Tugs Towing & Offshore Newsletter

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TUGS & TOWING NEWS

Damen Shipyards and Van Stee Offshore sign contract for delivery of the first Multibuster 8020

A new class of 80-metre, ultra-shallow draught, multi-purpose workboats. At the Offshore Energy Exhibition & Conference 2022 Kommer Damen, Chairman of Damen Shipyards Group, and Arjan van Stee of Van Stee Offshore have signed a contract for the delivery next year of an 80-metre Multibuster 8020 ultra-shallow draught, multi-purpose workboat. Van Stee's Multibuster 8020 is the first of a new class that combines the key elements of Damen's highly successful Multi-Cat and Shoalbuster workboat classes to create a large-scale platform capable of undertaking a wide variety of projects in waters as shallow as three metres. The vessel is the brainchild of Damen CEO Arnout Damen who recognized that workboats of this size and capability were not only in short supply but would also be increasingly required in the years ahead. The basis of the design was developed by naval architecture studio OSD-IMT, part of the Damen Shipyards Group, and construction got underway at Albwardy Damen Sharjah in the UAE in 2020. Key features of the design in addition to the shallow draught include extensive deck space, ample accommodation and the high stability that enables the fitting of larger cranes than those on vessels of a similar size. DP2 dynamic positioning is standard and the propulsion system includes a retractable tunnel bow thruster that ensures that two tunnel thrusters are available at all times for enhanced maneuverability. All third-part equipment is sourced from leading brands. As well as serving the offshore renewables and oil & gas sectors performing duties ranging from anchor-handling and towing to ROV operations, cable laying and beach pulling. The Multibuster is expected to be in demand for nearshore operations. The vessel is built to ground out on the beach for tasks such as cable landings and shore approaches. Arjan van Stee, Director Van Stee Offshore, said: "As a specialist in shallow draft operations the Multibuster will give us new capabilities and opportunities to support our clients in the offshore energy sector. Its low emissions profile will additionally be valued by our partners working on wind and other renewables. We're very pleased to be renewing our relationship with Damen and look forward to a long and productive cooperation." Joost van der Weiden, Damen Sales Manager Benelux: added, "It's great to be working once again with Van Stee

Offshore, a family-owned company known for its high-quality vessels and many prestigious customers. We believe that the Multibuster 8020 is the right vessel at the right time, delivering a suite of capabilities that are sure to be in demand in the years ahead. We all look forward to seeing it in operation and to further collaboration with Van Stee Offshore." Van Stee Offshore currently operates a fleet of three multi-purpose workboats, at present active in the North Sea, Taiwan and Angola. The Multibuster, to be named **Zwerver V**, will provide them with another capable of global operations. Prior to its delivery next year, the vessel is undergoing some custom modifications including the addition of a four-point mooring system, the installation of a pedestal to take a large offshore crane and boat landing facilities for crew transfer vessels. The navigation and communication systems are also being upgraded along with the HVAC systems to equip it for high latitude as well as tropical conditions. *(PR)*

FOSS CHARTERS IN TIER 4 TUG EARL W REDD FOR OFFSHORE WIND WORK

Vancouver, Wash., based Jones Act market equipment leasing specialist Tug Construction is to bareboat charter the Tier 4 compliant tug **Earl W Redd** to Foss Maritime. It will sail from Portland, Oregon, to Massachusetts later this month to begin work on Foss offshore wind projects. "Foss is proud to be involved in the creation of the first large-scale offshore wind installation in the U.S. The **Earl W Redd** is a great addition to the Foss fleet and will allow our skilled mariners to safely accomplish complex projects," said Joel Whitman, President of Business Development at Foss Offshore Wind. "This investment along with the ongoing development of our offshore wind terminal in New Bedford further expands our presence in Massachusetts and will allows us to continue the expansion of our services to the emerging offshore wind market in the Northeast." Tug Construction contracted Diversified Marine Inc. to build the **Earl W Redd** in 2017. The tug ushered in the Tier 4 era as the first workboat in the U.S. to meet EPA Tier 4 requirements. Its main equipment consists of two Caterpillar 3516E main engines (5,350 HP), Rolls Royce US255 FP drives,

Markey DEPC-48 bow winch and a Markey TESD-34 double drum tow winch. After delivery, the

Earl W Redd was first chartered to Harley Marine, then to Foss and Saltchuk Marine's Cook Inlet Tug & Barge before being returned in May of 2021. "The **Earl W Redd** is an extremely capable and versatile vessel," said Foss Maritime COO Chris Mack. "Our crew has experience with the boat, and we are excited to have it back in the fleet. When we started planning for this project, the Earl checked all the boxes we were looking for. Tug Construction was our first call, and we are happy to announce this charter." "We are excited to continue the partnership with Foss and look forward to seeing the **Earl W Redd** at work in offshore wind. It is an excellent boat for this project. Diversified Marine built a great boat with no expenses spared on equipment. We look forward to continuing to support Foss with their vessel needs and hope to build more wind boats soon," said Frank Manning, director of business development at Tug Construction. Foss Maritime and Tug Construction have a history of working together. In 2019, Foss Maritime acquired the **Michelle Sloan**, **Lela Franco**, **Dr. Hank Kaplan** and **Rich Padden** from Tug Construction. All four boats were built by Diversified Marine, Inc for Tug Construction. *(Source: MarineLog)*

ELLIOTT BAY, MILLER MARINE TO DESIGN AND BUILD ELECTRIC TRUCKABLE TUG

Elliott Bay Design Group (EBDG), Seattle, and Miller Marine Inc., Deltaville, Va., will design and build a fully electric truckable tug. The tug is purposefully designed as a multifunctional utility boat servicing marine construction sites, tending dredges, tending buoys, short range ferry operations and other near shore operations such as crew transportation or line handling, EBDG said. EBDG will incorporate an electrical propulsion system into Miller Marine's proven truckable tug design. Once the design phase is complete, Miller Marine will build the vessel at its 15,000-sq.-ft. production facility. The 26' vessel will be powered by two permanent magnet motors with a total power of over

300 kW (400 hp). Shore power will be used to recharge the vessel's battery banks overnight, taking about eight hours. On a full charge, the vessel will operate with contingency for 12-plus hours. A closed-loop fluid cooling system will provide temperature control of the batteries, motors and electronics, maximizing their lifetime. This configuration is ideally suited for shallow and silty water operations, EBDG said. The electric tug will support public agency and private enterprise marine construction operations and short-range logistics. Miller Marine is a family owned and operated marine metal fabrication shop. Its fabrication shop utilizes modern CNC technology to facilitate efficient production of marine projects with hulls up to 80'. Marine access is provided by 300' of shoreline and a 240' steel pier. *(Source: Workboat)*

SHIP DESIGNER WESTERN BALTIC TO LAUNCH TWO NEW ELECTRIC PUSHER DESIGNS AT WORK BOAT NEW ORLEANS

Lithuanian ship designer Western Baltic Engineering (WBE) is to unveil two new models of its groundbreaking electric 'pusher' vessel series, known as the ELECTRIC EEL, at the Work Boat trade fair in New Orleans as it seeks to support the decarbonisation of America's vast inland waterways network. The vessels are the latest editions to the first series of battery powered 'pushers' ever designed. Known as EE20 and EE26 the latest vessels are being adapted from the original model EE27 launched by WBE in August. They offer different functionality including the ability to 'pull' as well as greater power and range capabilities. WBE's senior sales manager, Chris Cowan says the vessels are being launched at Work Boat as they are suited to much of America's extensive inland waterways network which is under greater pressure to reduce emissions under US Environmental Protection Agency (EPA) regulations and IMO GHG targets. He pointed to research from ABS (see notes to editors 1) which estimates that vessels on the US inland waterways emitted 5.67 billion kilograms of CO2 in 2018 from around 4,000 towboats, hauling 25,000 barges and carrying 630 million tons of cargo along 25,000 miles of waterway every year. "We are really pleased to launch these latest designs at Work Boat," he said. "We see huge potential for the vessels to be designed in Lithuania and then built at US yards. We have adapted our design in response to market

demand in Europe following the EE27's launch in August this year. The EE27 is set to be built for the Lithuanian Inland Waterways Authority next year. But to operate on the Danube and Rhine we recognised the design needed to be adaptable particularly for the deeper waters. With a greater capabilities the designs can operate in the deeper rivers around America, plus they fit with the US drive to switch to more electric propelled craft." Chris said the Electric Eel concept is capturing barge operators imagination. "We've had a terrific response since launching the EE20," he said. "But some operators wanted different functionality. As a result both the EE20 and EE26 models are being innovated to meet specific customer requirements. Notably both can operate in deeper water, with a 2.5m and 2.6m draft respectively compared to 1.2m for the EE27. In addition, both new vessels have greater power with four TEU size battery containers being installed instead of two, enabling range capacity to be boosted from 300km to 375km while the EE26 can push or pull two 1600 tonne barges and the EE20 can push 2500 tonnes compared with 2000 tonnes on the EE27." Chris said the EE26 is the most radical departure in the series yet as it will offer a 'pull' as well as 'push' function to manoeuvre non propelled barges.

