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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

BOSKALIS AND KEPPEL TO SELL KST AND MAJU TO RIMORCHIATORI MEDITERRANEI



Boskalis and its co-shareholder KS Investments Pte. Ltd. (Keppel) have signed an agreement relating to the sale of their harbor towage activities in Singapore and Malaysia to Rimorchiatori Mediterranei S.p.A. The sale transaction relates to Keppel Smit Towage Private Limited (KST) and Maju Maritime Pte Ltd (Maju). Under the terms of the agreement, Boskalis expects to receive approximately EUR 80 million in cash for its 49% equity stake. The contribution of KST/Maju to the net profit of Boskalis over the last two years was EUR 4 million per annum. Keppel Smit Towage (KST) was established in 1991 as a joint venture between Keppel and SMIT, a wholly-owned subsidiary of Boskalis. Over the past thirty years, KST has developed into one of the largest and leading harbor tug service providers in Southeast Asia. KST operates a combined fleet of 58 tug boats in Singapore and through its joint venture in Malaysia. The sale of KST follows the strategic decision taken by Boskalis in 2019 to divest its harbor towage activities. Boskalis divested its stakes in Saam Smit Towage and Kotug Smit Towage in 2019. Rimorchiatori Mediterranei S.p.A. is a subsidiary of Rimorchiatori Riuniti Group, a leading maritime service provider headquartered in Genoa, Italy established in 1922. Rimorchiatori Mediterranei operates a fleet of more than 100 modern vessels in more than 20 major ports employing approximately 900 people. The agreement is subject to approval from the regulatory agencies in Singapore and the transaction is expected to close in the first half of 2022. *(Press Release)*

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K&C ONE – COMPACT DIVE SUPPORT AND MAINTENANCE CATAMARAN FOR WEST AFRICA COASTAL WATERS



Ukrainian shipyard Grani recently handed over a new catamaran workboat to K&C Marine, a Belgium-based underwater construction company that primarily serves customers in the West African offshore market. The Bureau Veritas-classed **K&C One** will be used primarily for dive support duties covering pipeline installation and inspection of offshore wind foundations. Thanks to the highly versatile

design, the vessel may be employed for secondary duties such as barge assist, salvage, and support for near-shore construction projects. “The vessel was designed in fulfilment of very specific requirements covering stability and the largest possible working deck that can be fitted on a compact hull for heavy duty diving operations,” Grani Vice President Timur Devishev told Baird Maritime. “At the same time, a solid steel construction was necessary to allow the deck to accommodate 30-tonne loads.” The catamaran also needed to possess storage space for a dive control unit with air supply tanks, air balloons, and related equipment without taking up any space on the aft working deck. One of the biggest challenges therefore lay in ensuring the vessel had a large enough working deck as well as all the equipment necessary for the safe execution of underwater construction projects. “Another major challenge was in ensuring accuracy in measurements with allowances of no more than 0.2 mm in some instances, such as in placing the ring foundation for the crane. This was done to guarantee accurate placement of all deck equipment while also providing sufficient deck space for two standard 20-foot containers.” The work on **K&C One** nonetheless provided the Grani design and construction team with valuable insights that can be applied in its other ongoing newbuilding project for the same customer. “We expect that the next steel catamaran will be much larger at about 30 metres LOA and will have additional equipment on board,” added Devishev. **K&C One** has an LOA of 17.5 metres, a beam of eight metres, a maximum draught of 1.85 metres, and an aft deck with 102 square metres of clear space. A pair of Cummins QSB 6.7 260kW diesel engines drive four-bladed, fixed-pitch propellers (FPPs) to deliver a maximum speed of 11 knots, a service speed of nine knots, and a bollard pull of 10 tonnes. “The engines provide enough power for daily operation while also ensuring reduced

consumption and emissions compared to steel-hulled catamarans of similar size,” Devishev told Baird Maritime. “The nozzles housing the FPPs are of our own design, which features an internal surface made from stainless steel. The nozzles help generate additional forward thrust of about two knots.” The engines are operated via a twin joystick system developed in-house by Grani. The communications and navigation suite satisfies requirements of



GMDSS A1 and A2 areas up to 50 nautical miles offshore. Electrical power for these and other onboard systems is supplied by 120kW and 46kW diesel generator sets. The deck equipment includes a Heila crane with a 6.3-tonne lifting capacity, a stern A-frame with a seven-tonne capacity, a four-point mooring system, a 30-tonne anchor handling and towing winch, container locks, and a 1.2- by one-metre moonpool. Hydraulic power is supplied by a 55kW motor described by the builder as a “two-in-one” apparatus. “This means the motor can provide sufficient power for two different pieces of deck equipment simultaneously,” added Devishev. The vessel’s crew of six are housed in three double-berth cabins. Other onboard facilities consist of an office/survey room, a galley, and toilets. The large bridge meanwhile provides a full 360 degrees of visibility, including unobstructed views of the aft working deck. All interior spaces are fully air-conditioned to provide a measure of comfort whenever the vessel is deployed in the warm coastal waters off West Africa. The vessel has been fitted with a distillation plant that can purify up to 300 litres of water in one hour to ensure fresh water for the crew’s consumption. There are also a Kaeser low-pressure compressor for feeding the underwater instruments and two high-pressure compressors for use with the diving system. *(Source: Baird)*

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SANMAR SHIPYARDS AND CORVUS ENERGY SIGN HISTORIC DEAL AT TUGTECHNOLOGY

Leading tugboat-builder Sanmar Shipyards and energy storage systems provider Corvus Energy signed a historic co-operation agreement at TugTechnology 2021 to build cutting-edge hybrid and zero-emissions battery electric tugs in a move hailed as a major step forward towards the creation of an environmentally-friendly towage industry. The agreement was signed by Sanmar Shipyards Vice

President Ali Gurun and Corvus Energy CEO Geir Bjørkeli in front of an audience of top-level



towage industry executives, decisionmakers and technical experts at the industry-leading technical conference held in London at the end of October. The signing follows in the wake of the recent HaiSea contract award to Sanmar Shipyards for the construction of three electric tugs for the Canada LNG project. Corvus Energy will supply the battery technology for this new range of Robert Allan Ltd designed tugs. Designated ElectRA 2800, the tugs will utilise a 6,000kWh

energy storage capacity, set to achieve an expected bollard pull of 70 tonnes. Each of the three ElectRA 2800 are expected to eliminate approximately 1,700 tonnes of CO₂ per annum, thus resulting in total annual savings in excess of 5,000 tonnes compared to even the cleanest modern diesel-powered alternatives. This roughly equates to the carbon emissions of nearly 1,000 cars and is illustrative of the possibilities for some of the world's busiest marine hubs. The co-operation agreement is expected to accelerate the development and increase availability of more efficient zero- and low-emission tugs. The two companies will jointly explore and establish a path for the future supply and integration of energy supply systems and fuel cell technology for an even wider range of innovative and cost-effective electric and hybrid tugs. Emphasising the significance of the deal, which came just ahead of the COP26 UN climate change summit in Glasgow, Ali Gurun, Vice President of Sanmar Shipyards, said: "As world leaders gather to discuss how to combat global warming, at Sanmar Shipyards we are proud to be leading the way through technological advance to a greener, more sustainable future for our industry. This agreement allows both companies to draw on their wealth of experience and expertise to put words into action when it comes to protecting the environment, while continuing to provide the powerful, cost-effective and efficient tools our industry needs to carry out its essential role in keeping world trade moving." Geir Bjørkeli, CEO at Corvus Energy, said: "We are proud to be working with Sanmar Shipyards to help the worlds tug industry to decarbonize. Innovative designs combined with safe and powerful batteries will allow the vessels to operate with higher efficiency and without harming the environment." (*Press release*)



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SALVOR TO THE BREAKERS



McKeil Marine has been disposing of surplus tonnage in recent years, and the latest to go under the torch is *Salvor*, one of two similar former Moran tugs in the fleet. I covered the tug's history on this blog ten years ago, and there is little to add to: [Salvor Story](#) McKeil acquired the fleet mates [Esther Moran](#) (built 1963) and [M.Moran](#) (built 1961) in 2000, but they were not unknown to Halifax. Both were here in 1982 to tow out the *El*

Paso Columbia with help from local tugs in the above photo. [Esther Moran](#) is on the starboard side (left in photo) with [Point Vim](#) while [Point Vibert](#) assists [M.Moran](#) on the port bow (right in photo) moving the ship under the Angus L. Macdonald bridge. [Esther Moran](#) became *Salvor* in 2000 and it has recently been reported that it is being broken up in Port Maitland, ON. [M.Moran](#) was initially renamed [Salvager](#) but became [Wilf Seymour](#) in 2004. It has been paired with the barge [Alouette Spirit](#) for many years delivering aluminum ingots from Sept-Iles, QC to Great Lakes ports and returning down river with a variety of cargoes. It is still in full operation. (Source: Mac Mackay-Tugfax)



