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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

SVITZER INTRODUCES CARBON NEUTRAL TOWAGE SERVICES



Svitzer, leading global towage operator and part of A.P. Moller-Maersk, has today announced that after conducting a successful pilot, it will convert its whole fleet of 10 tugs in London and Medway to be powered by marine biofuel. Replacing marine fuel oil with the carbon neutral biofuel enables Svitzer to offer a new towage solution – Ecotow – to its customers, unlocking about 90% CO2 reduction in Scope 3 emissions

from their towage operations. The company is offering Ecotow both directly in London for customers whose vessels require towage services on the Thames, and for global customers by giving them the opportunity to inset fossil-fuelled towage elsewhere in their value chain. Svitzer achieves this by calculating the emissions impact of towage operations for Ecotow customers and matching this impact with a volume of biofuel to be delivered to the London-based fleet. Initially, Svitzer’s five tugs serving the Isle of Grain LNG terminal in the Medway, have been running entirely on Hydrotreated Vegetable Oil (HVO) biofuel since 15 November 2021. The move confirms the operational viability as well as the commercial and environmental value of using biofuel in the towage sector. Commenting on the news, Nicola Duffin, Commercial Director, Grain LNG said: “We are delighted that the Svitzer fleet servicing the terminal will be running on biofuel. Grain LNG is proud to be working with a partner committed to making the necessary investments to reduce emissions. This is an important step towards achieving carbon neutrality in the sector.” By January 2022, all 10 of Svitzer’s tugs in London will operate using HVO biofuel, expanding the Ecotow offering even further. The decision to scale up biofuel use across the London fleet follows the successful completion of the industry-first biofuel trial onboard Svitzer Intrepid, which has been running on biofuel since September 2021. Commenting on Ecotow, Lise Demant, Managing Director for Svitzer Europe said: “This is an exciting and big step towards the decarbonisation of towage. Ecotow enables us to offer our customers an opportunity to reduce their Scope 3 emissions and their environmental footprint, either by procuring towage services delivered by tugs fuelled with biofuel, or by ‘insetting’ carbon emissions from tug jobs elsewhere against savings generated in London and Medway.” Svitzer considers HVO a crucial

first step in the roadmap towards a carbon neutral towage sector, a requirement increasingly being driven by customer demands. Today's announcement will enable Svitzer to responsibly expand the Ecotow offering to more of Svitzer's global operations. Commenting on the potential of biofuel on tugs, Sven Lumber, Head of Ecotow at Svitzer, added: "It is only sensible that we look to scale up the use of biofuel at the right time in line with helping our customers to navigate their decarbonisation trajectories. The transition to wider adoption of alternative fuels in towage will ultimately happen faster if customers are accepting of the technology and understand the cost/benefit balance, so we remain committed to testing solutions that will work for them." The Ecotow product exclusively uses sustainable second-generation biofuels. These fuels are produced using waste material such as used cooking oil as feedstocks and are certified by ISSC or RSB. Relative to marine diesel, these biofuels reduce carbon emissions by 100% on a tank-to-wake basis and about 90% on a well-to-wake basis. Watch the video [HERE](#) (*Press Release*)

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TUG DEMONSTRATES COMBINED VESSEL-MONITORING SOLUTION

Two software solution providers have joined forces to provide digitalisation products for tugs and workboats, with trials underway on a tugboat in the US. Helm Operations and Reygar have teamed up to integrate their respective vessel and fleet management products for the towage and workboat sectors. The two companies have joined the Helm Connect fleet management software with Reygar's BareFleet vessel



fuel consumption and emissions monitoring. Their collaboration is being trialled in operation on a vessel supplied by a prominent US harbour towage service provider. A US tug is providing a live testing platform on the US west coast for the companies to track the performance of their software integration. If successful, Helm and Reygar intend to roll out the combined offering across the workboat sector, globally. "Integration with BareFleet will allow us to enhance our software offering with critical vessel data, complementing our fleet management system with data on engine hours, fuel consumption, and other performance management data points," Helm partnerships manager Paul

Cyr said. “At Helm we support maritime companies to organise their operations and optimise their business intelligence, and data is key to unlocking these efficiencies.” Mr Cyr said the combined software product will be demonstrated in New Orleans at the end of November on tug Hercules, which is operated by Crowley. Helm Connect and BareFleet incorporate software tools offering cloud-based data measurements for vessel operators and owners, covering maintenance, compliance, and personnel and client management. Both companies have ambitions to use their integrated offering to support data collection across work areas that could include measurement alarms, engine hours, crew and personnel management, planned maintenance, and other services dependent on customer requirements. “Integration with Helm Connect will allow us to increase our US presence and expand our global client base,” said Reygar managing director Chris Huxley-Reynard. “Helm Connect will provide a new and improved offering to our existing customer base and network. We are working together to provide the most accurate and effective fleet management software the market has to offer.” Both companies think the rise of cloud-based software and data analytics is creating opportunities for workboat operators to change their vessel and fleet management processes. Data-led solutions can unlock the highest levels of technical availability for operators of commercial vessels. These provide valuable insights across fleet and crew deployment, detailed fuel consumption, engine hours and vessel performance. All this leads to heightened productivity and reduced downtime, while continuing to prioritise the health and safety of crews. *(Source: Riviera by Martyn Wingrove)*

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LAUNCHING FOR 3676kW ASD TUGBOAT



On 19th Nov. 2021, 3,676kW ASD Tugboat, which was built for domestic owner, was launched by our yard Jiangsu Zhenjiang Shipyard. *(Source: Jiangsu Zhenjiang Shipyard).*

NAVTEK'S ZEETUG IS THE FIRST TURKISH PROJECT TO RECEIVE THE 'GREEN APPLE' AWARD

'The Green Apple Environment Awards' by The Green Organization found their owners at a magnificent ceremony held in London. For the first time, a Turkish project, ZEETUG, received the "The Green Apple Environment" award, the world's most important environmental award, at the ceremony. The 2020 winner of the 'The Green Apple Environment' awards, organized by The Green Organization since 1994 to recognize, reward and promote environmental best practices around the world, was the world's first electric watercraft, designed and



and developed by Turkish engineers, ZEETUG. Developed by NAVTEK Marine Technologies and successfully completed its test voyages in September last year, the ZEETUG is the world's first electric marine vehicle with its zero emission feature. 'The Green Apple Environment Awards' by The Green Organisation, an independent environmental group dedicated to promoting environmental practices worldwide, included the 2020 and 2021 awards at the ceremony held in London, including the 2020 awards postponed last year due to the pandemic. hosted its owners. *It was the pride of Turkey* ZEETUG, the world's first fully electric, rechargeable and zero-emission in-port tugboat designed by the experienced team of NAVTEK Marine Technology in 2019, was presented with its environmentally friendly and innovative design by International Tug & Salvage at a ceremony held in



London. Tugboat)' added a new one to its award. ZEETUG became the pride of Turkey as the winner of the 'The Green Apple Environment Awards' category in the 2020 list of The Green Organization awards, which includes many projects from different sectors around the world. With a length of 18.7 meters and a full width of 6.7 meters, the **ZEETUG 30** was designed with a draft power of 32 tons BP and a service speed of 10 knots. The **ZEETUG 30** is the world's first electric watercraft, powered by a recyclable lithium-ion battery with a capacity of 1,450 kWh. **ZEETUG 30**, which has two battery chambers kept at constant temperature by an air cooling system placed in the tugboat for safety purposes,

can be charged in about an hour with the designed fast charging station. Integrated with the Intelligent Tugboat Energy Management System (STEMS), designed to optimize electrical energy consumption, analyze the operational profile and extend the range of the electric tug, **ZEETUG 30's** STEMS software monitors ZEETUG's performance and supports energy management through a fixed data acquisition system. *Sustainable future* With the **ZEETUG 30**, which has been successfully operating since 2020 by being delivered to the tugboat operator GİSAŞ, 210 tons of CO₂ and 9 tons of NO_x emissions are prevented in one year, which is equivalent to 580 trees. While NAVTEK was preparing for the delivery of 3 tugboats, two of which are 30 tons BP and one 45 tons BP, in 2020, the fact that the **ZEETUG 30**, which was designed entirely by Turkish engineers, received a very important award in the international arena made the industry proud. Making a statement about the award, NAVTEK General Manager Ferhat Acuner said: "With the principle of developing environmentally friendly and innovative designs for a sustainable world, NAVTEK aims to eliminate emissions from ports in the next step. Our meticulous approach to the environment was also approved by the jury of 'THE GREEN APPLE ENVIRONMENT AWARDS-2020', one of the most prestigious awards in the world, run by THE GREEN ORGANIZATION. We will continue to invest for a sustainable future with our projects designed with the integration of technology and innovation." (Source: Deniz Haber)