As a result of the design innovations all models will now operate on a methanol back up generator which can completely replace or supplement the battery power as required and offers a safe return to port solution. The ELECTRIC EEL series of vessels are designed to replace diesel pushers which presently dominate the market for 'pushing' non-propelled barges around inland waterways. Pressure is further increasing from the European Union which wants to shift freight to Europe's inland waterways via more green powered vessels (see notes to editors). On the Danube alone there is a fleet of 332 diesel pushers pushing more than 2000 non-propelled barges. The ELECTRIC EEL series will operate on batteries designed by Andorra based AYK Energy which recently signed a design partnership with WBE. AYK president Chris Kruger confirmed the new partnership will focus on deploying its Aries + model 17.6 KW hour li-ion batteries with the potential to expand to its 23.3 KW hour Centarus & Aquarius ranges. *(Source: Western Baltic Engineering)*

ESCORT TUGS BOLSTER SVITZER'S EGYPTIAN OPERATIONS

Med Marine has delivered two ASD tugs in two harbours either side of the Suez Canal. In 2022, Svitzer added two new escort tugboats to its growing fleet in Egypt to enhance towage and ship handling in ports and into the Suez Canal. Turkish builder and owner, Med Marine, supplied two azimuth stern drive (ASD) tugs after their construction at the Eregli Shipyard. **Svitzer Port Said 3** entered service in Port Said in April and **Svitzer Suez 3** was delivered in June 2022 to enable more effective manoeuvring of ultra-large container ships using these Egyptian ports. Their delivery boosted Svitzer's fleet of tugboats in Egypt to six vessels. Med Marine had these built to a MED-A2885 design, based on Robert Allan Ltd-design RAstar 2800 tugs, with fire-fighting and escort notations. These two new tugs have an overall length of 28.4 m, moulded beam of 13 m, hull depth of 5.4 m, and draught of 5.7 m. They have bollard pull of around 75 tonnes and a speed of 12 knots, coming from propulsion consisting of two Caterpillar-supplied Cat 3516C main engines, each developing 2,100 kW at 1,600 rpm, with a slipping clutch to drive FFS-delivered fire-fighting systems. IMO Tier II-classed engines drive two Kongsberg US 255S thrusters with fixed-pitch propellers of 280 cm diameter, turning on carbon fibre shafts. Electrical power comes from two Caterpillar C4.4 generator sets, producing 99 kW and 1,500 rpm and at 50 Hz. These tugs can carry 152 m3 of fuel oil and 49 m3 of fresh water, and the climate-controlled accommodation is for eight crew, including a master cabin, an engineering officer cabin, and three double-crew cabins. Also in the machinery room is a fresh-water system, box-cooling system and a fire-fighting system with a FiFi pump of 1400 m3/hr capacity, feeding a water/foam mix to two monitors. These escort tugs also have cylinder, W-shaped and D-type rubber fendering around their hulls. On the foredeck there is a Kongsberg ETWH 2500/720 hydraulic, render/recovery escort towing winch with two rope drums and a brake hold load of 250 tonnes. There is also a Kongsberg TWH 2000/300 hydraulic towing winch on the aft deck, with a single rope drum with band brake of 200 tonnes and a Palfinger deck crane. These Svitzer tugs also have Data Hidrolik quick-release, disc-type towing hooks, DTH 90-135 P on the aft and DTP 12SH towing pins and two 495 kg anchors. In the wheelhouse are Furuno FAR-1518-BB X-band, broadband radar, GP-170 differential GPS navigation units, SC-70 satellite compass, DS-80 speedlog, FE-800 echosounder and FA-170 AIS. Furuno also supplies Inmarsat C and VHF, MF and HF radios for communications and BR-500 bridge watch navigation systems. Jotron supplies TRON 60S epirbs and AIS-Sart and Simrad the AP70 Mk2 autopilot. ***Svitzer Port Said 3*** *particulars;* Owner: Svitzer; Country of operation: Egypt; Builder: Med Marine, Turkey; Designer: Robert Allan Ltd; Design: MED-A2885 / RAstar 2800; Length, oa: 28.4 m; Beam, oa: 13 m; Depth: 5.4 m; Draught: 5.7 m; Bollard pull: 75 tonnes; Speed: 12 knots; Main engines: 2 x Cat 3516C, 2,100 kW at 1,600 rpm; Generators: 2 x Caterpillar C4.4 99 kW and 1,500 rpm, 50 Hz; Propulsion: 2 x Kongsberg US 255S; Accommodation: 8. *(Source: Riviera by Martyn Wingrove)*

DELIVERY OF TWO UNITS OF COASTAL ASD TUGBOATS ON SAME DAY

On 26th November, 2022, two units of Coastal ASD tugboats built for Quanzhou XiaGang Tug Co. LTD with name "**XIA GANG TUO 26**" "**XIA GANG TUO 27**" has been delivered by Jiangsu Zhenjiang Shipyards. "**XIA GANG TUO 26**" Host power 2×2,500kW ,length of 38.5m, breadth of 12.4m, depth of 5.9m, ahead pull of 86.6t, astern pull of 78.6t, endurance of 1500nm and speed of 13.5kn,with FiFi-1, The "**XIA GANG TUO 27**" Host power 2×1471kW ,length of 36.5m, breadth of 10.4m, depth of 4.6m, ahead pull of52t, astern pull of 48.2t, endurance of 1000nm and speed of 13.2kn. *(Source: Jiangsu Zhenjiang Shipyards)*

ICEBREAKERS STATIONED ON THE VISTULA RIVER IN WŁOCŁAWEK PREPARED FOR THE WINTER

The dam on the Vistula River in Włocławek and the icebreakers stationed in the port there - eight units are technically efficient and prepared for the winter. The icebreakers, protecting the Włocławski Reservoir and the dam, will perform the so-called "ice duty" from December 1. It will last until March 15, 2023. The Włocławski Reservoir is the largest artificial reservoir in Poland, which stretches in the middle reaches of the Vistula River from the vicinity of Płock to Włocławek. The lagoon is 58 km long and 1.2 to 2 km wide. It was created in the late 1960s in connection with the construction of the Włocławek dam and power plant. " All barrage facilities are technically operational " - assured the State Water Holding - Regional Water Management Authority in Warsaw, answering PAP's questions on securing the Włocławski Reservoir and the local dam for the winter. As emphasized in the information, as part of preparations for the winter season,

maintenance of drainage complexes in depression areas in the area of the Włocławski Reservoir was

carried out, while "sealing by the diving team for the winter season" of the gate valves of the Włocławek barrage is in progress. The Polish Water Holding - Regional Water Management Board in Warsaw noted that the flood gate in Płock, located at the port, which protects the Radziwie district on the left bank of the river, has been checked and prepared for possible closure. " The installation of a grease barrier on the reservoir in the area of the village of Popalenin - km 636 of the Vistula River is also underway. All works will be completed by December 1, 2022, " the information provided. The purpose of the barrier in Popaleninie near Płock is to stop śryż flowing down from the upper course of the Vistula - the initial stage of ice formation before the Włocławski Reservoir, and its dismantling takes place after the disappearance of ice phenomena on the river. The Polish Water Holding - Regional Water Management Authority in Warsaw also emphasized that eight icebreakers are currently designated to protect the barrage in Włocławek and possible icebreaking during the winter, including two **Sokół** and **Orkan** built in 2020 at the Koźle shipyard. " The units are technically operational and ready to conduct icebreaking operations " - the information provided, indicating that all icebreakers are stationed in the port of Włocławek. The ice duty on the icebreakers will be carried out in the period from December 1, 2022 to March 15, 2023, announced the Polish Water Management - Regional Water Management Authority in Warsaw. Referring to the protection of the Włocławski Reservoir, the information provided to PAP explained that in 2021 "in order to clear the route of the ice procession" on the Włocławski Reservoir, 50,000 tons of water were brought ashore. cubic meters and moved 4 thousand. cubic meters of sludge, with 20,000 tons displaced so far this year. meters of sediment. According to the State Water Holding of Poland - Regional Water Management Authority in Warsaw, by the end of this year, work will be carried out consisting in moving 10 thousand. cubic meters of sediment in the area of Płock and the district of this city - Radziwie and in the area of the town of Popalenin, as well as 90 thousand. cubic meters in Rokita. "Work is in progress" - it was noted in the information. The last time a large icebreaking action on the Vistula Reservoir Włocławski was carried out from February 13 to March 1, 2021. At that time, due to the significant increase in the river, the flood alert was in force in Płock and in seven communes of the Płock poviat located on the river: Wyszogród, Gąbin, Mała Wieś , Słupno, Bodzanów, Nowy Duninów and Słubice. An ice jam formed in the area of Kępa Polska, which limited the free flow of water. Ice jams also formed in the area of Wola Brwileńska and Dobrzyków. Swelled at the beginning of 2021, the Vistula flooded, among others boulevards in Płock, flooding the facilities located there, it also flooded ul. Gmury and a housing estate of single-family houses located there, from which residents were temporarily evacuated. Water intakes for the city and for the main production plant of PKN Orlen were also at risk of flooding. In addition to the services of the State Water Holding and local governments, firefighters, policemen, municipal guards, and WOT soldiers also participated in the flood prevention activities. *(Source: PortalMorski)*