THE NOVOROSSIYSK SHIPYARD HAS STARTED REPAIRING THE "KUBAN STAR"

At the Novorossiysk Shipyard JSC (part of the NCSP Group), the Burny motor ship was withdrawn

from the dock No. 3 after the completion of the dock works. Sudostroenie.info was informed about

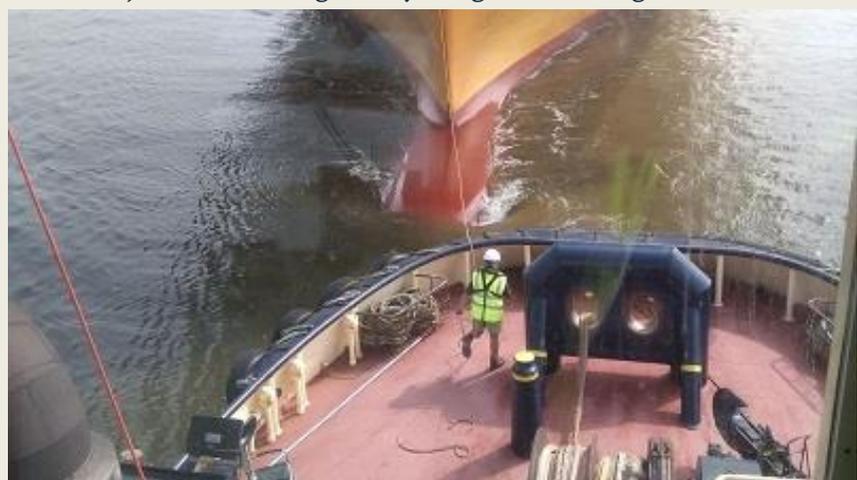


this in the press service of the Group on November 15. For the subsequent execution of dock works, the ship "**Kuban Star**" (Imo 8515295) was taken to the dock, the message says. As the General Director of PJSC NCSP Sergey Kireev said, within the framework of the development strategy, NCSP Group pays significant attention to the restoration of ship repair at NSRZ: "Since 2018, we have been observing positive dynamics

in this direction, consistently implementing our development strategy and increasing the number of repaired ships." According to NCSP, 59 vessels have been repaired since the restoration of ship repair activities at the Novorossiysk Shipyard. (*Source: Sudostroenie; Photo: NCSP Group*) *Note:* The **Kuban Star** is the former **Smit Nigeria**, built in 1985 at the Tille Scheepsbouw Yard – Kootsterille: Netherlands under yard number 250 for Smit Internationale Havensleepdiensten BV – Rotterdam. In 2006 she was chartered to Caspian Pipeline Contract and managed by Smit Femco – Novorossiysk; Russia and renamed **Smit Kuban**. In 2013 sold to Ultramarine – Moscow; Russia and renamed **Kuban Star**. She has a length of 28.60 mtrs a beam of 9.38 mtrs and a draft of 4.20 mtrs. The two Stork-Werkpoor diesel engines develops a total output of 1,759 kW (2,392 bhp) and performed a free sailing speed of 12.5 knots and a bollard pull of 36 tons.

SAFETY: NO INJURIES FROM DANGEROUSLY WEIGHTED HEAVING LINES

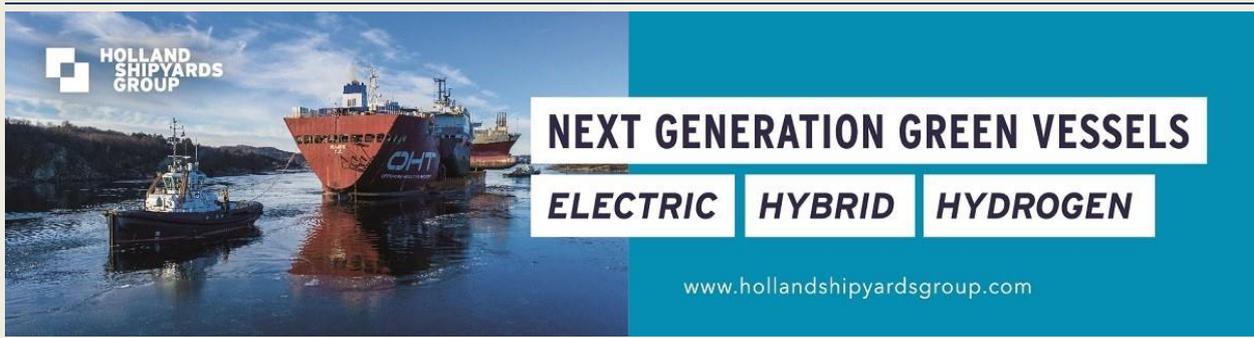
Tug owners in the UK have eliminated injuries from dangerously weighted heaving lines, which had become frequent in the global towage industry, despite being illegal. Statistics from tug owners, collated by the British Tugowners Association (BTA), show there were no injuries in the last year from heaving lines being dropped from ships on to tugboat decks. Svitzer head of fleet solutions James Burge outlined the BTA's safety statistics during its annual safety seminar on 11 November. He said there were no injuries from illegally weighted heaving lines in 2020 or so far in 2021, compared with 10 injuries reported to the BTA in 2018 and 30 in 2016. Heaving lines are thrown from the bow of ships to the deck of the tug for crew to connect to the towing line. The ship's crew then heave this line back with the connected towing



line. The ship's crew then heave this line back with the connected towing

line, which enables the tug to tow and manoeuvre the vessel. This operation was witnessed by International Tug & Salvage on a Svitzer tug in the River Thames in 2019. If these lines are weighted with sandbags they are safe to be collected on the deck and connect to the towing line. But many seafarers still throw down heaving lines with metal weights attached, an illegal practice, putting tug personnel at risk, according to pilots and tug owners at the BTA seminar. Mr Burge said Svitzer had tackled the issue by encouraging shipping lines to use sandbags to weigh down the line and advised crew to stand clear of the deck when heaving lines are thrown. "We changed our practices and procedures, for our crews to stand back when lines are thrown, as this prevents crew from being hit and injured," said Mr Burge. But there are still injuries on tugs operating in the UK from other hazards such as slips, trips and falls. Other main causes of injury are from machinery issues and manual handling problems. Mr Burge said the statistics showed the root causes include poor working standards, lack of knowledge, inadequate focus, excessive wear and tear on equipment and leadership issues. BTA records lost time incidents, other incidents and near misses from reports from its members and collates them in its annual safety statistics. "It is not surprising most of the incidents happen when tugs are on the job," said Mr Burge. There were 31 incidents reported during towing operations, 22 when tugs were alongside, 22 reported during tug mobilisation and five when vessels are demobilised back to base.

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On November 15, 2021, "**Haiye Towing 2**", a 5200HP ASD tugboat built by our company, Jiangsu Zhenjiang Shipyards, for Qingdao Haiye Ruibang Shipping Co., LTD, was delivered and set sail smoothly. The total length of the ship is 38.74m, the beam moulded is 10.6m, the depth moulded is 4.8m, the main engine power is 2×1912kW, the forward towing force is 65.8T, the backward towing force is 58.8t, the endurance is 1000nm, the speed is

13.4kN. (Source: Jiangsu Zhenjiang Shipyards)

ACCIDENTS – SALVAGE NEWS

A CATAMARAN WITH 33 OCCUPANTS CAPSIZES NEAR CARTAGENA

Maritime Rescue and Pilots of Cartagena have managed to rescue the 33 occupants, among tourists and crew, and among them several children, of the tourist catamaran with the Spanish flag "Olé", which has suffered a serious mishap and has finally capsized, although the helmet of port stays out of the water. The event occurred when the vessel was approximately one mile from the port of Cartagena, where it is



based. At the moment the causes of the incident are unknown, which will be investigated by the competent authorities. The Red Cross has intervened to help the occupants, who have disembarked at the cruise terminal. The tugboat "VB Glacial" also responded to the distress call, as did the tugboat "Clara Campoamor" and the rescue boats "Caliope" and "Mimosa". The pilot boat "Mandarache" has rescued seven of the 33, say witnesses to the operation. (Source: Puente de Mando)

INLAND VESSEL SAILS OVER MOTOR YACHT ON DINTEL



An inland vessel on the Dintel near Dinteloord; Netherlands has sailed over a motor yacht of approximately 5 meters in length. No one was injured in the collision. The water police is investigating to the collision. The inland vessel had initially sailed on after the collision, but could soon be traced on the basis of its registration number. A man on the yacht was fishing on the shore and saw the barge arrived and then climbed the pillars of

the bridge to get herself to safety. The police are investigating the cause of the collision. The boat was badly damaged in the collision. (Source: Schuttevaer; Photo: Venema Media)