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ICEBREAKER *BOTNICA* RETURNED TO ESTONIA FROM THE CANADIAN ARCTIC

On November 18th the icebreaker **Botnica**, owned by Port of Tallinn's subsidiary TS Shipping, returned to Estonia from the Canadian Arctic, Tallinna Sadam says in a press release. For the fourth summer in a row, **Botnica** worked for Baffinland Iron Mines Corporation, an iron ore mining company near the port of Milne Inlet. According to the CEO of TS Shipping Ülo Eero the focus, in addition to icebreaking and ice monitoring work, was this



year on various surface and underwater surveys of the Canadian Arctic conducted by Canadian scientists aboard **Botnica**. „**Botnica**’s positioning capabilities and flotation devices were fully utilized in the installation of the various monitoring techniques. All special equipment installation work was carried out with the help of **Botnica**’s crew.“ The icebreaker **Botnica** has been away from Estonia since June 27. At the beginning of September, the crew changed. In 2018, OÜ TS Shipping, a subsidiary of AS Tallinna Sadam, entered into an agreement with Baffinland for the chartering of the multifunctional icebreaker m / l **Botnica** for the summer period of 2018 and with annual call options for the summer periods of 2019-2022. During the winter period, from December 20 to April 20, OÜ TS Shipping has an agreement with the Estonian Maritime Administration to provide icebreaking services in Estonian coastal waters. OÜ TS Shipping is a 100% subsidiary of AS Tallinna Sadam, the main activity of which is the provision of various services with the multifunctional icebreaker **Botnica**. (Source: PortNews)

WELCOME TO THE “VB BANDAMA” TUGBOAT IN LAS PALMAS



Las Palmas ports has welcomed the “**VB Bandama**” tugboat, which joined the port and maritime operations carried out from the base of the Gran Canaria port last Friday, November 19. Upon arrival, the tugs “**VB Adriatico**” and “**VB Tamarán**” came out to meet him, receiving him with powerful jets of water. As previously announced by puentedemand.com , it is a

Damen ATD 2412 tractor-type tug, built in the Damen shipyard and in service since November 2017. With 220 gross tons, it measures 24.74 m in length and 13.60 m in beam and is powered by two Caterpillar engines with a power of 5,710 horsepower and 70 tons of draft. (Source: Puente de Mando; Photo: Raúl Gutiérrez)

RESCUE TUG OF ROSRYBOLOVSTVO WILL UNDERGO DOCK REPAIR

FSBI "Northern Expeditionary Squad of Rescue Operations" ("Northern EO ASR", a subordinate organization of the Federal Agency for Fishery) is looking for a contractor to carry out repair work on the ship. The corresponding electronic auction was announced on 23 November. As follows from the EIS data in the field of procurement, the winner will have to carry out dock repairs on the MK-0633 **Atria** rescue tugboat.



Applications for participation in the procedure are accepted until December 1. The auction with an initial price of 54.96 million rubles is scheduled for December 3. Rescue sea tug "Atria" was built in Yaroslavl in 1985. The length of the vessel is 58.3 m, width - 12.6 m, displacement - 1618 tons. The crew consists of 27 people. (Source: Sudostroenie; Photo: Rosrybolovstvo)

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PORT OF ACAJUTLA WELCOMES TWO SAAM TOWAGE TUGS



- *The two vessels are part of the first project to import liquefied natural gas (LNG) to El Salvador and will provide services at a terminal operated by Energía del Pacífico.*

A ceremony took place at the port of Acajutla to christen the SAAM Towage tugs, **SAAM Acaxual** and **SAAM Centzunat**. These vessels will provide services for the first project to

import liquefied natural gas (LNG) to El Salvador, a joint initiative from Energía del Pacífico (EDP) and the U.S. group Invenergy. This activity was part of the festivities to celebrate the arrival of the first floating storage and regassification unit (FSRU), the **BW Tatiana**, at the city's port. This is the first FSRU stationed on the Pacific Coast of Central America. Attendees included the El Salvador Maritime Port Authority and the godmothers of both tugs, Yngvil Åsheim, Managing Director of BW LNG, a Norwegian provider of global LNG solutions, and Maureen Hakker de Calleja. "This ground-breaking project for El Salvador will not only supply 30% of its energy demand, but will also bring clean, efficient energy. It will also diversify the



energy matrix, which is a huge benefit for both end users and the environment in the country and the region,” explained Alberto Osorio Liébana, the project director for EDP. “We took on this commitment with the professionalism and operational excellence we are known for, procuring machinery with the right features to provide support services at the terminal,” commented the Managing Director of SAAM Towage, Hernán Gómez. At the event, the godmothers of the two tugs welcomed the vessels and cut a ribbon to officially christen them. *About the Tugs* They are equipped with specific safety features such as a remotely operated gas detection and automatic isolation system and deck equipment and machinery with explosive atmosphere certification (ATEX). They also have a Fire-Fighting 1 system for fighting offship fires, certified under Bureau Veritas classification rules. The Rastar 3200W tugs, designed by Robert Allan Ltd., measure 32 meters long and were especially designed to meet this LNG terminal's needs. In addition, with bollard pull of more than 80 tons, these vessels can work under dynamic traction loads of more than 135 tons at a speed of 10 knots. *(Press Release)*

ACCIDENTS – SALVAGE NEWS

THE SHIP NAMED YEBA, WHICH MALFUNCTIONED AT THE ENTRANCE OF THE BOSPHORUS, WAS TOWED TO AHIRKAPI.



Having experienced a machine failure 1 mile north of the Yavuz Sultan Selim Bridge, the ship named **Yeba** was towed to Ahırkapi by being towed by the **Kurtarma-7** and **Kurtarma-8** tugboats belonging to the Coastal Safety. At the entrance of the Bosphorus, 1 mile

north of the Yavuz Sultan Selim Bridge, the ship named **Yeba** experienced a machine failure. After the captain of the ship reported the situation by radio, the **Kurtarma-7** and **Kurtarma-8** tugs belonging to the Coastal Safety were dispatched to the region. The ship was anchored in Ahırkapi with tugboats. In the statement made on the social media account of the General Directorate of Coastal Safety on the subject, "The ship named **Yeba**, which experienced a machine malfunction 1 mile north of the Yavuz Sultan Selim Bridge, arrived at Ahırkapi under the coordination of Istanbul Ship Traffic Services, accompanied by our pilot, our **Kurtarma-7** and **Kurtarma-8** tugboats. anchored". *(Source: Deniz Haber)*

DREDGER MACUTI

Another unusual long-term visitor at Durban is the Mozambique dredger **MACUTI** (IMO 9641144) which is laid up at the Bayhead after arriving in port following a dreadful collision in the port of Beira. Owned by the Mozambican state-owned dredging company, Emodraga, the 2500m³ trailing suction hopper dredger (TSHD) was built in 2013 and saw less than three years' service in the Mozambique ports (mainly Beira) before that fateful day of Monday, 27 June 2016 the container ship MSC Chiara, sailing from the port for Durban, collided with Macuti in the entrance channel, leaving

the dredger badly damaged and taking on water from a 6-metre gash in the engine room hull. To save the ship the master ran her aground on one of Beira's numerous sandbanks. **MSC Chiara** was also badly damaged but not in danger of sinking. A local team put together by Emodraga, joined forces to prevent **Macuti** from sinking, following which, after some three months, sufficient temporary repairs had been undertaken to enable her to be sent to Durban on tow behind the AMSOL tug Savé River for permanent repair. According to a report on Rádio Moçambique, the repair was going to cost around



US\$10 million. Savé River remained in Durban as she had gone off charter. **MSC Chiara** also went to Durban where she was repaired and returned to service. In Durban Macuti underwent some repairs but since then has remained alongside a quayside at the Bayhead where it is assumed financial matters preclude her from returning to Beira. (Source: Africa's Ports & Ships)

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RUSSIAN SALVORS MAKE PROGRESS REMOVING FUEL FROM GROUNDED BOXSHIP



Salvors are making progress on reducing the risk of pollution from the container ship **Rise Shine**, which went aground near the city of Nakhodka in Russia's Far East on November 9. In stormy conditions, the vessel lost an anchor and drifted ashore near Cape Kozino. The conditions on scene were too rough for a rescue vessel to reach the ship, so her 14 Chinese crewmembers was evacuated by a Mi-8 SAR

helicopter, with support from a large shoreside team. In a statement, China's foreign ministry thanked Russian first responders for the rescue. "All the 14 Chinese citizens were rescued and are now safe," said Chinese Foreign Ministry Spokesman Wang Wenbin. "No casualties were reported. We would like to extend our gratitude for the rescue operation to the Russian agencies involved." Local media reports indicate that the hull of the [Rise Shine](#) has cracked and that small, occasional sheens have been spotted on the starboard side of the vessel. However, the hull remains in one piece, and no large-scale spills have been reported. On Nov. 13, salvors with the Russian Marine Rescue Service began pumping fuel out of the container ship's tanks. Over the weekend, they managed to remove about 40 tonnes of petroleum, but they were forced to halt on Monday because of rough weather conditions. Pumping has resumed, and as of Thursday, salvors have removed about 100 tonnes out of a total of 300 tonnes of fuel and lube oil on board the vessel. A pollution containment boom has also been installed around the hull. An investigation into the cause of the casualty is under way. (Source: *Marex*)

AFON LLIGWY SUFFERED ENGINE FAILURE

The '[Afon Lligwy](#)', en route from Rotterdam with four crew members on board, suffered an engine failure and had restricted manoeuvrability in pos. 54 32 55 N, 000 37 16 W, about three nautical miles north of Whitby on Nov 20, 2021, at 1.30 p.m. The tug was able to use its starboard engine and was maintaining a speed of five knots. It safely berthed in the port of Sunderland on Nov 22 at 10 a.m. (Source: *Vesseltracker*)



THE SHIP NAMED ATASOYLAR BROKE DOWN IN THE DARDANELLES STRAIT.