DMT MARINE EQUIPMENT – CONSISTENT ORDER FOR EQUIPPING TWO TUGBOATS BUILT BY CONRAD SHIPYARD

DMT Marine Equipment has signed a contract to deliver electric towing and anchor mooring winches, along with other deck fittings to fully equip two tugboats built by Louisiana-based Conrad Shipyard. The delivery of the equipment is scheduled for mid-2023. "I am thrilled to work with Conrad Shipyard on this great project. It is a pleasure to team up with people like Jeremy Whipple and the rest of the team at Conrad. They know what it takes to build high-quality vessels and therefore set high standards for the equipment that comes onboard" says Sander van der Gulik, Account Manager at DMT Marine Equipment. In the past 5 years since entering the U.S. market with the delivery of an electro-hydraulic winch for a great tug operator, DMT Marine Equipment has significantly increased its presence in the region. More than 20 projects were completed and over 120 pieces of equipment were produced and delivered to U.S. customers. High-quality customized winches, electric and hydraulic control systems, and various deck fittings, all made by DMT, are mounted onboard several American vessels. "The U.S. market is very important to our business as I see the enormous potential in it and how our great equipment responds to the needs of this market" states Piet ter Schure, CEO of DMT Marine Equipment. *But what makes DMT equipment stand out?* "The key difference stands in the details such as calculation and traceability from end-to-end of each piece of material used in the production process. Also, the details regarding the precision in outlining and mounting in a clean and perfectly organized workshop, are of huge importance when we discuss the best quality. The tests that we perform in-house are, many times, witnessed by our customers to whom we provide complete transparency", Piet adds. DMT stays true to its principle of making "No concessions on quality", by constantly investing in production capabilities, high-end technology machines, and most of all, quality human resources. To ensure prompt and professional feedback, as well as service assistance to its American customers, DMT partners with OBT International, a team of experts based in Louisiana. "By following a lifelong learning strategy, we constantly improve our products and services, and therefore, we are always ready to offer new and efficient solutions to our customers and partners. We have become one of the most reliable suppliers of quality marine winches and naval equipment in the world", concludes Sander van der Gulik, one of the main 'culprits' of the company's success in the U.S. *(PR)*

CORVUS CONTAINERIZED ESS WILL SUPPLY SHORE POWER FOR CROWLEY EWOLF ALL-ELECTRIC TUG

Corvus Energy is pleased to announce that our participation in the innovative Crowley **eWolf** zero-emission tugboat project has expanded with an order to supply shoreside battery energy storage systems (ESS) using two Corvus Orca BOBs—the containerized version of its market-leading Corvus Orca ESS—with a total energy storage capacity of 2,990 kWh. The Crowley **eWolf**, the first all-electric tug in the U.S., and its shoreside charging infrastructure will go into service in San Diego's harbor in 2023. Corvus Energy also supplying the 6.2 MWh Corvus Orca ESS on board **eWolf**. The vessel is under construction at Master Boat Builders, with electrical integration provided by ABB. "The use of the Corvus Orca ESS shoreside will allow **eWolf** to charge quickly, potentially avoiding the need to upgrade the electricity grid infrastructure at the port," remarks Ole Jacob Irgens, Corvus Energy – President Americas. "Since the Orca ESS has a high C-rate, it is capable of discharging quickly and safely so that eWolf will be quickly recharged and returned into service." The **eWolf** and the shoreside infrastructure are designed to allow the vessel to operate fully electric with full performance capabilities, as well as draw energy at off-peak hours from the energy grid. The **eWolf** is a result of a partnership among Crowley, the San Diego County Air Pollution Control District, the California Air Resources Board, the Port of San Diego, the U.S. Environmental Protection Agency and the U.S. Maritime Administration, which all provided financial support and other resources. More information can be found at crowley.com/eTugs. "Corvus Energy's storage system will enable Crowley and our federal, state and local partners to reach our shared commitment of reducing emissions and providing cleaner air for the San Diego community. The innovative technology also will help ensure high performance and reliability as the tugboats serves customers – providing a model for sustainability at ports around the nation," said Paul Manzi, vice president, Crowley Shipping. *Battery energy storage a viable alternative shoreside energy* The **eWolf** and its shoreside energy technology are examples of innovative maritime sustainability opportunities to help decarbonize the maritime industry. Crowley and Shell Trading (US) Company ("Shell") have signed a memorandum of understanding (MOU) focused on supporting alternative energy solutions for shoreside and terminal operations. The Corvus Orca BOB shoreside battery energy storage system reflects this commitment. "We recognize that the world is in the midst of an energy transition, and we're working hard to play our part," said Maarten Poort, general manager of Shell Shipping & Maritime Americas. "As both an investor and customer of Corvus Energy and its innovative ESS products, Shell is proud to support battery energy bunkering as a zero-emission alternative energy solution for shore power." *Corvus Orca BOB plug-and-play battery room* The Corvus Orca BOB containers will each contain almost 1.5 MWh of energy storage capacity and be capable of "fast-charging" the Crowley **eWolf** tug. The Corvus Orca BOB is a class-approved, modular battery room solution in standard 20-foot ISO high-cube container size. The complete ESS comes with Orca battery modules, battery monitoring system (BMS), HVAC , TR exhaust, and firefighting and detection system. The "Plug and Play battery room" simplifies integration into any system integrator's power management system on board a ship. *(PR)*

ACCIDENTS – SALVAGE NEWS

MONJEB 2 – VERSATILE FIREFIGHTING BOAT FOR KUWAIT RESPONSE AGENCY

MetalCraft Marine of Ontario, Canada, has handed over a new aluminium catamaran firefighting and rescue boat to the Kuwait Fire Force. Designed by Walker Marine Design of the UK, Monjeb 2 has a length of 25.9 metres, a beam of 7.92 metres, and a draught of only 1.21 metres. The design is influenced by that of semi-displacement windfarm crewboats that operate in the North Sea. The semi-displacement design was selected as it guaranteed minimal hull motion even in severe sea states. **Monjeb 2** is powered by two MTU 10V2000 M86 diesel engines that each produce 1,014 kW at 2,450 rpm. The engines drive Marine Jet Power DRB 500 electronically-controlled waterjets via ZF 665 gearboxes to propel the boat to a top speed of 27.8 knots and a cruising speed of 22 knots. A Sleipner Side Power SH550 bow thruster provides added manoeuvrability. The vessel boasts two Jason Engineering firefighting pumps with a discharge rate of 18,927 litres per minute, two telescopic mast monitors, and four deck level monitors. The telescopic monitors were incorporated at the request of Kuwait Fire Services Director Mosa Ackbar to enable the vessel to effectively extinguish fires aboard large oil tankers. All six monitors are operated electronically to reduce the risk to the crew. A separate tank can store up to 2,400 litres of firefighting foam. An external water curtain system helps protect the boat from flying embers during firefighting operations. Although the use of the water curtain will adversely affect forward visibility from the pilothouse, navigation is still possible with the aid of the onboard electronics. Equipment from Raymarine, Teledyne FLIR, Rothe, and Setcom comprise the boat's electronics. These and the other onboard systems draw power from two Kohler 125kW generators. Onboard facilities include a medical compartment and a cabin with four crew berths. Storage space is available for up to 21 SCBA bottles. Also fitted are a hydraulic de-watering system from US Fire Pump and two 72,000btu HVAC units and a 48,000btu unit from Dometic. **Monjeb 2** will also perform a secondary patrol