SHANGHAI SALVAGE WINS CONTRACT TO REMOVE WRECK OF THE X-PRESS PEARL

Shanghai Salvage, a division of China's Ministry of Transport, has won the contract to remove the wreck of the sunken container ship **X-Press Pearl** from waters off the coast of Sri Lanka, according to local media. Florida-based salvor Resolve Marine will also participate in the scope of work, Sri

Lanka's Daily Mirror reports. "Clearing the materials in the ship will be done by the Resolve Marine Company during one stage and the clearing of the ship wreckage will be done by the Shanghai Salvage Company during the other stage. They will be paid by the insurance company, which provided the insurance cover to the **X-Press Pearl** ship," Sri Lankan Justice Minister Ali Sabry reported to the country's parliament last week. The Shanghai Salvage Bureau of the Ministry of Transport, also known as Shanghai Salvage Company, has emerged as a major



commercial salvage player in the Indo-Pacific. It has recently rebranded as China Ocean Engineering Shanghai Company, or COES, but it says that it still has a mission of building Chinese "maritime power" and furthering the development of the "Belt and Road." Some commercial salvors view the bureau's participation in wreck-removal tenders as a worrisome development, as it is a government entity and can draw on the resources of the Chinese state when it submits a bid. "It's like the U.S. Coast Guard going out and bidding for salvage contracts," one salvor told TME in a recent interview. **Negotiations over compensation** The government of Sri Lanka is still in dialogue with the owner and insurer of the **X-Press Pearl** to reach an agreement on environmental compensation. The vessel spilled tons of plastic nurdles (raw plastic pellets) when it went down, and drifts of the hard-to-remove material came ashore on beaches along the island's west coast. Plastic pellets are a hazard to wildlife if ingested, and their size makes them difficult to clean up. To date, about 650 tonnes of pellets have been removed from Sri Lanka's beaches, thanks to 3,500 man-days of effort, Minister Sabry said. An environmental damage assessment for the effects of the sinking is still under way, with foreign assistance, and Minister Sabry said that it would be completed by early January at the latest. At that point, he said that the government will file an additional request for environmental compensation from the shipowner. An initial payment of \$3.6 million has already been received to help pay for economic impacts, and \$1.6 million of this amount has been distributed to fishing communities which were directly affected by pollution from the vessel. If the Sri Lankan government cannot reach an agreement with the shipowner for environmental damages, Minister Sabry said, his office is prepared to start legal action. (Source: Marex)

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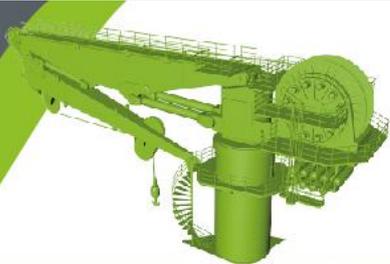
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BOAT WITH A MACHINE MALFUNCTION DRIFTED IN THE DARDANELLES STRAIT



The 18-meter-long fishing boat, which was dragged due to a machine failure in the Dardanelles Strait, was backed up by the **KIYEM-1** fast-rescue boat belonging to the Coastal Safety and docked at the Çanakkale Central Fishing Shelter. The 18-meter-long fishing boat drifted in the Dardanelles due to a machine malfunction. Coastal Safety teams were dispatched to the region upon the notice. The boat was backed up with the **KIYEM-1** fast rescue boat and docked at Çanakkale Central Fisherman's Shelter. The following statements were made in the statement made

on the social media account of the General Directorate of Coastal Safety: “The 18-meter-long boat, which was dragged in front of the Çanakkale Martyrs' Monument due to a machine failure, was backed up by our **KIYEM-1** rapid rescue (life-saving) boat and safely approached the Çanakkale Central Fisherman's Sanctuary.” (Source: *Deniz Haber*)

MSC TRIESTE IN DIFFICULTY OFF CAPE SOUTH COAST – SA AMANDLA IN ATTENDANCE

The Cape South Coast is proving to be a problem area for several ships in recent weeks, with a number of vessels experiencing difficulties and having to be towed to a friendly port and keeping the AMSOL standby tugs **SA Amandla** & **OSV Umkhuseli** busy. The latest in this group is the MSC container ship **MSC Trieste** (IMO 9484479) which became incapacitated off Plettenburg Bay. The 154,633-dwt **MSC Trieste**, built in 2011, departed Singapore on 29 October bound for Tema in Ghana, where



she was due on 16 November. On arrival off the South African southern Cape coast, she became immobilised after having experienced what appears to be propulsion problems. She went to drifting until the arrival initially of a small tug that remains standing by to assist. **SA Amandla** meanwhile

sailed to the assistance of the casualty ship and is reported to have taken up a stern tow of the stricken box ship and is heading for the port of Saldanha, which has deep water to cater for the 16 metre draught ship to enter and berth. **MSC Trieste** has a length of 355 metres and is 48.46 metres wide. She has a container capacity of 13,050 TEU. (Source: *Africa Ports & Ships*)

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TUGS ASSIST STRICKEN CONTAINER SHIPS IN ASIA AND PACIFIC



Tugs have come to the aid of stricken container ships over the past week, demonstrating the importance of salvage services to international shipping. A rise in incidents and accidents involving container ships this month also highlights the danger of machinery failures and stability issues to vessels and the environment. In the Pacific Ocean, a tug was dispatched to assist a container ship drifting without power in adverse weather conditions. A tug from Ultratug

subsidiary Mextug was mobilised from Lazaro Cardenas, Mexico to control container ship **Archimidis** which was sailing from South Korea to Panama when it was disabled by power failure on 2 November, and had been drifting since. Azimuth stern drive tug **Mextug Duero**, built in 2011 with 71 tonnes of bollard pull, has taken **Archimidis** under tow southwest of Acapulco, Mexico. In a separate accident, Boskalis subsidiary Fairmount was contracted to assist distressed container ship **Singapore Bridge**. Oceangoing tug, 2007-built **Boka Expedition** (ex Fairmount Expedition), with 205 tonnes of bollard pull was dispatched to the 2002-built container ship, which had been drifting in the Bay of Bengal since 7 November.



Singapore Bridge was on voyage from Port Klang, Malaysia to Mumbai, India. On 13 November, Boka Expedition had Singapore Bridge under tow. The dangers to shipping, crew and marine environments from container ship accidents was demonstrated again on 8 November when more than 70 containers fell overboard from a sinking vessel. Salvors have been recovering the containers in waters off Shenzhen, China after cargo ship **Suifuhang 628** sank when sailing from Hong Kong to Foshan Guangdong. According to Fleetmon, the engineroom was flooded and seven crew were rescued. In eastern Russia, a search and rescue tug was called to assist a drifting container-carrying cargo ship. Tug **Lazurit** was dispatched from Vladivostok to assist **Rise Shine**, which was drifting in Vostok Bay, west of Nakhodka, Russia in a storm. 1990-built **Lazurit** towed **Rise Shine** to a sheltered location in Nakhodka Bay after 14 crew were evacuated by helicopter from the vessel, which had 199 containers



on board. Also in China, cargo ship **Hangsheng 88** sank on 12 November in the South China Sea. All 13 crew escaped from the sinking ship on lifeboats and were rescued by the Guangdong Maritime Safety Administration. **Hangsheng 88** sank 40 nautical miles off the coast of Huilai County, Guangdong province, China. In Indonesia, a tug assisted a product tanker that had grounded on a tourist beach in a national park. Tanker **Samudra Sindo 38**, loaded with palm oil, grounded on Tanjung Keluang

beach, south Kalimantan, Indonesia on 6 November. By 8 November it was refloated on high tide and resumed its voyage with no apparent environmental damage. (Source: *Riviera* by Martyn Wingrove; Tuhs from top to bottom: Mextug Duero; Boka Expefiton; Lazurit))

NS QINGDAO & UMKHUSELI

In other news involving an AMSOL tug, the recently acquired Anchor Handling Tug Service Vessel (AHTSV) **Umkhuseli** remains on standby off St Helena Bay north west of Saldanha Bay in support of the bulk carrier **NS Qingdao** (IMO 9567439) which experienced a chemical reaction after its cargo came into contact with rain water while cargo working at Durban's Maydon Wharf 14. Concentrated toxic fumes were released into the atmosphere



and as a result, the Transnet National Port Authority in consultation with SAMSA, DFFE and other stakeholders curtailed all discharging operations and ordered the vessel to leave the port immediately in order that the hatches could be ventilated offshore. SAMSA subsequently directed the 56,745-dwt

vessel to sail to a protected anchorage under the escort of the AMSOL tug [Umkhuseli](#), with that anchorage being St Helena Bay off the Cape West coast. [Umkhuseli](#) last Monday made the short journey to Cape Town to load equipment and stores before returning to Saldanha Bay to provide safety standby and support as Qingdao's cargo is discharged into skips and taken ashore to a safe dumpsite. *(Source: Africa Ports & Ships)*