The ship, whose machinery malfunctioned while passing through the Dardanelles, was anchored in the Dark Harbor by the [Kurtarma-4](#) and [Kurtarma-16](#) tugboats belonging to the Coastal Police Department. The 99-meter-long, 2,996-gross Turkish flagged wheat-laden ship named [Atasoylar](#), going from Ukraine to Izmir, experienced a machine failure in front of Akbaş region while passing through the Dardanelles

Strait. After the captain of the ship reported the situation to the Çanakkale Strait Ship Traffic Services Directorate by radio, **Kurtarma-4** and **Kurtarma-16** tugboats belonging to the Coastal Police Department were dispatched to the scene. Backed up with the help of assigned tugboats, the ship was towed to the Dark Harbor area. Other ships that will sail on the same route were also informed about the malfunction. The following statements were included in the statement made on the social media account of the General Directorate of Coastal Safety: “While cruising from Ukraine to Izmir, the 99-meter-long wheat-laden ship **Atasoylar**, which was drifting in front of Akbaş with a machine failure, was guided by the pilot, and our **Kurtarma-4** and **Kurtarma-16** tugboats under the coordination of Ship Traffic Services . The ship named **Atasoylar** is safely anchored in the Dark Harbor.” (Source: *Deniz Haber*)

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REFLOATING A FLOATING CRANE

At an Indian Shipyard, a ship lift collapsed while lifting a floating crane. Marine Masters mobilised a salvage team consisting of Dutch Salvage Master (Dirk Jan Osinga), a Shore Coordinator (Kajal Purohit based in Mumbai), local salvors, and divers. The floating crane was successfully refloated after removal of damaged structures and operating the ship lift using strand jacks. The operation was conducted in close cooperation with our client, the shipyard, and their contractors. Marine Masters worked mainly with local personnel and equipment and we enjoyed working with the following Indian partners: Indi Maritime, Reliable Marine, and Aquatic Diving. (Press Release)



REMEMBER TODAY

ROUSE SIMMONS 23RD NOVEMBER 1912

The **Rouse Simmons** was a three-masted schooner famous for having sunk in a violent storm on Lake Michigan in 1912. The ship was bound for Chicago with a cargo of Christmas trees when it

foundered off Two Rivers, Wisconsin, killing all on board. The legacy of the schooner lives on in



the area, with frequent ghost sightings and tourist attractions whereby its final route is traced. It was known as The Christmas Tree Ship and was one of many schooners to transport Christmas trees across the lake. However, with railroads, highways, and tree farms proving much more economical, the tree-shipping industry was on a steep decline and by 1920 they stopped sailing. *History* The **Rouse Simmons** was built in Milwaukee in 1868 by Allan, McClelland, & Company, and named after Kenosha businessman Rouse Simmons. The schooner was soon purchased by wealthy lumber

magnate Charles H. Hackley of Muskegon, Michigan and joined his sizeable fleet. Hackley's ships served across most of Lake Michigan's coastline, and the **Rouse Simmons** became a workhorse, shipping lumber from company mills to several ports around the lake for around 20 years. At its peak the schooner was making almost weekly runs between Grand Haven and Chicago. After its service for Hackley the ship exchanged hands several times. Many similar schooners were also frequently sold and they became known as "tramp ships". In 1910 Herman Schuenemann bought an interest in the ship, expanding that to an eighth in 1912. The other shares were owned by Captain Charles Nelson of Chicago, who owned one eighth and would sail alongside Schuenemann on the fatal journey, and three fourths (the commanding share) were owned by Mannes J. Bonner, a businessman from St. James, Michigan. *The "Christmas Tree Ship"* The Schuenemann brothers, Herman and August, had been trading Christmas trees in Chicago since around the start of the 20th century. August died in November 1898 aboard the **S. Thal** – a 52-ton, two-masted schooner – when it sank in a storm near Glencoe, Illinois. His younger brother continued the family business. While many rival traders had sold to wholesalers and local grocers, Schuenemann sold directly to Chicago residents at dockside by Clark Street Bridge. By cutting out the middleman in this way the trees could be sold cheaply while still making a profit. The venture used the slogan "Christmas Tree Ship: My Prices are the Lowest", with electric Christmas lights and a tree atop the main mast. The trees were sold for between 50 cents and \$1, but Herman Schuenemann, affectionately known as "Captain Santa", also gave away some of the trees to needy families. *Final journey* Schuenemann loaded the schooner with 5,500 trees from Thompson Harbor near Manistique, Michigan and planned to make the week-long journey to Chicago.



The difficult weather had discouraged his competitors from making their own journeys, and snow

had covered the tree farms in Michigan and Wisconsin. He hoped that the resultant shortage of Christmas trees would lead to a huge profit and solve his financial problems. Already by 1912, November had a reputation for especially violent storms on the Great Lakes. November 1912, however, had been relatively quiet, with only one significant storm so far, which affected especially southeastern Michigan and northwestern Ohio. (The reports that say another storm had already taken many lives and ships that month are erroneous, confusing 1912 with the Big Blow of 1913.) Still, a second storm was brewing. The conditions of the day were very poor, with many ships anchoring in port for shelter to avoid being battered by the 60 mph winds that could be anticipated in a November gale. Local legends say that some sailors refused to board the ship and that the vessel was unseaworthy. Two years previous the schooner had been towed to port by

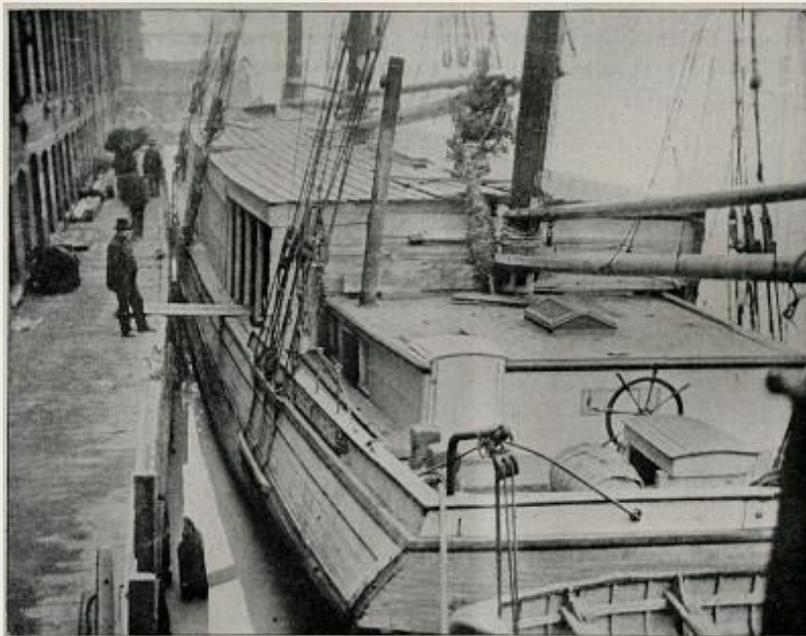
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The Grand Haven Tribune after it was found riding low in the water. Despite this the journey began at noon, with trees crammed into every possible corner of the ship. The weight of the trees was far above recommendations, especially in the bad winter weather, and was certainly going to contribute to the tragedy. During the night, with storms hitting the [Rouse Simmons](#) hard, two sailors were sent to check the lashings on deck. Both seamen were swept overboard by a giant wave that collected them, many bundled trees, and a small boat. Now that the schooner was slightly lighter and more maneuverable, Captain Schuenemann directed it towards Bailey's Harbor. Suddenly, and tragically, the storms worsened; ice formed on the sodden trees and winds battered the hull. When the Kewaunee Life Saving Station spotted the [Rouse Simmons](#) on 23 November 1912 it was low in the water with tattered sails, flying its flag at half mast to signal that it was in



distress. Logs from the station show that a surfman spotted the [Rouse Simmons](#) at 2:50pm and alerted station keeper Nelson Craite. Craite found that the station's gas tugboat had left earlier in the day and, at 3:10pm, Craite telephoned the nearest other Station. George E. Sogge of Two Rivers, located just south of Kewaunee, sent out the power boat [Tuscarora](#) on a rescue mission, but the [Rouse Simmons](#) was not seen again. The [Rouse Simmons](#) was not the only ship to go down during the storm, with the

