

TUGS & TOWING NEWS

INTRODUCING THE ALL NEW RASTAR 2800-CL



Svitzer Suez 1, the first RASTAR 2800-CL ASD escort tug, has been delivered to Svitzer Egypt LLC by Cheoy Lee Shipyards and will soon commence operations in the Suez Canal. Svitzer are the first owners of this new escort tug design and a further nine tugs to this design have already been ordered with Cheoy Lee. The RASTAR 2800-CL design started with a “blank sheet of paper”. One of the primary goals of the design was to make it extremely flexible allowing for various propulsion

machinery options, IMO Tier III solutions, deck machinery choices, accommodation layouts, etc. all with minimal impact on the overall design. This was to allow Cheoy Lee to easily offer customized solutions to clients even at a relatively late stage in the construction process. The hull form has the proven sponsoned shape typical of all RASTAR designs and was refined and tested using CFD to ensure the desired free running performance, manoeuvrability, and escort performance characteristics. The escort performance was analyzed using CFD at various stages of the design to ensure the desired escort performance while achieving a design that is fully compliant with IMO escort stability criteria at speeds up to 10 knots. The house works are low profile for working under the flare of attended vessels and visibility from the operator’s position is excellent. Design work was completed to ensure compliance with all the major classification societies’ rules, and it exceeds many flag and/or owner specific safety requirements such as being fitted with 45 degree stair angles throughout. *Particulars of the RASTAR 2800-CL design are:* Length moulded overall: 28.4 m; Beam, moulded: 13.0 m; Depth, moulded (hull): 5.40 m; Maximum draft: 5.5 m (with 175 DWT). The first RASTAR 2800-CL off the line, **Svitzer Suez 1** was constructed to Lloyd’s Register rules with the following notation: ✠100A1 Escort Tug, Fire Fighting 1 with Water Spray, ✠LMC, ✠UMS, IWS. *Tank capacities of the Svitzer Suez 1 are:* Fuel oil: 149 m³; Potable water: 31.8 m³; Foam: 7.9 m³; Dispersant: 3.8 m³; Sewage tank: 5.8 m³; Grey water: 5.8 m³. Accommodations are outfitted to high, MLC compliant standards for a crew of up to 10 personnel. The Master and Chief Engineer cabins are located on the main deck with four double crew cabins located in the lower accommodations. Main propulsion comprises a pair of CAT 3516C diesel engines, each rated at 2350 kW at 1800 rpm,

and each driving a Kongsberg model US 255S P30 Fixed Pitch Z-drive. The electrical plant comprises two (2) identical Caterpillar C 7.1 diesel gen-sets each with a power output of 118 ekW. On the foredeck is a MacGregor MG-HAET/GDG-22-1224U02060 x 2-BL hydraulically driven, split drum, escort towing winch accommodating 2 x 200 m of 60 mm diameter synthetic rope and fitted with double gypsies and warping heads. The winch is equipped with a length and tension monitoring system with load indicating display



in the wheelhouse. First layer low speed pull is 120 tonnes @ 5 m/min. and high-speed pull is 5 tonnes @ 80 m/min. First layer pay-out is 144 tonnes @ 5 m/min. and 36 tonnes @ 18 m/min. Brake holding force is 240 tonnes. On the aft deck, there is a MacGregor MG-HTW1-0220D07556-BL hydraulically driven towing winch. The drum can accommodate 750 m of 56 mm diameter steel wire rope and has a brake holding force of 200 tonnes. First layer low speed pull is 20 tonnes @ 15 m/min. and high-speed pull is 8 tonnes @ 30 m/min. The winch has a spooling gear and a 530 mm diameter horizontal warping head. The aft deck is further outfitted with a gob eye, tugger winch, rescue boat, and knuckle boom crane. The **Svitzer Suez 1** is equipped with an off-ship fire-fighting system meeting class Fire Fighting Ship 1 requirements with water spray. The system was supplied by Fire Fighting Systems and comprises one (1) x main engine driven centrifugal pump type FFS SFP 300 x 400 XPC with capacity of 2850 m³/hour. The two monitors deliver 1200 m³/hour of water and 300 m³/hour of foam. Ship handling fenders at the bow consist of an 800 mm diameter cylindrical fender with 480 x 300 mm “W” block fendering below. 300 x 300 hollow “D” fendering provides protection at the sheer line, and 480 x 300 mm “W” block fendering is used at the stern. On trials, the **Svitzer Suez 1** exceeded performance expectations with the following results: Bollard pull: 82.1 tonnes ahead, 77.6 tonnes astern; Free running speed, ahead: 13.3 knots While **Svitzer Suez 1** is the first of the line, it is already clear that this flexible and modern RAstar 2800-CL escort tug design will be highly popular with operators around the globe. Initial orders for ten of this entirely new escort tug are clear testaments to the confidence in the design capabilities of Robert Allan Ltd. and the build capabilities of Cheoy Lee Shipyards. *(Press Release)*

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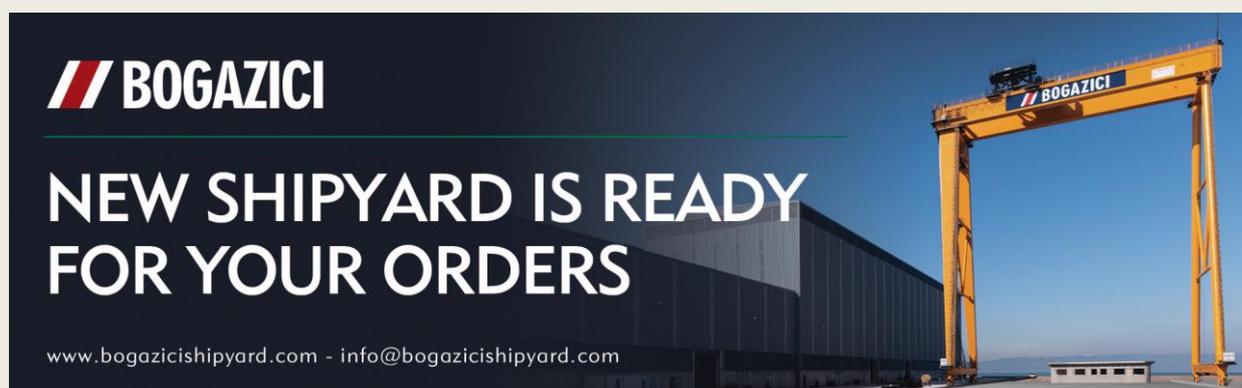
EXPRESS MARINE OFFICERS ACQUIRE COMPANY



