mounted FPSO on the Varg oil field, in 84 metres of water, located in the Norwegian sector of the North Sea, close to the UK Median line. The FPSO **Petrojarl Varg** was decommissioned in 2016, when production in the Varg field finally ceased. She utilised ten risers, and was capable of the daily processing 57,000 bpd of crude oil, processing 53 mmcf of natural gas, and of storing 470,000 barrels of oil. Whilst infield, she was operated by a crew of 77 persons. She was laid up in Skipavika-Gulen, near the oil port of Mongstad, which is located north of Bergen in Norway. In 2021, the oil company, Hardy Exploration and Production India (HEPI) decided to develop the PY-3 field, which is located in the Cauvery Basin, some 43 miles south of Pondicherry in India, and in a water depth of up to 450 metres. The requirement was for a FPSO to operate the field, capable of processing 20,000 bpd of oil, and 20 mmcf of natural gas. The owners of '**Petrojarl Varg**', Altura Infrastructure sold her to Tuff Offshore, of Singapore, for US\$22 million (ZAR373.54 million). She was to be taken from Norway to Dubai, to receive an overhaul and refit, to prepare her for placing on the PY-3 oilfield.

*Advertisement*



Her tow began with the Boskalis ocean tug '**Boka Summit**' taking the '**Petrojarl Varg**' on her 12,000 nautical mile tow from Skipavika-Gulen, to Dubai. Initially the tow routed via Las Palmas, where bunkers were taken. In July, '**Boka Summit**' reported that she was resuming the tow, with her next bunkering destination being South Africa, and expecting to arrive in Dubai in October. However, it is clear that this never came to pass. Unexpectedly, and for reasons unknown, '**Boka Summit**' appeared to get no further than West Africa, where again for reasons unknown, she relinquished the tow to '**GMTS Tracker 01**', presumably in Lomé anchorage, which is where the current tow arrived from. Why it took so long to get from Las Palmas to Cape Town, i.e. four months, is yet another unknown. However, on sailing from Cape Town on the 9th November, '**GMTS Tracker 01**' did not continue with her voyage to Dubai, but simply continued doing what she did before she entered Cape Town harbour, by going round and round in small circles, staying well off Cape Town port limits at a speed of 2 knots and less. This continued for the best part of the next fortnight until late on the 22nd November, when she appeared to be finally getting underway as she passed Cape Point, heading in a southeasterly direction, at a speed of 3.1 knots towards Cape Agulhas. Confirmation came when the South African Navy Hydrographic Office (SANHO) promulgated a new Coastal Navigation Warning (CNW) on 23rd November 2022. New CNW 586 of 2022, again warned all mariners that a tow, of 0.8nm in length, was underway with '**GMTS Tracker 01**' towing the FPSO **Petrojarl Varg**, and for all vessels to keep well clear. The destination of the tow was now narrowed down to Port Rashid in Dubai. South African Navy nautical charts affected are SAN 150, 119, 79(INT 2670), and 80(INT 2680). The CNW will remain valid until further notice. It will be a while before '**GMTS Tracker 01**' and FPSO **Petrojarl Varg** arrive in Port Rashid in the UAE, as she is showing an ETA on her AIS of 20th January 2023, a full two months hence, which is three months after the original ETA set when '**Boka Summit**' began the tow back in June. Port Rashid is a logical stop in the Dubai Emirate for

**Petrojarl Varg**, as it has a large offshore support base, and two large offshore dockyards, which would be perfect for the forthcoming refit of the FPSO, prior to it arriving in India to begin its new life in the PY-3 oilfield. When Propetrol Ltd., took ownership of the '**GMTS Tracker 01**' in March 2022, they made a stop in Tema, in Ghana, when en route back to Lagos. Whilst in that port she received a Port State Inspection by Ghanaian Maritime Authorities, under the auspices of the Abuja Memorandum of Understanding (MoU). Three deficiencies were noted during the inspection, all relatively minor, and all concerning certification and documentation issues. (*Source: Africa Ports & Ships by Jay Gates; Photo's: Dockrat*)

## **DAMEN AND NIBC INCREASE VESSEL FINANCING FUND**

Leasing options enable fleet renewal for sustainable operations. NIBC Bank N.V. and Damen Financial Services celebrate their extended co-operation that enables an increase of the financing facilities for Damen vessels. Their continued and increased partnership was agreed recently. Offering financing possibilities, the partners aim to accelerate emission reductions in the maritime industry. Financial lease or operational lease options allow operators in the maritime



industry to renew or extend their fleet. In the highly competitive sector of offshore, harbour and inland operations, the capital investment to acquire new vessels is complicated for operating companies. Damen Shipyards offers financing possibilities to their clients, enabling them to purchase the advanced and efficient tools for maritime operations that Damen supplies. Financing is specifically available for workboats like tugs, fast crew suppliers, multicast, small ferries and barges. Damen is serving clients with financing possibilities for clients to purchase vessels for more than a decade now. This has resulted in a strong track record, both towards financial institutions as well as towards maritime companies. Lease contracts from Damen always include a buy-back guarantee. Should a company not succeed in their operations, the vessel can perform profitable with another client. By participating in the financial risk of a clients' operation, Damen clearly expresses to be sure about the possibilities for their clients to operate efficiently using Damen vessels. "We are proud to provide financing to Damen Financial Services and look forward to continuing our long lasting relationship," says Global Head of Transportation Michael de Visser from NIBC Bank. "We wish Damen Financial Services lots of success to further grow their leasing activities in the coming years." Manager Specialized Finance Martin van Eyk from Damen Shipyards adds: "We are glad to be able to offer even more possibilities to our clients. Some operators are really convinced to choose the higher quality from Damen thanks to the option of financing their vessels through us." Financial or operational lease solutions for customers of Damen Shipyards contribute to the energy transition in the maritime industry. Damen delivers sustainable workboats for offshore (wind) energy and hybrid or full electric tugs for port activities and other operations. Increased financing facilities with partner NIBC Bank N.V. enable Damen to help more clients in providing finance for their fleet renewal or

fleet extension. Damen ships and technology contribute to efficient operations and a reduction of the ecological footprint of the maritime industry. *(PR)*

*Advertisement*



20 years of tradition in designing and producing WINCHES for:

- Harbor & Terminal
- Offshore Industry
- Merchant & Transport
- Fishing Industry
- Mega Yacht
- Dredging

[www.dmt-winchess.com](http://www.dmt-winchess.com)



## WORLD'S FIRST: PORT OF ANTWERP-BRUGES 1ST METHANOL TUG GETS FITTED WITH ENGINES



The conversion of a Port of Antwerp-Bruges tug to methanol has officially been launched at the beginning of this week with the first engine installed on Monday, November 21. The second dual-fuel engine is set to be installed next week enabling the vessel to run both on methanol and conventional fuels, according to a recent update from the port authority. The engine conversion was carried out by