South Shore, the [Three Sisters](#), and the [Two Brothers](#) suffering similar fates. *Wreck and debris* A message in a bottle from the [Rouse Simmons](#) washed onto the shore at Sheboygan. It had been

corked using a small piece of cut pine tree and, other than the occasional trees caught in fishing nets, was the only remains of the vessel discovered for many years. The message read: Friday ... everybody goodbye. I guess we are all through. During the night the small boat washed overboard. Leaking bad. Invald and Steve lost too. God help us. In December 1912 Christmas Trees and wreckage were reported ashore at Pentwater, Michigan In 1924 a fishing net trawled up a wallet belonging to Captain Schuenemann. The wallet, well preserved because it was wrapped in oilskin, contained business cards, a newspaper clipping and an expense memorandum. In 1971 the wreck itself was discovered by scuba diver Gordon Kent Bellrichard from Milwaukee. Bellrichard was searching for the Vernon, a 177-foot, 700-ton steamer that had sunk in a storm in October 1887, and had been told about an area in which local fishermen had frequently snagged their nets. When his sonar appeared to have located something he dived down to a shipwreck on the bed of the lake 172 feet (52 m) below. Despite his light failing, Bellrichard managed to survey the wreckage with his hands and concluded that he had instead found the [Rouse Simmons](#). A forensic study of the wreck suggested that the ship had steerage and was sailing for shelter when it sank. The mizzen mast snapped off above the deck and the upper portion was not located. The main mast was found forward and to the port side of the wreck with the base missing. The foremast is intact and lies nearly parallel but on top of the main mast suggesting at least one of these masts fell out of the mast step as



the ship sank. Many of the trees are still in the ship's hold, though two were extracted and shown as exhibits. Several items recovered from the [Rouse Simmons](#) are now housed in Rogers Street Fishing Village Museum in Two Rivers, including the ship's wheel. The ship's anchor was retrieved and now stands at the entrance to the Milwaukee Yacht Club. The remains of the wreck are listed on the National Register of Historic Places. *Legacy* The Christmas Tree Ship lived on through Schuenemann's wife, Barbara, and their two daughters. However, in the latter years they chose to transport the trees by train and merely used a boat as a platform for sale. The practice of transporting trees by schooner ceased in 1920, and the increasing popularity of railways, highways and tree farms soon made it easier and more affordable for everyone to buy a tree. (*Source: Wikipedia*)

OFFSHORE NEWS

LERWICK HARBOUR REPORTS 25% JUMP IN OSV ACTIVITY

Lerwick Harbour, the principal commercial port for Shetland, UK, reported a 25% increase in offshore support vessel arrivals in Q3 2021 as compared with the same period last year. The jump in offshore industry vessel movements was part of an overall rise in activity at Lerwick Harbour, which has shown signs of recovery, said Lerwick chief executive Capt Calum Grains. "The continuing trend in the third quarter gives us encouragement that we are on the road to recovery from the impact of Covid, albeit on a long haul back to normal," said Cap Grains. With a range of offshore industry operations supported at the deepwater Shetland port, there was a 25% increase in oil-related vessel

arrivals and a 21% rise in tonnage at 867,362 gt - including a 93% rise in diving and support ships and



15% in oil-related stand-by and supply vessels servicing installation, repair and maintenance programmes. “We continue to target additional decommissioning work for the offshore industry and progress plans to expand our facilities with a game-changing Ultra-Deep-Water Quay,” noted Captain Grains. “Current activity includes supporting the installation of

mooring equipment on the Penguins redevelopment into 2022, with the floating production, storage and offloading vessel due offshore in the summer. “With support for the Viking windfarm project expected to continue over the next three years and offshore wind leasing round bids due to be awarded early 2022, there is the prospect of increased activity in the renewables sector at the port,” he added. Total cargo for the nine-month period rose 16% to 647,535 tonnes, including a 13% hike in shipments on the roll-on/roll-off ferry service from Aberdeen, partly due to delivery of materials for the onshore Viking windfarm development. Passenger traffic from cruise and ferry sectors was also up substantially, driven by the lifting of Covid travel restrictions. Fishing activity and fish landings remain under pressure due to reduced demand in the hospitality sector. *(Source: Riviera by John Snyder)*

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WORLD'S FIRST INLINE ACTIVE HEAVE COMPENSATOR SUCCESSFULLY TESTED BY SEAQUALIZE, TOGETHER WITH VAN OORD

In no less than 62 hours of rigorous offshore testing, tech scale-up Seaqualize successfully completed offshore trials for its inline Active Heave Compensator (iAHC), the ‘Delta600’. Together with testing partners Van Oord and nautical research institute MARIN, the offshore lifting tool was tested for fixed-to-floating, floating-to-fixed and floating-to-floating transfers of 300mT loads. The Delta600 is DNV certified and ready for work. *The Seaqualize Delta – the world’s first iAHC* Since December 2019, Seaqualize, developed the world’s first iAHC: a tool specifically designed for heavy lift, in-air load control. The tool can balance and transfer loads of up to 600mT in mid-air, while the barge or crane vessel is heaving up and down in heavy seas of up to Hs2,5m. *Increased 4-season uptime* This functionality is of great benefit during offshore wind turbine installations or when lifting delicate

loads to and from floating supply vessels or barges. By engaging the Delta, the operational time for installation contractors greatly increases, especially in the hard-to-work winter, autumn or spring seasons. It offers contractors greater planning flexibility, and lifting crew a higher level of control, safety and efficiency. With the worldwide increase in demand in the offshore wind sector, increased capacity and efficiency is greatly needed. In the wider offshore community, perfectly controlled lifts are equally essential to safe, timely and efficient operations. During these offshore trials, the Delta600



lifted a test weight to and from the floating supply vessel **REM TRADER**, using Van Oord's jack-up crane vessel **AEOLUS** in both jacked and floating conditions. These floating-to-floating and floating-to-fixed lifts were operational tests of typical challenges in the offshore wind industry: installing turbine components using a floating vessel, or picking up components from a floating supply vessel. Such 'feeder barge' operations are essential in for example the US wind market. Transferring the most delicate parts of a wind turbine offshore is new to the market, and such operations comprise demanding lifting conditions and a new set of tools. Wouter Dirks, Innovation Manager at Van Oord: "The offshore tests showed that the unique technology in the Delta will enable controlled offshore lifts during challenging feeder barge operations". *Key test results* During the tests, several very gentle set downs and quick liftoffs have been performed. MARIN observed that the tool is able to control the load within an envelope of 5cm, with minimal accelerations and dynamic crane forces. Liftoffs were performed with a solid 90% of the load already in the hook of the crane before liftoff, while still fully compensating all waves. This significantly reduces impact loads on the load, crane and rigging and results in a controlled and stable liftoff. Finally, the tool showed off its "follow-mode", where the test weight could actively match all heave motions of the target vessel, to further minimize set-down impact for floating to floating set downs. This offshore trial was also the last step in full



DNV product certification as a standard offshore lifting tool. The research project was executed with a grant from the Ministry of Economic affairs of the Netherlands, and included Dutch research agency TNO besides the offshore testing partners MARIN, Van Oord Offshore Wind and Seaqualize. *Next steps: offshore deployment and up to the Delta1000 600mT Lifting* may seem like a lot (e.g. it's equivalent to 3 Boeing 747's),

but offshore wind turbine sizes are growing explosively, thus requiring ever bigger lifting tools for still very delicate components. Currently Seaqualize is designing the next version, the Delta1000, equipped for all next generation wind turbine components. Further conceptual improvements include the addition of single lifting points for quick-connect systems, and smart controlled tugger winches for supreme control in the horizontal plane. At the same time, the company will further develop its offshore operational support capabilities, by deploying the Delta600 in the field. *(Press Release)*



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SAIPEM SEALS \$940M SUBSEA CONTRACT WITH PETROBRAS



Saipem has won a new contract worth \$940m from Petrobras to install a rigid-riser-based subsea system for the Búzios 7 project in the pre-salt field located about 200 km off the coast of Rio de Janeiro, at a depth of about 2,000 m. The contract includes the engineering, procurement, construction, and installation (EPCI) of the steel lazy wave risers and the corresponding interconnection flowlines

between the 15 subsea wells and the floating production storage and offloading (FPSO) unit, as well as the related service lines and control umbilicals. Saipem will also be responsible for the supply and installation of the anchors of the FPSO unit and for its connection to the field. In July last year, Saipem landed an EPCI contract from Petrobras for the Búzios 5 project, including the steel lazy

wave risers and the corresponding interconnection flowlines between all the wells and the FPSO unit. “This project is further important evidence of a new investment cycle and of Saipem’s competitiveness in projects with high technological content. The contract also confirms the trust placed in Saipem by major clients such as Petrobras for the realisation of projects central to their strategies, as well as it confirms the solid position of the company in geographic areas with significant development prospects,” said Francesco Caio, Saipem’s CEO and general manager. (*Source: Splash24/7*)