Dresher, Pa.-based U.S.-flag operator Express Marine Inc. today announced that the company has been formally acquired by its officers and will continue to operate under the Express Marine name. Ownership has been transferred from former CEO Richard “Dick” Walling to six longstanding company officers who will continue in their respective roles. Majority owners include president and chief operating officer Keith Kirkeide, vice president and chief financial

officer Joseph Kellogg, vice president and treasurer Joseph Kellogg Jr., and vice president and Gulf operations manager Stan Davis, with chief accounting officer Don Wrigley and operations manager Greg Havens as minority owners. “This is a proud moment for all of us, and we are committed to honoring Dick’s legacy to ensure the outstanding quality of our U.S.-flag vessels, the highly skilled level of our crews and the exemplary service delivered to our customers on all contracts,” said Kirkeide. “Our crews, customers and business partners will see no outward change, and business will continue as usual. When Dick announced his retirement, this was a seamless next step as we understand the dedication it takes to uphold the standards and reputation he has built with Express Marine.” Express Marine domestically transports dry bulk products on U.S. owned and operated vessels under long-term contracts with American companies. Cargoes include coal, aggregates, cement, grain, steel and other products. “The company is known within the industry as going above and beyond, both in its treatment of its employees and in the level of service delivered on its contracts,” said Kellogg. “This is due in no small part to Dick’s talent and efforts, and we want to assure our employees and partners that we plan to uphold and continue his longstanding, admirable reputation. We look forward to continued growth and success for the company.” (*Source: MarineLog*)

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SC "R-FLOT" LAUNCHED THE LEAD VESSEL OF PROJECT TSK.395 "YURI POPUSUEV"

The R-Flot shipbuilding complex launched the lead ship of the TSK.395 project, **Yuri Popsuev**. This is reported by the official Instagram of the enterprise. The modern pusher tug will be operated by Sheksna Shipping LLC (the general contractor for the construction is Cherepovets Shipyard LLC). The R-Flot group of companies was directly involved in all stages of the ship's creation: from design to construction. "R-Flot. Design"



developed a conceptual design of the exterior, "R-Flot. Design" - design documentation for the wheelhouse and superstructure. In turn, R-Flot. Mechanical Engineering supplied its own DRA and ship equipment, and R-Flot. Shipbuilding was responsible for the assembly and welding of hull structures. Pusher tug of project TSK.395: Project developer - Rechflot State Central Design Bureau; Length - 22.3 m; Width - 7.4 m; Displacement - 100 t Board; height - 2.84 m; Draft - 1.5 m; Power - 440 kW; Class RRR - O 2.0 (ice 30); Crew - 8 people. (Source: Sudostroenie; Photo: R-Flot)

BALTIYSKY ZAVOD SENDS NUCLEAR-POWERED ICEBREAKER SIBIR FOR SEA TRIALS



On 16 November 2021, Baltiysky Zavod (a company of United Shipbuilding Corporation) sent the first serial icebreaker of Project 22220, **Sibir**, for sea trials, the shipbuilding company says in a press release. The nuclear-powered icebreaker left the outfitting quay of the Baltiysky Zavod shipyard and headed for the Gulf of Finland where it will commence implementing the programme of the shipyard's sea trials. For

three weeks, the trial crew of Baltiysky Zavod and representatives of the contractors will test the operation of the icebreaker's mechanisms and equipment. The package of the planned tests includes testing of the steam-turbine plant, electric propulsion system, shaft line and deck machinery (anchor handling and steering units). Speed and maneuvering characteristics of the icebreaker will also be checked as well as functioning of ship's service systems and automatics. The trials will also include testing of the navigation and communication systems as well as operation of the helicopter complex.

The **Sibir** is the second ship of Project 22220 built by Baltiysky Zavod shipyard. Laid down on 26 May 2015, it was launched on 22 September 2017. The delivery is scheduled for the end of the current year. Multipurpose nuclear-powered icebreakers of Project 22220 ships are the world's largest and most powerful icebreaking ships. Their key task is to ensure year-round navigation in the western Arctic. Icebreakers of 22220 design will form the basis of Russia's civil icebreaking fleet in the near time. Key particulars of Project 22220: capacity - 60 MW, operational speed - 22 knots (clean water), LOA - 173.3 m (160 m, DWL), beam - 34 m (33 m, DWL), height - 52 m; draft (DWL) - 10.5 m; minimum draft - 8.65 m, maximum icebreaking capability - 2.8-meter-thick ice (at full capacity and speed of 1.5-2 knots); full displacement - 33,540 tonnes; designated service life - 40 years, crew - 53. The icebreaker will be powered by a pair RITM-200 reactors of 175 MW. The new generation system was developed specially for this ship. The vessels dual-draft concept and capability will allow operating them both in the Arctic and in the mouths of the polar rivers. The icebreakers designed by naval architecture and marine engineering firm CDB Iceberg in 2009 will be operated in the western region of the Arctic: in the Barents, Pechora and Kara Seas, as well as in shallower areas of the Yenisei estuary and the Ob Bay area. Under the contract with FSUE Rosatomflot, Baltiysky Zavod shipyard is building a series of five nuclear-powered icebreakers of Project 22220. The lead icebreaker named **Arktika** was put into operation in 2020, The **Sibir**, **Ural**, **Yakutia** and **Chukotka** icebreakers are under construction. The series can be extended to 7 icebreakers. *(Source: PortNews)*

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View the youtube film of the Alphabridge for tugboats on
<http://www.youtube.com/watch?v=hQi6hFDcHW4&feature=plcp>

BOLUDA POSITIONS THE "VB BANDAMA" TUGBOAT IN LAS PALMAS

The "**VB Bandama**" tugboat, incorporated last April to the Boluda Towage fleet in the port of Sagunto, sails towards the port of Las Palmas de Gran Canaria, after a technical stopover in Algeciras. As already advanced by puededemandar.com, it is the former "**Buffalo**", built in the Damen shipyard and in service since November 2017. It is powered by two Caterpillar engines with a power of 5,710 horsepower and 70 tons of draft. It is a



Damen ATD 2412 tractor-type tug, weighing 220 gross tons in a hull measuring 24.74 m in length and 13.60 m in beam. IMO code 9816347. (Source: *Puente de Mando*; Photo: *Antonio Alcaraz*)

TUG AND PONTOON ARRIVE IN CAPE TOWN – SEA ALFA



Ocean towage around the coast of South Africa is not an unusual occurrence. It can be a coastal salvage job to a port of refuge, a towing job of a derelict to the scrapyards of the Indian sub-continent, an oil and gas industry voyage delivering a large asset like an FPSO, or simply a repositioning voyage for a new owner. In most all cases, the towing vessel is either a large ocean going tug, or a powerful offshore anchor handling vessel. Not often does one see a tow being undertaken by a small coastal tug, normally employed in areas not

