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

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MIDWEEK – EDITION

TUGS & TOWING NEWS

TWO MODERN TURKISH TUGS FOR AUGUSTEA GRAN COLOMBIA (RIMORCHIATORI RIUNITI)



Augustea Gran Colombia, a company part of Rimorchiatori Mediterranei (in turn under the control of the Rimorchiatori Riuniti group), active in towing services in Colombian ports, will receive two tugs built by the Turkish group Uzmar with which it will aim to develop its presence in the country South American. The two tugs are in detail two units of the RAstar 3200 series, with an overall length of 32 meters and a bollard pull of 81 tons,

designed by the Robert Allan Ltd. studio and built by Uzmar in 2019. As confirmed by Gaicomo Gavarone at SHIPPING ITALY the investment is close to 12 million euros for both boats that will be added to the active fleet along the Colombian coasts. So far, the tugs, which will be renamed **RR Macondo** and **RR Santa Marta** - have been used by Uzmar (a group active not only in construction but also as a towing company) in the port of Ambarlı port, near Istanbul. The signing of the relative agreement took place in the same city last week, which saw the presence for Uzmar of President Noyan Altug, and for the Italian counterpart of Massimo Peluso, general manager of Augustea Gran Colombia, while Giacomo Gavarone, Andrea Mignone and Maurizio Re - explains a note - followed the ceremony via the web. *(Source: Shipping Italy)*

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WAGENBORG BARGE 1 AND WATERLELIE TOW OFFSHORE CRANE TO ROTTERDAM

Recently, Wagenborg has transported a knuckle boom Offshore Crane over inland waters from Dordrecht. The 200 tons knuckle boom offshore crane was loaded on Wagenborg Barge 1. This 2.400 DWT pontoon, measuring 65,1 meters in length and 15,9 meters in width, is perfectly suitable for carrying various project cargoes over inland waters. After loading the cargo, the Wagenborg tug 'Waterlelie' assisted the transport to Rotterdam. Wagenborg has an extensive track record in offshore towage support. We provide services to the offshore, renewables, dredging and oil and gas industry. In addition, salvage operations are carried out professionally and safely by Wagenborg's dedicated staff and well trained crew at sea. (PR; Photo: Henk van den Heuvel)



Thijs & Neeltje Zwart



Freek Koning

PLATFORM AND TUG APPROACH TENERIFE AGAIN



The soap opera on the platform “**Atlantica Delta**” and the tugboat “**Maersk Achiever**” –billing a juicy bill every day– continues. After spending several days wandering away to the south of Tenerife, she finds herself back in sight off the coast of Candelaria. Now it seems that the intention is that it can dock next week, when the meteorological conditions allow it, since Monday and

Tuesday south weather is expected. The trailer left the port of Las Palmas de Gran Canaria on December 1 without having secured the berth in the port of Santa Cruz de Tenerife and was presented without prior notice. From the port of Tenerife he had been informed that in the conditions

in which the platform is located, it does not have berth available, since it requires a series of adaptations without specifying details, according to port sources. *(Source: Puente de Mando; Photo: Marcos Hernández)*

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THEN THIS YEAR'S ICEBREAKER SEASON IS UNDERWAY

Falling temperatures to the north mean that parts of the Gulf of Bothnia are covered in ice earlier than normal. The first Swedish icebreaker has been in action and all of the Swedish Maritime Administration's five icebreakers - **Ale**, **Oden**, **Atle**, **Frej** and **Ymer** - are now in operation. Without our icebreakers, Norrland's ports would be forced to stay closed for up to 130 days a year. Something that would hit the Swedish business community hard, as as many as nine out of ten goods to



and from Sweden are shipped," says Anders Dahl, head of icebreaking at the Swedish Maritime Administration. As early as 4 December, stricter traffic restrictions were introduced for Swedish ports between the Finnish border and down to Skellefteå, Ångermanälven and between Köping and Västerås. The restrictions are introduced every winter to varying degrees and mean that ships built to operate on ice-covered waters can get icebreaker assistance. *(Source: Maritime Danmark)*

DAMEN SHOALBUSTER 3815 SD DELIVERED TO CASPIAN OFFSHORE CONSTRUCTION

Damen Shipyards has delivered a new Shoalbuster 3815 SD to Caspian Offshore Construction LLP (COC). The Shoalbuster 3815 SD is one of the newest and largest vessels in the Shoalbuster range and stands out for its ability to operate in waters of no more than 120 centimetres in depth. Named the **Caspian Amwaj**, this new addition to COC's fleet will initially be deployed on a project in the Arabian Gulf, the company's first in the region. The Shoalbuster 3815 SD is a highly versatile

workboat capable of taking on a wide variety of assignments. Handling anchors, buoys and hoses, as



well as towing and other general support tasks for the offshore oil & gas industry, all fall within its operational profile. Suitably equipped it can also undertake dredging and support activities in waters that few other vessels can access. Installed power of 1,540 bhp directed through four 1,000 mm aft propellers delivers 18.6 tonnes of bollard pull, and twin bow thrusters bring added manoeuvrability. 185 m² of

working deck space enables it to carry substantial cargos. The standard accommodation in the 38-metre, 250 dwt vessel allows for comfortable living space for 11 persons in accordance with MLC regulations. The **Caspian Amwaj** was built for stock at Albwardy Damen and the sale contract with COC was signed in mid-October 2021 with the handover taking place just four weeks later. This rapid delivery was possible due to the excellent cooperation between COC and Damen. Established in 2003, Caspian Offshore Construction is based in Kazakhstan and is a leading supplier of offshore marine services in the Caspian Sea, which is well known for its shallow waters. A valued customer of the Damen Group, its fleet includes a Damen Stan Tug 1606 ICE, a Multi Cat 1908, two Fast Crew Suppliers 3307 and a Fast Crew Boat 1605. “We are indeed very excited to have taken delivery of this unique unit from our established partner Damen Shipyard with whom we have been successfully cooperating over last 15 years”, says Timur Sharapiev, COC Managing Director. “Word Amwaj in Arabic language means Wave, therefore selected name **Caspian Amwaj** is quite symbolic to this occasion in a sense that COC is now “sailing” into Middle East market on the back of our strong track record of operating in Caspian waters. I would like to wish **Caspian Amwaj** and her crew safe journey and best of luck”. “The ultra-shallow draught Shoalbuster 3815 SD was developed in close consultation with owners and operators of vessels operating in shallow waters,” says Marc Tijssen, Sales Manager Damen Shipyards Group East & South-East Europe. “The vessel is ideal not only for work in the shallow waters of the Arabian Gulf but also for COC’s primary area of operations, the Caspian Sea. We look forward to seeing **Caspian Amwaj** excelling in her role.” (PR)



Christa & Gijs Dijkdrenth



Jan & Wil Oosterboer

OUR COMPANY SUCCESSFULLY DELIVERED 5200HP ASD TUGBOAT (WITH FIRE FIGHTING AND OIL RECOVERY)

On December 20, 2021, "Haiye Tuo 1", one unit of 5,200HP ASD tugboat (with fire fighting and oil recovery) built by our company Jiangsu Zhenjiang Shipyard, for Qingdao Haiye Ruibang Shipping Co., LTD, was completed and successfully delivered. The ship is designed with overall length of 42.356m, width of 12.2m, depth of 5.6m, bollard pull of 58T, endurance of about 1000nm and speed of 13.4kN.



(Source: Jiangsu Zhenjiang Shipyard)

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FIRST SERIAL ICEBREAKER OF PROJECT 22220, SIBIR, COMPLETED FINAL PHASE OF SHIPBUILDER'S SEA TRIALS

The manufacture's delivery team and the ship crew are preparing the ship for a transition Murmansk. Nuclear-powered icebreaker **Sibir**, first serial icebreaker of Project 22220 has returned to Baltiysky Zavod shipyard (a company of United Shipbuilding Corporation, USC) having completed the final phase of shipbuilder's sea trials, says press center of Baltiysky Zavod. During the test voyage in the water area of the Gulf of Finland which lasted for over a week, the shipyard's trial team held the final check of the ship systems and mechanisms where faults had been revealed in the course of the first phase of the trials. The Sibir is docked at the berth of Baltiysky Zavod. The manufacture's delivery team and the ship crew are preparing the ship for a transition Murmansk. The acceptance/delivery certificate is to be signed in the very end of the current year. The flag of FSUE Atomflot will be raised on the **Sibir** in the beginning of 2022. The **Sibir** is the second ship of Project 22220 built by Baltiysky Zavod shipyard. Laid down on 26 May 2015, it was launched on 22 September 2017. The delivery is scheduled for the end of the current year. Multipurpose nuclear-powered icebreakers of Project 22220



ships are the world's largest and most powerful icebreaking ships. Their key task is to ensure year-round navigation in the western Arctic. Icebreakers of 22220 design will form the basis of Russia's civil icebreaking fleet in the near time. Key particulars of Project 22220: capacity - 60 MW, operational speed - 22 knots (clean water), LOA - 173.3 m (160 m, DWL), beam - 34 m (33 m, DWL), height - 52 m; draft (DWL) - 10.5 m;

minimum draft - 8.65 m, maximum icebreaking capability - 2.8-meter-thick ice (at full capacity and speed of 1.5-2 knots); full displacement - 33,540 tonnes; designated service life - 40 years, crew - 53. The icebreaker will be powered by a pair RITM-200 reactors of 175 MW. The new generation system was developed specially for this ship. The vessels dual-draft concept and capability will allow operating them both in the Arctic and in the mouths of the polar rivers. The icebreakers designed by naval architecture and marine engineering firm CDB Iceberg in 2009 will be operated in the western region of the Arctic: in the Barents, Pechora and Kara Seas, as well as in shallower areas of the Yenisei estuary and the Ob Bay area. Under the contract with FSUE Rosatomflot, Baltiysky Zavod shipyard is building a series of five nuclear-powered icebreakers of Project 22220. The lead icebreaker named **Arktika** was put into operation in 2020, The **Sibir**, Ural, Yakutia and Chukotka icebreakers are under construction. The series can be extended to 7 icebreakers.