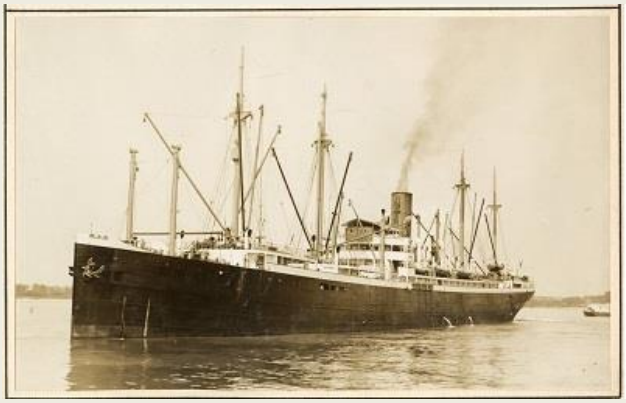
function in Kuwaiti service. *(Source: Baird)*

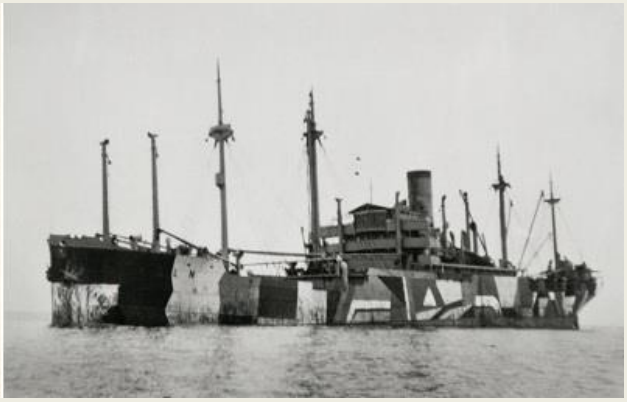
ACCIDENT IN KIEL: SHIP RAMS BRIDGES – KIEL CANAL CLOSED

A Finnish heavy lift ship crashes into two bridges in Kiel early in the morning. Since one of the two could possibly be unstable, shipping traffic on the Kiel Canal is currently suspended. A ship collided with two bridges in Kiel on the Kiel Canal. Since it is still unclear how badly the Holtenau high bridges were damaged, these and the shipping traffic on the canal were initially closed in both directions for an indefinite period of time, the Kiel police said. At first glance, the damage does not appear to be that serious, but experts want to check the Holtenauer Bridge first before shipping traffic is released again. At around 4.30 a.m., the Finnish heavy-duty and working vessel "Meri" was on its way on the canal towards Brunsbüttel. There was a crane on the ship, the jib of which, for reasons still unknown, hit both Holtenau high bridges shortly after passing through the lock and damaged them. Parts of the crane probably fell into the canal. According to the current status of the investigation, no one was injured in the accident. Both the high bridges and the Kiel Canal have been closed to all traffic, including cyclists and pedestrians, since the accident. It is not yet clear how long the closures will last. Experts will first have to assess the damage. The fire brigade is currently trying to bind the hydraulic oil that has run into the sewer. No information can yet be given about the damage on the ship. Whether technical or human error was the cause of the accident is now the subject of the investigation. *(Source: trenddetail)*

REMEMBER TODAY

M.S. KOLN – 26TH JUNE 1940





Cargo ship **KÖLN** built at Bremer Vulkan AG, Vegesack (yard № 591, launched: 12-11-1921, delivered: 14-03-1922), 1934 converted from passenger-cargo ship to cargo ship, 26-06-1940 wrecked at Argosgrund, South of Gefle. The second photo was taken when on the rocks and never came off again. *(Source: Wim Plokker)*

OFFSHORE NEWS

FUGRO LAUNCHES STATE-OF-THE ART GEOTECHNICAL VESSEL FOR SAFE AND SUSTAINABLE OFFSHORE OPERATIONS

Fugro Quest, a state-of-the-art vessel equipped with advanced deep-water technology, is the newest addition to Fugro's geotechnical vessel fleet. Fugro uses this type of vessel to determine the exact composition of the soil; the resulting data are essential to establish the optimal location and design of offshore developments, such as wind farms. The vessel provides increased personnel and operational safety, whilst its energy efficient design results, on average, in significantly lower fuel consumption than for other geotechnical vessels. Moreover, its ability to take hydrotreated vegetable oil (HVO) biofuel and remote operations and data processing capabilities support sustainable operations. Today, Barbara Geelen, Fugro's Chief Financial Officer, will perform the naming ceremony ahead of the vessel's maiden voyage. The vessel will commence operations in December for Vattenfall's offshore wind farm near Norfolk in the United Kingdom. Fugro Quest's capabilities include the acquisition of high-quality geotechnical data from 2,000 metres below sea level. The vessel is equipped with cutting-edge systems and advanced deep-water technology such as WISON® Mk V Ecodrive, SEACALF® Mk V Deep Drive® as well as dedicated coring systems and onboard soil-testing laboratory facilities. Its remote positioning and fast data-processing capabilities enable clients to access acquired project data in near real time from the cloud. Dennis Koenen, Fugro's Service Line Director for Geotechnics in Europe and Africa said: "Today's launch is fully aligned with our path to net zero operations by 2035. Fugro Quest consumes less fuel than other large geotechnical vessels. It is hybrid ready, comes with automatic handling of tubulars and geotechnical tools and has the latest IT capabilities onboard to safely carry out operations across the globe. Bookings until July 2023 are already in place, and we're excited to show how our new vessel

can enhance the execution of our projects." *(PR)*

WINTERMAR BOLSTERS FLEET WITH AHTS PAIR

Indonesia's Wintermar is expanding its offshore support fleet with the acquisition of two anchor handling tug supply (AHTS) vessels. The transaction details have not been disclosed, except that the AHTS pair will be known as SMS Sonnet and SMS Stanza after delivery and will be used beginning in the first quarter of 2023. Wintermar has added eight vessels this year and the latest additions will bring its fleet to 41 units by the end of December 2022. "The company is positioning for strong growth in the current environment of higher global OSV demand and is optimistic that charter rates will continue to rise in 2023," Wintermar said, adding that its total remaining contracts on hand amounted to $69.4m at the end of October. *(Source: Splash24/7)*

L&T SECURES CONTRACTS WORTH UP TO $306M

L&T Energy Hydrocarbon (LTEH), a wholly owned subsidiary of Larsen & Toubro, has secured two significant offshore contracts estimated as worth between Rs 1,000 and 2,500 crore ($122.5m and $306.3m). The deals include India's first contract for decommissioning of offshore facilities for British Gas Exploration and Production, part of Shell. The contract scope of work involves engineering, preparation, removal and transportation of five offshore wellhead platforms and associated facilities at the Tapti field, off India's west coast, which is being operated by the joint venture of BGEPL, ONGC, and RIL. The business has also secured an order from Oil & Natural Gas Corporation (ONGC) for balance works of the pipeline replacement project-VI project (PRP-VI). The scope involves laying some 42 km of subsea pipelines and associated subsea works across India's west coast offshore fields of ONGC. "These order awards are testimony to L&T's execution excellence spanning across the entire hydrocarbon value chain and reinforce its leadership position as a one-stop solution provider," the Indian engineering and fabrication giant said in a regulatory filing. *(Source: Splash24/7)*

MARINER & RANGER - US NAVY LAUNCHES NEW FLEET OF UNMANNED TEST VESSELS

The US Navy has begun operating two unmanned surface vehicles (USVs) as part of a US Department of Defense (DOD) project entailing the integration of autonomous navigation technology into existing seagoing vessels. Sister vessels **Mariner** and **Ranger** were developed by a partnership formed by defence technology company Leidos and Franklin, Louisiana-based shipbuilder Gulf Craft. The 193-by 32-foot (59- by 10-metre) vessels are designated as medium unmanned surface vehicles (MUSVs), and each has a specific set of mechanical, engineering, and mission systems that will undergo testing as part of the DOD's Ghost Fleet Overlord program. Both **Mariner** and **Ranger** utilise a design that was originally developed for fast crew transfer and supply duties in support of clients in the offshore oil and gas industry. Modifications on each boat include the addition of satellite communications, three radars of different bands, electro-optical and infrared sensors, and radios. In the case of Mariner, an additional set of datalinks and systems will enable it to operate as a mothership for other unmanned vessels. This capability means the navy will reduce its dependence on traditionally crewed surface vessels such as destroyers for the mothership role, thus freeing up these more potent platforms for their core missions of anti-surface warfare and anti-air warfare. Mariner is also fitted with a lower-capability version of the Lockheed Martin Aegis combat system, enabling the vessel to also be employed for command and control functions. The vessels still

retain their cargo transport capability thanks to fore and aft decks that can carry two 20-foot and four 40-foot containers, though the containers will often house additional systems and sensors essential to the vessels' operations. Power for each MUSV is provided by five 2,000hp (1,491kW) diesel engines connected to waterjets. Each diesel engine is fitted with three oil filters instead of one for redundancy purposes. The onboard systems draw electrical power from three generators. The MUSVs are designed for unmanned operations, though the bridge control panel on each vessel also features an operator override function to enable an embarked small crew to assume control in an emergency. Mariner and Ranger will undergo additional testing with the navy. The project team hopes to further modify the vessels to make them capable of being refuelled even with no crews on board. Sailings with this capability already incorporated are scheduled for 2023 at the earliest. *(Source: Baird)*