associated with a long multi-ocean transit. On 13th November at 07h00 the small tug [Sea Alfa](#) (IMO 9466271) arrived off Cape Town with the flat-top pontoon barge '[EGCM-004](#)' in tow. She entered Cape Town harbour and proceeded directly to the Eastern Mole in the Duncan Dock where, with the assistance of two harbour tugs, she went alongside for bunkers and stores to be taken aboard. Her long voyage had started over two months earlier in September, from Shuwaikh port in Kuwait, where she had picked up her tow, and her voyage thus far had her calling for bunkers and stores at both Victoria in the Seychelles, and Pemba in Mozambique, prior to her arrival at Cape Town. Her towing speed throughout the voyage had been at the stately 5 knots. After a short stop of only nine hours, and on completion of her bunkers uplift, and with fresh stores all loaded, [Sea Alfa](#) sailed from Cape Town the same day at 16h00, bound for Dakar in Senegal. Her ultimate destination after Dakar, where she will once more take on bunkers and stores, is set to be Fos-sur-Mer in the South of France. Her voyage passage, throughout her time in South African waters, was followed by the South African Navy Hydrographic Office (SANHO), who produced updated Coastal Navigation Warnings (CNW), warning other shipping to keep clear of [Sea Alfa](#) and her 500 metres long tow of the '[EGCM-004](#)'. The latest active CNW being 583 of 2021, issued on 15th November. Built in 2008 by the Damen Koźle shipyard at Kędzierzyn-Koźle in Poland, [Sea Alfa](#) was then shipped to the Damen Hardinxveld shipyard at Giessendam in Holland for fitting out and completion. She is a Damen Shoalbuster 3009 design, which is a shallow draft workboat and anchor handling tug, designed for use in harbours, coastal waters and inland waterways. She is powered by two Caterpillar 3512BTA 12 cylinder 4 stroke main engines, producing a total of 3,344 bhp (2,462 kW) to drive two, nozzled, promarine fixed pitch propellers for a service speed of 9 knots. Her auxiliary machinery includes two John Deere 6068 TFI58 generators providing 85 kW each. She has a bollard pull of 50 tons and a shallow draft of 2.9 metres allows her to work in water depths that other tugs would not be able to access. Nominally owned by Sea Alfa BV, of Vlissingen in Holland, where she is registered, [Sea Alfa](#) is both operated and managed by Seacontractors BV of Middelburg in Holland. Prior to undertaking her current towing voyage from

Shuwaikh, she was based at the Mina Saud oil terminal port, also located in Kuwait. The Shoalbuster series of vessels is one of Damen's most popular designs, with hundreds built in the last 20 years in Damen shipyards all around the world. It includes two Shoalbuster 3009 vessels built at Damen's shipyard in Cape Town. Smit Amandla Marine took delivery of the **Aukwatowa** in 2015, and the **Aogatoa** in 2016. Both vessels support the De Beers offshore diamond mining activities, located off Port Nolloth, in the Northern Cape Province off the west coast of South Africa. Both are to be seen regularly in Cape Town harbour, when between tasks. The pontoon that was under tow, is named the **'EGCM-004'**, and was purchased in the Gulf region back in February 2021, by the French civil engineering company Eiffage Génie Civil Marine (EGCM). The pontoon was



given to the HEISCO shipyard at Shuwaikh port, in Kuwait, to overhaul and bring up to full seagoing condition. Her return to Fos-sur-Mer, in France, is for her to be used in a major EGCM offshore engineering project. She is registered in Marseilles. The flat-top pontoon, **'EGCM-004'** has dimensions of 77 x 27.5 x 6 metres, and her arrival in Cape Town showed her to have been prepared, with basic anti-piracy measures, for her voyage, both through the Gulf of Oman, and through the upcoming Gulf of Guinea. Clearly visible are lengths of razor wire placed along the whole length of her hull, with access to her deck by way of what appeared to be a frayed, and damaged, pilot ladder. (Source: *Africa Ports & Ships* by Jay Gates; Photo;s by Dockrat)

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GROWING DEMAND FOR TUGS IN OFFSHORE RENEWABLES SECTOR

Tug owners could be in for a windfall in demand for towage services to support an expected surge in offshore wind projects. Some owners have already benefited from offshore renewables towage work, especially in northern Europe where most of the first-generation projects were initiated. But future projects will require more barges loaded with turbines, nacelles and blades to be towed, as project developers seek to cut construction costs without reducing safety. MSI associate director Ferenc

Pasztor said there would be considerable demand for oceangoing and small anchor-handling tugs for these projects, at Riviera Maritime Media's 2021 Annual Offshore Support Journal Conference, Exhibition & Awards. "For the supply of turbines, barges could be towed to projects by oceangoing tugs," he said. Many thousands of turbines are expected to be installed on offshore windfarm projects annually across northern Europe, around US coastlines, offshore China and in seas around east and southeast Asia. In



another presentation, 4C Offshore chief executive Chris Anderson said 28.5 GW of capacity is being installed for energy generation from offshore wind worldwide. This is adding to the 36.5 GW of power already installed, mainly in Europe and China. The growing floating wind market will also provide opportunities for oceangoing tugs and anchor handlers. Mr Pasztor said there could be demand for 35 tugs for the spattering of offshore floating wind projects planned this decade. "Tugs would be needed for towing the floating wind structures and for installing moorings," he said. "This will be a good market for tugs." This is a market some tug owners have already benefited from with pilot projects initiated and others planned in France, Scotland, Norway, Ireland and Iberia. Some tug owners have diversified their fleets to increase the services they can offer for offshore renewables with fixed installations. Owners in Netherlands, UK and France have started operating multipurpose workboats to support these projects. *(Source: Riviera by Martyn Wingrove; Photo: Reinier van de Wetering)*

SAAM CONTINUES TO ADVANCE IN ITS COMMITMENT TO SUSTAINABILITY

For the sixth consecutive year, SAAM - a company of which SAAM Towage is a part - was selected as part of the Dow Jones Sustainability Index Chile (DJSI Chile) and the MILA Pacific Alliance Select, which measure the performance of companies in terms of sustainability in the economic, environmental and social dimensions. "We have carried out sustained work to continually improve our performance in terms of



sustainability and transparency to the market. Being part of these indexes confirms our commitment to continue on this path and our intention that safety, strengthening our relationship with

stakeholders, social commitment, protection of the environment and an ethical culture are a priority for our company and each one of our collaborators”, highlighted the general manager of the company, Macario Valdés. This year, the company that provides port, airport, towing and logistics services in 14 countries in the Americas, recorded progress in matters such as corporate governance and human capital development. The Dow Jones Sustainability Index was created in 1999 and today it is one of the most important indicators worldwide to measure the leading companies in sustainability. In Chile it was created in 2015 and today it is made up of 27 companies, a group in which SAAM stands out as the only one in the transportation industry. SAAM is also part, for the fourth year, of the MILA Pacific Alliance Select Index, designed to measure the performance of the largest companies in the Pacific Alliance region (Chile, Peru, Colombia and Mexico). “We congratulate SAAM for being included in the Dow Jones Sustainability Index (DJSI) in Chile and the MILA Pacific Alliance Select. A DJSI distinction is a reflection of sustainability leadership in your industry. The record number of companies that participated in the S&P Global Corporate 2021 Assessment is testament to the growing movement to communicate ESG indicators and transparency,” said Global Head of ESG Research, S&P Global, Manjit Jus. *(Press Release)*