Richard Wisse



Arjan van Stee

THE PORT OF TENERIFE DOES NOT WANT UNPRODUCTIVE SCRAP

Wandering off the coast of Candelaria, the “**Atlantica Delta**” platform and the “**Maersk Achiever**” tugboat wait for the Port Authority to finally grant authorization, without it being clear that it is coming to carry out repairs and maintenance, as initially planned. It is about not accumulating scrap that nothing produces for the local industry and commerce, beyond what it can occasionally generate for the coffers of the entity and the port services (tugboats, pilots and moorings). We say this because, as bridgedemando.com has learned, the displacement of the aforementioned non-propelled platform from the port of Las Palmas de Gran Canaria to the port of Santa Cruz de Tenerife was justified when

its previous owner, Atlantica USA, decided to reactivate it for the preparation and certification for a new deployment in Africa. However, in the middle, Atlantica USA sold the “**Atlantica Delta**” platform to the Norwegian company Basso, who confirmed to the previous consignee that it had no intention of doing anything of the “scope of work” programmed by its former owner. Faced with this change in criteria and its only interest, apparently, being docked since



die in the Los Llanos Dock, the Port Authority says no, that to store unproductive scrap there is the port of Las Palmas de Gran Canaria, where it was located. or, in the best of cases, the port of Granadilla and with conditions. Basso wants to dock the platform in the Los Llanos Dock and all this, the previous consignee does not see the operation clear and leaves his functions, of which he informs the shipowner to look for a new agent. Meanwhile, a Dutch technician appears in the port of Las Palmas de Gran Canaria, with the order to prepare the departure of the platform, doing so on December 1 without being ready and since then it has been circling out of bounds, while the Port Authority It sets conditions for you to enter Tenerife. Through the middle we have also learned that the tugboat “**Bever**” set sail from the port of Granadilla with almost 200 tons of offshore equipment destined for the aforementioned platform, so that it could carry out work on the high seas, so that it enters as much as possible, if circumstances arise and time permits, I could enter this Tuesday or Wednesday, but without it being clear - at least so far - what is, in reality, the intention of the stopover in Santa Cruz de Tenerife, which will be anticipated long in time. We know that in its day “it cost God and help” to get the “**Atlantica Alpha**” platform out of the port of Tenerife, since it was practically abandoned, without maintenance and leaking. The Port Authority of Santa Cruz de Tenerife, with good judgment, does not want episodes of this nature to be repeated. (Source: *Puente de Mando*; Photo: *Marcos Hernández*)

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TURKISH SHIPYARDS PROVE THEIR WORTH FOR MIDDLE EAST AND AFRICAN PORTS

Turkish shipyards are leading producers of harbour tugs for ports in the Middle East, Africa and southern Europe and produce tugs for their own fleets, for Turkish owners and for export. The latest

delivery into the eastern Mediterranean market was **Itanos**, which started supporting ship bunkering



in the Aegean Sea in November 2021. Med Marine built this tug in Eregli Shipyard, Turkey with yard number ER95 and sold it to Greek ship fuels supplier Sekavin. Harbour tug **Itanos** has an overall length of 25.2 m, 75 tonnes of bollard pull, a beam of 12 m, hull depth of 5.75 m and speed of 12 knots. The 363-gt Greece-flagged tugboat was designed by

Robert Allan Ltd and adapted exclusively for Med Marine. It has two Caterpillar-manufactured Cat 3516C main engines which drive two Kongsberg US 255S P30 thrusters with fixed-pitch propellers in nozzles. Italian owner Tripmare received a new tug from Turkish shipyard Sanmar for operations in Ashdod Port, Israel in 2021. **Eitan** was built as a tractor tug with Voith Schneider Propeller (VSP) propulsion for efficient ship escort and towage. Sanmar built this VSP tug to Robert Allan Ltd (RAL)'s VectRA AVT 3000 design, which was tailored for operator requirements. Eitan has an overall length of 30.3 m, a moulded beam of 13.0 m and navigational draught of 6.6 m. Its high-speed diesel engines connect to the Voith units via reduction gearboxes with integral clutches. A pair of Caterpillar 3516C high-speed diesel engines, each rated 2,525 kW at 1,800 rpm, drive Voith 32RV5 EC/265-2 cycloidal propellers through a pair of Reintjes WAF 863 gearboxes and Vulkan composite shafts. This propulsion drivetrain delivers a bollard pull of 73.5 tonnes and a speed ahead of 13.3 knots. The VectRA AVT 3000 design can generate escort steering forces of more than 100 tonnes. In another example, Uzmar has completed the first of three azimuth stern drive (ASD) escort tugs it is building for Smit Lamnalco's operations in east Africa. These 42-m tugs are being built to RAL's RAstar 4200 design and Bureau Veritas class to support gas carriers using LNG terminal Coral South floating liquefied natural gas project in Mozambique from Q2 2022. These ASD tugs will be powered by ABC 12 DZC main engines, developing 2,900 kW of power at 1,000 rpm, driving Kongsberg US 35 azimuth thrusters with a controllable-pitch, 3-m diameter propeller giving a bollard pull of 95 tonnes and speed of 13 knots. In the Middle East, Abu Dhabi Ports division Safeen acquired a ship-handling tug from Med Marine to provide towage in the wider Middle East region. Med Marine built this ASD tugboat with a beam of 10.9 m and draught of 5.1 m from a RAL RAmports 2300-MM design. It was delivered in July 2021 with an overall length of 23.0 m and bollard pull of 60 tonnes. Two Cat 3512 main diesel engines each produce 1,765 kW of power at 1,800 rpm driving two Kongsberg US205 P20 fixed-pitch propellers with 240-cm diameter, giving it a top speed of 12 knots. Bogazici Shipyard completed 24-m **Yalova 4** as a twin-screw tugboat for Turkish owner Yalova Pilotaj. This tug has a beam of 9.0 m and maximum draught of 3.5 m. It was built to a design by V Denge Technology and to ABS class. A bollard pull of more than 50 tonnes comes from two Cat 3512C main diesel engines, each generating 1,500 kW of power at 1,600 rpm. These engines drive two Schottel controllable-pitch propellers of type SCP60 4-XG giving **Yalova 4** a free running speed of 13 knots. For improved manoeuvrability, this tug has a YMV bow thruster of type BWT-E-C90 with 90 kW power. Tor Group finished a third fire-fighting harbour tug and had two more close to completion in Q4 2021, and available for purchase. It completed a new 30-m tugboat to Macduff Ship Design's naval architecture and outfitted it for harbour duties, berthing, towing and fire-fighting operations. It has two Yanmar 6EY22AW main engines, each developing 1,330 kW of power at 900 rpm driving two Schottel Z drives of type SRP 1012 with

controllable-pitch rudderpropellers. With a speed of 12.5 knots, it has a bollard pull forward of 42 tonnes, aft bollard pull of 45 tonnes and Bureau Veritas notations of FiFi1 for fire-fighting, unrestricted navigation and unmanned machinery spaces. Icdas Marine's own shipyard built 26-m harbour tug **Icdas 7** for operations in the Turkish port of Icdas. In Egypt, Damietta Port Authority named three new escort tugs at the expanded LNG export terminal.