NEW NIOZ RESEARCH VESSEL WIM WOLFF MOVES OUT OF PRODUCTION HALL

After first announcing the winning shipyard for its new flagship research vessel Anna Weber-van Bosse, there is more news regarding the NIOZ research fleet replacement. The **Wim Wolff**, which will replace the **Navicula** has left the production hall. The RV **Wim Wolff** is a new shipbuilding project for the Dutch national research fleet. The fleet is owned and operated by the National Marine Facilities (NMF), a department of the Royal Netherlands Institute for Sea Research (NIOZ). The NMF fleet consists of three vessels capable of conducting research from the shallow coastal waters out into the open ocean. The RV **Wim Wolff** is intended to replace the Wadden Sea research vessel RV **Navicula**, and with its shallow draught of 1 metre it is specifically designed for overnight voyages for research in the Wadden Sea, the Zealand delta or the coastal zone. With a permanent crew of four, the RV **Wim Wolff** will offer state-of-the-art facilities for a maximum of twelve passengers, and is equipped with onboard dry and wet lab facilities. The vessel also has room for two customised lab containers on the working deck. Construction process. The RV **Wim Wolff** contract was awarded to Thecla Bodewes Shipyards (TBSY) in Harlingen, but the hull sections of aluminium are being built by Dutch companies N. Dijkstra Metaalbewerking in Harlingen and by Alubouw Fryslan. The superstructure sections are built by KB in Makkum, the Netherlands. All of the individual sections have now been joined to the hull at N. Dijkstra. The bulwark (section 520) has been welded to the forecastle, and the casing for the HVAC-unit (heating/cooling) has been installed forward of the wheel house. The rear sections 110/111 will not be added to the hull as a unit, but rather built on the hull itself. These sections require extra time and attention because the bushings for rudders and drive shafts must be installed with a high degree of precision. With the construction of sections 110/111, the hull is becoming too large to fit inside the production hall. That is why the hull was moved forward on 21 November (see video below) to

make room for the construction of sections 110/111 on the aft deck. That is why the forecastle (section 510) now extends outside the production hall. All of the piping systems are currently being installed in the hull and the hull is scheduled to be transported to TBSY in Harlingen for further construction in December 2022. The vessel is scheduled for delivery in the second quarter of 2023. *NIOZ fleet replacement* NIOZ is also replacing the rest of its research fleet with new tonnage. The first of its three new research vessels to enter service is the **Adriaen Coenen**. It is the smallest ship in the new research fleet and replaces the RV **Stern**. It was christened and delivered in July. Next Generations Shipyards built the vessel. On 23 November, it was revealed the Spanish shipyard Astilleros Armon will build the successor to NIOZ's flagship RV **Pelagia**, the **Anna Weber-van Bosse**. This vessel is expected to be delivered in 2025. Watch the YouTube video HERE and HERE *(Source: Swz/Maritime)*

NEW NORTH SEA GIG FOR FLOATEL UNIT

Offshore accommodation provider Floatel International has been awarded a new deal for one of its units. As a result, this unit will work in the North Sea, offshore Norway with Vår Energi, a Norwegian oil and gas player. While announcing the signing of a contract for **Floatel Superior** on Wednesday, Vår Energi explained that the life extension programme for the Balder FPU continues, thus, the firm secured Floatel's unit for the 2023 High Activity Period (HAP), which is due to kicks off in May. Under the terms of this deal, **Floatel Superior** will be connected to the Balder FPU to be used as living quarters. The unit has been contracted for 13 weeks with a four-week extension option. The 2010-built **Floatel Superior** is a dynamically positioned (DP-3) semi-submersible accommodation and construction support vessel, which was constructed at the Keppel FELS yard in Singapore. Inge Bjørkevoll, VP Modifications Projects at Vår Energi, explained: "The 2021 campaign

was a great success. Connecting two floaters proved to be a complex but manageable solution thanks to the good cooperation and the common will-to-win mentality between Vår Energi and the suppliers involved. And you don't change a winning plan." Back in August 2022, the Norwegian player took steps to take over new operatorship in the Balder area thanks to deals for two licences, including two existing discoveries, to increase the firm's acreage positions in the North Sea off Norway. As explained at the time, these licenses would be worked as part of the further development of the greater Balder area. The Norwegian energy player highlighted that the Balder FPU plays "a crucial role" in the long-term commitment to increasing recovery and production from the Balder field in the North Sea. Previously, the vessel was scheduled to retire in 2011. As it is now expected to operate until 2030, it will have to go through an upgrade programme. Vår Energi's HAP 2023 scope entails upgrades to "some of the key production support systems," surface protection, structural reinforcements, work environment upgrades and a maintenance campaign. In light of this, the Balder FPU upgrade is "a part of the growth strategy" for the Balder area in the North Sea, which outlines that the FPU's production capacity will be replaced by FPSO Jotun – scheduled to arrive on the field Q3 2024 – by 2030. The company plans to extend the lifetime of the Balder field through the Balder X project, in a bid to extend production from the Balder hub beyond 2045. To this end, the company has four ongoing projects, including the FPU Balder life extension through a vessel upgrade and drilling new wells on the Ringhorne III and Ringhorne IV projects. The firm's plan for the Balder field also entails an upgrade of the FPSO Jotun and the drilling of 14 new production wells along with one water injection well. In addition, the firm is considering drilling new exploration wells in the area. In September 2022, Vår Energi changed the cost estimate for this project and underlined that the first oil from Balder X is now expected in the third quarter of 2024, compared to the previous timeline in late 2023. The Balder field is situated in production license PL 001, which was acquired in 1965 and the license owners are Vår Energi (operator, with 90 per cent interest) and Mime Petroleum (10 per cent). *(Source: Offshore Energy)*

DOF SEALS MULTIPLE FRESH DEALS

Norwegian offshore vessel owner and operator DOF has secured multiple new contracts in the Atlantic region. The Austevoll-headquartered company has been awarded a one-year integrated field support vessel (FSV) contract with an undisclosed operator in West Africa with options attached for one more year. The deal includes project management, engineering, procurement and logistics within deepwater construction and maintenance of existing subsea infrastructure. The 2008-built MPSV **Skandi Seven** will be utilised for the contract. In Addition, DOF has won multiple FEED studies towards prospective floating wind developments in the region. DOF shall use its project management, engineering and logistical expert teams to outline marine operation solutions, including mooring and dynamic cable installation. DOF was founded in 1981 by Helge Møgster and currently has a fleet of more than 50 OSVs, as well as around 70 remotely

operated vehicles (ROVs). The company is in the process of a major financial restructuring which was recently voted down by a group of minority shareholders. *(Source: Splash24/7)*

MUSEUM NEWS

MARITIEM MUSEUM ZOEKT GELD VOOR REVISIE VAN STOOMKETEL VAN DOCKYARD V

Het "kloppend hart" van de 75 jaar oude **Dockyard V**, de stoomketel, is aan een revisie toe; te weten nieuwe vlampijpen en daarbij een 40 jarige ketelkeuring waarbij 10% van klinknagels verwijderd moeten worden voor materiaal inspectie. Later in 2023 staat er nog een 5 jaarlijkse dokbeurt te wachten, waarbij ditmaal hier en daar huidbeplating vervangen moet worden. *Kosten: een ton* De **Dockyard V** is door het Maritiem Museum ondergebracht in een bruikleenvereniging. Deze houdt de boot in samenwerking met het museum in goede staat. De vrijwilligers van de bruikleenvereniging zullen samen met de medewerkers van het Maritiem Museum zoveel mogelijk restauratiewerk zelf doen. Maar de ketelrevisie moet door een gespecialiseerd bedrijf gebeuren en is begroot op 100.000 euro. De **Dockyard V** werd in 1947 opgeleverd en was de laatste in een serie van acht stoomsleepboten die de Rotterdamsche Droogdok Maatschappij (RDM) vanaf 1933 voor eigen rekening heeft gebouwd. *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