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GREAT LAKES TOWING EXTENDS SERVICES TO STURGEON BAY



Following a fleet renewal program that has increased the size of its fleet, the Great Lakes Towing Company is expanding its harbor towing and ice breaking services to Sturgeon Bay, Wisconsin. The fleet renewal program began with the laying of ten keels in August 2016. Since then, the company has added five new Damen Stan 1907 ICE design tugs to its fleet, with the sixth set for delivery next month and the seventh in Spring 2022. As well as improving the quality safety and

reliability of the services the company provides to its customers, and it has also increased the size of the towing fleet. This has allowed the company to look for other areas to expand its area of operations and improve its Full Service Lakes-wide coverage. There will now be two Great Lakes

Towing Company tugs stationed in Sturgeon Bay full-time, including a former Navy YTB. The company says these tugs will offer timely services for vessels calling at Fincantieri Bay Shipbuilding (FBS) and also provide strong ice breaking assets at the mid-southern end of Green Bay. “We are excited to expand our services to better serve the Great Lakes maritime community. As we continue to grow our fleet, we will continue to seek out new and better ways to service the needs of our customers,” says Gregg Thauvette, executive vice president, operations, at the Great Lakes Towing Company. “A couple years ago we stationed a tug in Monroe (Michigan) and now we look forward to seeing you in Sturgeon Bay!” *(Source: MarineLog)*

LAUNCHING FOR 6,000HP ASD TUGBOAT

On 18th Nov, 2021, 6,000HP ASD Tugboat, which was built for Zhenjiang Port and named “**ZHEN GANG TUO 6001**”, was launched at our Jiangsu Zhenjiang shipyard. Leaders from Zhenjiang Port attended the launching ceremony. *(Source: Jiangsu Zhenjiang shipyard)*



ACCIDENTS – SALVAGE NEWS

RESEARCH INTO DECLINE OF MERCHANT VAN IMHOFF



Almost eighty years later, there is an investigation into the demise of the **Van Imhoff**. The Netherlands Institute of Military History (NIMH) is investigating the circumstances and aftermath of this shipping disaster. The Dutch merchant ship was bombed by a Japanese aircraft on January 19, 1942. More than 400 German civilians were killed. The Dutch crew and guards left

the sinking ship. The 477 German civilian internees in the ship's hold left them behind. More than 400 of them died. These civilians had been interned in the Dutch East Indies since May 1940 because of their German origin. The intention was to take them to internment camps in British India because of the expected Japanese attack on the Dutch East Indies. Role of the Dutch state The historical

research is being carried out at the request of the Ministries of the Interior and Defence. It focuses, among other things, on the period of internment, the shipping disaster itself and the aftermath for the next of kin. The role of the Dutch state is also being investigated. The aim is to give the victims 'a face'. To this end, the NIMH wants to collaborate with relatives. The investigation will take approximately two years to complete. The conclusions are expected to be presented in 2024.

Impressive documentary The Van Imhoff ship disaster is regarded as one of the biggest Dutch cover-ups after the Second World War. Correspondence between the governor-general of the Dutch East Indies, Alidius Tjarda van Starckenborgh, and the then Dutch Minister of Defence, Eelco van Kleffens, shows that the Dutch government directed the reporting on the disaster in 1942, so that it seemed as if the victims were directly involved. were killed after the torpedo attack and not at the hands of a Dutch decision. The captain also anxiously kept quiet about what had really happened, so that the Dutch people knew almost nothing about the disaster. In December 2017, the three-part documentary 'On the downfall of the Imhoff' by directors Dick Verkijk and Kees Schaap was broadcast on BNNVARA. This documentary is based on the report that Verkijk made in 1965 for the VARA news column Behind the News. The board of the broadcaster found this report 'too sensitive to broadcast'. Verkijk's work remained on the shelf for more than fifty years. (Source: *Maritiem Nederland*)

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MARINE MASTERS REFLOAT BEIRA FISHING VESSEL IN UPSIDE DOWN POSITION

This is a bit late in coming to our attention but remains relevant in being reported here. It turns out that a commercial fishing vessel that sank in the Port of Beira has been raised in an upside down position, grounded like that on a sandbank for which Beira is either famous or notorious, and will be broken up. The successful salvage of the vessel took place in September when Dutch-based salvage contractor and consultant Marine Masters was brought in to attend to a fishing vessel that had capsized and sank in the Beira harbour. On arrival at the port the firm's first task was to remove the diesel oil from the fishing vessel using their own specific hot tap equipment. Once this



was accomplished, the fishing vessel was parbuckled and refloated in an upside-down position. By refloating the vessel in an inverted position Marine Masters avoided expensive heavy lift equipment which was not available in Mozambique. As a result, this solution became time and cost-effective. The local authorities granted permission to beach the vessel in the upside-down position for further disposal. Marine Masters provided the hot tap equipment and salvage team to remove the diesel oil and to refloat the fishing vessel. Other salvage equipment was sourced locally. The successful conclusion to this potentially problematic wreck removal received the support of local authorities, companies, and contractors who played a part in achieving a successful completion of the job. *(Source: Africa Ports & Ships)*

BASTIA DAMAGED ON THE SANTA TERESA-BONIFACIO: THE FERRY RETURNS TO THE PORT IN SARDINIA



More than the bad weather could the precarious condition of the engines. The **Bastia**, which has replaced the Giraglia eternally in the pipeline for maintenance, does not seem to have better luck than the sister of the Moby group on the route that connects Sardinia to Corsica on the Santa Tera Bonifacio route. Today, November 14, having left Santa Teresa with a load of passengers

and cars, she had to backtrack after ten minutes of navigation. Slowly, with a slightly rough sea, the ship returned to Sardinia. On board for the passengers it was a small but ugly torture until it was time to set foot on the ground. *(Source: La Nuova)*

TUGBOAT UNABLE TO REMOVE BARGE FROM DOWNTOWN VANCOUVER SHORELINE

A tugboat brought in to remove a barge from the rocks of a downtown Vancouver beach wasn't quite strong enough to do the job. The large vessel became unmoored during Monday's storm and ran aground near Sunset Beach. By early evening there were fears it could come loose again and float into the Burrard Street Bridge, causing city officials to close the busy crossing to traffic



from 7 p.m. Monday until 8 a.m. Tuesday. The City of Vancouver later said on Twitter there were plans to tow the barge on Tuesday afternoon with the high tide, expected around 3:30 p.m. An engineer with the city told CTV News he estimated up to six tugs would be required to pull the barge off the rocks. The Coast Guard told CTV News the barge owner, who has not been publicly identified, is responsible for securing it and towing it away. Crews made several attempts to pull the barge off the rocks Tuesday afternoon, but it wouldn't budge. As of Tuesday evening, the barge remained on the rocks. CTV News has reached out to the Coast Guard for information about what happens next, with the next high tide during daylight hours happening at 3:26 p.m. Wednesday. It's unclear how the barge ended up drifting out of control in a high-traffic body of water. There doesn't appear to be any risk of pollution on the barge, which was previously carrying wood chips, according to the Coast Guard. "It has been confirmed that there are no hydrocarbons on board," a spokesperson said in an email. *(Source: CTV News/Vancouver)*

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NEW LOOK AT ESTONIA SHIPWRECK RAISES QUESTIONS ABOUT WHAT CAUSED THE SINKING