SEISMIC SUPPORT SHIP – ASTRA G

There is an awful lot of misplaced, and misunderstood, emotion being displayed at the moment in regard to Shell Exploration and Production’s intention to carry out a four month long 3D Seismic Survey, in a sea area covering 6,000 km², between Morgan Bay and Port St. Johns, off the coast of the Eastern Cape. The survey is due to get underway on 1st December. On 19th November at 07h00, the Seismic Survey Support vessel **ASTRA G** (IMO 9648491) arrived



off Cape Town, inbound from Las Palmas in the Canary Islands. Her voyage had started from Scheveningen in Holland. She entered Cape Town harbour and went alongside the Eastern Mole in the Duncan Dock, the usual berth for vessels on a short stay, and requiring to uplift bunkers and stores, before proceeding onwards with their voyage. Built in 2013, **Astra G** is actually the world’s first purpose built Seismic Survey Support vessel, as prior to her entering service, all other similar vessels were former trawlers or small offshore support vessels that had been converted to carry out this important task. She was the first built of two sisterships. Her hull was built by the Crist shipyard, at Gdynia in Poland, before being brought around to the Damen Maaskant shipyard, at Stellendam in Holland for outfitting and completion. She is 40 metres in length and has a deadweight of 250 tons. She is powered by two Caterpillar C32 ACERT V12 4 stroke main engines, producing a total of 2,602 bhp (1,940 kW) to drive two fixed pitch propellers for a service speed of 9 knots. Her auxiliary machinery includes three Caterpillar C4.4 generators providing a total of 297 kW. Each of her two propellers has an individual fishtail rudder, each of which can be operated in full synchronization as dual rudders, or individually, for greater speed control and manoeuvrability. With a minimum manning crew of just five, **Astra G** is able to accommodate nine more crew, or passengers, as required. Her role, as a dedicated Seismic Survey Support vessel, means that **Astra G** is normally required to run ahead of the actual Seismic Survey vessel, at a slow speed of around 4 knots, and ensure that no other vessels get in the way of the approaching survey vessel. The modern 3D survey vessels can be towing up to 14 streamers, up to 1,500 metres behind the vessel, and are unable to easily manoeuvre, in order to get out of the way of other vessels. Additionally, her role calls for **Astra G** to temporarily remove, or lift out of the water, any buoys, fishing nets or other floating objects and obstructions, that are found ahead of the main survey vessel, For that purpose, she has a large open aft working deck, with a 2 ton Heila deck crane, with which to store anything brought onboard. Not only that,

Astra G is equipped with a towing hook, and has a 22 ton bollard pull. This requirement serves two purposes, with the main purpose being to provide immediate assistance to the survey vessel, should she have propulsion difficulties, and be in a position to be able to tow her at a minimum speed to prevent low speed entanglement, and damage, to her towed streamer array. The other purpose being to enable her to tow away any other vessel that may have broken down ahead of the survey vessel. Her completion shipyard in Holland, the Maaskant yard, is Damen's shipyard that usually builds one-off vessels, or short series vessels, rather than the building, for stock, of Damen standard designs, which is the norm at most other Damen shipyards worldwide. Nominally owned by Rederij Groen II BV, of Scheveningen in Holland, **Astra G** is operated and managed by Rederij Groen BV, also of Scheveningen. The company has a long history of providing both seismic support vessels, and offshore support vessels, for the oil and gas industry. It is not the first time that **Astra G** has been in South African waters, as she was acting as a seismic support vessel between November 2019 and March 2020. The unique design of **Astra G**, as the first purpose built seismic survey support vessels, meant that the Royal Institute of Naval Architects (RINA) gave her the accolade of making her one of their 'Significant Small Ships of 2013'. That **Astra G** has arrived, and is now alongside in Cape Town, taking on Marine Diesel bunker fuel from a road tanker, is indicative that the actual Seismic Survey vessel itself is not that far away. As Seismic Survey vessels usually operate with two support and chase vessels, and not just one such as Astra G, also indicates that there is still one more support vessel to come. (Source: *Africa Ports & Ships by Jay Gates; Photo: 'Dockrat'*)

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SKANDI AFRICA COMPLETES DRYDOCKING, SAILS FOR AUSTRALIA



Pipe laying vessel **SKANDI AFRICA** (IMO 9687459) has left our shores, having completed a short stay in the Durban dry dock, where she became one of if not the first commercial ships in the dock for a long long time. Most of the vessels settling on the blocks in the Prince Edward Graving Dock tend to be departmental (Transnet) vessels – tugs or dredgers. This has been a source of irritation to ship repair firms in the port including those who have their own floating docks. One of the problems with

taking up space in the dock by tugs is the length of time they spend in completing maintenance or

other repairs. **Skandi Africa** sailed on Sunday for Dampier in Western Australia, having arrived in Durban on 3 November from Mozambique, where the pipe layer had been engaged in work relating to the LNG gas fields off Cabo Delgado province. She had been the second pipe layer recently in port – the other being **LV NORTH OCEAN 105** which underwent repairs in Durban in August before heading off to Cape Town where she entered the dry dock in that port for further maintenance. Vessels such as these are uncommon and it may be a while before South Africa's ports again play host to such eye-catching ships. (*Source: Africa Ports & Ships; Picture Trevor Jones*)

SECOND SEISMIC SUPPORT SHIP ARRIVES IN CAPE TOWN – OCEAN FORTUNE

Slowly, and assuredly, the seismic support vessels for the mother ship have been arriving in Cape Town. As well as the Seismic Support vessel who will act mainly as the Chase vessel, so the second Seismic Support vessel, who will act as the Supply Support vessel, has now entered port. On 21st November at 10h00, the Seismic Support vessel **Ocean Fortune** (IMO 9742431) arrived off Cape Town from Las Palmas in the Canary Islands, and she entered Cape Town harbour,



proceeding to the Landing Wall in the Duncan Dock. Her voyage had originated from Farsund in Norway. Built in 2015 by the Cemre Marien Endustri Shipyard, at Altinova in Turkey, which is located in the far northeastern shore of the Sea of Marmara, **Ocean Fortune** is 70 metres in length and has a deadweight of 2,990 tons. She has diesel electric propulsion, where four Yanmar 6EY22LW 6 cylinder 4 stroke generators provide 1,341 bhp (1,000 kW) each, to power two motors producing 2,079 bhp (1,550 kW) each, which drive two nozzled, Berg, controllable pitch propellers to give **Ocean Fortune** a transit speed of 13.4 knots. For Dynamic Positioning requirements, she is classified as a DP2 capable vessel. Designed by SALT ship designers, in Stord in Norway, as a SALT-450 Seismic Support Ship, **Ocean Fortune** is one of two sisterships. She has an operating crew of 12 persons, and also has accommodation for a further 48 passengers if required. Nominally owned by Sun Atlantic Limited, **Ocean Fortune** is operated by Vestland Offshore AS, of Torangsvåg in Norway, and she is managed by Vestland Management AS, also of Torangsvåg. Her operator's logo is clearly displayed on her hull. As part of her role as a seismic support ship, she is capable of acting as an emergency towing vessel, should the seismic survey vessel itself require towing, or if another vessel, lying in the track of the seismic survey vessel, has propulsion difficulties and cannot proceed out of the way. For this, **Ocean Fortune** has a bollard pull of 51 tons. As a support vessel, she has a large aft working deck, with an area of 500 m². The deck is capable of holding 1,000 tons of cargo and stores that may be required offshore. She has a single ABAS 12 ton deck crane, on her aft deck, to allow her to load cargo and stores, and transfer them to the seismic vessel should the need arise. She is also equipped to undertake ship to ship fuel transfers, if needed. On arrival, she carried a complement of four Yokohama fenders on her deck. Prior to arriving in South Africa, for the start of the forthcoming

seismic survey off the Wild Coast, she had previously completed a similar, five month, seismic support contract in the North Sea, for another seismic survey vessel. For this contract, **Ocean Fortune** was based out of Newcastle-on-Tyne in the UK. (*Source: Africa Ports & Ships by Jay Gates; Photo: Dockrat*)

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Cyprus-based offshore vessel operator S.D. Standard Drilling has agreed to sell one of its large-sized platform supply vessels (PSVs) for \$10.3 million, which is in line with its strategy to pursue more liquid investments in its core sectors. Standard Drilling reported on Tuesday that it had entered into a memorandum of agreement to sell its PSV vessel, **Standard Princess**, for \$10.3 million

through a wholly-owned subsidiary. The firm confirmed that proceeds from the vessel and any future divestments of the offshore fleet will be directed towards more liquid investments within its core sectors. Martin Nes, Chairman of Standard Drilling, commented on the sale: “As previously announced, Standard Drilling has transitioned its focus to more diversified investments within the energy, transportation and commodities. The sale of **Standard Princess** is in line with the new strategy and gives Standard Drilling increased flexibility to pursue other investment opportunities.” Standard Drilling will get a gross of \$2.3 million, compared to the book value end of the third quarter of 2021 as a direct result of this sale. The vessel with 1,060 square metre deck space was built in 2008 at Aker Brattvaag in Norway. This vessel was under contract several times over the past few years. From September 2018 until February 2019 the vessel worked for Allseas. In March 2019, this PSV scored a long term contract with an undisclosed customer and then, in December 2020, the platform supplier started its nine-month firm contract with CNR. Standard Drilling will control, directly and indirectly, a fleet of 7 PSVs after the sale of this vessel. The remaining fleet will consist of two large 1,000 square metres PSVs, which are 100 per cent owned by Standard Drilling and five medium-sized PSVs with approximately 28 per cent ownership interest. The firm expects that this sale will further

strengthen its cash balance and investment capacity. The company already received a 10 per cent deposit of the purchase price and the transaction is expected to be completed within January 2022. The company has also sold other PSVs to obtain more cash, which would allow it to pursue its aim to diversify its investment portfolio. To this end, the firm agreed to sell one of its vessels for \$7.5 million in June and completed the sale in August 2021. In related news, Standard Drilling, as a shareholder in rig owner Noble Corporation, said it would vote against the proposed merger between Noble and Maersk Drilling, believing this would not be the merger of equals despite “appealing optics.” (*Source: Offshore Energy*)

BOURBON LIBERTY 241 BACK IN SERVICE

The "**Bourbon Liberty 241**" was activated last months after being laid up for a long time and after bunkering left from Willemstad/Curacao to Harlingen in Friesland/Holland (!) according to the AIS.