Hedaya, **Soliman**, and **Saleh** were built by Egyptian Shipbuilding & Repairs to assist gas carriers into and out of two terminals in the port. These 35-m tugs each have a beam of 11.5 m, draught of 5.3 m and bollard pull of 60 tonnes. Damen delivered harbour tugs to ports in Africa during 2021. The Albwardy Damen Shipyard in Sharjah, UAE built **Oubangui** as a 28-m harbour tug for the Port Authority of Pointe Noire. This is an ASD 2810 design tug with a bollard pull of 58 tonnes, a FiFi1 fire-fighting system, powered by two Cat 3516C TA HD/C 16-cylinder main diesel engines each producing 1,865 kW driving two Kongsberg US255 azimuth thrusters with fixed pitch propellers. Another Damen-built tug was mobilised to the port in Cotonou, Benin via Cape Town. This ASD 2813 tug is operated by Port Autonome de Cotonou. Damen also built Bijol Island tug for Gambia Ports. Cheoy Lee Shipyards is building escort tugs to service a terminal in Tanzania. The first of these, **Kazi Iendelee**, was delivered in 2021. (Source: *Riviera* by Martyn Wingrove)

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BOLUDA TOWAGE ACQUIRES SCOTTISH TOWAGE COMPANY CALEDONIAN

The transaction reinforces the global leadership of Boluda Corporación Marítima's division in towage and sustainable maritime services. Boluda Towage and GEG (Holdings) Ltd have signed an agreement for Boluda to acquire Caledonian's towage activities and marine operations, together with the management, office staff and crew, based in Invergordon, Scotland. The incorporation of Caledonian's towage and marine operations will strengthen Boluda Towage's position as a global leader in towage and sustainable maritime services, with additional presence in Scotland. After the official closing of the transaction, Caledonian will be part of Boluda Towage's organisation in the United Kingdom. The local management team of Caledonian Towage will be headed by Andrew

Murray as Operations Director, who will report to Phil Dulson - General Manager of Boluda Towage



in the UK. Commenting on the sale, Caledonian owner Roy MacGregor, stated: “The decision for us to accept the opportunity to sell Caledonian Towage to Boluda came at just the right time, as we continue to diversify our offering as a Business. I would like to offer my sincere thanks to the entire team for all of their hard work whilst working within the GEG Group and wish them well under their new ownership.” Operating in the Cromarty Firth since 1969, Caledonian

Towage has emerged as a major player in the towage and marine transportation business. The operation plays an integral part in the success of Cromarty Firth's reputation as a Premier Deep Water Port and the solid fleet is heavily engaged in a wide variety of towage and support activities. The office is based in Invergordon which is approx. 20 miles north of Inverness. Vicente Boluda Fos, Chairman at Boluda Corporación Marítima, stated that "to continue being leaders in the international

maritime towing sector, our company needs to expand its scope of operations and we are proud that a company like Caledonian Towage wants to be part of our Group”. The Caledonian company offers high standard towage & marine services, and is ISM certified, which shows their commitment to safety and quality. Vice President executive Boluda Towage, Mr. Vicente Boluda Ceballos, added: “The strong local team, with highly engaged colleagues, will bring a lot of



experience and expertise to our company. Having exciting times ahead of us we certainly intend to deploy Caledonian’s professional crews and experienced employees on future projects”. (PR)

ACCIDENTS – SALVAGE NEWS

A CRIMINAL CASE HAS BEEN INITIATED ON THE GROUNDING OF A CONTAINER SHIP RISE SHINE OFF THE COAST OF NAKHODKA

As a result of the accident, the shipowner suffered damage in the amount of more than 1 million

rubles. The investigative bodies of the Eastern Interregional Investigation Department (IRUT) on



transport of the Investigative Committee of Russia have opened a criminal case on the fact of violation of traffic safety rules and the operation of maritime transport, the press service of the department reported. On November 8, 2021, the ship traffic control center issued a storm warning for all ships in Nakhodka Bay about an increase in the east, southeast wind. On the same day, the vessel traffic control center transmitted the Harbor Master's order to all ships in the roadstead to proceed to an external secure anchorage. The captain of the foreign ship proceeded to the indicated place. However, due to the fact that the ship began to drift at anchor, it ran aground

near Cape Kozin. The vessel was damaged in the form of a hole, in connection with which the engines of the vessel stopped working and water appeared in the engine room. On board the ship was only a crew of 14 people. As a result of this transport accident, the shipowner suffered damage in the amount of more than 1 million rubles. Currently, investigative actions are being carried out aimed at establishing all the circumstances of the incident. (Source: PortNews)

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CATASTROPHIC ENGINE DAMAGE LED TO OSV FIRE -NTSB

Catastrophic engine damage led to the fire aboard the U.S. -flagged offshore supply vessel **Ocean Intervention** near Honolulu, the National Transportation Safety Board (NTSB) said. No pollution or injuries to the 16 crewmembers were reported in connection with the mechanical failure, which resulted in a fire in the engine room on December 19, 2020. The crew isolated the fire before it could spread throughout the vessel. The Ocean Intervention, a 243-foot-long, steel-hulled vessel, was built in 1998 and operated by Oceaneering International, Inc. The 2,262-gross-ton multi-service vessel was designed to carry goods, supplies, personnel, and equipment in support of offshore energy operations. It was outfitted with specialized equipment, such as remotely operated vehicles for underwater surveys, inspections, maintenance, and repair of apparatus such as pipelines, oil wells, and other subsea structures. While at anchorage, the **Ocean Intervention** crew had been troubleshooting speed variation issues related to the number 1 and number 3 Caterpillar 3516B 16-

cylinder diesel generator engines, which involved replacement and calibration of several electrical components and multiple engine restarts. When later carrying the vessel's electrical load, the number 3 diesel generator suffered catastrophic mechanical failure. This resulted in cylinder number 1's connecting rod being ejected through the engine crankcase while running at rated speed. The ejection of the connecting rod allowed atomized oil to be released



from the engine and ignite, starting a fire in the engine room. The crew's quick and effective actions to prevent the spread of the fire resulted in the fire extinguishing itself without putting crewmembers at risk. Damage to the Ocean Intervention totaled over \$3 million. The probable cause of the diesel generator engine failure was a cylinder's connecting rod bearing adhering to the crankshaft, which led to the ejection of the connecting rod and catastrophic damage to the engine, the NTSB determined. "Engine rooms contain multiple fuel sources as well as mechanical ventilation, making the spaces especially vulnerable to rapidly spreading fires," the report said. "The crew of the Ocean Intervention effectively contained the spread of a fire by removing fuel and oxygen sources. Vessel crews should familiarize themselves and train frequently on machinery, fuel oil, lube oil and ventilation shutoff systems to quickly act to contain and suppress engine room fires before they can spread to other spaces and/or cause a loss of propulsion and electrical power." Following the teardown of the no. 3 DG, and after reviewing the failure investigation report, the operating company sought the guidance of Caterpillar to proactively effect changes to the model 3516 engines throughout its fleet. To provide increased lubrication to the engine bearings, pre-lube pumps were installed on the engines to provide lubricating oil throughout the engine for a fixed time: after receiving a start signal and before the engine began the starting sequence. According to the technicians, pre-lube systems were offered for the model 3500 engines but were not required.



Additionally, the operating company requested that Caterpillar technicians research the feasibility of

retrofitting the model 3516 engines with oil mist detectors since the manufacturer did not offer a kit or instructions. These protection devices are designed to activate an alarm when a dangerous mist is detected in the crankcase, possibly preventing an engine explosion. According to the technicians, Caterpillar confirmed that it would be possible to retrofit the engines with oil mist-detection systems. The **Ocean Intervention's** manager for maintenance and repairs stated that the frequency of inspections for main and connecting rod bearings on the model 3516 engines installed aboard the Oceaneering vessels would be reduced from 21,500 hours to between 10,000 and 12,000 hours to allow the bearings to be inspected and replaced early out of an abundance of caution. The connecting rod bearings would be replaced following inspection, as they were not able to be used again after being opened. The main bearings would only be replaced during these inspections if they showed abnormal wear. The technicians stated that Caterpillar had no issue with increased inspections and staying within the operational maintenance manual guidelines. (Source: *MarineLink*)

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RESERVE BOAT OF SHIPPING POLICE HALF SUNK IN FISHING DOCK IN OSTEND



On Thursday night, the police boat "**Pieter Paul Rubens**" was submerged in the Visserijdok in Ostend. The half-sunken boat was currently no longer in use, but it served as a reserve for the shipping police. The police boat "Pieter Paul Rubens" was temporarily moored in the Visserijdok in Ostend, because there was no room on the quays of the government shipping

company DAB VLOOT. "The old seagoing vessel cannot be flooded due to a leak or a fracture," says Daphne Vanhoucke, communication manager of the Maritime Department and Coast Agency. "Thursday night the sea water level had dropped and when it rose again, the ship became wedged under the quay. For example, the ship was unable to rise and the water flowed into the "**Pieter Paul Rubens**". There were no injuries in the incident. The fire brigade and civil defense have placed dams around the boat to limit any leakage of fuel oil, oil or the like into the water as much as possible. "We will make the ship afloat again as soon as possible. This will certainly not affect the functioning of the

shipping police. The vessel is actually a spare ship of the reserve ship of the shipping police. Moreover, it would also be sold soon," said Vanhoucke. (*Source: VRTNews*)



Adri Lokker – Bruinvisch



Kees Pronk – ALP Keeper; ALP Striker; ALP Sweeper

MAIDEN VOYAGE OF AUSTRALIA'S MEGA-ICEBREAKER DELAYED BY SOFTWARE FAULT

Australia's brand new icebreaker **RSV Nuyina** has experienced a systems fault for the second time in the span of two months, potentially delaying her planned maiden expedition to Antarctica. **RSV Nuyina** was scheduled to depart from her homeport of Hobart on Monday for her maiden voyage to Antarctica, but the Australian government announced that the voyage has been pushed to later this week after issues were



detected in the vessel's alarm and monitoring system software. "**Nuyina** was due to sail tonight (Monday) but final testing of the alarm and monitoring system software by ship operators Serco found issues which need to be resolved before departure," said a statement by the Australian Antarctic Program (AAP). Expeditioners who have been in isolation in Hobart for two weeks will board the vessel tomorrow to undertake training and induction before heading south to Antarctica for a research voyage. The newly built vessel also suffered an electrical fault during her voyage journey to her homeport of Hobart in October. Shortly before arrival, the crew were alerted to a fault in the electrical system that powers the propulsion motor for the port shaft line. After an assessment, they determined that they could safely use the starboard propulsion system to complete the voyage. Repairs were completed at Hobart under warranty. The \$500 million **RSV Nuyina** was built by Dutch shipbuilder Damen. The 525-foot icebreaker will cost the Australian government \$1.4 billion to build, maintain and operate over the next 30 years. Delivery was delayed by about one year due to