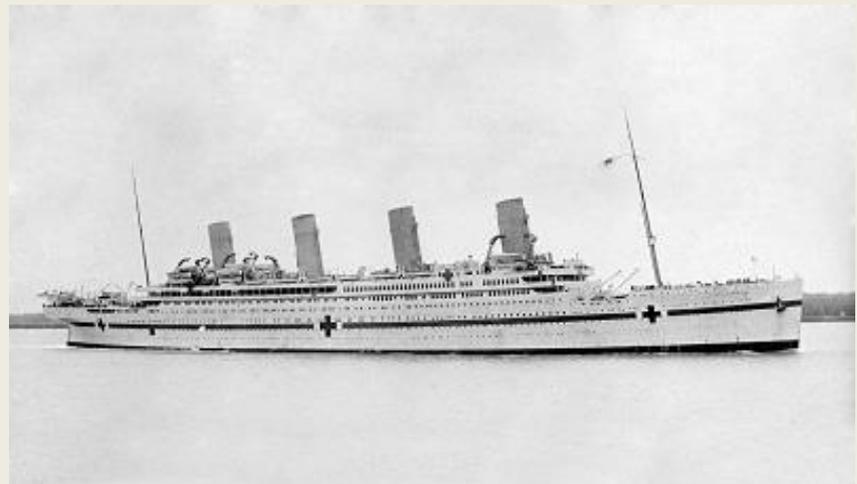
Rock on the seabed may have gouged previously unknown holes in the hull of the ferry **Estonia**, which sank in the Baltic Sea in 1994 with the loss of 852 lives, officials said on Tuesday following a new examination of the wreck. In 1997, an official investigation into Europe's worst peacetime maritime disaster since World War Two concluded that the **Estonia** sank after a bow shield failed, damaging a bow ramp and causing the car deck to flood. But in 2020, a documentary team found two previously unknown holes in the **Estonia's** hull, leading to renewed speculation about why the ship sank and prompting Sweden, Estonia and Finland to launch a survey of the wreck and the seabed surrounding it. "Based on the report by Stockholm University there is high probability at least that

the damage to the starboard side of the ship could have occurred due to contact with the sea bottom,” Jonas Backstrand, chairman of the investigation and acting head of Sweden’s accident investigation authority, told a news conference. “We have now looked at the sea bottom and what’s to be found there. We have to look a little more at the ship as well to be able to confirm.” The next step of the new official investigation is due to start next March and will focus more on the wreck itself. The **Estonia**, with 803 passengers and 186 crew on board, had been sailing from Estonia’s capital Tallinn and was headed for Stockholm in stormy weather when it sank, shortly after midnight on Sept. 28, 1994. Most of those who died were trapped inside the ferry. The wreck lies about 22 nautical miles from Finland’s Uto island in less than 85 meters of water. Speculation about the causes of the sinking have included a collision with a submarine and an explosion inside the ship. *(Source: gCaptain; Reporting by Anna Ringstrom, additional reporting by Simon Johnson Editing by Gareth Jones (c) Copyright Thomson Reuters 2021)*

REMEMBER TODAY

HMHS BRITANNIC – 21ST NOVEMBER 1916

HMHS Britannic was the third vessel of the White Star Line's Olympic class of steamships and the second White Star ship to bear the name Britannic. She was the fleet mate of both the **RMS Olympic** and the **RMS Titanic** and was intended to enter service as a transatlantic passenger liner. She worked as a hospital ship from 1915 till her sinking near the Greek



island of Kea, in the Aegean Sea, in 1916. Britannic was launched just before the start of the First World War. She was designed to be the safest of the three ships with design changes made during construction due to lessons learned from the sinking of the **Titanic**. She was laid up at her builders, Harland and Wolff, in Belfast for many months before being requisitioned as a hospital ship. In 1915 and 1916 she served between the United Kingdom and the Dardanelles. On the morning of 21 November 1916 she was shaken by an explosion caused by a naval mine of the Imperial German Navy near the Greek island of Kea and sank 55 minutes later, killing 30 people. There were 1,065 people on board; the 1,035 survivors were rescued from the water and lifeboats. Britannic was the largest ship lost in the First World War. After the First World War the White Star Line was compensated for the loss of **Britannic** by the award of **SS Bismarck** as part of postwar reparations; she entered service as **RMS Majestic**. The wreck was located and explored by Jacques-Yves Cousteau in 1975. The vessel is the largest passenger ship on the seabed. **Characteristics Britannic** had a layout very similar to her sister ships; however, following the loss of **Titanic** and the subsequent inquiries, several design changes were made to the remaining Olympic-class liners. With **Britannic**, these changes made before launch included increasing the ship's beam to 94 feet (29 m) to allow for a double hull along the engine and boiler rooms, and raising six out of the 15 watertight bulkheads up to B Deck. Additionally, a larger 18,000 horsepower (13,000 kW) turbine was added instead of the 16,000 horsepower (12,000 kW) units installed on the earlier vessels to make up for the increase in hull

width. The central watertight compartments were enhanced, allowing the ship to stay afloat with six compartments flooded. Externally the largest visual change was the fitting of large crane-like davits, each powered by an electric motor and capable of launching six lifeboats which were stored on gantries; the ship was designed to have eight sets of gantry davits but only five were installed before **Britannic** entered war service, with the difference being made up with boats launched by manually operated Welin-type davits as on **Titanic** and **Olympic**. Additional lifeboats could be stored within reach of the davits on the deck house roof, and the gantry davits could reach lifeboats on the other side of the ship, providing that none of the funnels was obstructing the way. This design enabled all the lifeboats to be launched, even if the ship developed a list that would normally prevent lifeboats being launched on the side opposite to the list. Several of these davits were placed abreast of funnels, defeating that purpose. The ship carried 48 lifeboats, capable of carrying at least 75 people each. Thus, at least 3,600 people could be carried by the lifeboats, well above the ship's capacity of 3,309. *Last voyage* After completing five successful voyages to the Middle Eastern theatre and back to the United Kingdom transporting the sick and wounded, **Britannic** departed Southampton for Lemnos at 14:23 on 12 November 1916, her sixth voyage to the Mediterranean Sea.