DEME AND JAN DE NUL LINING UP FRENCH WIND FARM DEALS

Belgian marine contractors DEME and Jan De Nul are lining up work on the Dieppe-Le Tréport offshore wind farm in France. Les Éoliennes en Mer Services, a consortium of Engie, EDP Renewables, Sumitomo Corporation and Caisse des Dépôts said it had inked a vessel reservation deal

with Jan De Nul for the transport and installation of wind turbines. Meanwhile, the consortium is in exclusive talks with DEME for the transport and installation of the jacket foundations and the substation and for a turnkey contract for the manufacture and installation of the inter-array subsea cables linking the wind turbines to the electrical substation. The 496 MW Dieppe-Le Tréport offshore wind farm will comprise 62 Siemens Gamesa 8 MW turbines, while the jacket foundations will be built by the Navantia-Windar consortium. Due to come online in 2025, the wind farm is expected to generate enough power to meet the electricity needs of around 850,000 people. *(Source: Splash24/7)*

SEABED SURVEYS COMPLETED FOR SOUTH IRISH SEA OFFSHORE WIND PROJECT

Irish energy provider and renewable energy developer, Energia Renewables, has finished seabed surveys for the South Irish Sea offshore wind project, located off the coast of Wexford and Wicklow. The geotechnical and geophysical surveys, carried out over several months between April and October 2022, following the granting of a Foreshore Licence in 2021, measured important information about the seabed and conditions at the offshore sites off Wexford and Wicklow. “We’re at an exciting stage of the South Irish Sea project off the coast of Wexford and south Wicklow. The information from these surveys will materially progress our understanding of the sites and inform the future project development. We’re very grateful to the fishing community across the south-east for their engagement and discussions with us, which helped us to successfully complete these surveys, and to everyone who has taken part in our consultation processes and our public information clinics to date. We will continue to consult with fishing and local communities and will provide regular updates on our South Irish Sea project on an ongoing basis. We welcome anyone who would like to get in touch about this project to do so and we welcome any inputs,” said Eoin McPartland, Energia Renewables’ Offshore Manager. The next phase of the South Irish Sea project is the design stage where decisions on the number, size, and suitable locations of the wind turbines will be made. “It’s a great achievement to get these surveys completed as the availability of survey vessels around the

world is very scarce and subject to significant supply chain constraints. So this is very significant as it confirms that we can contribute to the achievement of Ireland's 2030 climate action targets. We will now progress to more detailed design and consultation ahead of the establishment of the Maritime Area Regulatory Authority (MARA) where we will apply for a Maritime Area Consent (MAC). It is critical that this process is initiated and available to projects such as the South Irish Sea project as soon as possible to allow for the achievement of Ireland's climate action targets. Following the MAC grant, the project will go ahead with a formal planning application in due course," McPartland said. According to Energia Renewables, once all approvals are in place, assuming there are no delays, construction of the offshore wind farm, planned to have a generation capacity of between 600 MW and 800 MW, could start as early as 2026. In addition to the South Irish Sea project, Energia Renewables is also progressing with the North Celtic Sea offshore wind project off the coast of Waterford. "The seabed surveys for this project have also been completed and this will add to our potential to contribute to energy sustainability for the south-east and Ireland," McPartland said. "Given that the development timeline for these projects is up to 10 years, it's essential that the small number of early-stage projects, like the South Irish Sea and North Celtic Sea, that have made significant progress to date, continue to achieve key development milestones enabling them to play a part in Ireland's 2030 energy system," McPartland said. *(Source: Offshore Wind)*

VUYK ENGINEERING ROTTERDAM (VER) PRESENTS VERTICALE - EFFICIENT INSTALLATION TOOL FOR FUTURE WIND FARMS

With the demand for larger capacities, Vuyk Engineering Rotterdam's new Foundation Installation Vessel (FIV) 'VERticale' combines proven technology with a mind-blowing simplicity. This new FIV concept has been the result from our continuous evolving experience in offshore wind installation. The challenge was to find a balance between vessel capabilities for installing future wind turbine generator foundations, with a clear focus

on CAPEX minimization. VERticale is developed for an optimized deck layout and proven equipment package. This results in an efficient installation tool for future wind farms .The location of the offshore crane, motion compensated gripper and position of monopiles are all finetuned for efficiency. VERticale, a simple, safe and efficient installation tool for the offshore wind market The transport layout with vertical positioned monopiles results in a compact vessel of 218 x 70 meters. For monopile or jacket installation, the VERticale is fitted with a 5.000mt offshore crane with sufficient lifting height and overturning moment. In combination with tailor made sea fastening structures, this results in minimum offshore handling operations during monopile installation. *(PR)*

DEVELOPERS OF CONNECTICUT'S FIRST OFFSHORE WIND FARM TO FUND MARINE LIFE STUDY

Ørsted and Eversource, developers of Connecticut's first offshore wind farm, Revolution Wind, have established a multi-year research partnership with non-profit Mystic Aquarium to conduct one of America's first comprehensive studies of the effects of offshore wind turbines on marine mammals and sea turtles. The research partnership is part of a $1.25m grant Ørsted and Eversource awarded to Mystic Aquarium last year. To better understand how offshore wind can be built in concert with nature, Ørsted and Eversource are supporting research on how impacts of offshore wind on marine mammals can be minimised. Through this partnership, Mystic Aquarium scientists will conduct several studies related to marine mammals and sea turtles. They will investigate the occurrence of marine mammal strandings before and after the construction and operation phases of Ørsted and Eversource's three offshore wind farms: South Fork Wind, Revolution Wind and Sunrise Wind. They will develop biomarker technology to assess the physiological response of study animals to offshore wind power systems and to conduct long-term health monitoring. "We firmly believe that offshore wind and marine life can successfully coexist, and today we double down on our commitment to develop offshore wind in an environmentally responsible way by partnering with Mystic Aquarium," said Ray Collins, Eversource Manager of Government Affairs and Community Relations for Offshore Wind. "Through this partnership we will support new, vital research that will help us further refine our ability to construct essential renewable energy projects that will help minimise the devastating impacts of climate change on marine environments and our local communities." Mystic Aquarium's rescue team responds to reports of stranded and distressed marine mammals and sea turtles over 1,000 miles of coastline in Connecticut, Rhode Island, and Fisher's Island, NY. Once rehabilitated, marine mammals and sea turtles are returned to the wild with tracking devices attached to be utilised in ongoing research. Comparisons between biological samples taken from aquarium animals and samples from stranded animals will inform much of the research. The aquarium's rescue staff utilise satellite tags through a project in collaboration with Ørsted, Eversource and the Atlantic Marine Conservation Society. Data from years of tracking will be compared with data gathered during and after turbine installation to inform all partners of any effects on marine life. *(Source: Splash24/7)*

HIGH SPEED TRANSFERS SIGNS CONTRACTS WITH DAMEN FOR 3 X HYBRID FAST CREW SUPPLIER 2710 VESSELS

On delivery they will be the first hybrid Damen crew transfer vessels (CTVs) to enter service

At the annual Damen Maritime Festival held in Gorinchem at Damen's headquarters, offshore services provider High Speed Transfers (HST) Marine and Damen Shipyards announced that a contract has been signed for the supply of three new Fast Crew Suppliers 2710s. The three vessels will be fitted with 190kW battery arrays that will enable them to operate emissions-free both when in harbour and when loitering offshore awaiting the retrieval of their technicians. In zero-emission mode, the vessels will be propelled by an electrical motor that is connected via the gearbox (PTI) to the propeller shaft. When sailing in diesel-mode, the electrical motors are able to work in reverse as PTO and can be used to charge the batteries and provide the hotel load for the vessel. With the FCS 2710 Hybrids already in build at Damen Shipyards Antalya, Turkey, in anticipation of future demand, the delivery of all three will take place in early 2024. HST will be closely involved throughout as a key part of the build team, with all involved working together to ensure their success. Once operational, the FCS 2710s will receive ongoing support and maintenance services from Damen's service hub located at Portsmouth on the UK's south coast, as part of Damen's commitment to providing through-life support for its vessels. They will also be IMO Tier 3 compliant and feature all the latest upgrades made to the class based on customer feedback and technological advances. The development and build of these innovative crew transfer vessels is a milestone in Damen's goal of providing a full range of sustainable vessels to support the offshore clean energy sector. In order to meet market demand, Damen is also investing further in building additional stock vessels both at Damen Antalya in Turkey and in Damen Song Cam shipyards in Vietnam. The delivery will also enhance the low emission credentials of HST Marine's fleet of crew transfer vessels. An existing and valued customer of Damen since its foundation, HST Marine is now part of Purus Wind, the offshore wind business of Purus Marine, a company that provides low-carbon maritime transportation and infrastructure systems. HST's current Damen fleet includes conventional FCS 2710s and a Multi Cat 2309. "The addition of the FCS 2710 Hybrids to our fleet

supports our strong commitment to providing low-carbon solutions to our customers in offshore wind," said Tom Nevin, CEO of HST and Business Head of Purus Wind. "We are delighted that HST Marine is the inaugural customer for this ground-breaking CTV class," added Damen's Frederik van der Linde. "Tom and his team brought the first FCS 2710 into the market and now they are acquiring the first 2710 Hybrid. Their foresight and confidence in Damen has played an important role in the evolution of the modern CTV and we are very proud that they are taking delivery of these high-end vessels. It is testimony to the strength of our relationship based on mutual trust and cooperation." *(PR)*