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REMEMBER TODAY

HMHS ANGLIA 17TH NOVEMBER 1915



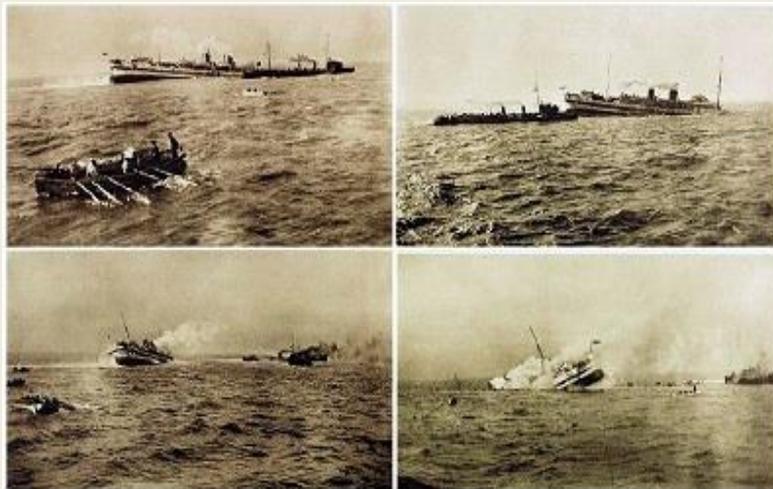
The Steam Ship [Anglia](#) was built in 1900 by Wm Denny & Brothers of Dumbarton in steel with twin propellers and displaced 1862 gross tons. It was first used by the London and North Western Railway on the Hollyhead to Dublin ferry route, and then from 1908 on the Hollyhead to Kingston ferry route. During WW1 it was requisitioned and refitted for use as a hospital ship and put to use ferrying the injured from France to England.

In late 1915 it was mentioned in the national press that it had been used to evacuate King George V from France following a riding accident. Only a few days after the journey transporting the King, the [HMHS Anglia](#) was sunk. The [Anglia](#) was carrying 13 officers and 372 other ranks when, just after midday on the 17th November 1915 about a mile east of Folkestone Gate, it struck a mine that had been laid by the German U-boat, [UC-5](#). The ship was holed on the port side forward of the bridge and immediately began to sink bow first. The bridge was blown to smithereens and her Captain, Lionel John Manning, was thrown from the bridge to the deck below by the force of the explosion. He managed to pick himself up and went straight to the wireless room to send an SOS but after finding the operator injured and the equipment wrecked, went to help with getting his wounded passengers to safety. Meanwhile the ship was quickly taking on water and it was now listing heavily to the port side. The first two wards had gone under the water almost immediately

and there was no hope of rescuing anyone from there. Other wards were also awash but, with the help of some of the more able bodied patients, the brave nurses and crew helped many other patients to safety. Because of the angle the ship was listing, the crew could not use any of the starboard side lifeboats but did manage to launch just one of the port side lifeboats, so saving about 50 people, before the angle of the ship made launching the others impossible. There was no major



panic on board, just calm determination to help get the wounded to safety. Many of the survivors later praised the nursing staff for the help they gave the wounded, getting them into life belts and up on deck, without thought of their own safety. A collier called the SS [Lusitania](#) was nearby and was just west of the [Anglia](#). The [Lusitania](#) put about and was quickly able to reach the stricken [Anglia](#) and launch two rescue boats. But the situation was already bad as the [Anglia](#) was now at an angle with its bow submerged and its fore funnel and boat decks already at the waterline. The engine was still working and the propellers were racing away in mid air but it is reported that despite the steep angle of the deck, some 40 men were able to jump to safety when one of the rescue boats bravely passed under the [Anglia's](#) stern with its spinning propellers. The returning two rescue



boats from the [Lusitania](#) had managed to pick up many survivors but, just as these survivors were being helped aboard, there was a terrific explosion from under the [Lusitania](#), causing it to flounder. The two small boats quickly rescued the [Lusitania's](#) crew, along with the survivors from the [Anglia](#), before the [Lusitania](#) turned turtle and floated for a while with its keel upwards. The

people in the two small boats were then transferred to a larger vessel. Other vessels raced to the scene to help with the rescue including [HM Torpedo Boat No. 4](#), [HMS Hazard](#), [HMS Ure](#), War Department vessel [Langton](#) and the [SS Channel Queen](#). Within 15 minutes of being mined, the [Anglia](#) gave a sudden lurch and turned partially on her side and went down settling, almost upright, on the seabed with the tops of her masts standing just above the level of the water. In addition to the [Anglia](#) ship's own crew there were 385 patients as well as doctors, nurses and some 'able bodied' stretcher bearers etc., on board. Despite the closeness to shore and the speed that the rescue vessels managed to reach the scene, some 164 people are thought to have died. This included 1 Nursing Sister, 9 R.A.M.C. Staff, 4 Army Officers, 125 Other Ranks and 25 Crew. [I have not been able to track down all the names but 4 officers, one nurse and 129 men were listed in the Times of 29

November 1915 and one more soldier on the 22 January 1916.] Bearing in mind that this was a hospital ship with possibly as many as 200 bed-bound patients and many others who had lost limbs or had major trauma and blast injuries the losses could have been much, much, higher. Within a few hours, survivors were placed on board hospital trains with many arriving in Epsom to be treated in the local War Hospitals. J.R. Lord, in his book *The Story of the Horton – Co. of London – War Hospital: Epsom*, describes the arrival of some of the survivors: *Survivors of the “Anglia” admitted.* – The night of 17th November, 1915, will never be forgotten, for it was the occasion of the admission of 112 soldiers and two sailors, survivors of the hospital ship **Anglia**, which had been mined and sunk in the Channel. A cabin boy, from the collier **Lusitania**, was also admitted, his ship having been sunk while engaged in noble rescue work. The disaster took place about mid-day, and shortly after 8 p.m. I had the worst of the survivors safe in the wards. All, more or less, were suffering severely from immersion in the sea, and many were severely wounded. Their condition on arrival was most pitiable. I had a huge pile of blankets waiting at the station, in which the patients were at once wrapped, and the journey to the hospital was made in record time. On arrival there every means were taken thoroughly to restore life, many being dazed and others partly or completely unconscious.

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They had gone through a terrible experience; some had been twice immersed, and had lost all they possessed; some even lost their pyjamas and were admitted quite naked but for blankets. Two of them it was impossible to identify, one of whom died very soon without ever returning to consciousness or uttering a word. It was not until the day fixed for the funeral that, with the assistance of the War Office Casualty Department, and the ring the patient was wearing, I was able to surmise who he was. I postponed the funeral for a day, and sent for the relatives, who satisfactorily identified him just before he was buried. The other “unknown” was suffering from a fractured skull, and in his delirium uttered words which belonged to no language we were acquainted with. I suspected paraphasia, but on the night of admission it was rumoured he was a German from his appearance and language, and some ugly threats were heard from other patients in the ward, who were highly incensed at the whole affair, especially as the survivors were convinced that the ship had been torpedoed. The story was that the **Anglia** had been dodged (sic) by a strange foreign-looking vessel, which had done the dastardly deed, and that the “unknown” speaking the foreign language had fallen overboard and been rescued with those from the **Anglia**. It was known there were no German prisoners on board the **Anglia**. However, though the story was scarcely credible, I wished to avoid any trouble with the other patients, so I had the patient moved to a wing of “A” hospital, and put in safety under an armed guard from a neighbouring camp for a few days, and set about the work of identification. It took some days, and several missing soldiers’ relatives were sent for without success. At last, however, the right relatives were found and he was correctly identified. We had good ground for our mystification regarding his language, for he was a paraphasic Welshman trying to speak his native tongue. He never regained consciousness, in spite of every effort to repair his skull, and died on December 7th. *Message from the King.* – On the

morning following the arrival of the survivors of the [Anglia](#), I received by telephone the following gracious message from H.M. the King, which I read to the patients congregated in the recreation hall and published in a special order :- “His Majesty the King desires that a special message of sympathy be conveyed to all [Anglia](#) patients, and has expressed the hope that they may quickly recover from their trying experience.” *Lady St. Helier’s “Anglia” Relief Fund.* – Lady St. Helier, made an appeal in the Press for funds to relieve the more urgent necessities of these men on discharge, and succeeded in raising £364, from which grants were made to all the survivors in this hospital and elsewhere. She was ably assisted by the Press, to whom she was very grateful, the [Anglia](#) patients much appreciating the visits of its many representatives, including, among others, those of the it “Daily Telegraph,” “Daily Mail,” “London Illustrated News,” “Illustrated News Agency,” “Daily Mirror” and “Daily Sketch.” (Source: *Epsom and Ewell history explorer* by Peter Reed in September 2012)