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The ship passed Gibraltar around midnight on 15 November and arrived at Naples on the morning of 17 November, for her usual coaling and water refuelling stop, completing the first stage of her mission. A storm kept the ship at Naples until Sunday afternoon, when Captain Bartlett decided to take advantage of a brief break in the weather and continue. The seas rose once again as **Britannic** left the port. By next morning, the storms died and the ship passed the Strait of Messina without problems. Cape Matapan was rounded in the first hours of 21 November. By morning, **Britannic** was steaming at full speed into the Kea Channel, between Cape Sounion (the southernmost point of Attica, the prefecture that includes Athens) and the island of Kea. There were 1,066 people on board: 673 crew, 315 Royal Army Medical Corps (RAMC), 77 nurses and the captain. *Explosion* At 08:12 on 21 November 1916, a loud explosion shook the ship. The cause, whether it was a torpedo from an enemy submarine or a mine, was not apparent. It was later revealed that the mines were planted in the Kea Channel on 21 October 1916 by SM **U-73** under the command of Gustav Sieß. The reaction in the dining room was immediate; doctors and nurses left instantly for their posts but not everybody reacted the same way, as further aft, the power of the explosion was less felt and many thought the ship had hit a smaller boat. Captain Bartlett and Chief Officer Hume were on the bridge at the time and the gravity of the situation was soon evident. The explosion was on the starboard side, between holds two and three. The force of the explosion damaged the watertight bulkhead between hold one and the forepeak.[45] The first four watertight compartments were filling rapidly with water, the boiler-man's tunnel connecting the firemen's quarters in the bow with boiler room six was seriously damaged, and water was flowing into that boiler room. Bartlett ordered the watertight doors closed, sent a distress signal, and ordered the crew to prepare the lifeboats. An SOS signal was immediately sent out and was received by several other ships in the area, among them HMS Scourge and HMS

Heroic, but Britannic heard nothing in reply. Unknown to either Bartlett or the ship's wireless operator, the force of the first explosion had caused the antenna wires slung between the ship's masts



to snap. This meant that although the ship could still send out transmissions by radio, she could no longer receive them. Along with the damaged watertight door of the firemen's tunnel, the watertight door between boiler rooms six and five failed to close properly. Water was flowing further aft

into boiler room five. Britannic had reached her flooding limit. She could stay afloat (motionless) with her first six watertight compartments flooded. There were five watertight bulkheads rising all the way up to B Deck. Those measures had been taken after the Titanic disaster (Titanic could float with only her first four compartments flooded). The next crucial bulkhead between boiler rooms five and four and its door were undamaged and should have guaranteed the ship's survival. However, there were open portholes along the front lower decks, which tilted underwater within minutes of the explosion. The nurses had opened most of those portholes to ventilate the wards, against standing orders. As the ship's angle of list increased, water reached this level and began entering aft from the bulkhead between boiler rooms five and four. With more than six compartments flooded, Britannic could not stay afloat. *(Source: Wikipedia)*

OFFSHORE NEWS

SEABIRD TO STAY IN ASIA PACIFIC

Cyprus-headquartered seismic firm SeaBird Exploration has received a letter of intent (LoI) for the extension of the ongoing 2D survey in the Asia Pacific region. The extended scope is expected to be completed in the middle of the first quarter of 2022, adding about 50pc to the original program. According to SeaBird, the extension comes on the heels of strong productivity



and is a direct continuation of the ongoing work. The company added that it sees other opportunities in the region after the current contract is completed. Just yesterday, SeaBird announced it had received an LoI for the provision of two source vessels for an ocean bottom node (OBN) project. The project will start in the second quarter of 2022 and has an estimated duration of 100 days for a total of 200 vessel days. *(Source: Offshore Energy)*

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RRS SIR DAVID ATTENBOROUGH DEPARTS ON MAIDEN VOYAGE TO ANTARCTICA



A year after her delivery and several delays during her construction, Britain's new polar research ship, the **RRS Sir David Attenborough**, is beginning her first research trip to the Antarctic. Costing more than £200 million (\$268 million), the program to build the new research vessel represents the U.K. Government's largest

investment in polar science since the 1980s. The vessel departed Harwich today, November 16, with 66 crew and personnel on board and is proceeding to Portsmouth where during a brief stop she will take on fuel. The departure from the U.K. is scheduled for November 18 to begin a three-and-a-half-week voyage to Stanley, the capital of the Falkland Islands. From there, the **RRS Sir David Attenborough** will continue its voyage to Antarctica and she is not due to return to the U.K. till June 2022, at the end of the Antarctic season. "We are so excited to be waving off the RRS Sir David Attenborough on its first Antarctic mission. This historic moment marks the next chapter of ship-borne research for British Antarctic Survey," said Professor Dame Jane Francis, Director of British Antarctic Survey which operates the vessel for the Natural Environment Research Council, which commissioned the vessel. "I was there when the first piece of steel was laid, so to watch the ship sail away to Antarctica for the first time is an incredibly poignant and emotional moment for me, and for all those who have been involved in the ship's story so far." During its first mission, the state-of-the-art research vessel will transfer station teams, food, cargo, and fuel to British Antarctic Survey's five research stations. Robotic instruments that drift with the Southern Ocean currents (Argo floats) will be deployed as part of an international oceanography program. The ship will also transport essential science equipment to support the International Thwaites Glacier Project, a collaboration between U.K. and U.S. scientists to investigate one of the most unstable glaciers in Antarctica. "This is such a proud moment for the crew of **RRS Sir David Attenborough**. This is the moment we've all been

waiting for and to finally be sailing the ship to Antarctica is an incredible feeling,” said Will Whatley, Captain of the [RRS Sir David Attenborough](#) as they prepared to sail from Harwich. The new vessel was built by Cammell Laird. It was launched in 2018 and experienced delays during the fitting out before being handed over in November 2020. In the spring, the vessel suffered an accident while launching one of its lifeboats that injured two crew members and she then returned to the shipyard for some alterations and additional work. After the technical fixes and refinements identified during the first round of trials, as well as commissioning new scientific equipment, the Attenborough returned to sea in July 2021 for her next round of trials and crew training. BAS has been alternating two crew aboard the ship to give each the maximum amount of time to become familiar with her operations before the official maiden voyage. At the end of October, she made a special three-day visit to Greenwich, England for a three-day pre-COP26 event in partnership with the National Maritime Museum and her last official event before the maiden voyage departed. The [RRS Sir David Attenborough](#) replaces two older research vessels that BAS has now retired. After 30 years of service, the [RRS James Clark Ross](#) was sold in August 2021 to the Ukrainian National Antarctic Scientific Centre. The [RRS Ernest Shackleton](#) was returned to its owners in 2019, after 20 years of polar duties. The new vessel was designed to support science in extreme environments. A wide range of specialist scientific facilities, instruments, and laboratories will enable scientists to conduct multi-disciplinary sciences to study the ocean, seafloor, ice, and atmosphere. Marine robotics and remotely operated vehicles – including the famous Boaty McBoatface, the name selected by the British public for the vessel, – will capture data from the deep ocean and previously inaccessible locations under the ice. She is also the first British polar research ship to feature a moon pool – a vertical shaft running through the vessel, open to both the air and sea. After her return to the U.K. in June 2022, plans call for her to spend the northern summer supporting Arctic research cruises before her return to Antarctica late in 2022. *Technical features* - Length: 129 meters; beam: 24m; - Gross Tonnage: 15,000; - Scientific cargo volume of approximately 900m³; - Endurance – up to 60 days; - Range 19,000 nautical miles at 13 knots (24 km/h) cruising speed; more than enough for a return trip from England to Rothera Research Station, or to circle the entire Antarctic continent twice!; - Ice breaking capability – up to 1m thick at 3 knots (5.6 km/h); Bow and stern thrusters for excellent dynamic positioning in challenging conditions; - Launch and recovery of aerial and ocean robotic systems; - Crew approx. 30; Accommodation for up to 60 scientists and support staff. (Source: *Marex*)