COVID-19 disruptions. On Saturday, Australia Prime Minister Scott Morrison and other senior government officials visited **RSV Nuyina** for a send-off before her maiden voyage. "From aboard the **RSV Nuyina**, scientists will be able to research uncharted areas of the deep ocean and study the upper reaches of the atmosphere," said Morrison. "Already she is drawing the attention of the international scientific community and that means good news for jobs in Tasmania as the gateway to Antarctica." **RSV Nuyina** will depart with 67 expeditioners and crew. Part of her five week expedition will include refueling Australia's Casey research station, transporting helicopters to the Davis research station and undertaking activities for marine science. She will be supported this summer by two other chartered vessels, the ice-strengthened heavy cargo ship **Happy Dragon** and a smaller American commercial icebreaker, the **Aiviq**. As the Southern Hemisphere's summer season begins, multiple nations have dispatched their icebreakers to Antarctic research stations. The UK's **RRS Sir David Attenborough** docked in Antarctica on December 17 on her maiden voyage. On Monday, Japanese icebreaker **Shirase** reached Showa Station, Japan's Antarctic research facility. And the venerable U.S. Coast Guard icebreaker **Polar Star** is under way south, making her 25th voyage to McMurdo Station. (Source: *Marex*)

Advertisement



The advertisement consists of two side-by-side photographs of tugboats on the water. The left photo shows a tugboat with orange cranes on its deck. The right photo shows a tugboat in front of several offshore wind turbines. To the right of the photos is a dark blue box containing a white logo of a person operating a machine, the text "Tug & Workboat company", "Herman Senior b.v.", and "Shoalbusters & Multicats for charter on a worldwide basis". Below the photos and text is a yellow banner with contact information.

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CAR BATTERY TRIGGERED FIRE ON BOARD HÖEGH XIAMEN -NTSB



An electrical fault from an improperly disconnected battery in a used vehicle led to the fire aboard vehicle carrier **Höegh Xiamen** that resulted in \$40 million worth of damages, the National Transportation Safety Board (NTSB) said Thursday. As a result of the investigation, NTSB issued eight safety recommendations to federal regulators and the companies involved in the accident. On June 4, 2020, while the **Höegh Xiamen** was in

Jacksonville, Fla., the ship's crew noticed smoke coming from the ventilation housing while preparing to depart port for Baltimore, Md. Crewmembers discovered a fire on deck 8, which had been loaded with used vehicles. The fire eventually spread to other decks and continued to burn for

eight days before Jacksonville Fire and Rescue Department could extinguish the blaze. Nine firefighters sustained injuries while responding. None of the vessel's 21 crewmembers were injured. The [Höegh Xiamen](#) and its cargo of 2,420 used vehicles were declared a total loss valued at \$40 million. In August 2020, after salvage operations were completed, the vessel was towed to Turkey to be recycled. The NTSB concluded many of the vehicles loaded onto the vessel had batteries that were not disconnected and secured in accordance with procedures, which increased the risk of electrical arcing and component faults. During loading operations, both the loading personnel and crew missed opportunities to address these hazards. The investigation showed that the detection of the fire was delayed because the vessels' fire detection systems had not yet been reactivated after loading was completed. Additionally, the Jacksonville Fire and Rescue Department's response to the accident was delayed because the [Höegh Xiamen's](#) master did not immediately have available contact information for search and rescue authorities and did not know how to report a fire to local authorities. The NTSB determined the probable cause of the fire aboard the [Höegh Xiamen](#) was Grimaldi Deep Sea's (who time chartered the vessel) and SSA Atlantic's (Grimaldi's contractor for stevedores) ineffective oversight of longshoremen, which did not identify that Grimaldi's vehicle battery securement procedures were not being followed. This resulted in an electrical fault from an improperly disconnected battery in a used vehicle on cargo deck 8. Contributing to the delay in the detection of the fire was the crew not immediately reactivating the vessel's fire detection system after the completion of loading. Contributing to the extent of the fire was the master's decision to delay the release of the carbon dioxide fixed fire extinguishing system. Safety issues identified in the report include training for and oversight of vehicle battery securement; regulatory exceptions for used and damaged flammable liquid-powered vehicles; fire detection system deactivation during cargo loading, and effective emergency distress calls. NTSB issued one recommendation each to the Pipeline and Hazardous Materials Safety Administration, U.S. Coast Guard, and the National Maritime Safety Association; two recommendations to Grimaldi Deep Sea; and three recommendations to Höegh Technical Management. NTSB's recommendations to the companies involved improving oversight of vehicle loading as well as training of personnel involved in battery securement for used and damaged vehicles. NTSB's recommendations to federal agencies involved improving regulations for vehicle carriers that transport used vehicles. NTSB's recommendations to the vessel's operator involved revising their procedures for the reactivation of fire detection systems and ensuring emergency contact information is immediately available for bridge teams. "The transportation of used vehicles, such as those that were loaded on vessels like the [Höegh Xiamen](#), is currently excepted from Hazardous Materials Regulations when a vessel has a stowage area specifically designed and approved for carrying vehicles," NTSB said in the report. "We found that used vehicles are often damaged and present an elevated risk of fire. We believe that greater inspection, oversight, and enforcement are needed to reduce this risk." There have been five similar accidents since 2015, including a 2019 fire aboard Grimaldi's *Grande Europa*. Following Grimaldi's experience with previous roll-on/roll-off vessel fires, the company developed a battery disconnect procedure to reduce the risk of vehicle fires during transportation. This procedure was used on [Höegh Xiamen](#); however, the Coast Guard's postaccident examination of a sample of 59 vehicles did not find a single battery that was secured in accordance with Grimaldi's battery disconnect procedure. "The circumstances of this accident make clear that it is critical to ensure that the batteries of used vehicles are disconnected and properly secured during cargo loading operations," the report said. "The NTSB believes it is imperative that operators of similar roll-on/roll-off vessels engaged in the transportation of used vehicles act to ensure that any personnel involved in loading operations—including vessel crews, stevedores, and longshoremen—be aware of the importance of disconnecting batteries on used vehicles." (*Source: [MarineLink](#)*)

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RUSSIAN CORVETTE "AGILE" COMPLETELY DESTROYED BY FIRE

The Russian corvette "Provorny" almost completely burned out. The first video footage taken aboard the Russian corvette "Provorny", which caught fire the night before in St. Petersburg, indicate the complete destruction of the warship by fire. In addition to the destruction of the upper deck and superstructure by fire, the bulkheads and supporting structures of the corvette

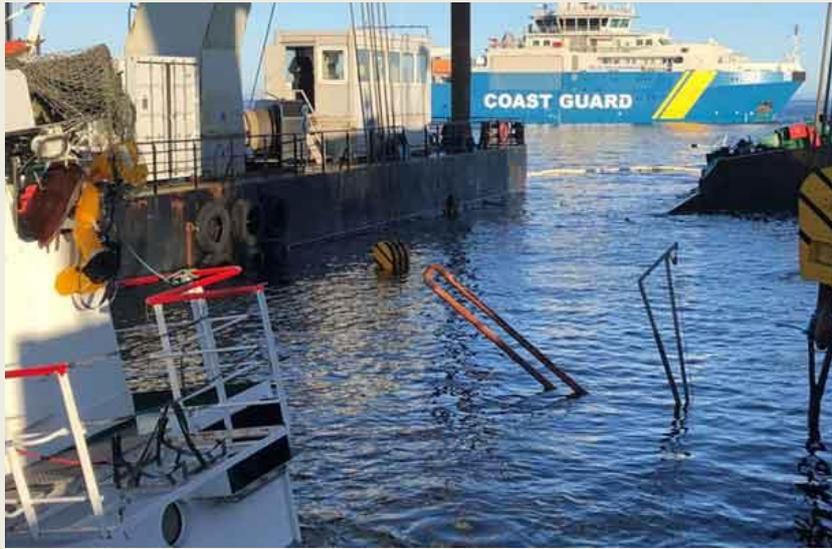


were seriously damaged. This indicates not only the impossibility of restoring the ship in the near future, but also in the absence of expediency in this. The fire was eliminated a few hours ago, however, the damage to the warship turned out to be so serious that in fact, the supporting structures could not withstand the gravity of other elements of the ship's hull under the influence of the fire and collapsed. The reasons for the incident at the Severnaya Verf plant remain unknown - during the start of the fire, no work that could lead to a fire was carried out. The damage turned out to be so serious that the timing of the commissioning of the first Russian corvette-carrier of hypersonic missiles "Zircon" will be shifted by several years. It is known that as a result of the fire on board the "Provorny" corvette, three people were injured, but casualties were avoided. (Source: Avia.pro)