Anglo Belgian Corporation, which will also be in charge of installing the methanol tanks and pipes. The project is funded by the European research and innovation program Horizon 2020 and aside from the Port of Antwerp, which is supplying the tugboat, it includes Belgian engineering company Multi, which carried out the feasibility study for the project, Swedish shipbuilder Scandinaos, which designed the vessel's modifications, and the German company Heinzmann which is adapting the injectors. The [Methatug](#) project has been described as the first of its kind and it is part of the port's sustainability efforts. Last month, the port also welcomed its hydrogen-powered tug the [Hydrotug 1](#). The tugboat was built at Armón Shipyards in Navia Spain and it arrived in the port of Ostend on 27 October, where it will be fitted with a hydrogen system. Following the installation and testing, the goal is to have the [Hydrotug 1](#) fully operational in Antwerp in the first quarter of 2023. Antwerp-based Compagnie Maritime Belge (CMB) has been hired for the construction of the Hydrotug, which will be driven by combustion engines that burn hydrogen in combination with diesel. The port of Antwerp has integrated LNG into its bunkering market in the past few years. By 2025, it aims to become a fully-fledged multi-fuel port, in which seagoing and inland vessels will be able to bunker, not only conventional fuels, but also low-carbon alternatives such as methanol, hydrogen or electricity. *(Source: Offshore Energy)*



## STAN TUG JOINS MALDIVES FLEET

Maldives Ports took delivery of a new shallow-draught, multipurpose tug in 2022 as it increased operations in the principal port of Malé, the capital of the archipelago nation in the Indian Ocean. Damen Shipyards completed **Veeru 4** for state corporation of the Maldives and delivered it in April under the Maldives flag and Bureau Veritas class, for towing,



mooring, pushing and survey operations in the port and in coastal waters. It was built to Damen's Stan Tug 1606 design with a displacement of 90 tonnes, overall length of 16.76 m, beam of 5.94 m, a hull depth of 2.54 m and a draught at the aft of 2.22 m. **Veeru 4**'s propulsion comes from two Caterpillar C18 TA/A main diesel engines, producing total power of 894 kW at 1,800 rpm, turning two Kaplan II fixed-pitch propellers, or 1,350 mm diameter inside Van de Giessen-designed Optima stainless steel nozzles, through Reintjes WAF 264L gearboxes with a reduction ratio of 4.5:1. All this gives this tug bollard pull ahead of 17.1 tonnes and speed of 11.3 knots, while there is also hydraulic steering gear and two streamlined double-plated rudders. **Veeru 4** has an electrically drive anchor winch, two 80-kg anchors, a Mampaey disc-type towing hook with a safe force of 250 kN, 100 m of 12.5 mm diameter chain and a life raft on the deck. It has continuous rubber D-shaped fenders, of 200 x 200 mm around the hull and a cylindrical fender, of 380 mm diameter, on the bow for pushing vessels. Electrical power comes from one Caterpillar C2.2 NA generator set, producing 20.3 kW at 230/400 V and 50 Hz, and there are two 24 V alternators driven by the main engines and two battery sets. **Veeru 4** has a Azcue CA-50/3 bilge pump, closed cooling system, Rheinstrom M50 sewage pump and its fuel oil system includes duplex filters, water separator and an emergency stop oil supply. On board there is capacity to store 14.2 m<sup>3</sup> of fuel oil, 1.1 m<sup>3</sup> of fresh water, 0.7 m<sup>3</sup> of sewage and 0.5 m<sup>3</sup> of bilge water. In the wheelhouse there is a Furuno FR-8065 radar, GP-39 GPD and FCV-628 echosounder and a Sailor Compact 6248 VHF radio and a Cassens & Plath compass. **Veeru 4 particulars:** Owner: Maldives Ports; Country of operation: Maldives; Builder: Damen Shipyards; Designer: Damen; Design: Stan Tug 1606; Length, oa: 16.76 m; Beam, oa: 5.94 m; Depth: 2.54 m; Draught: 2.22 m; Bollard pull: 17.1 tonnes; Speed: 11.3 knots; Main engines: 2 x Cat C18 TA/A, 894 kW at 1,800 rpm;

Propulsion: 2 x Kaplan II FP. (Source: Riviera by Martyn Wingrove)

## ACCIDENTS – SALVAGE NEWS

### SEACOR LIFT BOAT EVACUATED IN GULF SOUTH OF LAKE CHARLES

A lift boat operated by Seacor Marine has been evacuated and is reportedly listing in the Gulf of Mexico south of Lake Charles Louisiana. The vessel, the **Seacor Robert** was located about 65 miles south of Lake Charles according to the United States Coast Guard. Officials with Seacor made the decision to evacuate the lift boat on Friday ahead of an approaching weather system that included a threat of severe storms. The company noted that observers flew over the vessel on Sunday. That report showed the vessel was off position but did have power and there were no signs of visible damage. The United States Coast Guard was not involved in the evacuation of the **Seacor Robert** but



the company did notify USCG that the boat was tilting or listing to one side. The notification also included the information that the crew had been successfully evacuated. The vessel's primary function as a lift boat is to become a standing platform. The vessel does this by extending three towering legs to the sea floor. This provides a stable platform for offshore crews to move men, machinery, and other large equipment

from the vessel to the platform. The lift boat was developed in the Louisiana Bayous during the early years of offshore drilling. These "jackup barges" would often pull alongside a platform and then "raise themselves up" to make the transfer of heavy machinery easier during the loading and off-loading process. Today's modern lift boats can operate in depths of up to 400 feet of water. In 2021 a lift boat operated by the same company, **Seacor Power** capsized during severe weather. That incident happened just eight miles south of Port Fourchon however 13 people lost their lives in that incident. The United States Coast Guard and Seacor are expected to release more information on the **Seacor Robert** and what will happen next for the vessel. Again, there were no injuries reported during this evacuation, all crew members were accounted for. (*Source: 973thedawg; Photo: Cagney Thomas*)

Advertisement



**Always  
delivering.**

From port to port, across the globe, IMS stake our reputation each day on a lifetime of maritime delivery, management and training experience against a backdrop of consistent results. **We're always delivering.**

**AUSTRALIA - EUROPE - WORLDWIDE**



IMS.

Ship delivery and management

Always delivering.