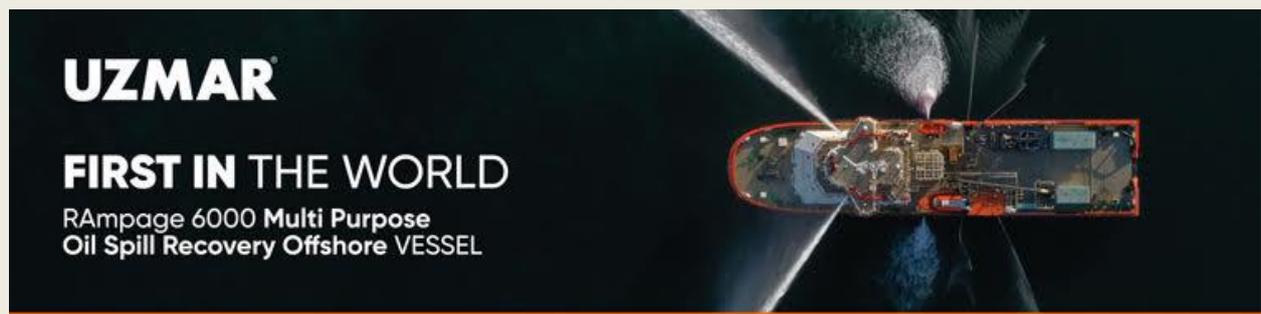
ROYAL NIESTERN SANDER LAUNCHES ICE-BREAKING WALK TO WORK VESSEL

Last weekend yard number 862 was launched successfully at shipyard Royal Niestern Sander, according to the company's release. The shallow draft ice-breaking walk to work vessel is specially designed and optimized for year-round operations in the challenging conditions on the east coast of Sakhalin in temperatures ranging



from -30 degrees to +35 degrees. By combining a shallow draught of 3,15m, a transit draught of 4,0 m in open waters and a grounded bottom notation, the vessel can be deployed year-round. With proven Wagenborg icebreaking technology of the icebreaking hull and pulling (ice milling) Azimuth thrusters, the vessel can break through ice up to 100cm. The motion compensated gangway on this vessel is optimized for both winter and summer operations, resulting in multiple gangway positions. The vessel will perform year-round crew transfer services for up to 40 persons from the shallow Nabil Port to offshore platforms near the East Coast of Sakhalin. In addition, the vessel can be deployed for oil spill response services. Watch the video [HERE](#) (*Press Release*)

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SUPPORT VESSEL OF THE YEAR: LEONARDO DA VINCI



Prysmian's cable layer **Leonardo da Vinci** won the Support Vessel of the Year Award at the 2021 Annual Offshore Support Journal Conference, Exhibition & Awards. The advanced subsea cable laying vessel won this award, sponsored by F3O Offshore, for its hybrid, battery-powered propulsion and parallel operations capabilities. **Leonardo da Vinci** has a 17,000-tonne cable capacity, compared with the

earlier generation vessels that only had 7,000-tonne cable capacity. It can carry out cable laying and burial operations simultaneously, shortening the time required to undertake large-scale projects, such as export cables and interconnectors. Prysmian Group invested US\$170M in **Leonardo da Vinci**. It is equipped with efficient, green engines, NOx reduction systems, dynamic positioning to DP3 class, burial capabilities and 600 km of Prysmian's own cabling. Built by the Vard Group, the vessel has a length of 170 m and breadth of 34 m and is capable of installing cables in water more than 3,000 m deep. It has two carousels of 7,000 and 10,000 tonnes and can install cables with fewer joints. **Leonardo da Vinci** has two independent laying lines and a bollard pull of over 180 tonnes, enabling it to perform complex installation operations and support a variety of burial tools. Its a hybrid propulsion system has six diesel generators and two battery-based energy storage systems, each of 750 kW providing the vessel with a total of 21 MW, a speed in transit of over 14 knots and a maximum

speed of more than 16 knots. The battery power assists with peak shaving when energy demands on the vessel are high, and will help to reduce fuel consumption. **Leonardo da Vinci** is capable of working on the new developments of large offshore fixed and floating windfarms and substations. It was also built for long interconnector projects across seas and oceans, such as the Viking Link submarine cable connection between the UK and Denmark and the submarine power lines linking islands to mainland services. **Leonardo da Vinci** beat another cable layer to the award. **Nexans Aurora** is an innovative DP3 cable-layer vessel built for installing HVDC and HVAC cable systems and for deepsea and nearshore cable laying. The design was developed for operations in rough weather and it has high levels of manoeuvrability and station keeping. Also shortlisted, was Kuwait Oil Co's **KOC Al Zour**, a multipurpose vessel for ship assistance, emergency towage, pollution control and offshore support. It was built by Uzmar to a Robert Allan Ltd design as the most capable multipurpose oil spill recovery and offshore support vessel KOC has ever invested in. A final shortlisted nominee was **Groenewind**, for being the first SOV with a small waterplane area twin hull (SWATH) hullform. This will reduce the effect on the vessel of wave impacts when approaching wind turbines, compared with a conventional monohull SOV and will reduce fuel consumption by up to 50%. (*Source: Riviera by Martyn Wingrove*)

ITHACA ENERGY HIRES SOLSTAD VESSEL FOR NORTH SEA OPS

Norwegian offshore vessel owner Solstad Offshore has inked a contract for one of its vessels with Ithaca Energy for operations in the North Sea. Solstad Offshore announced on Friday that its platform supply vessel (PSV) **Far Symphony** has been awarded a term contract by Ithaca Energy. The contract is for a period of one year firm, with further extension options up to one year. It is scheduled to start in November 2021.



Based on the terms of the contract, the vessel will be supporting Ithaca's UK North Sea operations. The 2003-built vessel is of a P105 Design. For the past few years, this vessel carried out operations in the North Sea and the UK Continental Shelf. In 2011, the PSV Far Symphony was awarded a six-year contract by ConocoPhillips Skandinavia for operations in the North Sea. Upon the completion of this contract, the vessel owner signed a one-year contract with Fairfield Betula in 2017 for operations on the UKCS. Fairfield Betula exercised its extension option to extend its existing contract for the PSV **Far Symphony** in 2018. Furthermore, Solstad has been selling off its fleet, while also winning new deals for its vessels in the last few months. Recently, Solstad won a contract extension for its PSV **Normand Server** along with two-term contracts for its medium-sized construction support vessels (CSVs). In addition, the company completed the sale of two vessels in less than a week. The first vessel was sold last week, while the second sale was completed a couple of days ago. (*Source: Offshore Energy*)

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CHEERS TO 20 YEARS OF EXCELLENCE!



In an unusual year with historic challenges, DMT Marine Equipment is about to end 2021 with a strong outcome, continuing to be a preferred supplier for a great number of owners and builders. “Our philosophy of making no concessions on quality and ensuring solid, robust machinery matches perfectly with the requirements of high standard globally represented markets. Over the course of what has been 20 years of activity, we have always focused on listening to our clients’ business needs. Therefore, our sales and after-sales services are developed to provide value to our customers,” Piet ter Schure, CEO of DMT tells Towingline.