And further info is that there are still 5 Bourbon vessels laid up here at Willemstad. The picture shows the vessel bunkering at Nieuwe wharf on Otrabanda. (*Photo: John Smit*)



NORTH SEA 4D OBN WIN FOR MAGSEIS FAIRFIELD



Norway's Magseis Fairfield has secured a conditional award for a 4D ocean bottom node (OBN) survey in the North Sea. The survey will be conducted with Magseis Fairfield's Z700 technology. Start-up is expected in Q2 2022, with the project set to run for approximately one month. "The survey will commence following completion of the Asia project that was

announced in August 2021. We are pleased to see that our Z700 crew continues to experience high demand," said Carel Hooijkaas, CEO of Magseis Fairfield. To remind, in mid-August, Magseis Fairfield secured a contract to conduct an OBN survey in Asia for an undisclosed client which is set to commence in the fourth quarter of 2021 and last for approximately five months. The seabed seismic

player marked a milestone in May with the completion of its 100th OBN survey, having performed it as the first carbon-neutral seismic survey. Most recently, the Norwegian company won a contract to perform a 4D OBN survey in the Gulf of Mexico. (Source: *Offshore Energy*)

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OSV OWNER CONCERNS: FUTURE FUELS, SUSTAINABILITY, SAFETY AND TALENT DRAINS

Alternative fuels, seafarer shortages, safe operations and sustainability were the dominant trends chief executives debated at Riviera Maritime Media's 2021 Annual Offshore Support Journal Conference, Exhibition & Awards. During a vessel owners' roundtable, C-suite executives provided a view from the top with their expectations for the



market and ways to remain profitable and sustainable as the market begins to improve. Solstad Offshore chief executive Lars Peder Solstad, who won Riviera Maritime Media's OSJ Industry Leader Award, was upbeat about the offshore vessel market in Europe. "Our industry is not as oversupplied as people think," he said. "We could be surprised how many of the vessels in layup will not come out to work again." He said vessel technology will need to change as operators face a push to reduce emissions from offshore support vessels (OSVs). "There will be expectations from clients and society to be more fuel efficient and have less emissions. At some point there will be a time for renewal, but first we need to look at existing vessels." This will drive existing OSVs, particularly platform supply vessels, to be retrofitted with emissions-reduction technologies. "We would prefer to use the vessels we have, so there will be a huge need to retrofit," said Mr Solstad. P&O Maritime Logistics chief executive Martin Helweg said the dominant themes are maintaining vessel utilisation, focusing on new fuels and creating more value for energy companies through integrated logistics. "The smart money is on creating value for customers, on increasing utilisation of vessels and their deck space and building new business models," said Mr Helweg. He said owners should stop just offering vessels on time charter. "We can offer smart supply chains to support clients," he said. Mr Helweg said the OSV industry needs to find ways to become more sustainable for the long term. "We should be discussing

what it takes to make this industry worth investing in,” he said. Harvey Gulf International Marine president Robert Gwinn expects the market for vessels in the US will pick up on the back of rising demand for offshore services in the Gulf of Mexico and new requirements for offshore windfarm developments on the US east coast. “There will be opportunities in the short term in the US, but worldwide there are a lot of vessels available,” Mr Gwinn said. Along with other vessel-owning company chief executives, he said maintaining safe operations was his greatest concern. “Making sure we run our vessels right and keep all our people safe,” were his chief points of focus. Mr Gwinn shared in the expectation that there will be a greater push in the OSV sector to invest in alternative fuels and for fleets to reduce their emissions. “We should be talking about future fuels, their pricing and what vessels to build for the future,” he said. Harvey Gulf operates vessels running on LNG and batteries, dual-fuel or even tri-fuel, reducing their environmental footprint. But, Mr Gwinn does not think charterers are ready to pay a premium for cutting emissions. “We have seen time and again that even though operators want to reduce their footprint, they are not awarding us work with our [dual/tri-fuel] vessels, which cost more to charter,” he said. Tidewater president, chief executive and director Quintin Kneen highlighted the importance of recruiting and retaining seafarers for fleets of OSVs as demand for vessels begins to improve. “With an ageing workforce and industry activity levels increasing globally, there are risks to finding trained seafarers when the world goes back to work,” Mr Kneen said. “We will need more mariners as many have retired, which puts tremendous pressure on us to increase wages.” This would have a direct affect on charter rates for vessels. However, there is expected to be client push-back. “This will be a factor of how we push increasing wages on to customers, through day rate rises,” said Mr Kneen. V.Group chief commercial officer Robert Desai was concerned about how vessel owners will find mariners for vessels as activity picks up. “There has been a talent drain. Not many young people want to get into shipping. This has affected crewing and shipmanagement.” Mr Desai also said owners should consider changing business models and improving client relationships. “We need to get up the value chain for clients,” he said. “The conversation with clients is different if owners are looking at value and not just day rates.”

(Source: Riviera by Martyn Wingrove)

WINDFARM NEWS - RENEWABLES

ASSO.SUBSEA SEALS DANISH WIND FARMS DEAL WITH VATTENFALL



Greek offshore services player Asso.subsea has been awarded a contract by Sweden’s Vattenfall for the transportation, installation, protection and commissioning of the 66 kV export and inter-array submarine cables of the 350 MW Vesterhav Nord and Syd offshore wind farms in Denmark. The overall system will consist of four export and thirty-seven inter-array cables, for a total of more than

70 km to be installed along a submarine route characterized by high technical challenges. Asso.subsea

will utilise almost the full capacity of its fleet, including the cable laying vessel **Atalanti**, and the trenching support vessels **Argo** and **Aethra** for the seabed preparation and post-lay burial operations. The latest versions of the trenching machines from the AssoTrencher IV as well as the AssoJet III families will be mobilised to provide cables protection along the whole submarine route. The completion of the project is scheduled for mid-2023. (Source: *Splash24/7*)

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J.P. MORGAN AND HAVFRAM ANNOUNCE SERIES OF NEXT-GENERATION WIND TURBINE INSTALLATION VESSELS

Institutional investors advised by J.P. Morgan Global Alternatives, in cooperation with Havfram AS, have signed a letter of intent with China's CIMC-Raffles to build a series of next-generation wind turbine installation vessels. These vessels will be offered for market entry in 2024. The first units will be built at CIMC-Raffle's Yantai yard in China for delivery in 2024. The partners



plan to operate several vessels in the global offshore wind market with both traditional jack-ups for turbine installation, as well as a feeder solution for the US market in particular. The wind turbine installation vessels (WTIVs) have been designed and created by an experienced offshore wind team focusing on installation efficiency in partnership with Gusto MSC as ship designer and in close collaboration with leading offshore wind developers and turbine suppliers, Havfram said. The design includes green technologies and lessons learned from more than a decade of experience from WTIV operations and offshore wind construction. J.P. Morgan's Global Transportation group is an active developer, owner, and operator of a broad range of air, sea, and land-based transportation assets. With a fleet of over 100 vessels, the group is said to bring a deep knowledge base to bear in all shipping sectors. The Stavanger-headquartered Havfram is an offshore marine construction company with offices in Oslo, Houston, Aberdeen, Perth, and Dubai and with close to 300 employees. (Source: *Offshore Wind*)

DREDGING NEWS

DPWH REGION III ACQUIRES NEW WATERMASTER AMPHIBIOUS DREDGE



The Equipment Management Division of the Philippines' Department of Public Works and Highways (DPWH) in Region III has acquired new dredging and support equipment that will be used in river dredging projects and disaster response and recovery operations in Central Luzon. According to DPWH-EMD Region III Assistant Chief Francisco Licup Jr., the newly procured Hydraulic Crane, Watermaster Multipurpose Amphibious Dredge, Backhoe

Loader, Forklift and Self-Loading Truck will help improve operations efficiency in the region. DPWH Region III Roseller A. Tolentino added that with the augmentation of DPWH-EMD's existing fleet, the agency's response to various events that require assistance using heavy machineries will be faster, more effective, and well-organized. "With the acquisition of these additional heavy equipment, we are now more capable of providing assistance to other field offices especially in the implementation of dredging activities, projects like restoration of previously degraded physical habitat features of our major waterways, disaster management response, etc.," RD Tolentino said. Watermaster is a mobile amphibious multipurpose dredger for dredging, piling, raking – and more. With its versatile selection of quickly changeable attachments, the Watermaster can do all shallow water work from dry ground up to the depth of six meters. Watermaster Classic I was the first dredger in the amphibious multipurpose dredger category. It was launched 30 years ago (1986), followed by Classic II in 1996 and Classic III in 2003. Watermaster Classic IV was launched in 2011 and the 2017 version of the same model is manufactured alongside Classic V. Watermasters are solving shallow water projects in over 70 countries worldwide. *(Source: Dredging Today)*