Phone +61 8 9331 2566  
Email [commercial@inationalmaritime.com](mailto:commercial@inationalmaritime.com)  
**[inationalmaritime.com](http://inationalmaritime.com)**

## VERDEMAR ASKS GIBRALTAR "WHEN" OPERATIONS TO REMOVE THE SHIP OS35 WILL BEGIN

Verdemar-Ecologistas en Acción has criticized the fact that the Government of Gibraltar "continues without giving news" about the situation of the ship OS35, sunk off the beaches of La Línea de la Concepción (Cádiz) since the end of August. In this sense, he has asked the Gibraltar Government "when" the operations to remove the remains of the ship will begin. In statements to Europa Press, the Verdemar spokesman, Antonio Muñoz, has indicated that Gibraltar "since it announced that the ship was going to be there until May 2023, it has stopped providing information, except when it removes and puts the anti-pollution barrier, in twice, due to the storm". Muñoz has affirmed that he

hopes that the **OS35** "does not end up in the sea as a source of environmental contamination" and has recalled that from the beginning of the accident from Verdemar "information has been requested on the exact load that the ship was carrying at the time of the incident And what did they plan to do so that this did not become what it is on its way to becoming, a new New Flame". Verdemar has insisted on demanding "clarity and transparency, both from the Government of Gibraltar and the



Spanish, if it is true that this communication is fluid and is aware of the plans and actions that are going to be carried out". Finally, Muñoz stated that "although it is no longer headline news, the ship is still there at the mercy of the weather conditions and waiting for the storms not to be excessively violent so as not to have to lament a new tragedy." (Source: *Europapress*)

## REMEMBER TODAY

### *M.S. RANGITANE – 27<sup>TH</sup> NOVEMBER 1940*



MS **Rangitane** was a passenger liner owned by the New Zealand Shipping Company. She was one of three sister ships (the other sisters were **Rangitata** and **Rangitiki**) delivered to the company in 1929 for the All-Red Route between Britain and New Zealand. **Rangitane** was built by John Brown & Company and launched on 27 May 1929. The three ships each

measured about 16,700 gross register tons, 530 feet (160 m) registered length and 70 feet (21 m) beam. They could carry nearly 600 passengers in 1st, 2nd and 3rd classes, 200 crew members, and substantial cargo. They had Brown-Sulzer diesel engines with a total output of 9,300 hp (6,900 kW), turning twin propellers. In wartime, they carried only defensive armament. On her final voyage Rangitane was armed with a 4.7-inch gun and 40 rounds of ammunition. *Sinking* On her final voyage, which had been delayed by labour disputes, she carried 14,000 tons of cargo, including foodstuffs and silver bullion, valued at over £2 million at 1940 prices. She carried 111 passengers, including CORB nurses, Polish sailors, servicemen and Radar technicians. The captain was Lionel Upton, a naval reservist who had been awarded the Distinguished Service Cross for his "services in action with enemy submarines" in his command of auxiliary boats based at Scapa Flow in World War I. **Rangitane** left Auckland harbour in the early afternoon of Sunday 24 November 1940, en route to Britain via the Panama Canal. She was intercepted early on the morning of 27 November 300 miles east of New Zealand by




the German surface raiders **Komet** and **Orion** and their support ship **Kulmerland**. Another ship, SS **Holmwood**, had been stopped and sunk by the German raiders on 24 November, but warning of the danger had not been passed on to **Rangitane**. This was later held to have been a factor in her sinking. The Germans signalled **Rangitane** to stop and not to transmit anything. Following standard Admiralty instructions, however, Captain Upton ordered "QQQ" ('suspicious vessel') to be broadcast, which prompted signals jamming and shelling by the Germans. The main transmitter was quickly disabled and the emergency set was used to send "RRR" ('raider attack'), which was received and relayed.

*Advertisement*



## NEW SHIPYARD IS READY FOR YOUR ORDERS

[www.bogazicishipyard.com](http://www.bogazicishipyard.com) - [info@bogazicishipyard.com](mailto:info@bogazicishipyard.com)



There followed a brief period of confusion. One German raider, suffering steering problems, sailed directly at **Rangitane**, which in turn, with steering damaged by the shelling, also steered directly at a German ship before circling. The helmsman reported loss of steering. The interception had been made in the dark and the German ships were unsure of what they had found, believing that it was probably a cruiser-sized warship. Their attack was made on the basis it was the tactic most likely to allow their own escape. Once he knew that the distress signals had been received in New Zealand, Upton ordered the ship's surrender. The shelling had caused widespread fires and some casualties, and, with her steering damaged, **Rangitane's** escape would be unlikely. Once hove to, sensitive documents such as code books were destroyed, and the crew instructed to destroy key engine components, to prevent **Rangitane** being taken as a prize. Despite the surrender, shelling continued and the furious Upton ordered full speed and return fire from the ship's guns, but this was prevented by destruction of telephones. The German shelling ceased and Upton gave the order to abandon ship. Sixteen people, eight passengers and eight crew, died as a result of the action, including those who died later of their injuries. Elizabeth Plumb, a 59-year-old stewardess, ship's cook William Francis and deck mechanic John Walker were awarded British Empire Medals for their selflessness in rescuing and caring for survivors.

#### *Released prisoners on Emirau*

Prize crews took control of **Rangitane** at dawn and supervised an orderly and rapid evacuation. The survivors, 296 passengers and crew, were



taken across to the German ships by lifeboats or German boats and sent below. **Rangitane's** broadcast warnings required that the Germans clear the area quickly, before allied aircraft arrived. Although

she was clearly afire and sinking, Komet fired a single torpedo and [Rangitane](#) listed quickly to port and sank at 6:30 am. The Short Empire class flying boat [Aotearoa](#), civil registration ZK-AMA, was the first Allied aircraft on the scene at about 2:30 pm, but found only an oil slick and debris. A subsequent air search missed the raiders, although they themselves saw one of the search aircraft. German treatment of their prisoners was humane and as good as could be expected in the crowded conditions, and those who died were given proper funerals. The number of prisoners aboard the German ships caused concern to the German commanders and they decided to release most of them. After an intended release at Nauru had been thwarted by poor weather, and further actions had led to the capture of more prisoners, the survivors were released on the tiny island of Emirau, off New Guinea. The remainder, mostly of military age, were transported back to German-occupied Bordeaux and eventually to prisoner-of-war camps in Germany. [Rangitane](#) was one of the largest passenger liners to be sunk in World War II. (Source: Wikipedia)