KARIN HØJ RESCUED AND ON HER WAY TO YSTAD

The Danish salvage ship **SusanneA** and the special vessel **GM700** lifted **Karin Høj** on Friday, which had almost sunk off Simrishamn, after it was sailed down by a container ship on Monday night. The rescue ships are now on their way to Ystad. The salvage operation took place without any problems, and only small amounts of oil escaped **Karin Høj** when it was put back on the right keel. "The fact that oil gets into the water in connection with bringing a ship back to the right keel is almost inevitable. We have only observed such small amounts of oil that it is not necessary to take any action. The 10 cubic meters of diesel oil in the tanks are intact in the ship", says Staffan Ljungqvist, rescue manager in the Coast Guard. **SusanneA** and the special vessel **GM700** sail on Saturday morning along the Scania coast with a course towards Denmark, accompanied by the large Swedish

coastguard ship **KBV 003 Amfitrite**. The two Danish crew members on **Karin Høj** died in the



accident. This one was found inside the vessel while the other is still missing. The vessels are on their way to Ystad on Saturday morning, but according to the **GM700's** AIS signal, the target is Frederikshavn. *(Source: Maritime Danmark)*

John Smit



Martin van Leest – ROG



Kees & José van Essen



CAPTAIN FEARED DEAD AFTER FERRY CAPSIZES IN TYPHOON-HIT CENTRAL VISAYAS, PHILIPPINES

One person has gone missing and is feared to have died following an incident wherein a passenger vessel capsized during a typhoon in Bohol province in the Philippines' Central Visayas region on Saturday, December 18. The Ro-Pax ferry **Lite Ferry 10** was off Loon, Bohol, when strong winds and rough sea conditions brought about by Typhoon Rai caused it to list heavily to starboard until it ended up on its side. Search and rescue (SAR)



personnel of the Philippine Coast Guard and the crews of two Good Samaritan vessels sailed to the area to render assistance to the people on the half-submerged ferry. Twenty-six of **Life Ferry 10**'s crew were safely rescued. However, no trace has yet been found of the vessel's captain, Mr Raul Mission. Coast guard SAR teams are continuing to comb the area off Loon for any trace of the missing captain. The ferry had no embarked passengers at the time of the capsizing. (*Source: gCaptain*)

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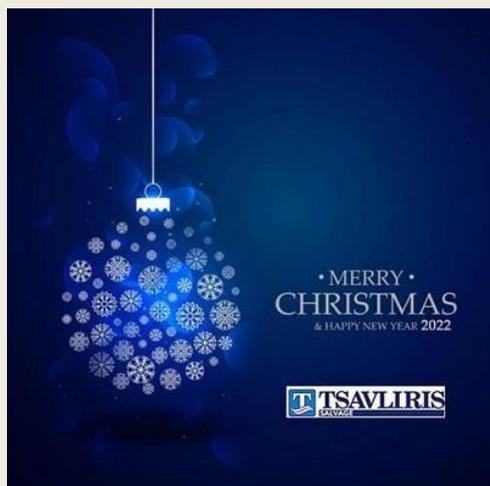
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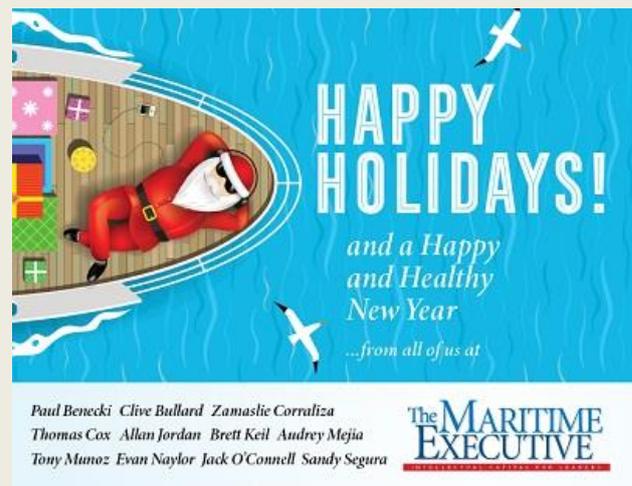
SS **Breda** was a Dutch cargo-passenger ship sunk in Scotland during World War II. **Construction** The ship was built at the Nieuwe Waterweg Scheepsbouwmaatschappij ("New Waterway Shipbuilding Company") yard at Schiedam for the Koninklijke Nederlandsche Stoomboot Maatschappij ("Royal Netherlands Steamship Company"). Laid down on 16 December 1919, she was not launched until 2 July 1921, and

finally completed on 10 December 1921. The 6,941 GRT ship was 122.69 metres (402 ft 6 in) long, and 17.78 metres (58 ft 4 in) wide, and was powered by two Metropolitan-Vickers steam turbine engines, giving her a top speed of 15 knots (28 km/h; 17 mph). She had five cargo holds, and could also accommodate up to 87 passengers. **Ship history** After the invasion of the Netherlands in May 1940 the **Breda** fled to Britain, where she was placed under the control of the P&O Line, and armed with a single 4.7-inch (120 mm) gun. On 23 December 1940 she was laying off Oban, part of a convoy being assembled that was bound for Bombay. She carried a mixed general cargo that included 3,000 tons of cement, 175 tons of tobacco and cigarettes, three Hawker and 30 de Havilland Tiger Moth biplanes, Army lorries, NAAFI crockery, copper ingots, rubber-soled sandals, banknote paper, 10 horses and nine dogs. At dusk a group of Heinkel He 111 bombers flying from Stavanger, Norway, swept across the anchorage, and straddled the **Breda** with four 250-kilogram (550 lb) bombs. The force of the explosions ruptured a water inlet pipe, and the engine room was

rapidly flooded, depriving the ship of power. The captain noticed that the stern was beginning to sink slowly and was beginning to tilt slightly to starboard. The port lifeboat was lowered, in which 11 passengers were taken and rowed to shore under the command of the 3rd mate. She was quickly taken under tow, and beached in shallow water in Ardmucknish Bay. The next day, only a small part of her cargo had been offloaded before a storm swept her into deeper water where she sank to a mean depth of 26 metres (85 ft) at position 56°28'32"N 5°25'04"WCoordinates: 56°28'32"N 5°25'04"W. The crew manage to save themselves. 10 race horses (probably intended for the Aga Khan), which were in boxes on deck, could still be released and managed to swim to the Scottish shore. It was not until 06.1951 that the wreck was raised and scrapped in Peterhead by Peterhead Shipbreaking. (*Source: Wikipedia; De KNSM in de 2e Wereldoorlog*)



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OFFSHORE NEWS

REM OFFSHORE BUYS PSV QUARTET AS AXE FALLS ON K-LINE OFFSHORE

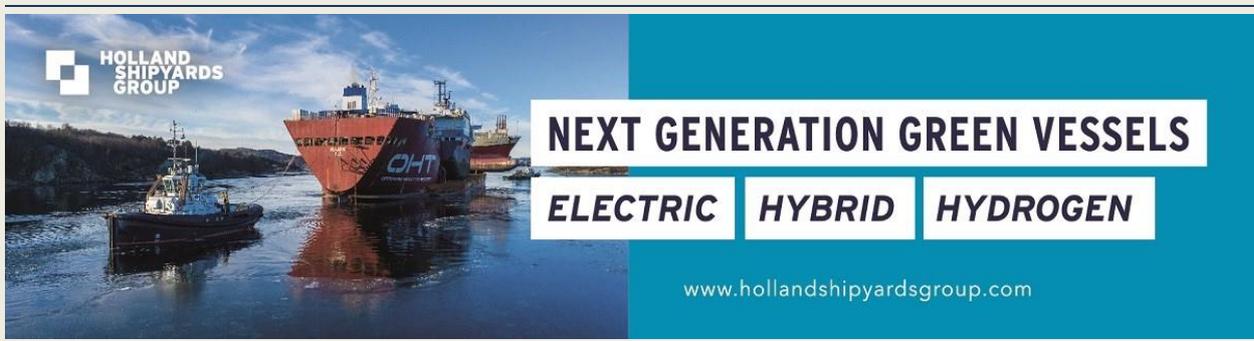
Offshore vessel operator Rem Offshore said Friday it had agreed to buy four platform supply vessels from K-Line Offshore AS, which is set to be dissolved and cease to exist. K-Line Offshore, was established in Norway by Kawasaki Kisen Kaisha (K" LINE) in 2007, which wanted to enter the offshore support vessel (OSV) business, expecting stable demand in the oil and gas fields of the North Sea. However, "K" LINE said Friday that K-Line Offshore



"had long struggled after energy price decline, heavily affected by dropped market since then." "It was decided after careful consideration that the best solution should be to sell all the vessels and dissolve [K-Line Offshore] taking expected profitability of OSV business into consideration," the

parent company said. "K" LINE said it would sell four platform suppliers and two anchor handlers, without disclosing the buyers' names. However, Rem Offshore announced Friday it had agreed to buy the four PSVs. The vessels will in question are the [KL Brevikfjord](#), [KL Barentsfjord](#), [KL Brisfjord](#), and [KL Brofjord](#), all of the STX PSV06 design. "In REM we have always had the highest respect for these vessels due to their unmatched specifications and reputation in the market. "To be able to own and manage them in the future will be a task we enter with respect, both towards the previous owners and their impeccable operational standards and towards the vessels themselves who have been providing a safe and strong working platform for clients across the North Sea for a number of years," Rem Offshore said. Rem Offshore did not share the financial details of the purchase. "K" Line said it expected to deliver the vessels in the fourth quarter of the fiscal year ending March 31, 2022, with the date of K-Line Offshore dissolution scheduled for the first half of the fiscal year ending March 31, 2023. *(Source: MarineLink)*