OFFSHORE NEWS

SAIPEM TO GET OVER \$600 MILLION FROM TWO FRESH DEALS



Italian offshore contractor Saipem has been awarded two new offshore contracts for transportation and installation activities (T&I) for a total amount of over \$600 million. The first contract was awarded by Chevron for the Jansz-Io Compression Project, the gas field located around 200 kilometres offshore the north-western coast of Australia, at water depths of approximately 1,400 meters. Jansz-lo is part of the

Chevron-operated Gorgon Project, a grouping of different fields and one of the world’s largest natural gas developments. As detailed by Saipem, offshore operations are planned to start in 2024 and they will be conducted by the [Constellation](#) vessel. Chevron sanctioned the \$4 billion worth Jansz-Io Compression project in early July 2021 and, earlier this month, Norway’s Aker Solutions secured a contract to provide the engineering, design and manufacturing of a total of about 70 kilometres of

dynamic subsea umbilical for the project. The second contract awarded to Saipem is related to Turkey's Sakarya gas field development project, the first deepwater natural gas field discovered in Turkey in the Black Sea, about 175 km offshore the coast of Ereğli. The contract entails the transportation and installation of pipelines to a 2,200-meter water depth. The offshore operations are to begin in spring 2022 and will be conducted mainly by the **Castorone** vessel. In related news, the consortium of Subsea 7 and Schlumberger in October 2021 won an engineering, procurement, construction, and installation contract by Turkish Petroleum for the subsea equipment for the Sakarya development. Francesco Caio, CEO and General Manager of Saipem, commented: "The award of these two important contracts highlights our solid expertise in subsea installation and our world-class assets as well as being a tangible sign of recovery of the offshore market. These new contracts in the gas sector, a fundamental element of the energy transition, provide solid indications of the improvement in demand and testify to Saipem's capability of offering solutions in line with its clients' needs." (Source: *Offshore Energy*)

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NEXANS AURORA STARTS INSTALLING GREEK SUBSEA INTERCONNECTOR CABLE

Nexans' new cable-laying vessel (CLV) **Nexans Aurora** has begun installing the 500 kV HVDC subsea interconnector cable between the island of Crete and mainland Greece. The HVDC cable will span a distance of 335 kilometers from the Attica region to the Herakleion area in Crete. Nexans won the contract from IPTO's Ariadne Interconnection for the link in



May last year. Over a 35-month project, the Paris-based firm will provide half of the total 1,000 MW bipole interconnection. Italian cabling giant Prysmian was in charge of the other half of the interconnection and two subsea telecom links. The company installed the HVAC cable system, composed of 135 kilometers of 150 kV three-core cables with XLPE insulation and double-wire armoring, earlier this year. The Crete-Attica interconnection is said to be the largest energy infrastructure project in the history of the Greek electricity system. It is also the first HVDC interconnection in the Mediterranean to use the most advanced converter technology of the Voltage

Source Converter (VSC) type. The interconnection is expected to come online in 2023. (*Source: Offshore Energy*)

THE ICEBREAKER RESEARCH SHIP XUE LONG EMBARKED ON AN ANTARCTIC EXPEDITION



China's Ministry of Natural Resources reported that the 154-person team departed from Shanghai to Antarctica on the icebreaker research vessel **Xue Long**. This was China's 38th expedition to Antarctica. It has been announced that the Chinese expedition team is expected to complete its mission in Antarctica in April 2022 and return to China. The 38th Antarctic expedition will

focus on global climate change; Composition of the atmosphere, hydrometeorology and ecological environmental research will be carried out. It will also monitor the status of new pollutants such as microplastics in the Southern Ocean. On the other hand, it was noted that the ship will carry personnel who will supply life products to China's "Zhongshan" and "Great Wall" stations in Antarctica and transfer duties at the stations. (*Source: Deniz Haber*)

PARTNERSHIP OPENS OFFSHORE OPPORTUNITIES IN SAUDI ARABIA

Offshore vessel owner Rawabi Vallianz Offshore Services (RVOS) has partnered with Bernhard Schulte Shipmanagement (BSM) to operate assets in Saudi Arabia. In a joint venture, they will offer third-party shipmanagement services to the offshore sector in the Kingdom, providing vessels, crewing and technical management of offshore assets. RVOS operates a fleet of more than 40 offshore vessels and is



affiliated to shipyards for newbuilds and repairs. BSM said it would benefit from RVOS's extensive knowledge of the Saudi Arabian offshore landscape and its regional client base. In turn, RVOS will gain access to global markets through BSM's international presence, its pool of experienced offshore crew and industry training and recruitment processes. "Rawabi looks forward to a fruitful partnership

with BSM, as we combine our expertise and expand our client bases in Saudi Arabia,” said RVOS vice president of oil and gas Ahmed Al Qadeeb. “BSM’s third-party shipmanagement and crewing experience and our local knowledge and understanding of the offshore oil industry complement each other and leverage new opportunities for both parties.” RVOS will benefit from the customised IT systems used by BSM for efficient ship management developed by BSM subsidiary MariApps. “The two companies have many commonalities, both being family owned businesses with an eye on continuous growth and technological development,” said BSM Germany managing director Nick Topham. “We look forward to a successful partnership with Rawabi as we explore opportunities in Saudi Arabia and we share our knowledge and experience.” BSM provides shipmanagement services for offshore vessels worldwide, including anchor handlers, supply vessels, accommodation units, service operation vessels and floating production storage and offshore ships. *(Source: Riviera by Martyn Wingrove)*

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THE SCRAPPING OF AN ITALIAN-FLAGGED SHIP IN TURKEY HAS BEEN SANCTIONED FOR THE FIRST TIME



As part of the environmental protection activity that sees the Corps of Port Authorities strongly engaged throughout the national territory, the staff of the Coast Guard of Genoa has sanctioned a shipowner of EU nationality for having violated the Union legislation on ship recycling . According to SHIPPING ITALY, the vessel in question is the platform supply vessel **Jumeira** (formerly Bonassolla) to which our newspaper had dedicated an investigation last February

based on reports received from the NGO Shipbreaking Platform our newspaper had dedicated an investigation born from reports received by the NGO Shipbreaking Platform. "We understand that the **Bonassola / Jumeira** ship was scrapped in the Dortel Demi Sokum shipyard, not included in the list of structures approved by the European Commission, despite the ship flying the Italian flag", the NGO said. Owners of units flying the flag of an EU country are required to demolish them in one of

the sites included in the list - which has been recently updated- approved by the European Commission. In this case, however, according to what has now also been ascertained by the maritime authority, an 'unauthorized' recycling facility was chosen. According to Shipbreaking Platform, at the time of the scrapping, which took place between 2020 and 2021, the **Jumeira** had the Greek Lampros Chountas as beneficial owner, the Cornelsen & Riedl Yacht company as commercial operator and the Maltese Ammat Marine Ltd. The lengthy investigations conducted by the Genoese Coast Guard made it possible to ascertain that an Italian flag unit - in the possession of a Community shipowner - at the end of 2020 was transferred to a Turkish shipyard in the district of Aliaga to be demolished, last February, disregarding the procedures of the aforementioned EU Regulation 1257/2013 " made known the Maritime Directorate of Genoa. "Thanks to the support of the local Consulate of Italy in Smyrna, the military of the Port Authority were able to verify directly in Turkey that the demolition of the unit had taken place according to processes in contrast to those envisaged for the flag merchant units of the countries of 'European Union. Assessments recognized and confirmed also by subsequent investigations by the Turkish Maritime Authority ". For Italy it is the first time that the onerous penalties - amounting to over 30 thousand euros - are applied for the demolition of naval units at unauthorized plants and in the absence of the 'ready for recycling certificate'. Thus continues the commitment of the Coast Guard of Genoa to ensure the correct application of the legislation on ship recycling. A commitment that has already seen Genoa and the Ligurian Coast Guard initiate the demolition - for the first time in Italy according to EU procedures - three wrecks at the San Giorgio del Porto shipyard, included among those authorized for full compliance with safety standards and recycling of waste produced in demolition activities. *(Source: Shipping Italy)*