REDUCING THE NOISE OF BACKHOE DREDGE TAKUTAI

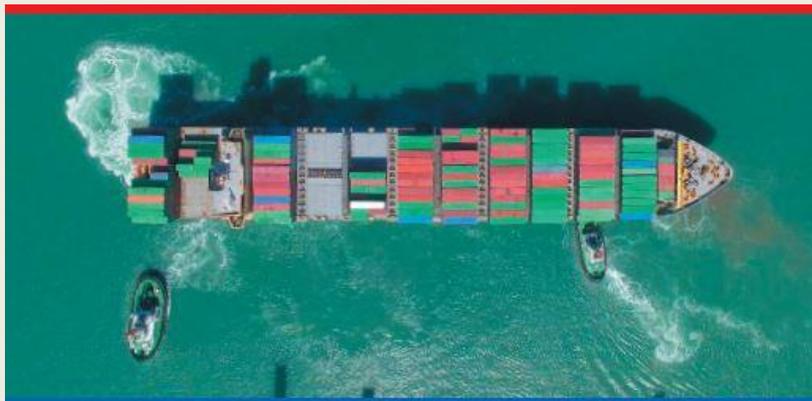
Over the past few weeks, New Zealand's Port Otago has installed a series of silencers on their backhoe dredge **Takutai**. While her accommodation block and operator cabin were well insulated for sound, it was a different story outside. Her rear-mounted digger, hydraulic systems' generator and plant room ventilation fans were all significant sources of noise. According to Marine Fleet Manager Brandt, the **Takutai** was very noisy on deck – measured at 93 and 94dBA at two locations on deck – and the highest level of hearing protection (Class 5) was required to go outside during operation. "We worked with silencer manufacturers NCS Acoustics to determine our options for reducing on-board noise. Three solutions – one for each source of noise – were proposed and actioned. Additional mufflers were added to the excavator engine and the generator, and an in-line silencer was installed within the air intake fan," said Brandt. **Takutai** Master Alex added that the difference is amazing. "Even with hearing protection, you could not spend a long period on deck when the digger was

operating. Now we can have a conversation with other crew. There's no way you could do that before. It's just so much nicer now." Testing carried this week – at the same two locations on deck – show the work has been exceptionally effective. The two measurements are now 73 and 82dbA, respectively, which is well below the Worksafe 90dBA threshold and means that hearing protection is no longer required on deck. "A 10dB reduction means a 90% reduction in actual sound pressure on the ear, and an apparent volume reduction of 50%. The crew are now working in conditions on deck that are half as noisy. That's a great result,"



concluded Brandt. (Source: *Dredging Today*)

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GLDD SIGNS \$92.5M HOUSTON PROJECT 11



Great Lakes Dredge & Dock Corporation (GLDD) has signed a \$92.5 million dredging contract for the Houston Ship Channel Widening and Improvement Project 11. This is the first phase of the extensive, multi-phase Houston Ship Channel billion-dollar expansion and deepening program. According to GLDD, dredging work will start in the first quarter of 2022 with estimated completion in the

fourth quarter of 2022. Project 11 is an ambitious plan to widen the 52-mile Houston Ship Channel

which winds from the Gulf of Mexico through shallow Galveston Bay and up through the port. GLDD's awarded work entails the dredging of 11½-miles of the channel, widening a major portion of the Galveston Bay reach from 530 to 700 feet. "The Port of Houston is the nation's largest waterborne tonnage port and a major container gateway for Texas and millions of people who live in neighboring areas. This project will allow for larger container and petrochemical ships to more safely and efficiently navigate the Houston Ship Channel to access the Port of Houston," said GLDD. In addition to widening the channel, Great Lakes Dredge & Dock will pump 1.6 million cubic yards of dredged material to beneficially construct a new island for bird habitat and oyster mitigation. *(Source: Dredging Today)*

JULONG DELIVERS CUSTOMIZED DREDGER TO JIANGSU GROUP

Julong Environment Technology delivered a 4000m³/hr customized dredger **HAILINGHUCAI 001** to Jiangsu Communications Construction Group recently. The dredger is 34.0m long and 12.3m wide, and adopts a modular design to facilitate transportation by road. It has a dredge pump flow rate of 4000m³/hr and a dredging depth of 25.0m. Also, it is equipped with 4000m³/hr sand dredging system, 4000m³/hr jetting water system, 250kw



generator set, moving winch system, crane system, 120kw standby generator set. The most important feature is a set of 35m length drill pipe system and lifting system. Watch the video [HERE](#) *(Source: Dredging Today)*

THE FIRST EVER INTERNATIONAL DREDGING CONTRACT FOR KMEW



Knowledge Marine & Engineering Works Limited (KMEW) has won their first ever international contract for dredging works in Myanmar. According to an official announcement, this project will include "dredging and providing maintenance on access channel and port basin at Sittwe

Port, Myanmar and Kaladan River for shipping and navigation in KMTTP, Myanmar'. The value of the contract is aggregated to Rs. 139 crores (\$18.7 million), which is to be executed within a period of two years and seven months. Also, the project may be extended for further two years at the additional costs. The said contract is awarded jointly to Knowledge Marine & Engineering Works Limited, Lead Partner and Sahara Dredging Limited. KMEW recently acquired vessel River Pearl 8 (ex – TSHD Cauvery) and they will deploy it – together with other dredgers and ancillary crafts – at

Sittwe Port for the execution of the dredging project. *(Source: Dredging Today)*

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NEW DAMEN CSD350 BEGINS ITS JOURNEY

New Damen's cutter suction dredger CSD350 is on its way to Brazil. This new cutter suction dredger is a sister vessel to the dredger Amsterdam that was delivered to the Brazilian company Construtora Vale Verde in 2019. The **Holanda** is a fully dismountable, stationary dredger fitted out for one-man operation and will join **Amsterdam** to work in tailing ponds in one of the mining regions of Brazil. "The CSD350 **Holanda** has been loaded on



trucks on a misty Dutch morning, heading for Antwerp. There, the disassembled cutter suction dredger was hoisted on board of a freight vessel," the company said in their latest announcement. The dredger is now on its way to Brazil, said Damen. Upon arrival, the dredge will be transported by truck to the job site. *(Source: Dredging Today)*

YARD NEWS

PASCAGOULA PILOTS TAKE DELIVERY OF METAL SHARK PILOT BOAT

Jeanerette, La.-headquartered Metal Shark has delivered a 55- by 17-foot welded aluminum pilot boat to the Pascagoula Bar Pilots Association in Mississippi. Called Singing River Island, the vessel is the second Metal Shark pilot boat to join the Pascagoula Pilots fleet and represents the latest evolution in the builder's growing Defiant-class pilot boat lineup. Designed by Metal Shark's in-house engineering team and built at the company's Franklin, La., shipyard, the new 55 Defiant Pilot combines a proven hull form with a modern, crew-friendly arrangement designed to deliver class-leading comfort, safety, efficiency, and performance. "Metal Shark has succeeded in combining quality and comfort," said Pascagoula Bar Pilots Association Capt. Walter Gautier. "This vessel is proving daily to be a safe

and pilot-friendly platform for transfers at sea.” For its pilot boat clients, Metal Shark pairs the



the military-proven Defiant hull form with an arrangement designed specifically for pilotage. Flat, non-skid decks run from bow to stern and allow pilots to move quickly and safely around the vessel, rugged pilot-specific fendering systems absorb impacts, and stern corners and bow feature a gentle radius to allow easy underway separation from ships following pilot transfer. Safety rails and grab handles are carefully placed, and pilot boarding platforms are