AEOLUS COMPLETES 2022 SAINT-BRIEUC CAMPAIGN

Van Oord's vessel **Aeolus**, responsible for drilling and pin pile installation operations for the jacket foundations on the Saint-Brieuc offshore wind farm, has completed its 2022 campaign. 40 positions of the Saint-Brieuc farm's jacket foundations that will support 62 Siemens Gamesa 8 MW wind turbines have been drilled and fitted with pin piles. After completing the operations, Aeolus returned to its home port in Vlissingen, the Netherlands, to carry out its in-depth annual maintenance which will last between one and three months depending on the needs identified. The vessel will return to the Saint-Brieuc area in the first quarter of 2023. There, it will continue drilling and pile installation operations on the remaining 22 wind turbine positions out of a total of 62. The installation of the jackets, delivered by the Navantia-Windar consortium, started on 1 July. Five vessels have been mobilised for this work, **Seven Borealis**, used for the lifting and installation of the foundations, **North Sea Giant** for sealing, and three tug vessels, **Kamarina**, **Eraclea**, **Onyx**. Two barges, **Sarens Caroline** and **H401**, have been deployed for transport operations. Meanwhile, during the month of December, the Prysmian campaign of laying the inter-wind cables will begin. Prysmian has been awarded the contract to

provide the inter-array cable systems for the Saint-Brieuc offshore wind farm back in 2020. Its contract includes design, supply, installation, and commission of the cables. The 496 MW Saint-Brieuc, developed by Iberdrola's wholly-owned subsidiary Ailes Marines, is the first offshore wind farm in France to be equipped with jacket foundations. It is located 16 kilometres off the northwest coast of France in the Bay of Saint-Brieuc in the English Channel and once operational in 2023, it is expected to generate enough clean energy for 835,000 people. *(Source: Offshore Wind)*

DREDGING NEWS

DREDGER SAYONARA LOADED AND READY FOR DELIVERY

The Jumbo-SAL-Alliance team was busy recently fixing multiple client cargoes for MV **Fairplayer** in Europe, all destined for Africa. Among the loaded equipment was recently completed hopper dredger **Sayonara**. The ship, weighing approx. 940 tonnes was previously an inland vessel before it was newly converted by Concordia Damen Shipbuilding to the inland trailing-suction hopper dredger **Sayonara**. Proactive cooperation between both engineering teams ensured a safe and efficient lift. All dredging gear for the **Sayonara** project, including the D500 mm trailing pipe, gantries & winches, the dredge pump & dredge valves etc., was delivered by Damen Dredging Equipment. Once the barge was loaded in Vlissingen, the team sailed to Cherbourg to load a crew boat, and now the vessel is on its way to St. Nazaire to load an engine and some ancillaries before heading to discharge ports in Benin, Nigeria, Angola and Richards Bay, South Africa. *(Source: Dredging Today)*

PARKERS RIVER DREDGING KICKS OFF TODAY

Town of Yarmouth Massachusetts will later today begin dredging and beach nourishment operations at the Parkers River and Seagull Beach. According to the town officials, there will be an excavated pit on Seagull Beach which will serve as a dewatering basin for dredge spoils from a channel dredging operation in Parkers River, West Yarmouth. "There will be temporary (snow) fence around the excavated pit. At the end of each day, the gates to the Seagull Beach parking lot will be closed and locked for extra security. Project completion date will be weather dependent," the town said in the release. Routine maintenance dredging of the Bass River, Lewis Bay, and Parker's River is conducted as needed to maintain the navigational channels and mooring areas. The dredge spoils are used to re-nourish area beaches. Dredging ensures safe access for navigators to the waterways of Yarmouth, as well as assisting in maintaining adequate tidal flushing. Tidal flushing: - Maintains salinity levels; - Maintains dissolved oxygen levels; - Provides adequate nutrient exchange with Nantucket Sound and Cape Cod Bay. *(Source: Dredging Today)*

TSHD GALILEO GALILEI STARTS WORK ON THE VREED EN HOOP PROJECT IN GUYANA

One of the world's largest hopper dredgers, Jan De Nul Group's Galileo Galilei has arrived in Guyana to commence work on the Vreed-en-Hoop development project. According to NRG Holdings Incorporated, the consortium behind the project, arrival of TSHD Galileo Galilei marks the beginning of the reclamation phase under the Port of Vreed-en-Hoop project. "The vessel's arrival marks the beginning of the land reclamation phase of the project. During this phase the dredger will clear the existing area and begin the process of adding reclaimed material for the creation of an artificial island on which the construction of the new terminal will be situated. This project will, in the first phase, add more than

44 acres to Guyana's coastline," the company said in the release. Prior to land reclamation, successful dredging of the access channels in the Demerara River was conducted in June. This included deepening/widening of the existing nautical channel, berth pockets, and turning basin which will be handed over to the maritime administration department in the near future. Development of the Port of Vreed-en-Hoop project – located at Plantation Best in Region Three – was conceptualized between the consortium and their partner, Jan De Nul. This will be Guyana's first modern multi-purpose port. It will feature massive facilities such as an offshore terminal; fabrication, umbilical and spooling yards; a dry dock facility; a wharf and berths and administrative buildings; etc. The project is being implemented in two phases. Phase 1 includes deepening, widening, and dredging of access channel approximately 100-125 metres wide and 7- 10 metres deep. Dredging of the port basin and berth pockets and land reclamation. Phase 2 calls for dredging of the access channel (10-12 metres deep), dredging of the port basin and berth pocket, as well as offshore dredging and land reclamation works. Watch the YouTube video HERE *(Source: Dredging Today)*

A RECORD NUMBER OF FLEETS WERE INVOLVED IN DREDGING WORKS ON THE VOLGA-CASPIAN CANAL

The Federal Agency for Maritime and River Transport is actively working to expand the capabilities of the Volga-Caspian Sea Shipping Canal as part of the development of the North-South international transport corridor. In 2022, a record number of dredging fleet units were involved in the work at VKMSK - 28 vessels operate in different areas, including 12 dredgers of subordinate institutions of Rosmorrechflot and contractors, the Federal Agency for Marine and River Transport reports. To ensure unimpeded piloting of ships with a draft of 4.2 meters in the conditions of a steadily lowering level of the Caspian Sea, more than 5 million cubic meters of soil will be removed this year, which is a multiple of the average annual dredging volumes on the canal. In 2023, the draft at VKMSK will be increased to 4.5 meters. The Volga-Caspian Sea Navigation Canal is the most important infrastructure facility

on the Trans-Caspian route, the most important link of the modern ITC "North-South". The formation of the canal began at the end of the 19th century, during the 20th century its length was increased from 33 to the current 188 kilometers. Today it is the longest artificial canal in Russia. The multimodal international transport corridor "North-South", one of the routes of which on the territory of the Russian Federation is the Unified Deep-Water System and the VKMSK, connects the largest agro-industrial agglomerations of the Russian Federation and the EAEU with the countries of Central Asia, the Persian Gulf and the Hindustan Peninsula. *(Source: Sudostroenie)*

GLDD'S NEW HOPPER DREDGE GALVESTON ISLAND HITS THE WATER

Conrad Shipyard has launched the first of two 6,500-cubic-yard-capacity hopper dredges for Great Lakes Dredge & Dock Corporation. Following the last week's launch, the Galveston Island is now undergoing completion works prior to sea trials and delivery to the owners. One of the companies that took part in this project, Matecs BV has provided us with the photo of the newbuild. Specialized in dredging equipment, Matecs delivered all dredge valves and PU Jet nozzle's for the hopper dredger Galvestone Island. The company has also secured order for the sistership which should be ready for delivery in the first half of 2025. Once complete and ready for the operations, **TSHD Galvestone Island** will be equipped with two 800mm suction pipes and will dredge at depths of up to 100 feet, with principal dimensions of approximately 346 feet in length, 69 feet in breadth and 23 feet in depth and total installed horse power of 16,500. She will be equipped with a direct high power pump-ashore installation, dredging system automation, dynamic positioning and tracking, US EPA Tier IV compliant engines, and additional features designed to minimize the impact of its dredging process on the environment. According to GLDD, the new hopper dredge is expected to be ready for operations in the first half of 2023. (Source: Dredging Today)