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ANOTHER MYSTERY BUYER GETS ITS HANDS ON SOLSTAD VESSEL

Farstad Shipping, a wholly-owned subsidiary of the Norwegian offshore vessel owner Solstad Offshore, has sold another



one of its vessels to a buyer, whose identity was not revealed. Back in June 2017, a new offshore supply vessel company was formed in Norway by combining three companies – Farstad Shipping, Solstad Offshore and Deep Sea Supply – resulting in a fleet of 152 vessels. According to Solstad Offshore's statement from Friday, one of these subsidiaries, Farstad Shipping,

sold the Anchor Handling Tug Supply (AHTS) vessel [Far Scout](#) to an undisclosed buyer, who took delivery of the vessel on 17 December 2021. The 2001-built vessel is an 80-meter-long and 18-meter-wide AHTS that can accommodate 35 people. It was built by the Langsten yard. For the past couple of years, this vessel carried out operations in Brazil. In 2018, Petrobras awarded contracts to Solstad for the provision of two AHTS vessels to support its operations in Brazilian waters. One of these

contracts was for the AHTS **Far Scout**. The duration of the contract was for one year, while the charterer was given the option to extend the contract for a further one-year period. In September 2019, Petrobras exercised its option to extend the contract for another year for operations offshore Brazil. Solstad has been selling off its fleet, while also winning new deals for its vessels in the last few months. In November this year, the company completed the sale of two vessels. The first vessel was sold only a few days before the second sale was completed. December is proving to be very lucrative for Solstad due to several new contract awards. After it secured contracts for two of its PSVs with Equinor for operations in Brazil earlier this month, the firm added two more contract awards for two other vessels, which will be supporting Santos' drilling operations offshore Australia. A few days later, Solstad won a contract for another one of its PSVs, which will enable the vessel to continue supporting operations in the North Sea. The latest contract award was announced on Thursday. It will enable Solstad to support Woodside's operations offshore Australia. *(Source: Offshore Energy)*



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CSM SAUDI ARABIA EXPANDS OPERATIONS, SECURES OVER 100 OFFSHORE ASSETS

A group of Saudi Arabian owners and operators have committed more than 100 offshore assets to Columbia Shipmanagement (CSM) Saudi Arabia. Hadi Hamad Al-Hammam, A A Turki Group, BAAS Global Marine Services, High Seas and Naghi Marine have all confirmed their intent to engage CSM Saudi Arabia on a third-party management, crew management or



franchise basis. Columbia Shipmanagement Group chief executive Mark O'Neil said, "We have demonstrated our long-term commitment to the Kingdom, our belief and support for Vision 2030, and the top quality of our vessel management services to our valued partner Saudi Aramco." "This has been a learning process on both sides and has resulted in implementing the world's first 'smart' OSV, managed and optimised by CSM's market-leading performance optimisation control room (POCR). These same levels of quality management and optimisation will now be rolled out to our partner

operators' offshore assets, which will, in turn, render them more attractive to Saudi Aramco and other energy companies worldwide." The company's POCR is monitored by specialists 24/7 and allows clients to have a greater level of transparency and visibility of their operations. POCR is a web-based service and can be immediately transferred to clients' offices at no cost allowing them fast remote access. The set-up is fully customisable with most features requiring no onboard equipment installation. CSM Gulf region managing director George Vassiliades added, "Our POCR in Al Khobar, dedicated to the service of offshore assets employed by Saudi Aramco and clients in the region, will be the biggest and most advanced control room in the world. "The frontrunners have led the way, which is commendable," said Mr Vassiliades, "and the door is open to all. We are confident we have a vessel management model which can be tailored to every operator within the Kingdom and the Gulf region." CSM set up a Saudi Arabia division in September 2020 primarily to service the need of its client Saudi Aramco. In August, CSM Saudi Arabia entered a joint venture with Khobar-based Spectrum Group to manage 35 offshore units and jack-up rigs. *(Source: Riviera)*

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JACKSON OFFSHORE ACQUIRES NEW PSV AND SHELL CONTRACT



Jackson Offshore Operators (JOO) is pleased to announce that it is growing its Platform Supply Vessel (PSV) fleet with the acquisition of the M/V **Storm**. Once it has completed regulatory requirements, the M/V **Storm** will commence a five-year contract with Shell in the U.S. Gulf of Mexico. Built in 2015, the M/V **Storm** is an MMC-879 design PSV, DP Class 2, and diesel electric propulsion. It is 260 feet in

length with a carrying capacity of 4,200 T DWT. The vessel is expected to go into service immediately upon completion of a special dry-docking survey. "We're thrilled to add the M/V **Storm** to our fleet of platform supply vessels. We chose the name **Storm** for the new vessel because it represents our history in that, that name gave us our start," said Lee Jackson, President and CEO. "As our fleet grows, so does our ability to serve our customers with safe, reliable and efficient vessel services. This acquisition/contract is a direct result of the hard work that our entire team commits

itself to each and every day.” As one of the most trusted full-service offshore transportation companies providing marine services in the Gulf, JOO demands the best quality of services and strives to surpass client expectations. “Shell continues to make investments in lower carbon deep water oil and gas production in the Gulf of Mexico and the communities that service this vital industry, especially in the aftermath of Hurricane Ida,” said Shona Mathie, Shell General Manager, Supply Chain, Deep Water Americas. “It is exciting and fitting to see Jackson Offshore launch the M/V **Storm** to highlight this continued investment in this industry and region, and we are happy to see her come in to service our fleet.” (Source: *Ocean Energy Resources*)

SOLSTAD CLINCHES ANOTHER VESSEL DEAL FOR NORTH SEA OPS

Norwegian offshore vessel owner Solstad Offshore has been awarded a long-term contract for one of its platform supply vessels (PSVs) by an undisclosed charterer to support operations in the North Sea. Solstad Offshore announced the new contract win on Monday, explaining it is for the provision of the PSV **Normand Flipper**. The company confirmed the



vessel is contracted for a firm period of one year. This contract, which is expected to start during December 2021, stipulates that the PSV will support activities in the UK North Sea. The 2003-built Normand Flipper is of a UT745E design. During the past few years, this vessel carried out multiple operations in the North Sea. The most recent ones were booked by Premier Oil UK in February last year. The company contracted Solstad’s **Normand Flipper** for four wells firm plus options. The contract was expected to start between May and June 2020 and last around 400 days supporting the jack-up drilling rig Valaris JU-123 at Premier Oil’s Tolmount location in the southern North Sea. The last month of the year is proving to be very lucrative for Solstad as the company reported several new contract awards. Earlier this month, the firm secured contracts with Equinor (for operations in Brazil), Santos (for operations offshore Australia), another undisclosed North Sea operator and Woodside. Solstad has also been selling off its fleet in the past few months and the latest sale was completed on Friday. This is Solstad’s third successful sale of a vessel in the last two months. The first vessel was sold only a few days before the second sale was completed in November. (Source: *Offshore Energy*)

TOWARDS THE SALE OF TWO ITALIAN SUPPORT VESSELS IN SERVICE IN THE RAVENNA OFFSHORE

Two 'minor' support vessels, flying the Italian flag and hitherto employed in the Ravenna offshore, are preparing to change hands. The Port Authority of the port has in fact published in recent days two different requests for the divestment of the flag (due to "alienation and subsequent registration in a non-EU register"). The first concerns the **Mare Cristallo**, a Bambini Spa catamaran that operates as a

'crew boat', with a length of 29 meters and capable of accommodating 45 people. The ship entered



the fleet of the Ravenna company in 2013, followed a few days later by the larger **Mare Rubino** (46 meters long and capable of carrying 70 passengers). The **Lupo**, a ship owned by Maestrale Srl, of Cesenatico, will also be

preparing to leave the Italian flag to move to that of a non-EU country, which has submitted a similar request. The company, together with Navigazione Adriatica, owns part of the units that make up the fleet of Righetti Navi, which uses them on the basis of bareboat charters. According to the latter's site, the **Lupo** is a support unit from 1982, 30 meters long, capable of carrying 50 people and with a cargo space on deck of 70 square meters. *(Source: Shipping Italy)*

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GC RIEBER SELLS SURF VESSEL TO TAIWANESE OFFSHORE WIND COMPANY

Norwegian shipowner GC Rieber Shipping has entered into an agreement with the Taiwanese offshore wind company Dong Fang Offshore for the sale of its SURF, construction vessel **Polar Onyx**. The delivery of the 130-meter long vessel, built at Ulstein Verft in 2014, is expected to take place in the first quarter of 2022. The sale also includes the VLS tower onboard the vessel. "The sale concludes a multi-



year strategic process in converting GC Rieber Shipping into a modern project-house, delivering profitable and sustainable maritime projects," said Einar Ytredal, CEO of GC Rieber Shipping. "Following seven years of a depressed market, the company is emerging reshaped, debt-free and excellently positioned as an attractive maritime partner, ready to invest in new vessel solutions

contributing to the energy shift.” According to GC Rieber, the sale will result in a positive liquidity effect of approximately \$20 million after repayment of the vessel’s outstanding debt. Due to the sale, an impairment of approximately \$3 million for **Polar Onyx** is expected to be recognized as of 31 December. *(Source: Offshore Energy)*