REACH SUBSEA BOOKS OLYMPIC SUBSEA TRIO FOR NEXT YEAR

Reach Subsea has entered into an agreement with Olympic Subsea for the extension of contracts for two subsea vessels and a new contract for one vessel for the 2022 season. Reach Subsea will be chartering the **Olympic Artemis**, **Olympic Delta** and **Olympic Challenger**, all fully mobilized with ROV and survey equipment. The vessels will be used for survey, IMR, construction support and light construction within the



renewables and oil & gas sectors. The extension concerns **Olympic Artemis** and **Olympic Delta**, both built in 2015, which will continue subsea operations for Reach until the first quarter of 2023, with no further options. **Olympic Artemis** has been on a charter with Reach Subsea since 2020, performing several projects, while Olympic Delta was on charter in 2017, 2018 and 2021. **Olympic Challenger** will commence operations for the Norwegian company during the first quarter of 2022 and will be redelivered in the fourth quarter of the same year. The vessel was built in 2008 and further upgraded this year with MEG tanks and an AUX crane on the back deck. It was on a charter with Reach from

2018 until summer 2021. “This has been a busy year for Reach Subsea and we see the momentum in the market strengthening in 2022 and 2023. In response to this, we’re continuing our operations from these three modern, fit-for-purpose vessels, which will reinforce the trust our clients have in our ability to deliver low-emission, cost-effective subsea services with low risk of operational downtime,” said Jostein Alendal, CEO of Reach Subsea. *(Source: Offshore Energy)*

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JAMES FISHER DONE WITH FIRST PHASE OF SOFIA UXO ID CAMPAIGN



James Fisher Renewables has completed the first part of a two-phase campaign to investigate unexploded ordnance (UXO) and potential archaeological features at the site of RWE’s Sofia offshore wind project in the UK, ahead of the installation of export cables. During September and October, JF Renewables investigated 35 nearshore targets to assess the need for disposal. Observation and

work-class remotely operated underwater vehicles (ROVs) were launched from a small vessel to facilitate a diver-less operation. From May 2022 onwards, up to 125 deepwater targets will be investigated using the same approach. Confirmed UXO targets will be removed using an innovative low order disposal technique to minimize the noise from the removal, safeguarding marine mammals and sea life, James Fisher said. The export cable for the Sofia offshore wind farm will be delivered by Prysmian, which will supply more than 440 kilometers of ± 320 kV submarine export cables with XLPE insulation, and 15 kilometers of ± 320 kV land cables with P-Laser insulation. “We are delighted to be continuing our established and successful relationship with RWE on the Sofia Offshore Wind Farm. Following a thorough investigation of this particular route, we successfully confirmed all scoped targets as non-UXO,” said Wayne Mulhall, managing director at James Fisher Renewables. “We look forward to completing phase two during 2022.” Sofia, located on Dogger Bank, 195 kilometers from the nearest point on the UK’s North East coast, will feature 100 Siemens Gamesa SG 14-222 DD turbines. The 1.4 GW offshore wind farm is scheduled to be fully commissioned in 2026. *(Source: Offshore Wind)*

SOLSTAD HANDS OVER ANOTHER VESSEL TO UNDISCLOSED BUYER

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. Solstad Offshore reported on Tuesday that one of these subsidiaries, Farstad Shipping, has sold the platform supply vessel (PSV) **Far Swan**. The undisclosed buyer took delivery of the vessel on 16 November 2021. The 2006-built vessel is of a VS470 MK II Design. It was built by Aker Yards A/S Langsten. For the past couple of years, this vessel carried out operations in Australia and Qatar. In 2018, Inpex Australia awarded contracts to Solstad for the provision of two offshore supply vessels for the Ichthys LNG Project in Australia. One of these contracts was for the PSV **Far Swan** and it started on 4 April 2018. The duration of the contract was for one month, followed by five one-month extension options. In September 2018, Solstad was awarded a long-term contract for this PSV for operations offshore Qatar. *(Source: Offshore Energy)*

WINDFARM NEWS - RENEWABLES

BOSKALIS RECEIVES EUR 450 MILLION OFFSHORE WIND PROJECT



Boskalis has been awarded a contract for the transportation and installation of the monopile foundations and substations for an offshore wind farm development with a value of approximately EUR 450 million. Boskalis' successful track record in offshore wind energy is founded in Europe and has expanded to Asia in recent years and more recently to the US East Coast. Boskalis' unique offering of marine transport and installation capabilities through its state-of-the-art **Bokalift 1**

and **Bokalift 2** crane vessels and versatile heavy transport fleet are ideally suited for large-scale offshore wind projects. This contract ties-up one year of crane vessel utilization days in addition to the equivalent of two years of heavy transport vessels. Engineering and pre-construction work has

already commenced and project execution is scheduled to commence in 2023. Boskalis' strategy is aimed at leveraging on key macro-economic factors which drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This project is related to the development of generating renewable energy due to climate change and increasing energy consumption. (*Press Release*)

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COASTAL CROWN MAKING HEADLINES

Our newest vessel **Coastal Crown** is off on her first project and instantly making headlines on the RTL4 evening news. This DP vessel, together with **Coastal Challenger**, have successfully completed beach trials on behalf of TenneT near Wijk aan Zee. The TenneT project is scheduled to go into full swing in June 2022 as a high priority for energy transition goals. Acta Marine's task is assisting the cable lay contractor with the burial of power export cables from Hollandse Kust North and West Alpha wind parks under the beach and seabed. With the trial, Acta Marine has demonstrated its ability, flexibility, and reliability to assist in complex operations in shallow waters. Coastal Crown has proven her excellence; combining hybrid propulsion and DP2 docking capabilities, make this vessel the most sustainable and fuel-efficient workboat currently in the market. - 73% savings on NOx emissions; - 20% savings on fuel consumption and CO2 emissions; - CO2 savings can be further improved up to >90% by using Hydrotreated Vegetable Oil (HVO). (*Press Release Acta Marine*)



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JONES ACT ENFORCER ALLEGES LATEST VIOLATION IN OFFSHORE WIND INDUSTRY

The Offshore Marine Service Association (OMSA) has made its latest accusation of Jones Act



violations, this time involving a foreign ship of “illegally” transporting cargo off Virginia in support of an offshore wind project. The report is the second under the organization’s Jones Act Enforcer Program, which it launched earlier this year with the goal of independently documenting and reporting Jones Act rule breakers. The latest report details how the foreign-flagged M/V **Geoquip Saentis**, a Chinese-built and foreign-crewed vessel,

transported merchandise from points in U.S. waters to U.S. ports, an activity prohibited under the Jones Act, which requires seaborne cargo shipped between two U.S. points to be carried by U.S.-built, crewed, and owned vessels. The report utilized information produced by the vessel owner and publicly available records to document the violation. “U.S. wind power should mean U.S. jobs,” said OMSA President Aaron Smith. “Our report provides a case study of how far too often wind projects are instead creating jobs for Estonians and Romanians, while capable American mariners sit on the shore. We’ve detailed how a foreign company—by their own admission—used a Chinese-built vessel with foreign crew members to transport cargo within U.S. waters. That’s illegal.” OMSA said the report also shows how weak oversight from the government allowed the vessel to not only violate the Jones Act, but also fail to comply with employment, safety, and environmental protection laws and regulations. Specifically, the report accuses the U.S. Coast Guard of “not following existing law, or their own regulations in allowing the **Geoquip Saentis** to utilize non-U.S. citizens in U.S. waters.”

Further, the report notes: - The vessel was apparently never inspected or obtained the classifications required to conduct drilling or coring activities. - When the vessel first arrived in U.S. waters it did not secure the Clean Water Act-required permits and was therefore prohibited from entering two U.S. ports. - In securing the permit required by the Clean Water Act, the vessel operator falsely reported the number of crew members and the amount of time the vessel was to spend in U.S. waters. - The vessel has been documented as an “acknowledged pollution source” by the USCG. - The vessel repeatedly failed to broadcast its position via Automatic Identification System (AIS) in violation of U.S. law. Although OMSA’s report did not name anyone directly (besides the vessel in question), Dominion Energy is in the process of developing the 2.6 gigawatt (GW) Coastal Virginia Offshore Wind Commercial Project to be located 23.5 nautical miles offshore from the state of Virginia. The project is currently undergoing environmental review by the U.S. Bureau of Ocean Energy Management. The alleged violation is now the second made by OMSA’s Jones Act Enforcer Program. In August, OMSA reported its first detected violation, alleging that the Vanuatu-flagged derrick barge Epic Hedron, built in China, was transporting merchandise between U.S. points off the coast of Louisiana. In an allegation letter sent to the U.S. Coast Guard and Customs and Border Protection, OMSA detailed how the Epic Hedron used its heavy-lift crane to pick up oil platform jackets during decommissioning work and move them across the GOM. “Again we have demonstrated that there are two distinct regulatory environments for vessels engaged in the U.S. offshore energy industry,” said Smith. “There is a high level of regulatory compliance for U.S.-flagged vessels and an environment

where problems are allowed to slide for foreign flagged vessels. This system is does not protect the safety of our industry or the environment and creates a competitive advantage for foreign-flagged vessels.” “Lobbyist for the offshore wind industry have claimed their clients will only utilize foreign-flagged vessels when there is not a U.S.-flagged vessel available. Today’s report shows that’s simply not true. Wind developers will continue to exploit lax enforcement of U.S. laws to utilize Chinese-built and foreign-crewed vessels,” Smith adds. OMSA further alleges that the vessel in this latest case, **Geoquip Saentis**, continues to work in U.S. offshore wind fields. The vessel left New Bedford, Massachusetts on Saturday, November 13, and seemed to be heading to an offshore wind project South of Nantucket, although the vessel’s AIS did not seem to be registering so an exact location was not available, OMSA said. *(Source: gCaptain)*