## OFFSHORE NEWS

### JAN MAYEN – ICE-CAPABLE PATROL VESSEL DELIVERED TO NORWEGIAN COAST GUARD



The Norwegian Coast Guard has taken delivery of a new offshore patrol vessel (OPV). The future NoCGV [Jan Mayen](#) is the lead ship of a new class of three OPVs that will replace the coast guard's 1980s-built Nordkapp-class vessels. The newer vessels will form part of the coast guard's outer fleet, which consists mainly of ocean-going ships. In the case of Jan Mayen, it will be deployed in the colder

waters of the Norwegian Arctic thanks to its ice-strengthened hull. Named after a volcanic island in the Arctic Ocean, [Jan Mayen](#) was designed by LMG Marin and built by Vard at its Vard Tulcea facilities in Romania. Primary missions will include maritime sovereignty patrols, fisheries enforcement, search and rescue, environmental protection, and chemical, biological, radioactive and nuclear (CBRN) incident response. It will also be equipped for secondary functions such as towing of disabled vessels and oil spill response. Jan Mayen has a length of 136 metres, a beam of 22 metres, a draught of 6.2 metres, a displacement of 10,400 tonnes, and a diesel-electric propulsion system that delivers a speed of 22 knots. In addition to accommodating helicopters via its flight deck, [Jan Mayen](#) is capable of refuelling helicopters even while they are hovering. Deck space is also available for two 8.5-metre fast rescue boats that are launched into and recovered from the water via two winterised davits. The OPV's armament includes a naval gun and machine guns with threat detection, tracking, and monitoring done with the aid of a Saab 9LV fire control system. Specialised sonars from Kongsberg Maritime will enable the vessel to detect and avoid hostile torpedoes. The other sensors consist of iXblue navigation equipment and Hensoldt search and tracking radars including one with an IFF interrogator. The accommodations are for a 100-strong crew with facilities that include cabins, a mess, and a hospital. The stores spaces can hold enough provisions to allow the vessel to stay out at

sea for eight weeks before requiring resupply. *(Source: Baird)*

*Advertisement*



**W**  
Van Wijngaarden Marine Services BV  
**The Right Partner...  
all over the world.**

T +31 (0) 184 490 244 | [www.wijngaarden.com](http://www.wijngaarden.com)

**KILSTROOM • MultiCat  
3013 • DP1 • 39.8 Ton BP**

## *PRYSMIAN HAS ORDERED ANOTHER SISTER CABLE SHIP TO THE LEONARDO DA VINCI FROM FINCANTIERI*

Fincantieri announced that it has received an order from Prysmian Group, a leading Italian company active in the energy and telecommunications cable systems sector, for the design and construction of a second cable-laying vessel with delivery scheduled for 2025. The contract is worth approximately 200 million euros. The unit, which will follow the sister unit



Leonardo da Vinci delivered in 2021, will be specialized in advanced subsea activities and is destined to be the best performing cablelayer in its reference market. The cable laying will be built entirely by the Vard group production network, including the main systems and equipment. With a length of approximately 170 meters and a beam of approximately 34, the new vessel will have a towing force in excess of 180 tons for complex installation operations down to depths exceeding 3,000 metres. Fincantieri also specified "top-level performance, such as load capacity and navigation speed, will make it possible to reduce the necessary displacements compared to today's standards, leading to a reduction in total CO2 emissions and a decrease of about 40% in consumption of fuel. Furthermore, the innovative high-efficiency propulsion systems, including a 3 megawatt power battery pack, will reduce nitrogen oxide emissions by 85%, complying with the most stringent international environmental requirements". The CEO of Prysmian Group, Valerio Battista, declared that "the development of smart and sustainable electricity grid infrastructures is essential to enable the energy transition and submarine cables are an essential component in this. As global leaders we are committed to technological innovation and we are happy to work with Fincantieri and Vard, leaders in shipbuilding, to improve our installation capacity as well". Pierroberto Folgiero, CEO of Fincantieri, for his part added: "A ship of this complexity fully expresses the ability that Fincantieri has to ensure its customers technological excellence, constant innovation and commitment to sustainability. In fact, the highly demanding context in which the unit will be required to operate, both in terms of environment and hi-tech requirements, will be able to enhance the sophisticated



latest generation on-board systems. We are therefore particularly pleased to be able to serve Prysmian once again with a successful project in a sector such as the cabling sector to support the energy transition, which will continue to attract investments in the near future". (*Source: Shipping Italy*)

## ISLAND OFFSHORE SUPPLIERS RENAMED



Both the **Island Empress** and the **Island Endeavor** of the Norwegian shipping company Island Offshore have been transferred to the Norwegian shipping company Myklebusthaug. The **Island Empress** has been renamed **Dina Supplier** and the **Island Endeavor** **Dina Supporter**. Both suppliers of the well-known type UT-755 LN now sail under the Portuguese flag. Despite the transition, they will both continue to operate from Den Helder in the Southern North Sea (SNS) Pool managed by Peterson Den Helder. (*Source & Photo's: Paul Schaap*)

## REACH SUBSEA TURNS OWNER WITH ØSTENSJØ MPSV BUY



Norwegian offshore services player Reach Subsea is building up its operations with the acquisition of multipurpose ROV support vessel **Edda Sun** from compatriot owner Østensjø Rederi. The Haugesund-based company, which has thus far focused on chartered-in vessels, is paying \$29m for the 2009-built MPSV, a price it noted was below the charter rates being offered on its other similar

vessels in the market. The deal should close in March next year, subject to consent from banks and vessel inspection. The ship will be mobilised with one work-class remotely operated vehicle (ROV) and one high-speed Surveyor Interceptor unit in time for the high activity season in the North Sea. "In the current market, it is attractive from a cost perspective to own parts of the ROV vessel capacity. Owning the vessel also implies a mitigation of any cost inflation risk in the coming years, as well as being able to credibly cater to our client's growing need for long-term solutions," explained Jostein Alendal, CEO of Reach Subsea. In addition, Reach has further boosted its vessel capacity with a charter contract for the 2011-built multipurpose ROV support vessel **Go Electra** with

a duration, including options, through 2027 at “a highly competitive fixed charter rate and a profit share arrangement”. The vessel will be available in early 2023 and will be mobilised with one work-class ROV and one observation ROV. Following the latest deals and the existing charters of [Havila Subsea](#) and [Deep Cygnus](#), Reach Subsea said it now had a long-term core fleet portfolio with an estimated 20-30% cost advantage compared to the current market, which is expected to be further improved with the launch of the unmanned Reach Remote vessels in 2023. “We are currently seeing record high activity and face a market with a solid growth outlook for years to come. Hence, the market for vessel capacity will be very tight, but we are now perfectly positioned to maneuver and take advantage of the growing demand for both short-term and multi-year assignments,” added Alendal. (Source: *Splash24/7*)

Advertisement



**Nav-Light<sup>®</sup>**

The bright spot in the marine world | [www.wkmcornelisse.com](http://www.wkmcornelisse.com) | +31 (0)34 55 17 122

The advertisement features a blue background with a yellow and blue logo for 'Nav-Light'. To the right of the logo is a black, ruggedized electronic device with a solar panel on top. Below the logo and device, the text 'The bright spot in the marine world' is written in yellow, followed by the website 'www.wkmcornelisse.com' and the phone number '+31 (0)34 55 17 122' in white.