SIEM OFFSHORE PSV DUO WINS LONG-TERM WORK IN AUSTRALIA



Norwegian offshore vessel operator Siem Offshore said Tuesday it had entered into a contract with an undisclosed "long-term client" in Australia for two platform supply vessels. The contract is for the PSV's "**Siem Pilot**" and "**Siem Thiima**". The contract for "**Siem Pilot**" covers a firm period of 572 days plus options, while "**Siem Thiima**" has been awarded a 3-year firm contract plus options. Both contracts will start during the first

quarter of 2022. "After a short spell in the North Sea spot market, "**Siem Pilot**" will as such be mobilized to Australia, whereas "**Siem Thiima**" will continue its long-standing commitment for serving the same client," Siem Offshore said. **Siem Thiima** is scheduled to install a battery power package before the contract start, through Siem Offshore's commitment to upgrade all of its three high-end dual-fueled PSVs. "**Siem Thiima**" was the first dual-fueled PSV contracted in the southern hemisphere in 2017, and will now again be the pioneer towards further reducing its environmental footprint being the first of its kind with a battery power upgrade in the same hemisphere," Siem Offshore said. *(Source: Maritime Link; Photo: Dean Porter)*

SIEM OFFSHORE'S AHTS TO SUPPORT EQUINOR'S DRILLING OPS

Norwegian offshore vessel owner Siem Offshore has secured a contract with the compatriot oil and gas company Equinor for the **Siem Opal** anchor handling tug supply vessel. The contract is for a firm six-month period, starting during March/April 2022. Equinor will have extension options." "The scope of work consists of supporting the client’s various rig move activities during drilling campaigns," Siem Offshore said. The company did not share the financial details of the contract. Built-in 2011, the 91-meter long



vessel is designed for towing and anchor handling, deep water inspection- and construction work. The vessel is equipped with a high-capacity gantry crane for anchor and cargo handling. According to AIS data, the [Siem Opal](#) is currently docked in Bergen, Norway. (*Source: Maritime Link*)

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MUSEUM NEWS

HISTORICAL READINGS WILL BE HELD AT THE ICEBREAKER-MUSEUM "KRASIN"



December 24, 2021 in the salon "icebreaker" [Krasin](#) Museum of the team "will be held IX historical non-fiction reading" Marine cemeteries of St. Petersburg. "This Sudostroenie.info reported in the press-service of the organization. In the readings will feature reports devoted granddaughter of Admiral I. K. Grigorovich Olde Vadimovna Petrova, Admiral VM Golovnin Rear

Admiral VA Rimsky-Korsakov, Admiral Nilov KD. There will also be presentations about the descendants of Admiral Butakova - participants of the Great Patriotic war, to perpetuate the memory of Russian seamen-hydrographers. The program is scheduled to present new books. The event starts at 2.00 pm. Everyone is invited. (*Source: Sudostroenie*)

WINDFARM NEWS - RENEWABLES

WINNENDE FOTO'S SAIL AWAY ONDERSTEL HOLLANDSE KUST (NOORD)

Begin november waren veel mensen getuige van de 'sail away' van het onderstel (jacket) voor het platform Hollandse Kust (noord). Tien maanden na de start van de bouw verliet de grote gele

staalconstructie de haven van Vlissingen voor een reis van zo'n 20 uur naar de uiteindelijke standplaats op zee. *Veel inzendingen* Om deze mijlpaal in de nationale energietransitie met het publiek te delen, vroegen we jong, oud, professional of hobbyfotograaf hun foto's van dit bijzondere moment te delen. Uit de vele inzendingen heeft het communicatieteam de drie mooiste foto's geselecteerd. *In de prijzen* "Een goede foto vertelt het hele verhaal", zo laat Kim Tomaso van het communicatieteam weten.



"Daarom belonen we de foto met de windmolens op de achtergrond van Wim Kosten graag met een Irischeck ter waarde van €100,00. Daarnaast krijgen ook de plaatsen twee en drie een Irischeck van respectievelijk €75,00 en €50,00." *Betrokkenheid* Afgezien van de mooie beelden is het altijd mooi om de betrokkenheid van mensen te ervaren bij de projecten van TenneT. Vanaf deze plek willen we de winnaars van harte feliciteren en de we zorgen dat de prijzen jullie kant opkomen. (PR; Photo: Wim Kosten)

DREDGING NEWS

DREDGING BEGINS ON CAPE HENRY CHANNEL



The USACE Baltimore District and Dutra Group recently began work to dredge approximately 2.36 million cubic yards of material from the Cape Henry Federal Navigation Channel. The District awarded the \$14.8 million contract on September 24, 2021. This work is part of the larger Baltimore Harbor and Channels Project, supporting the Ports of Baltimore and

Virginia. Maintenance dredging of federal channels is necessary to ensure continued safe navigation for vessels and keep the ports open for business, said USACE. The Dutra Group's Stuyvesant hopper dredge, which is one of the largest hopper dredges in the U.S., will complete the job. The dredge material in the Baltimore Harbor and Channels Project consists primarily of mud, silt, sand, and shell. The material is being placed nearby at the Dam Neck Ocean Placement Site, the same location as previous dredging cycles. In addition to the dredge, the equipment required for this work commonly

consists of one or more 4,500 – 8,500 cubic yard hopper dredges – a drag barge, a crew vessel, and a survey vessel. This maintenance dredging contract for the Cape Henry Channel requires a depth of 51 feet plus one foot of allowable over depth. According to USACE, the work is anticipated to finish in late spring 2022. *(Source: Dredging Today)*

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CONSTRUCTION OF TERNEUZEN SEA LOCK IN FULL SWING

For the new locks in Terneuzen, MPS' customer DEME Group is the contract partner in the joint venture SASSEVAART – in charge of all dredging works on the project. A MPS – Modular Pontoon Systems pontoon is used for the excavation work with two Liebherr HS 895 HD grab cranes with a weight of approximately 200 tons installed on it, after which the excavated soil is compacted with a soil compaction machine and

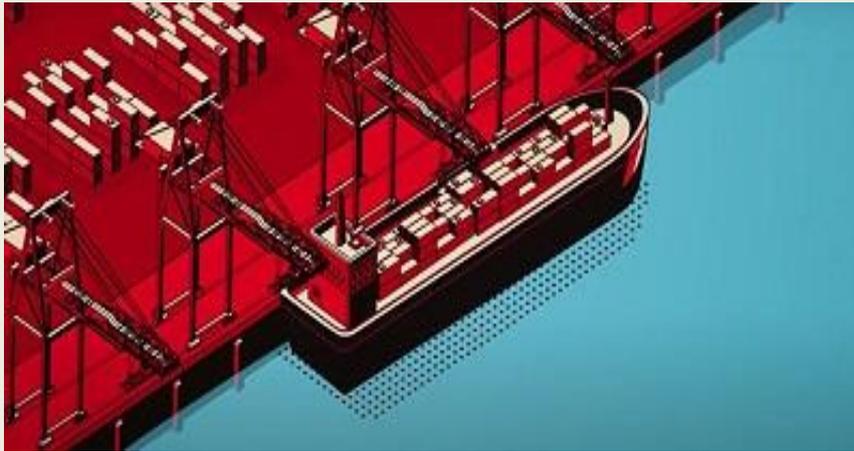


then pumped with a pump installation. “This working method has resulted in virtually no truck traffic to move the excavated soil, which has relieved the traffic on and around this huge project,” said MPS. The lock complex in Terneuzen, with three locks, provides access to the Ghent-Terneuzen Canal and is a crucial link in the Seine-Scheldt connection. To combat future capacity problems, a large New Lock is being built at the location of the existing Middle Lock (built in 1910). At 427m long, 55m wide and 16.44m deep, the lock will become one of the largest in the world, similar in size to the locks in Antwerp, Amsterdam and Panama. The new lock, expected to be operational in 2023, will provide better access to the ports of Ghent and Terneuzen, and a faster shipping flow between the Netherlands, Belgium and France. *(Source: Dredging Today)*

DEEPENING OF ANTWERP EUROPATERMINAL

Antwerp Port Authority has asked Witteveen+Bos to investigate the possibility of deepening and relocating the Europaterminal quay wall. The purpose of deepening the Europa Terminal is to

accommodate ships with a larger draught. Hydraulic, sedimentological and morphological studies



were conducted as part of an environmental impact report (EIA). Various design variants were studied in order to provide insight into the effects of the design and of any maintenance dredging. The study consisted of a desk study, data analysis and a hydrodynamic modelling study. Using various

measurement series and extensive validation and calibration, a numerical model was created that provides reliable predictions. With this model, the effects of the deepening of the terminal on the environment were analysed. Topics involved effects on water movement, morphology, salt intrusion and impact on environmentally valuable areas. Based on these results, an optimized design was drawn as well as estimates of the needed maintenance dredging volumes. Finally, a management scenario was proposed for dredging and dumping activities. An integral approach was used in all steps of this study. When assessing the effects, the nearby nature areas (including the brackish salt marshes) were carefully considered. This led to design adjustments that reduced the impact on the nature areas. Watch the video [HERE](#) (Source: *Dredging Today*)