configured to suit the requirements of each operator. For Pascagoula, a foredeck transfer zone features integrated port, starboard, and forward stairways leading to two deployable platforms, allowing pilots to quickly and safely board ships from either side of the vessel. *Enhanced visibility* The 55 Defiant Pilot features an innovative pilothouse designed to deliver best-in-class visibility. The use of Metal Shark’s signature “pillarless glass” with reverse-raked windshield significantly reduces blind spots compared to the industry’s legacy pilot boat designs with smaller, framed windows. An innovative two-tiered side window arrangement, with a second row of windows below the belt line, provides unmatched downward-angle visibility from the helm during alongside maneuvers or man-overboard retrieval. A panoramic skylight array provides an unobstructed upwards view while operating alongside ships during pilot transfer. As built for Pascagoula Pilots, the 55 Defiant’s spacious climate-controlled cabin is equipped with four Dometic HVAC units and offers seating for seven, accommodating a single operator forward plus six pilot passengers. For comfort and convenience, each swivel seating position is equipped with a footrest, adjustable armrests, white/red LED lighting, a drink holder, and two 12-volt USB outlets. A full electronics suite includes Furuno TZtouch2 multifunction black box system with integrated GPS, radar, depth sounder, and a FLIR M-series 364C premium thermal imaging system for nighttime operations. Five closed-circuit cameras allow the vessel’s operator to monitor the engine room and aft deck from multiple angles at a glance while still maintaining watch. All of these features are displayed on three 19-inch Nauticomp GB Elite Series multi-touch displays. Below deck accommodations include an enclosed head compartment with fresh water sink, bunks, and individual storage lockers for crew members’ personal items. Acoustic insulation and flooring are employed throughout the vessel to reduce noise and vibration. *Twin Cats* To meet the client’s performance requirements, Metal Shark equipped the Singing River Island with twin 803-horsepower Cat C18 engines turning Michigan Wheel 34-inch diameter Nibral four-blade propellers through Twin Disc MGX5146A 1.961 gears. This combination delivers a cruising speed in the 25-knot range and a top speed approaching 30 knots. An 800-gallon fuel capacity allows for a cruise speed range of approximately 280 nautical miles. The new vessel is the latest result of Metal Shark’s ongoing expansion into the pilot boat market, following two 45-foot Defiant pilot boats delivered to Belle Chasse Marine Transportation in late 2019, and 45-foot and 64-foot Defiant pilot boats delivered in 2018. “Through an unwavering commitment to product improvement and a significant investment in engineering, we continue to expand and evolve our

portfolio,” said Metal Shark CEO Chris Allard. “In the past two years we have delivered entirely new 32 foot, 38 foot, 40 foot, 50 foot, 55 foot, and 70 foot Defiant models, each utilizing an extensively proven hull form and optimized for its specific mission. By working closely with our customers and continually monitoring market trends, we strive to be predictive instead of reactive, designing and building increasingly modern, capable, and crew-friendly vessels and delivering them sooner.” “I’d like to thank the Pascagoula Bar Pilots Association for allowing us to build their second Metal Shark pilot boat,” said Metal Shark’s Vice President of Commercial Sales, Carl Wegener. “We recognize that our clients have choices, and it is a real validation of our ongoing efforts in the pilot boat sector to earn a repeat customer; one we hope to keep in the Metal Shark family for years to come. We invite all pilot groups to learn about the many advantages of a next-generation Metal Shark pilot boat.”
(Source: MarineLog)

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DAMEN STAN PATROL 4207 DELIVERED TO THE JAMAICAN DEFENCE FORCE

A Damen **SPa 4207**, the second vessel in an order of four Damen vessels for the Jamaica Defence Force Coast Guard, has been officially handed over in Kingston, Jamaica. Construction on the vessel had already begun when the global pandemic struck and the rapid spread of the virus meant that upon completion of the vessel, pandemic travel restrictions made it unfeasible to



arrange a crew to deliver her on own keel since the crew would not be permitted to return to their home countries once they arrived in Jamaica. Not to be deterred, the Damen Services vessel delivery teams worked to devise an alternative arrangement. The vessel left Damen Song Cam Shipyard in Vietnam, not on her own keel as is usual for this model, but on board the **BBC Congo**, a heavy transport vessel. The **SPa 4207** was loaded in Hai Phong Harbour in June 2021. COVID measures prevented Damen’s heavy lift team from being present to supervise her loading, but a local team was called upon to ensure the vessel was carefully loaded and properly secured. Once final checks had been made, the BBC Congo, and her precious cargo, sailed East across the South Pacific and through the Panama Canal, before arriving, just under two months later, in Kingston, Jamaica. On the morning of her arrival, the JDF’s new vessel was offloaded and, with a support fleet of smaller craft,

was delivered to its base nearby. Due to changes in travel restrictions, Rimmert Berlijn, Service Coordinator, Delivery, Damen Heavy Lift, was able to safely travel to Jamaica to coordinate the logistics and supervise the offload. Mr. Berlijn stated: “The successful delivery of this vessel really came down to teamwork, collaboration, and everybody’s willingness to be flexible in finding solutions to the challenges of these times.” He continued: “It is always nice working with the JDF, and we are proud to continue our partnership with them”. Damen Services has been contracted for ILS services for this vessel as well. “We are very pleased to have completed this latest project for the JDF.” said Bram van der Plas, Damen’s Sales Manager, Caribbean. He continued: “The delivery of this vessel demonstrated the collaboration between and the adaptability of both the JDF and the Damen organizations. Keeping operations running smoothly has been an all-hands-on-deck situation with team members around the world stepping up to offer ideas that keep us on-track for our clients. The four-vessel contract between Damen and the JDF saw the delivery of a FCS 5009 Patrol in 2020. Another [SPa 4207](#) and a second [FCS 5009](#) Patrol will be delivered in the years to come. “Damen’s relationship with the JDF is one that is built on mutual trust and experience and we are proud to have successfully added another Damen vessel to their fleet,” added Bram van der Plas. “It has been quite a year, but clients have been flexible, and our teams have stepped up to the challenge of the moment to create solutions that help us ensure positive customer experiences and make sure our vessels continue to arrive in style.” (*Press Release*)

SIEMENS ENERGY TO EQUIP TWO NEW NOAA RESEARCH VESSELS



Houma, La.-based shipbuilder Thoma-Sea Marine Constructors LLC has awarded Siemens Energy a contract to supply power, propulsion, and control systems, along with battery storage technology, for the two research vessels on order at the yard for the National Oceanographic and Atmospheric Administration (NOAA). The new ships, named the Oceanographer and Discoverer, are being acquired to support various missions, including general oceanographic research and

exploration, climate and ocean ecosystem studies, and worldwide ocean survey and data collection. Siemens Energy will equip both ships with SiSHIP Blue Drive PlusC advanced diesel-electric propulsion systems and BlueVault Battery Storage Solutions. The combination of technologies will enable additional fuel savings and emissions reductions by allowing NOAA to optimize loading on variable speed diesel engines. It will also reduce maintenance associated with the engines. *The design* The ships are being built to a NOAA AGOR Variant (NAV) design that Walter Thomassie, managing director, Thoma-Sea Marine Constructors, says is the “result of an intense, collaborative effort by the Thoma-Sea Marine team, analyzing and implementing the best solutions brought by the shipyard, our design agent (TAI Engineers), Siemens Energy, and others. As the first shipyard to install and commission the Siemens Energy Blue Drive PlusC advanced diesel-electric propulsion systems in the

United States, Thoma-Sea immediately recognized Siemens Energy was able to optimize the system according to our specifications to further enhance the vessel’s capabilities and efficiencies.” Anil Raj PE, president and chief engineer of TAI Engineers, said, “TAI Engineers worked closely with Thoma-Sea Marine and Siemens Energy to develop, for the government, an optimal vessel design with superior performance. The Siemens Energy installation helped in providing an ideal solution to maximize the vessel’s endurance, reduce fuel consumption and minimize its carbon footprint.” Compared to vessels with traditional fixed-speed diesel engines of similar size and operating profile, it’s estimated that the technology provided by Siemens Energy will lead to fuel savings of 15,000 gallons per year for each vessel—resulting in a reduction of approximately 5,700 tons of CO₂. To offset this amount would require planting more than 370,000 trees. *Delivery* “We are proud to work alongside our project partners Thoma-Sea and TAI Engineers, and the operators NOAA, and Naval Sea Systems Command, to build these two state-of-the-art research vessels. The contract award is a testament to the performance and reliability of our advanced emissions reducing technologies families, which have developed an extensive track record across a broad range of marine applications in recent years,” said Luke Briant, Head of Marine Solutions Americas at Siemens Energy. The SiSHIP Blue Drive PlusC diesel propulsion technology has been installed on more than 80 marine vessels worldwide, including the world’s first all-electric car ferry, and the world’s largest cruise ferry. The two NOAA vessels are scheduled to enter operation in 2024 and 2025 respectively. Each will have a crew of 20 and accommodate up to 28 scientists. *(Source: MarineLog)*

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US COAST GUARD DONATES PATROL BOATS TO UKRAINE

Two refitted former U.S. Coast Guard patrol boats intended to bolster the Ukrainian navy have arrived at the Ukrainian Black Sea port of Odessa, the Ukrainian navy said on Tuesday. “We appreciate the contribution of the United States to deter the armed aggression of the Russian Federation against Ukraine,” naval commander Oleksiy Neyizhpapa was quoted as saying. The two new boats are part of a package of assistance to Ukraine that has been worth over \$2.5 billion since



2014, the year Russia annexed the Crimean Peninsula from Ukraine and Russian-backed separatists seized a swathe of eastern Ukraine. (*Source: gCaptain*)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:

- *Boskalis and Keppel to sell KST and Maju to Rimorchiatori Mediterranei*
- *Master Boat Builders Announces Launch of “Spartan” Hybrid Tugboat for Seabulk*
- *Damen delivers two Multi Cats to Brabo in Antwerp*
- *Sea Machines Completes World’s First 1,000 Nautical Mile Autonomous Voyage*
- *KOTUG charters two new Rotortugs to BHP Australia*

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 (New)*
- *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

- *Keppel-Smit Towage - Singapore by Jasiu van Haarlem (New)*

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