## THE FUTURE OF CONNECTIVITY OFFSHORE: ENABLING DIGITAL TRANSFORMATION

As a response to the maritime industry's growing appetite for data to serve sustainability and crew-welfare imperatives, shipowners in the OSV sector are increasing bandwidth and adopting value-added services as their digitalisation journey progresses and their requirements evolve. The digitalisation of the shipping industry, itself driven by environmental and crew-welfare imperatives alongside technological advancement and



growing competition, is resulting in a significant increase in vessel data consumption. According to latest Inmarsat statistics, monthly average total network usage in the maritime sector was 44.68% higher at the halfway point of 2022 than in 2021. If overall demand for bandwidth from shipowners is growing fast, however, demand in the offshore vessel sector is even stronger: here, Inmarsat logged a 46.79% growth in network use over the same period. To continue meeting the demand, offshore vessel connectivity solutions must also evolve, to support long-term efforts towards decarbonisation and the improvement of crew welfare. *Digital decarbonisation driving data use* The current increase in data use in the support vessel sector is in part a reflection of the offshore

industry's ambitions to achieve greener and more efficient operations. As tightening environmental regulations encourage owners and operators to monitor the performance of their ships and shipboard equipment – and adopt digital solutions to analyse and act on the insights gleaned – bandwidth demands are soaring. The process of capturing large quantities of data from numerous shipboard and external sources, storing and analysing this data, and then transferring it to various stakeholders is now an established part of offshore support vessel operations and one that plays an integral role in decision-making for many companies. Similarly, digital solutions that allow owners to enhance efficiency in areas such as route/voyage planning and fuel consumption are now a common feature aboard vessels. Monitoring performance and running advanced, cloud-based applications necessitate high network stability and considerable bandwidth – and as ships become more digitally mature, with a greater number of advanced applications, these requirements continue to grow. *Crew welfare high on the agenda* In an increasingly digitalised, connected maritime environment, it is not only vessels becoming more dependent on data, but also the crew on board. Since the onset of the Covid-19 pandemic, several high-profile incidents have drawn attention to the difficulties facing seafarers, with the infamous crew-change crisis depriving shipboard personnel of timely shore leave and repatriation. Many owners and managers have responded to this situation by investing in better connectivity for crew and offering access to digital services such as 24-hour helplines. This trend, along with the now-mandatory requirement for seafarer connectivity recognised by the Maritime Labour Convention, has contributed to a 50% increase in total crew network use in the last year. The moral issue aside, paying crew welfare the attention it deserves is a prudent business decision for owners and operators. With seafarers today comparing employers on their ability to provide fast and reliable Wi-Fi and deliver high-quality online services, connectivity is now essential to an OSV operator's competitiveness. Remote, automated, and data-intensive. Another trend contributing towards the current rise in data consumption is the increasing use of technology to enable remote and automated processes. In modern offshore operations, the vessel is coming to represent an extension of its operator's headquarters – a floating operations centre that must maintain contact with shore-based offices and other ships at all times. For many owners, email services alone are no longer sufficient; video-conferencing, a particularly data-intensive activity, is a cornerstone of today's connected fleet and has contributed to a 32% increase in monthly average network usage across maritime and offshore operations from 2021 to 2022 (as of June). Similarly prevalent in modern shipping, and especially useful to offshore asset uptime, are remote inspections and maintenance, with companies looking to reduce costs and downtime by allowing vessel inspection and equipment servicing at sea. Like the use of automated processes that reduce the burden on crew and the risk of human error, remote servicing has clear benefits but also considerable bandwidth requirements. *Fleet Xpress Enhanced as a digital enabler* As a response to the industry's growing data requirements, Fleet Xpress Enhanced is the latest evolution of Inmarsat's transformational connectivity service. Offering a versatile, integrated, and modular solution that draws on the world's most secure and reliable satellite network, it enables real improvements in operational efficiency, sustainability, and crew welfare, enabling owners to upgrade their bandwidth allowance and adopt new applications as their needs change. Further, Inmarsat partners are provided with a platform to deliver their value-added services and host applications, with shipping companies in turn gaining access to an array of functionality ranging from email and basic office tools to the latest IoT-powered solutions. Crucially, the solution is future-proofed for seamless integration with other communications networks, a concept Inmarsat has dubbed ORCHESTRA. This approach promises to redefine connectivity at scale with the highest capacity for mobility worldwide and at hot spots around the globe. ORCHESTRA – so named because it brings together multiple components in perfect harmony to produce something far greater than the sum of its parts – is designed to meet the accelerating bandwidth requirements of modern shipping. It combines our



geosynchronous – or GEO – networks, ELERA and Global Xpress, with terrestrial 5G and targeted low-Earth orbit – or LEO – satellites. The result is a single, advanced solution for global mobility that will offer the fastest average speeds and the lowest average latency of any network – either planned or in existence – with seamless connectivity around the world. At a time when OSV operators’ requirements are evolving rapidly, and maritime data use is skyrocketing as a result, our aim is to provide a clear and flexible path to digital transformation – whatever stage of their journey they have reached. Wherever the data-driven vessels are sailing – however remote – they will be able to rely on high-speed connectivity to facilitate safe, efficient and sustainable operations. The only limit to their potential is the creativity of the technology solution and applications for which Inmarsat will offer continuous, global access. *(Source: Workboat365)*

Advertisement



## PGS LANDS GIG IN THE MEDITERRANEAN



Norwegian seismic company PGS has secured a 3D exploration acquisition contract in the Mediterranean with an “independent energy company”. **Ramform Hyperion** is set to commence acquisition late this month and is expected to complete the activities in mid-January 2023. PGS did not reveal any other details about the client or the scope of work.

“We continue to experience increased exploration activity in this prolific region and are very pleased with this contract award. We currently have the **Ramform Hyperion** working in the Southeast part of the Mediterranean and this contract secures visibility for the vessel into next year,” said President and CEO of PGS, Rune Olav Pedersen. From the most recent company-related news, it is worth noting that PGS announced at the end of October that it is mobilizing a Ramform Titan-class vessel for a new 3D exploration acquisition project offshore Namibia. The acquisition is planned to be completed by mid-February next year. *(Source: Offshore Energy)*

## GOLDEN ENERGY OFFSHORE OFFLOADS PSV

Norway’s Golden Energy Offshore Services (GEOS) has struck a deal to sell its 2005-built platform supply vessel **Energy Scout** for \$6.45m. The buyer for the Norwegian-flagged PSV VesselsValue

estimates as worth \$5.78m has not been identified. The ship should deliver in the first quarter of 2023, and the sale is expected to boost GEOS' liquidity, which the company was working towards as it has a liquidity loan of \$4.5m with maturity at the end of 2022. The Ålesund-based firm established in 2013, bought the vessel end-May 2014. The PSV was reactivated in March of this year following a 16-month warm layup for work in the renewables sector until the end of Q3 2022. (Source: *Splash24/7*)