YARD NEWS

KEEL LAID FOR CANADIAN COAST GUARD'S NEWEST OOSV

Vancouver Shipyards in North Vancouver celebrated a milestone Friday 25th November 2022, on construction of an oceanographic vessel under Ottawa's national shipbuilding strategy. Seaspan's Vancouver Shipyards celebrated a milestone on construction of another federal government vessel Friday, as Joyce Murray, Minister of Fisheries, Oceans and the Canadian Coast Guard, joined workers for a keel laying ceremony at the North Vancouver shipyard. Two workers – the longest-serving employee and the newest – helped place coins near the keel of the offshore oceanographic science vessel currently under construction at the shipyard, in a tradition meant to bring both the shipyard and the ship good luck. The oceanographic vessel is the fourth Coast Guard ship to be built

at the North Vancouver shipyard under the federal government's national shipbuilding strategy, and

is being constructed at the same time as Seaspan is building the Navy's massive joint support ships. When completed, the 88-metre-long offshore science vessel – equipped with a several floating labs – will allow up to 34 crew and 26 scientists to collect oceanographic, fisheries and hydrographic information. That's critical for supporting Canada's work on climate change, said Murray. The vessel will also be capable of search and rescue missions and oil spill response. The vessel, scheduled for completion in 2025, will replace the Coast Guard vessel **Hudson**, a 60-year-old ship as old as the Coast Guard itself, which was decommissioned earlier this year. Murray acknowledged there have been some gaps between older federal ships reaching the end of their lives and newer ships being completed. But she added part of the goal of the government's national shipbuilding strategy has been to restart the industry to become capable of building large and complex ships again. Now that's happening, said Murray. "I would call it a success story." That message was repeated by Denis Stevens, Seaspan's vice-president of government relations, in remarks before hundreds of trades workers Friday. "Seaspan has played a major role in rebuilding the marine industry here in Canada. We've built the expertise, the capabilities in the Canadian supply chain to design and build large, complex and multi mission ships, like the offshore oceanographic science vessel," said Stevens. "The bottom line is the (national shipbuilding strategy) is working at Seaspan shipyards, and it's a major driver for economic growth for B.C." Construction of the Navy's huge joint support ships is also currently underway at the shipyard. Over 75 per cent of the blocks for the first ship, with will have a length of 174 metres, are now complete. This summer, one of the major 105-tonne blocks, which will serve as the ship's control centre at sea, was put in place and a huge stern was joined to the middle section of the ship. The shipyard lost some momentum at the end of the summer when a strike by Seaspan's tugboat captains resulted in trades at the shipyard also walking off the job for seven weeks. The company is still gauging how much of an impact that will have, said Seaspan CEO John McCarthy. "Losing seven weeks is hard," he said. "So there will likely be some impact." Although the shipyard is currently busy with building federal ships, McCarthy said Seaspan is also "very interested" in the possibility of bidding on four new hybrid diesel-electric Island-class ferries that B.C. Ferries issued a request for pre-qualifications from shipyards this week. McCarthy said it's possible the shipyard could take on the work after completion of the second joint support ship but before starting on an icebreaker for the federal government. *(Source: Pique)*

FALMOUTH HARBOUR ORDERS NEW £1.6M PILOT

Falmouth Harbour (FH) has awarded Holyhead Marine the £1.6 million contract to build a new pilot vessel. It follows a competitive tender process of top boat builders around the UK, with a remit to make full use of modern advances in fuel-saving technology, safety and crew welfare and to have the new, 16–18m dedicated coded pilot vessel operational in 2024. "Our pilot boat crews work 24/7 365 days a year, in all weathers, to keep our harbour open and safe to shipping and they deserve the best equipment we can buy," said Falmouth Harbour CEO Miles Carden. "This new pilot vessel, built in the UK by Holyhead, will be an incredible asset for the next 20-30 years. "It will be state of the art and one of the few Tier 3 compliant pilot vessels operating in the country – with features which help Falmouth Harbour Commissioners meet their sustainability targets. "This is a very proud moment for our whole team who have worked incredibly hard to reach this point. In 18 months' time the new vessel will arrive and this will be one of the biggest events for the harbour for a decade and one of the largest private investments for a considerable period." Falmouth Harbour's two current all-weather coded pilot boats operated by the Pilot Service are Arrow, a 16.7m Halmatic built modern pilot vessel built in 2006 and the LK Mitchell, a 17.5m Nelson 56 pilot vessel built in 1978 which the new craft will replace. A two-boat operation, with the vessels operated in rotation, is essential to ensure complete coverage of the area and allow for vessel downtime and maintenance. *(Source: Business Cornwall)*

KEEL LAYING FOR ANOTHER 4780KW ASD TUGBOAT

On Nov 27th, 2022, one unit of 4,780 kW ASD Tugboat --"**CAO GANG TUO 30**" Which is designed and built by Jiangsu Zhenjiang Shipyard for Caofeidian Tug Ship Co. LTD of Tangshan Port have been carried out launching successfully. *(Source: Jiangsu Zhenjiang Shipyard)*

KEEL LAYING CEREMONY HELD FOR TWO SHANGHAI ELECTRIC SOVS

A keel-laying ceremony was held for two Ulstein-designed offshore wind service operation vessels (SOV) on Wednesday at the ZPMC yard. Shanghai Electric, a Chinese wind turbine manufacturer, ordered the two vessels of the Ulstein **SX195** and **SX197** designs. The **SX195** is scheduled for delivery at the end of 2023, while the **SX197** is expected to be delivered in early 2024. The vessels offer accommodation for 60 POB and 100 POB respectively. The design includes Ulstein's X-BOW and the X-STERN design for soft motions and increased comfort. Credit: Ulstein. According to Ulstein, both designs will focus on optimizing operational capacity, capability, and economy. With batteries installed, the vessels will have a low emission footprint when servicing the renewable energy segment, Ulstein says. The steel cutting ceremony for the two vessels, which are being built for the Chinese offshore wind industry, took place on September 15, 2022. In January 2022, the ZPMC shipyard, China, and Ulstein Design & Solutions AS signed the ship design contract for the two SOVs for Shanghai Electric Windpower Group. Ulstein says that these are the first SOVs that were built specifically for the Chinese offshore wind industry. *Ulstein SX195 Specs:* Length: 93.4 m; Beam: 18.0 m; Dead weight: 3,200 tonnes; Draught (max): 6.0 m; Speed (max): 13 kn; Accommodation: 100 POB; Deck area: 2x380 sqm; *Ulstein SX197 Specs:* Length: 72.8 m; Beam: 17.5 m; Dead weight: 1,500 tonnes; Draught (max): 5.5 m; Speed (max): 13.0 kn; Accommodation: 60 POB. *(Source: MarineLink)*

BMT UNVEILS NEW CREW TRANSFER VESSEL MODEL

BMT has unveiled its new 32-meter hybrid propulsion crew transfer vessel design, citing industry demand for lower carbon emissions, capacity, and prolonged offshore operations. "Crews and engineers' safety and comfort are fundamental to BMT's approach with this design. Spaces around the vessel have been carefully arranged to improve workflow. The wheelhouse has been designed to offer outstanding visibility to facilitate crew transfers. The superstructure is resiliently mounted and significantly reduces noise and vibration," BMT explained. According to the company, at 32 meters

(105ft), the vessel's size has been increased for a larger cargo deck area and increased load capacity.

This will enable the vessel to play an increased role during the windfarm construction phases, with the ability to carry more equipment in support of the larger ships, BMT said. This design features BMT's Active Fender System, "an essential feature that enhances transfer capability in a wider range of sea states, as well as the safety of the technician transfer in challenging sea conditions and reduces the potential for impact damage to the vessel or turbine structure." "BMT collaborates with many industry-leading shipyards around the world, meticulously working through each area of the design. Our team is a pioneer in the CTV market with over 60 vessels currently in-service in Asia, Europe, and the USA. With this design we are pushing the envelope, offering a significant steppingstone towards achieving net zero," says Jonathan Cotgreave, BMT's Lead Naval Architect. *(Source: MarineLink)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Damen ASD 2312 tug for Fairplay Towage*
   - *Sanmar Shipyards delivers two tugs to SMS Towage*
   - *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*

2. Several updates on the Broker Sales page posted last week

   (New page on the website. If you are interested to have your sales on the website)

   (pls contact jvds@towingline.com)
   - *Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale (New)*
   - *Sleepboot 1745 "HE-AN" for sale*
   - *Sleepboot 1400 for sale*
   - *Sleepboot 1450 "Mijdt Spijt" for sale*
   - *Sleepboot Amsterdammer "Ber-Nel" for sale*

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

- *Saint Malo Industrie - Saint Malo by Jasiu van Haarlem (updated)*
- *Fairplay – Hamburg by Jasiu van Haarlem*
- *T.Muller En Avant - Dordrecht by Jasiu van Haarlem*
- *McAllister Towing - New York by Jasiu van Haarlem*

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