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GMS AND SIEM SECURE OSV CONTRACTS AND EXTENSIONS

Siem Offshore extends contracts and Gulf Marine Services secures new contract for offshore work. Gulf Marine Services (GMS), a provider of self-propelled lift boats to the oil and gas industry, announced two contract extensions on improved day rates for a K and S-class vessel. The extension period on both vessels will



commence 1 January 2022 in direct continuance and run for 12 months on the K-class vessel and 24 months for the S-class vessel. Both vessels are currently carrying out work for an NOC client in the Middle East and North Africa region. And Siem Offshore’s multipurpose support vehicle **Siem Dorado** was awarded a contract for 210 days firm plus options with an unnamed international client. The contract will commence Q1 2022 and the scope of work covers subsea development for a new offshore windfarm. *(Source: Riviera)*

DREDGING NEWS

EUR 10 MILLION FOR KLAIPEDA DREDGING



In order to increase the capacity of Klaipėda Seaport, the Lithuanian Ministry of Transport and Communications will allocate an additional EUR 10 million for dredging on the Port's external and internal navigation channels. Once the project is implemented, the depth of the external channel of Klaipėda Seaport will be 16m (currently 15.5m), while the depth of the internal navigation channel will be 15.5m. "In the context of the current geopolitical challenges, it

is extremely important to increase the competitiveness of Klaipėda Seaport and continue its expansion," said Minister of Transport and Communications, Marius Skuodis. "Our main priorities in the Port: dredging the Port's navigation channel, expanding its territory in the southern part, developing a smart and environmentally friendly seaport. The dredging project of the Port's channel is focused on the future, and in order to increase the Port's competitiveness, we must be ready to receive vessels of the highest tonnage in Klaipėda." Dredging the navigation channel up to 15.5–16m is essential in order to increase the capacities of Klaipėda Seaport and enhance the security of maritime transport for larger vessels, as well as to increase the efficiency of the transport chain. Once the depth of the navigation channel increases, the Port will be able to receive more fully loaded vessels, which will reduce cargo transportation time and air pollution. The total value of this project is EUR 46.8 million. Financing from the EU structural funds constitutes around EUR 28 million, while the rest of the funds are provided by the Seaport Authority. The maritime channel dredging works should be completed in the spring of 2023. *(Source: Dredging Today)*

DREDGING OPERATIONS UNDERWAY AT COBBS QUAY MARINA

Poole Harbour Commissioners (PHC) have just announced that Jenkins Marine Ltd is conducting dredging operations at Cobbs Quay Marina and Davis's Boatyard in Holes Bay. Cobbs Quay at Hamworthy in Poole Harbour is one of MDL Marinas Ltd 's biggest marinas, totalling just under 1,200 boats. As reported, Jenkins started dredging operations on Monday, November 8th and will stay in the area for the next five to six weeks. The works are being carried out by the backhoe dredger "Doreen Dorward", with the spoil



being taken by the hopper barges “Nab” and “Needles” at the ‘in harbour’ spoil ground East of Brownsea Island and the spoil ground approximately 3NM East of Swanage. In the notice to mariners No. 29/2021, PHC advised everyone using the marina to navigate with extreme caution when the split barges are transiting Holes Bay, between the bridges and Little Channel, and to keep clear of the “Doreen Dorward”. As with many marinas globally, MDL’s marinas are subject to ongoing siltation and require regular dredging to maintain water depths to ensure boats don’t run aground on the approach and are able to berth safely and stay afloat once inside the marina. MDL spent £400K on dredging this year to maintain the necessary depth in the marinas for all tides access, but some years the annual dredging requirements can be as high as £1m. (Source: *Dredging Today*)

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RIO SALADO DREDGING MOVES AHEAD WITH DAMEN CSD500



With a large number dredgers working 24/7, a dredging program in the Buenos Aires province on the Rio Salado is making good progress. Additional Damen equipment – such as the CSD500 suction dredger – has boosted the dredged volumes enormously. The project, which started over 20 years ago and has moved 265 million m³ since, is now in stage 4 – which comprises a 212 km stretch of river to be widened and deepened.

Dredged material is pumped onto the surrounding waste lands, fertilising it and ensuring that cattle and crops will thrive in future as the ground level is raised. So far, some 1.200 hectares have been recovered. The dredge project, located in the Buenos Aires province, aims to mitigate flood impact and to improve the utilization of the agricultural area. (Source: *Dredging Today*)

INCREASING NAVIGABLE DEPTH OF WEY AND THAMES

Land & Water won a contract to complete dredging works on the River Wey and River Thames

recently, on behalf of the Environment Agency. As part of two separate packages, the project team has undertaken the following works at three primary sites: Wey Navigation, Newark Bridge, near Ripley. Works consisted of increasing the navigable depth to aid free passage to boats moving through the navigation. *River Wey, Weybridge Marine*



A small shoal consisting of around 50t of material was removed where the River Wey meets the Thames, near Weybridge, to prevent boats from running aground. *Town Lock, Weybridge on the Wey Navigation* A shoal consisting of 400m³ of sand was dredged between Addlestone and Weybridge Road bridges, the material was loaded into hopper barges and pushed down to the Environment Agency's Sunbury Depot. An excavator rehandled material into road going sealed tippers to be disposed at Land & Water's Habitat Creation Scheme at Rainham. (Source: *Dredging Today*)

NORTH HAVEN DREDGING STARTS NEXT WEEK



The South Australian Department for Infrastructure and Transport announced today that Maritime Constructions (the Department's contractor) is about to begin routine maintenance dredging of the North Haven waterways. As reported, dredging works at North Haven will commence from Wednesday, 24 November 2021 to maintain good water quality and safe water levels for boat users.

Works will involve the removal of an accumulation of seagrass and sand from inside the channel extending out through the North Haven marina entrance. Works will also occur both inside and outside of the channel entrance breakwaters. "Boat users will still be able to use the marina entrance to launch their boat during works but are advised to exercise caution and be mindful for workers and other water users," the Department announced. Officials also added that all works completed by Maritime Constructions will be done in accordance with a Dredging licence issued by the Environment Protection Authority (EPA). "The contractor will follow an EPA approved Dredge Management Plan, with regular water quality testing and noise monitoring throughout the project." The discharge site for the dredged material is located approximately 600m North-West (seaward) of the marina entrance and is delineated by yellow buoys. Works are expected to be completed by the end of February 2022, weather permitting. (Source: *Dredging Today*)

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YARD NEWS

STEEL CUTTING FOR ONE 6400HP ASD TUGBOAT

On November 12, 2021, our company Jiangsu Zhenjiang Shipyard, has carried out steel cutting for one 6400HP ASD tugboat which is built for Jiangsu Sugang Shipping Engineering Co. Ltd. Relevant leaders from Jiangsu Port Group Co. Ltd. and Jiangsu Sugang Shipping Engineering Co. Ltd. have attended the ceremony. (Source: Jiangsu Zhenjiang Shipyard)



NEW DAMEN LANDING SHIP TRANSPORT (LST) 100 FOR NIGERIAN NAVY LAUNCHED AT ALBWARDY DAMEN, SHARJAH



The new, 100-metre LST 100 for the Nigerian Navy has been launched at Albwardy Damen, Sharjah, UAE a few months ago. On completion the 100-metre, roll-on-roll-off landing ship will have the capacity to accommodate a crew of 32 and 250 Embarked Marine Forces personnel. The vessel also has deck space for vehicles, a helicopter / UAV deck and significant space for cargo, which can be loaded via both a stern and a bow ramp or using the 25-tonne main crane. These and

other capabilities will enhance the Nigerian Navy's ability to deploy troops and military hardware and vehicles in support of maritime security operations, as well as the supply of relief material in the event of disasters or other crises. Overall, it will be a critical component of power projection for the enhancement of Nigeria's maritime security at every level. Damen's selection for this project was based on its record of high-quality shipbuilding as well as its ability to adhere to the challenging timeframe. The confidence placed in Damen was well justified given the timely launching ceremony despite the disruptions caused by the COVID-19 pandemic. Damen offers a wide range of standardised LST vessels from 40-metres up to 120-metres, all fully customisable to meet the specific needs of each client. The Nigerian Navy's LST 100 is scheduled for delivery in 2022. *(Press Release)*