## DEEPWATER SURVEY OFF TRINIDAD AND TOBAGO GATHERING DATA ON HYDROCARBONS



Norwegian-based Electromagnetic Geoservices (EMGS) is conducting an electromagnetic survey offshore Trinidad and Tobago to gather more information on the country's "first significant" seabed hydrocarbon discovery. The survey is being carried out as part of the Calypso project to develop Trinidad and Tobago's

deep-water hydrocarbon resources. Activities are scheduled to take place until the end of December and include surveys at a depth of 2,200 meters over an area of at least 1,600km<sup>2</sup>. EMGS' survey vessel **Atlantic Guardian** is in charge of the work, supported by marine services company GAC Group. Calypso is a deepwater gas discovery located 217 kilometers off the coast of Trinidad and Tobago, close to existing LNG infrastructure and downstream petrochemical facilities. The project's appraisal drilling program, consisting of the Bongos-3, Bongos-3X and Bongos-4 wells, concluded on 20 December 2021 during which all wells encountered hydrocarbons. Woodside is the operator with a 70 per cent interest, with BP holding the remaining 30 per cent. As part of the Calypso project, the Ministry of Energy has opened up additional deep-water blocks, attracting new operators to line up exploring opportunities for 2023/2024. (Source: *Offshore Energy*)

## EVENT NEWS

### ZEEWOLDE NODIGT DEZE WINTER VAREND ERFGOED UIT.

De Gemeente Zeewolde nodigt schepen van het Varend Erfgoed uit om tussen 19 november 2022 en 31 maart 2023 een aantal weken door te brengen in de haven van Zeewolde, bekend van de zomerse



Havendagen. Uit publicaties blijkt, dat er meer interesse komt bij recreanten om het jaar rond door te varen, zo ook bij het Varend Erfgoed. Enerzijds heeft dat te maken met de klimaatverandering, immers na 16 oktober j.l. hebben we nog vele mooie dagen gehad, dus hoezo Winterbediening van Kunstwerken? Anderzijds is er meer vrije tijd vanaf een bepaalde leeftijd van de eigenaren en dus wil men zolang het water niet hard wordt, gewoon blijven varen.



Onder Varend Erfgoed wordt verstaan Historische Bedrijfsvaartuigen zoals sleepboten, dienstvaartuigen, kotters en tjalken, klippers en beurtvaarders. En aan die eigenaren is er de keuze, men verblijft 1, of 2 of meer weken in deze haven, waar voor stroom, sanitaire stop, drinkwater en afvalstorting wordt gezorgd. Vanuit de gemeente wordt nog nagedacht om de schepen, die binnenlopen “Leen”-lampen ter beschikking te stellen, maar die moeten dan wel dagelijks ’s avonds branden. Dus vindt U het ook zo jammer dat uw Varend Erfgoed zo’n hele winter ongebruikt ligt? Ga nu provianderen en stoom dan op naar Zeewolde. Schepen kunnen zich aanmelden met een foto via een mail aan [ijsbreker.walvis@kpnmail.nl](mailto:ijsbreker.walvis@kpnmail.nl) De Gemeente Zeewolde heeft de regie, dus de beoordeling is aan de gemeente Zeewolde, die daarbij wordt geadviseerd door een tweetal Erfgoed-kenners.

*(Source: Scheepspost)*

#### Advertisement



**OVER 950 VESSELS DELIVERED**

PROUD SHIPBUILDERS







### *DAMEN, WINDCAT OFFSHORE TO UNVEIL NEXT-GEN CSOVs AT OFFSHORE ENERGY EXHIBITION & CONFERENCE*

Windcat Offshore and Damen Shipyards will reveal a new series of Commissioning Service Operating Vessels (CSOVs) on 29 November at RAI Amsterdam, during Offshore Energy Exhibition & Conference. The CSOVs have been designed by Damen Shipyards in cooperation with Windcat and CMB.TECH. According to Damen, the ‘Elevation Series’ of CSOVs are future-proof and have “a revolutionary new design with more capabilities and flexibility compared to existing vessels”. The new CSOV series will be presented by Joost van der Weiden from Damen Shipyards and Stephen Bolton, Managing Director of Windcat Offshore. Damen will also participate in the conference programme at Offshore Energy Exhibition & Conference, with Mark Couwenberg, Product Manager SOVs at Damen Shipyards Group, set to discuss offshore wind during the conference session



‘Opportunities in Offshore Wind’, alongside speakers from RWE Renewables, TotalEnergies and Van Oord. Offshore Energy Exhibition & Conference is taking place on 29 and 30 November in RAI Amsterdam. Find out more about the event on Offshore Energy.

*(Source: Offshore Wind)*



## WINDFARM NEWS - RENEWABLES

### *FUGRO WINS TWO SURVEY CONTRACTS IN DUTCH NORTH SEA*

Fugro has been awarded two geotechnical investigation contracts for the development of the Dutch IJmuiden Ver Site V-VI, Nederwiek (zuid) Site I and Hollandse Kust (west) Site VIII offshore wind zones. This is the largest campaign undertaken by the Netherlands Enterprise Agency (RVO) to date and part of the accelerated development by



the Dutch Government in line with the Offshore Wind Energy Roadmap 2030, Fugro said. Peter-Paul Lebbink, RVO's Coordinator Soil Characterisation, said: "By awarding this extensive geotechnical survey, RVO is taking another important step in the realisation of the Offshore Wind Energy Roadmap 2030. We are looking forward to receiving high quality geotechnical results in 3 different Dutch offshore wind farm zones from Fugro." Once completed, the wind farms will deliver a total installed capacity of circa 4.7 GW. The comprehensive Geo-data will be used by wind farm developers as input for preliminary engineering design studies and future tenders, and will also be available for power cable design, archaeology, and marine biology investigations. Specialist geotechnical vessels from the Fugro fleet will commence the surveys in March 2023 and continue into the fourth quarter of 2023; further processing, laboratory testing, and reporting of results will continue well into 2024, Fugro said. The fieldwork will comprise investigations of the seabed and subsurface undertaken using techniques and innovations including Fugro's SEACALF® Mk V DeepDrive® system for seabed cone penetration tests and WISON® Mk V Ecodrive. Fugro's data delivery platform will provide secure and easy client access, and increased laboratory capacity onboard the vessels will ensure faster processing of results, the company said. Subsequent extensive laboratory testing will take place in Fugro's recently extended laboratories in the UK and Belgium. "We are delighted to have been awarded this important project and support the Dutch Government in achieving its new fast track sustainability goals. Our unique combination of technical capabilities, resources, innovations and talented people underlines our commitment to secure a safe and liveable world by delivering the best possible data to assist with the energy transition," Erik Jan Bijvank, Fugro's Group Director Europe & Africa, said. *(Source: Offshore Energy)*