YARD NEWS

ANOTHER PATROL 45 WP UNDER CONSTRUCTION AT SHIPYARD

Baltic Workboats and Bulgarian Border Police are delighted to announce that Baltic Workboats will build 45-meter patrol vessel **PATROL 45 WP** for Bulgarian Border Police. The vessel will be modern multi-functional patrol vessel with special attention paid to ergonomic operation and crew comfort. **PATROL 45 WP** will be based on 45-meter patrol vessel delivered to Estonian Police and Border



Guard in 2018 and will feature Baltic Workboats patented wave-piercing hull design. Main functionalities of **PATROL 45 WP** include two fast daughter-boats, external FiFi capability, SAR functions and medical treatment equipment among others. Vessel is scheduled for delivery in the end of 2022. *Attached photo is preliminary impression of Bulgarian Border Police **PATROL 45 WP**. (Source: *Baltic Workboats*)

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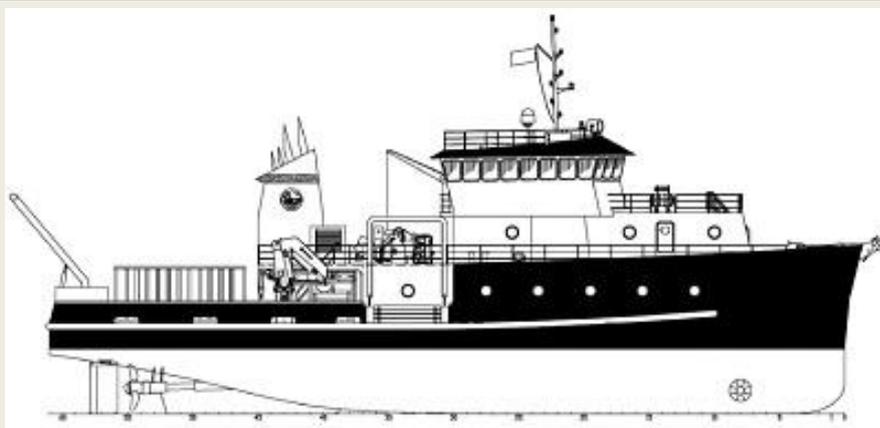


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CONCEPT DESIGN COMPLETED ON FUTURE GULF COAST RESEARCH VESSEL



JMS Naval Architects has completed the concept design of a 125-foot (38-metre) Gulf Coast research vessel for Louisiana Universities Marine Consortium (LUMCON). JMS was competitively awarded a contract from LUMCON to provide concept through contract-

level design, shipyard bid support, and owner's representative services for the new vessel, which will replace the consortium's 35-year-old Pelican. JMS said the contract design and shipyard solicitation will be ready in the latter half of 2022. (Source: Baird)

SHIPBUILDING COST FOR CANADA'S ICEBREAKERS SKYROCKETS TO C\$7B

Costs for Canada's long-delayed plan to build new, large icebreakers have reportedly skyrocketed according to a new report from Canada's Parliamentary Budget Officer. The report suggested that costs have risen by seven times as the government went from one to two large icebreakers and that the price remains sensitive to further delays



and cost overruns. The new icebreakers appear headed into a political sea more difficult than any ice they might encounter. Canada's federal government first announced plans in 2008 to build a new icebreaker costing C\$700 million to replace the largest vessel in the Canadian Coast Guard's fleet, the

CCGS Louis S. St-Laurent, which entered service in 1969. The 11,345 gross ton vessel would have been replaced by the modern vessel, but the project encountered delays. By 2013, costs had risen to C\$1.3 billion. The government withdrew the contract for the construction in 2019 as the selected shipyard encountered problems delivering on other government contracts. “We estimate the total cost of the icebreaker project at C\$7.25 billion, inclusive of project management costs of C\$346 million, design costs of C\$820 million, and acquisition costs of C\$6.1 billion,” said Yves Giroux of the PBO in a report released on December 16. The federal government is yet to release its estimate for the cost of the vessels. The cost increase includes the doubling of the project to two large vessels, which the federal government first announced in May 2021. The new plan also called for one of the vessels to be built on the Pacific coast and the other on the Atlantic. The PBO report estimates that splitting the contact to two or three shipyards would result in a loss of economies of scale and experience learned in the project. They estimate the added cost at between C\$600 and C\$800 million by splitting the construction and also highlighted a “significant premium,” because of the government mandate to build the ships domestically. Based on the recent experience of the Government of Canada’s shipbuilding procurement initiatives to date, as well as competing priorities at the partner shipyards, the PBO reports that it assumes that construction activities for the first of the two ships will begin within the 2023-2024 fiscal year, with the second beginning in the following fiscal year. Deliveries of these vessels are anticipated for 2029-2030 and 2030-2031, respectively. Timing for the first of the two vessels is considered critical as the older vessel is currently slated to retire in 2030. Delays in the effort to build the new icebreaker and renew other parts of the existing fleet have already strained the Canadian Coast Guard. Reports indicate that warming ocean temperatures have created a greater need for icebreakers. The Canadian Coast Guard recently purchased existing vessels in the secondhand market, including recently a commercial light icebreaker to help address the need for capabilities. The PBO in its report warns, “A sensitivity analysis suggests that delays of either one or two years in the start of the construction for both vessels at each partner shipyard would increase total project costs by C\$235 million or C\$472 million, respectively.” The announcement in the spring that the federal government planned to double the order was met with calls that it was politically driven, especially with the splitting of the order. Political critics are expected to highlight the dramatic cost increase and cost to taxpayers over the government’s inability to complete the project as another example of excessive spending. *(Source: Marex)*

DRYDOCKS WORLD COMPLETES BOKALIFT 2 CONVERSION



Dubai shipyard Drydocks World said it recently completed its latest conversion project for Dutch dredging and heavy lift company Boskalis. The former drillship, now a crane vessel named **Bokalift 2**, has been converted in preparation for carrying out a variety of offshore operations. Its maiden project will be the transport

and installation of wind turbine foundations off the coast of Taiwan. The conversion scope included the fabrication and installation of 9,000 tons of steel blocks on both sides of the vessel to increase the

stability of the vessel and the installation of a new work deck. Next, a 4,000 ton crane will be installed on the vessel in China. This revolving crane will be capable of lifting structures more than 100 meters high. The **Bokalift 2** will be deployed for the first time at the Changfang and Xidao offshore wind farm (CFXD OWF) project in Taiwan, owned by Copenhagen Infrastructure Partners (CIP) and two Taiwanese life insurance companies. The project includes the transportation and installation of 62 three-legged jacket foundations and the accompanying 186 pin piles. *(Source: MarineLink)*

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C&C MARINE AND REPAIR'S CHRISTMAS LIGHTS DISPLAY

If you drive down Engineers Road in Belle Chasse, La., you may run across a new Christmas display. That's where C&C Marine and Repair recently parked two 2,600-hp inland towboats outfitted with nearly a mile of Christmas lights. The light display also includes two 30' fabricated Christmas trees located on the bow of each boat, with a 5' star on top. "The display was really an



opportunity to give something back to the community," C&C Marine and Repair's owner Tony Cibilich said. Both towboats are being built for Maritime Partners, a marine vessel leasing company based in Metairie, La. "These boats were being stored in the yard, and we thought they would make the perfect backdrop to a nautical themed Christmas display", said C&C Project Manager Ben Sasso. The displays were erected after the Thanksgiving holiday and will stay at their current location until after New Year's. "I have really been pleased with the response we've received over the display. We've had several residents and business owners in the area call our office to tell us how much they enjoy the lights and how it lifts their spirits," said Matt Dobson, C&C's new construction manager. C&C Marine and Repair was established in 1997, located in Belle Chasse on 80 acres along the Intracoastal Waterway. The company designs and builds towboats, dredges, barges, offshore supply vessels, along with a variety of other marine vessels. The company's facilities are designed to perform all new construction under roof, with multiple projects under construction at the same time. *(Source: Workboat.com)*

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 Shoalbuster 3815 SD delivered to Caspian Offshore Construction*
- *Boskalis reviewing position in Smit Lamnalco*
- *Sekavin and Med Marine signed a contract for state-of-the-art ER95*
- *KOTUG Canada to dedicate and operate three high performance vessels to support the Trans Mountain expansion project with tanker escort and marine response*
- *Higher force, lighter design and less fuel consumption: Svitzer introduces transverse tug*

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)

- *Offshore Support Tug with Fifi and AHT equipment*
- *SPV "SAKARYA" sale in the Caspian Sea*
- *Offshore Tug for Sale in Bulgaria*
- *Offshore Tug (AHT) for Sale in the UAE*
- *Damen exclusive broker for Herman Sr. B.V. m.v. "Yogi"*

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

- *[USA Navy AT tugs \(New\)](#)*
- *[MCS Geneve by Jasiu van Haarlem \(New\)](#)*
- *[Rimorchiatori Riuniti SpA - Genua by Jasiu van Haarlem](#)*
- *[Keppel-Smit Towage- Singapore by Jasiu van Haarlem](#)*

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

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