PHILLY SHIPYARD NETS FIRST CONTRACT IN U.S. OFFSHORE WIND MARKET

U.S. shipbuilder Philly Shipyard has won a contract from the dredging giant Great Lakes Dredge & Dock Company to build a Jones Act-compliant Subsea Rock Installation Vessel that will serve the growing U.S. offshore wind market. The contract award, first in the U.S. offshore wind space for the shipyard, is worth around \$197 million. Great Lakes, the U.S. largest



dredging services provider, will have a right of first refusal on a second ship. If both ships are ordered, then the total contract value of the two-ship program would be around \$382 million. "Over the past several years, we have made a conscious effort to pivot toward a more diversified order backlog in an attempt to grow the company's profitability," said Steinar Nerbovik, President and CEO, Philly Shipyard. "Philly Shipyard has a long-standing position as the leading U.S. commercial shipyard for tankers and container ships, and we are making inroads into government projects – both new builds and repairs. This win now carves a path into the expanding offshore wind market. This contract is proof that we are executing on our vision and diversifying our market opportunities." The basic design is by Ulstein, a Norwegian/Dutch designer of offshore wind vessels. The Subsea Rock Installation Vessel is designed to carry up to 20,000 MT of rock and shall transport and strategically deposit these rocks to the ocean bottom, laying a foundation for the monopiles which serve as the prevailing support structure for offshore wind turbines. The ship will have an overall length of 140.5 meters (461 feet), a breadth of 34.1 meters (112 feet), and crew accommodations for 45 people. The owner will supply the rock placement system and other mission equipment. Delivery for the first vessel is expected in Q4 2024 with the second (if awarded) being delivered in Q4 2025. "Philly Shipyard is proud to contribute to the delivery of a vessel which will be essential in achieving the nation's ambitious offshore wind targets. It is monumental for our shipyard to win this contract for Great Lakes," said Thomas Grunwald, Vice President and lead manager of U.S. offshore wind strategy and business development at Philly Shipyard. In a quarterly report released earlier this month, Great Lakes' President and Chief Executive Officer Lasse Petterson said the offshore wind power generation market would provide the company with a good opportunity for growth. "The Biden

administration's 30-gigawatt target of offshore wind energy by 2030 confirms our plans to enter this new market by building the first U.S. flagged Jones Act compliant, inclined fall-pipe vessel for subsea rock installation for wind turbine foundations. "This vessel would represent a significant critical advancement in building the U.S. logistics infrastructure to support the future of the new U.S. offshore wind industry. We anticipate making an investment decision in the fourth quarter of 2021 with expected delivery of the vessel in the second half of 2024," Petterson said. (*Source: MarineLink*)

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FINCANTIERI AND CANTIERE NAVALE VITTORIA: THE ORDER FOR THE COAST GUARD HAS BEEN MADE OFFICIAL



The contract for the design and construction of a multi-role offshore unit (UAM) was signed today in Rome, at the headquarters of the General Command of the Harbor Offices - Coast Guard. The signing took place between the Commander General, Admiral Inspector Nicola Carlone, and the Chief Executive Officer of Fincantieri, Giuseppe Bono, the latter representing the

two companies, Fincantieri and Cantiere Navale Vittoria, which will operate through a temporary grouping of enterprises (RTI). The order, which concludes the tender procedure (as anticipated by SHIPPING ITALY) and has a value of approximately 80 million euros, provides for the construction of a multi-role offshore unit and the related temporary support service for the duration 5 years, in addition to the possibility of exercising the option right for the construction of a further 2 units. "The project - explains a note - combines the operational needs of the Coast Guard with the experience gained with the Dattilo and Diciotti ships, delivered by Fincantieri in 2013 and 2014. The new ship, thanks to its particular characteristics, will be able to perform of the various missions entrusted by the laws of the State to the Coast Guard, from rescue at sea to the safety of navigation, from the protection of the marine environment to that of fish resources, up to the use of civil protection devices" The naval unit can be used in long-range offshore missions, with a logistic autonomy of at

least 20 days, exceeding 4,800 miles, in which it will be able to take on, thanks to the technologies and advanced communication and discovery systems present on board, also the command and control role for the coordination of air and naval assets in the areas of operation. "With a total length of about 85 meters, the ship will be characterized by excellent qualities in terms of seakeeping as well as high maneuverability, guaranteed by an azimuth-type electric propulsion system (two azimuths) powered by an electrical generation plant and by two bow thrusters for dynamic positioning, which guarantee the environmental sustainability of the ship. The presence of a large working deck with off-shore cranes and a boarding ramp for rotated vehicles, together with the flight deck for the landing and take-off of helicopters, a dedicated rescue zone with relative inflatable boats with rigid keel (Rigid Hull Inflatable Boat), the anti-pollution systems (rec-oil), the hospital area and other equipment, favor the high versatility and the necessary multi-role capacity of the naval unit". "The Coast Guard is growing in step with the development of Italian shipbuilding" says Admiral Carlone, Commander General of the Coast Guard, "a necessary development for an organization with a strong technological, professional and operational character that has come to establish itself as a 'excellence of our country, also recognized internationally". "A few months - declares Paolo Duò, President of the Vittoria Shipyard - from the delivery of the last units built for the Coast Guard, the flagship of our fleet, the General Command of the Port Authorities has again recognized our company know-how gained in the design and construction of military and paramilitary units and we are honored for this. In this new adventure we will be partner of one of the main world players in the shipbuilding industry to which we have been united for some time by an important collaboration relationship. Together with Fincantieri, in fact, we will strengthen the operational capabilities of the Port Authority corps, guaranteeing, as always, maximum reliability and compliance with the highest quality standards". This is the comment by Giuseppe Bono, CEO of Fincantieri: "We are proud to be able to contribute once again to expand and enhance the operational capabilities of our Coast Guard with a ship built to carry out a variety of heterogeneous missions. This order, in fact, confirms the great versatility of the Group, which today is able to offer products that respond with the highest technological level on the market to the specific needs of different customers, in each sector in which we operate". (Source: *Shipping Italy*)

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EFE EXECUTES CRITICAL OFFSHORE OPERATIONS

EFE Logistics has loaded out platforms for the Kuzey Marmara underground gas storage expansion (Phase III) project in Turkey. The project spanned several locations across Turkey, including the Cimtaz shipyard in Izmit, Martas port in Marmara Ereğlisi, the Sefine shipyard in Yalova, and the offshore operations in the Marmara Sea. EFE Logistics' scope involved the offshore engineering and offshore transportation of a DP2 jacket weighing around 1,100 tons (998 tonnes). The structure was

driven on to a heavy lift barge using SPMTs and then towed to the offshore location. The scope also involved the load out of the DP1 and DP2 topsides. The widest part of the structures measured 24.75 m. They too were transported on an SPMT combinations – 45 axle lines of Goldhofer modules were deployed, consisting of 23 axles of PST SL Es and 22 axle lines of THPSLs. For the topside load-



out operations, the production facility was located at sea level and EFE Logistics needed to find a solution to move the components level with the barge. The company designed 42 m-long ramps to go under either side of the topside, closing the 1 m gap between sea level and barge loading level. EFE Logistics was also responsible for the transportation of piles (measuring 20-47 m) for the DP1 and DP2 jackets as well as the long-term barge rental for the offshore operations. Other equipment deployed for the project included several conventional hydraulic axle lines and dropdeck lowbed trailers to move other large materials for the production of the jacket and topsides onshore. Cem Yilmaz, managing partner at EFE Logistics, drew attention to several of this project's challenges, including tight schedules, detailed offshore engineering requirements, and rough sea conditions. He added: "We are very proud to a part of this critical project. It was a milestone for me, personally, and our whole team. Our involvement in the project has spanned nearly one-and-a-half years – four months pre-planning phase, then eight months firm planning stage for the heavy operations, and six months for the execution." Yilmaz confirmed that EFE Logistics is now focusing on other, similar projects. This includes work relating to the Black Sea gas field in Turkey as well as the Sakarya gas development project, which is national gas project for Turkey that is due to commence from 2022 to 2023. Watch the video [HERE](#) (Source: Heavy Lift)

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"*

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

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