Advertisement



## FOUR WTIVs EQUIPPED WITH SCHOTTEL PROPULSION SYSTEMS FOR OUYANG OFFSHORE IN SHANGHAI



Four newly built Wind Turbine Installation Vessels (WTIVs) for Ouyang Offshore in Shanghai will all be propelled by SCHOTTEL azimuth thrusters. The first vessel will be delivered in the last quarter of 2022, and these vessels will be sufficient to cover the installation of 16 MW wind turbines. Each vessel will be equipped with two electrically-driven SCHOTTEL RudderPropellers type 430 azimuth thrusters and two

SCHOTTEL TransverseThrusters type STT 4 to ensure DP mode



manoeuvrability and precise positioning. *Powerful, reliable, precise* For 70 years, the SCHOTTEL RudderPropeller (SRP) has proven itself as a universal all-rounder in a wide variety of ship designs and areas of operation. The 360-degree steerable SRP combines maximum manoeuvrability and bollard pull with outstanding course stability during free sailing to provide powerful thrust in the chosen direction at all times. *Wind turbine installation and maintenance work*



The 90-metre-long and 42-metre-wide vessels will be able to operate in a working depth of up to 60 metres. They have enough accommodation for 100 people, who are on board to install offshore wind turbines and



conduct maintenance work. The series of vessels is set to be fully delivered by June 2023. (PR)

---

## DREDGING NEWS

### *LIEBHERR P995 FLOATING EXCAVATOR ON YANGTZE RIVER*

---

Gorgeous Yichang has just released this beautiful video about a Liebherr P995 floating excavator, taken during the recent Yangtze River dredging program. Taking advantage of the unusually low water level during flood season, Yichang City launched the dredging work to clear the waterway and enhance shipping safety. Liebherr excavators do not



only operate in the construction or mining business. They are also used on the water, mounted on barges or pontoons, in the channel dredging business. This one is the P 995 is a 380t excavator, featuring 1,750 kW / 2,364 HP. Watch the YouTube video [HERE](#) (Source: Dredging Today)

---

### *DREDGE DUBUQUE RESPONDS TO CRITICAL DREDGING MISSION ALONG RED RIVER*

---



The cutter suction dredger (CSD) **Dubuque** departed the Vicksburg Harbor last week for a critical dredging mission along the Red River in response to low water conditions.

Drought conditions throughout the Mississippi River Valley have caused a low water event on the lower Mississippi River and its tributaries. More specifically, troublesome areas

were reported near Lindy C. Boggs Lock and Dam 1. Located on the Red River at mile 43.8 about 11 miles north of Marksville, Louisiana, it is the first lock and dam on the Red River and part of the J. Bennett Johnston (JBJ) Waterway system. The Dubuque was deployed to maintain the 9-ft navigation channel by dredging areas of increased sediment that recently emerged due to shoaling. Dubuque operator Charlie Hansford said: “The towing industry is almost completely halted, so we’re here cutting high spots so the loaded barges can continue to pass through.” Main impacts to navigation industry consists of restrictions to load sizes and vessel drafts, delays due to temporary channel closures during dredging operations or groundings, and loss of access at some ports. The **Dubuque**, also known as the “Ugly Betty” by its crew, is a cutterhead type of dredge. It is equipped with a rotating cutting tool that loosens and extracts sediment from the navigation channel which is

---




then sucked into a 12" diameter pipe and discharged to a deeper area of the channel deemed appropriate by a survey crew. Its crew consists of an operator, a diesel engineer, deckhands, and a crane operator and is accompanied by two large boat tenders, the Evie Kate and the Clinton. (*Source: Dredging Today*)

advertisement

**RSD E-TUG 2513**

**Take charge of tomorrow.**

- Zero emissions
- 70 tonnes bollard pull
- Fast recharging
- Exceptionally manoeuvrable



**DAMEN**

Damen.com

### *PADSAN RIVER DREDGING CAMPAIGN STARTING SOON*

A large-scale dredging project is about to begin at the mouth of the Padsan River in Barangay Gabu, Philippines. According to the government officials, dredging will commence on December 15 at the mouth of the river moving all the way upstream of more than 5 km. "The sand extraction along the heavily-silted river would benefit more Ilocanos through livelihood grants and cash incentives," said Ilocos Norte provincial administrator Yvette Convento-Leynes. She also added that this would be derived



through the collection of extraction fees, as well as the corporate social responsibility programs of Hesha Prime Sand and Gravel Aggregates Philippines, Inc., which was granted a permit to dredge, de-clog, and de-silt the river mouths of the Padsan River. As the main proponent of the project, Ilocos Norte Governor Matthew Joseph Manotoc assured the 15 affected barangays of Laoag City that they would get the most out of the project as the frequent flooding in the city will be addressed in the long term once the natural state and water flow of the river channels will be desilted, based on a comprehensive dredging plan. "This is just the start of an open dialogue. If anything unexpected happens, we will ensure that all those affected will be compensated and no one will lose valuable property or livelihood because of this project," Manotoc said. With an extraction fee of PHP22 per cubic meter, Leynes said that approx. PHP30 in million in extraction fee is expected to be collected in the first year of the operations. In fact, Leynes reported that at least "50 percent of the extraction fee has already been paid by the dredging contractor (Hesha)." (*Source: Dredging Today*)

### *VAN OORD'S TSHD HAM 318 READY FOR PORT OF RIO GRANDE JOB*

The maintenance dredging works on the access channel to the Port of Rio Grande are set to begin today.



According to Portos RS – Autoridade Portuária dos Portos do RS, Van Oord's trailing suction hopper dredger (TSHD) **HAM 318** arrived in the municipality yesterday afternoon – getting ready to kick off the task. Under the project, the TSHD will be responsible for removing about 2 million cubic meters of sediment that had accumulated since the last work in January 2020. Dredging work maintains safe

depths for the port activities. Portos RS said that they plan to carry out similar activities on a regular basis to prevent silting in the channel and reduce the amount of material to be dredged. (*Source: Dredging Today*)

## LAGUNA RESERVE DREDGING RESCHEDULED FOR DECEMBER

The City of Port Lincoln, SA, will be undertaking maintenance dredging along the beach adjacent to the Laguna Reserve in December.

*The city has engaged Maritime Constructions to:* \* Move sand from the northern end of the beach to replenish the southern side, \* Dig out a pit, \* Pump silt over the groyne into the pit, \* Reshape beach. Sub-Contractor, Darren Tressider, will be on site from early December 2022 to undertake



this work. Completion of dredging will be dependent on the amount of work required, weather delays and operating restrictions. Also, 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 site. Boats in the area are advised to use caution and to maintain a 4-knot speed limit and a distance of 20m from the work area/dredge, the city said. (*Source: Dredging Today*)

## YARD NEWS

### THE PROSPECTIVE PROGRAM OF THE BALTIC SHIPYARD INCLUDES SIX



## ICEBREAKERS AND TEN POWER UNITS



In the next twenty years, the Baltic Shipyard (part of USC) plans to build six universal nuclear icebreakers of project 22220, two multifunctional nuclear service vessels of project 22770, as well as ten modernized and optimized floating power units (MPEB and OPEB). The listed orders are included in the prospective production program of the enterprise for the period 2022-2041,

follows from the materials of the shipyard presented on November 22 at the launching ceremony of the Yakutia nuclear icebreaker, Sudostroenie.info reports. To fulfill the production program of the Baltic Shipyard, it is planned to implement a number of investment projects. These include the construction of new shops, the technical re-equipment of hull and foundry production, the creation of a production facility for the manufacture of straight-line propulsion complexes, the construction of a chamber for cleaning, painting and drying sections, the construction of a dock complex, the construction of an assembly and welding shop for volumetric sections, as well as the reconstruction of outfitting embankments. Recall, as reported In June 2021, the General Director of JSC "Baltic Plant" Alexei Kadilov, after the implementation of reconstruction and modernization measures, the Baltic Plant will be able to enter the high-volume construction of large-capacity models of marine equipment, as well as military cruisers. The technology of large-block construction will reduce the construction cycle of orders to one and a half years and reduce the labor intensity of building orders by approximately 25%. *(Source: Sudostroenie)*

Advertisement



## NEW HANOVER COUNTY ORDERS FIRE BOAT FROM US WATERCRAFT

Hubert, N.C. shipbuilder US Watercraft said it has been selected by New Hanover County to build a custom 30-foot aluminum fire/rescue vessel. Now under construction, the vessel will be delivered in early 2023. Located in southeastern North Carolina, the county has 31 miles of shoreline on the



mainland and barrier islands, with communities facing both the Cape Fear River and the Atlantic Ocean. In addition to fire-fighting capacity, the aluminum catamaran will feature an hydraulic bow door for deploying a rescue ATV. The vessel can land on the beach to offload the vehicle in areas not easily accessible by road. At 30' LOA with a 12' beam, the vessel will have a forward-leaning walk-around cabin. It will be equipped with twin 300 hp outboards, fire pump, and hydraulic drop-down bow door. *(Source: MarineLink)*



## YANTAR SHIPYARD TO BUILD 7MW RESCUE SHIP OF PROJECT MPSV06M



The ship of Icebreaker 6 class to be built by 20 December 2024. Kaliningrad, Russia based Baltic Shipyard Yantar (a company of United Shipbuilding Corporation) has been announced the winner of the open competition held by the State Customer Directorate for Marine Transport Development Programmes to build a 7MW

multipurpose salvage vessel of MPSV06M design. According to the competition documents, the contract price is RUB 7.463 billion. The ship is to have ice-breaker stem and cruiser aft end as well as enlarged double-tier forecastle. There are also a diesel-electric power station with ER located in the middle part of hull, two full-circle rudder propellers and bow thrusters. The helicopter landing platform is located on the fore part of ship. The ship is intended for patrol and rescue duty in the areas of shipping, fishing, offshore oil and gas fields; technical support and assistance in areas dangerous for shipping and production of seafood, search and salvage of stricken ships, to conduct rescue and evacuation of people; refloating of stranded ships, pumping of water from flooded compartments, for towing of stricken vessels to shelter, for sea towing of vessels and floating facilities and structures in ice and open water, icebreaking operations in port water areas and off-harbour areas with ice thickness of up to 1.5 meters, provide assistance in fire combating on floating objects and coastal ones accessible from seaside, conduct investigation of sea floor and damaged objects at depth of up to 995 meters. The ship with unrestricted area of navigation will be deployed following international shipping including the passage of the Northern Sea Route. The ship particulars: LOA – 87.75-91.0 m; BOA – 19.10-20.0 m; depth – 9.00 m; design draft – 6.3-6.52 m; main engine – at least 2x3500 kW; speed in deep still water at 100% power of engines – 15 knots;

crew – 22, special personnel – 12, endurance – 30 days; cruising range – about 5,000 miles. The ship is to be built by 20 December 2024. The delivery ceremony is to be held at the berth of Arkhangelsk port. Two ships of that design, the Beringov Proliv and the Murman, are already being operated by Marine Recue Service in northern seas. In March, Yantar shipyard held a keel-laying for the third 7MW multifunction salvage vessel in a series of MPSV06M design ships ordered by State Customer Directorate and to be operated by Marine Rescue Service. Designer – MIB-SPb. The ship homeported in Murmansk will be mainly operated on the Northern Sea Route. Yantar will build the new ship of upgraded design. Project MPSV06M meets the 2021 RS Rules and the Polar Code. (Source: PortNews)

Advertisement



### *ASTILLEROS ARMÓN VIGO, FINALIST FOR THE DUTCH NIOZ SHIP*

Astilleros Armón has been a finalist for the construction in the Vigo shipyard of what will be the new research flagship "**Anna Weber-van Bosse**" for the Royal Netherlands Institute for Marine Research (NIOZ, for its acronym in Dutch ). The successor to the ship "**Pelagia**" will be delivered in mid-2025.

(Source: Puente de Mando)



### *THE PORT OF TENERIFE WILL REOPEN ACCESS TO THE NORTH DOCK*

The Tenerife Port Authority justifies the closure of access to the North Dock to the public due to a test of supply of electricity generated by a hydrogen battery to the tugboat "**Punta Salinas**", which will take place next week. This Maritime Rescue ship has an expiration date and will be scrapped when its replacement is incorporated. This test is part of the Everywh2re project, which is subsidized by the EU. The Port Authority informs of this test after puentedemando.com published last week the closure of the access to the North Dock with a fence and a padlock and without any

previous informative sign. Now he comes out justifying the situation by a test for the benefit of the



Maritime Rescue ship and of which the date of its final implementation is unknown. This is a pilot project for the supply of renewable energy electricity to docked ships, which will be produced from hydrogen using a 100 kW fuel cell. For this reason, according to the Port Authority, "the facilities for this purpose are already set up in the North Dock, which is why access to the area had to be provisionally closed, which will reopen once the test is completed". (Source: *Puente de*

*Mando'Photo: Juan Carlos Diaz Lorenzo)*

## WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

**ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://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:
  - *Damen RSD 2513 Tugs add to sustainable operations in Port of Leixões*
  - *Master Boat Builders to Construct Two New Tugboats for Moran Towing*
  - *SANMAR delivers third tug to operate in challenging waters around Orkney*
  - *Stražak-28 from Remontowa Shipbuilding during sea trials*
  - *Huge interest in SANMAR's new game-changing emissions-free electric tugs*
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](mailto: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

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

[mailto: jvds@towingline.com](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

---

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense howsoever caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <https://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.

---