Pieces of History



DMT has started writing history in 2001 with only four engineers in a small apartment fitted as a design office and a strong sales team located in the Netherlands. As the name stated at that time, Dutch Marine Trading’s activity, in the beginning years, was focused on sales, engineering and commissioning on board. “Despite the long experience in the tugs, fishing and river transport

markets, we faced quite some challenges in convincing the end users of our philosophy: to make ‘No concessions on quality’. However, our clients’ trust was strong enough to motivate us into ensuring a great control of the production in the locations that we have used in our beginning years and to successfully install the equipment onboard”, Piet added.

As time went on, our goal and great technological successes contributed to the building of an international reputation which until this very moment is being built up and guarded by 250 highly dedicated colleagues around the world.

In 2012, one of the key periods in DMT’s history, the company takes the first step towards a new era in its development with its first production facility.



This would only be the first step in the new journey DMT had begun: in-house design and production of its equipment. Over the years, the company has grown, new production facilities were built, the capabilities were highly developed and the team increased. Nowadays, **DMT designs, produces and tests** all its equipment in-house with no limits in size or complexity.

DMT continues the path of success

In today’s technologically driven world, constant innovation is mandatory when it comes to qualitative products. The company has the capacity and experience to provide non-destructive testing procedures prior to delivery. All DMT winches are 100% in-house engineered at ISO 9001:2008, 18001:2007 certified head office in Europe, designed and built on custom basis according to the requirements of Maritime Class Societies such as DNV-GL, BV, LR, RMRS and RINA.

Being active on more than three continents with sales offices and having its own high standard production facilities, assembly and testing halls based in Romania, the company focuses on the manufacturing process of tailor-made winches that can be fitted with a wide range of optional features. On top of that, DMT designs and assembles in-house electric and hydraulic control systems in house provided with a standard DMT CPP (core PLC program) for an easy global remote intervention.

“Incorporating the latest innovations in our projects, we continue the journey to fulfil our principle of creating the best products for the best price range. Our goal is mainly related to the customers’ satisfaction and less on the sale itself, having a perfect understanding of the problems that downtimes can cause in terms of financial losses for our end-users. We strongly believe that compliance to high standards of quality assures safe operations, cost optimization and operational efficiency.”, explained Piet.



DMT embraced 2021’s challenges and declared that “creating synergy through a sense of ‘togetherness’ is something we believe in, and that is only possible by combining attention to details, precision, quality (from the first step of selecting the raw material to coating the end product), dedication and, most of all, people. However, our team success would not have been possible without the contribution and trust of our valued partners.

We look forward to a prosperous 2022 and to its challenges that will keep us on a path of growth and development. We congratulate all those who put their creativity and best effort at the heart of the industry’s evolution and we wish everyone a great year, full of achievements!”

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ULTIMATE
SHIPHANDLING

By Rotortug

PORT AWARD FOR PIET SINKE: THE MAN BEHIND A WORLDWIDE READ MARITIME CLIPPING NEWSPAPER

Anyone who works in the port will probably know it: the Maasmond Maritime Shipping News Clippings. This digital newsletter is bursting with information about ships and other maritime matters from around the world. One man is hiding behind this English-language mailing, and that is 62-year-old Piet Sinke. Today he received the Sleepanker, an award for people who have made a special contribution to the development of the port of Rotterdam. 'A bit of cutting and pasting,' is what Piet Sinke calls his work. But he has been doing that work for 24 years, seven days a week. His mailbox is full every day with an average of 350 e-mails. He selects the most beautiful photos and the

best articles from these. He bundles these together with self-written stories and advertisements, and



sends it all for free to anyone who wants to read it. More than 43,000 e-mail addresses are subscribed to the cutting newspaper, spread all over the world. And behind those e-mail addresses is a multitude of readers, Sinke emphasizes. "Because many companies have only one subscription and distribute the newsletter internally to all ships. Ultimately, therefore, perhaps 100,000 people read 'the

cutting newspaper." The appearance of the newsletter is no longer up to date. Sometimes he gets comments about that. But Sinke likes it that way. "I already spend an average of seven hours a day on it. The most important thing is the weight of the newsletter: it must not exceed 1500 KB because of the satellite connection of the ships. Ship systems can no longer receive it otherwise." *Smit Internationale* Sinke is a former tug and salvage worker, born in Maassluis, but now living in Singapore. There he works as an independent purchase and ship inspector. He worked for Smit Internationale for more than 35 years, and held all kinds of positions there, including captain. He helped with the construction of the Second Beneluxtunnel and the HSL tunnel. For his part in the salvage of the *Kursk* in the Barents Sea near Murmansk, he was even awarded the highest award to a foreigner from President Putin. He also made it into the Guinness Book of Records in 1983, when he towed a written off tanker with the tug in the North Sea for almost 25,000 kilometers as second mate. At the time, it was the longest continuous towage voyage ever, more than four months at sea non-stop. *Never forsake* 'Salvagepiet' started the cutting newspaper in 2001 and has never renounced in all those years. Wherever he is, or whatever he is doing, he ensures that the newsletter appears. "As long as there's wifi somewhere," he jokes. "I started it back then because there was no decent maritime news service at the time. I sent the first messages to 3, maybe 4 friends and eventually it grew into what it is today." This week Sinke was back in the Netherlands for a while, and the Port of Rotterdam Authority seized the opportunity to award him the bronze Sleeping Anchor. Harbor master René de Vries handed it out, during a small meeting in Hotel New York, in the midst of a few other harbor bonkers. "This anchor is only awarded five times a year," says De Vries, "So you are in an illustrious company, Piet." He praised the extraordinary achievement of the tireless harbor man. "With your newsletter you make a positive contribution to the image of the port of Rotterdam in the maritime world. The cutting newspaper ensures that many seamen are kept informed of the latest maritime news on a daily basis." Sinke was surprised. "I'm amazed. Didn't know what was going to happen, but I'm proud of it and will give it a nice place in my office. I promote the port as much as I can and will continue to do so as long as I can." (Source: *Rijnmond*; Photo: *Jelle Gunneweg*)

MAGSEIS FAIRFIELD BAGS ANOTHER OBN DEAL IN GULF OF MEXICO

Norway-based Magseis Fairfield has secured a contract to conduct a 4D ocean bottom node (OBN) survey in the Gulf of Mexico. According to the company, the contract came from a repeat client. The survey, expected to begin in the first quarter of 2022, will run for approximately five months, with options for extensions. "This award further strengthens our backlog in our core area of Gulf of

Mexico and builds our 2022 visibility. We are pleased to see that customers continue to invest in their core assets to maximize recovery rates and cash generation”, said Carel Hooijkaas, CEO of Magseis Fairfield. For the purpose of this survey, Magseis plans to deploy its ZXPLR technology which was used in previous OBN surveys in the Gulf of Mexico. To remind, at the end of May, the company’s 100th OBN survey, which was also the first carbon-neutral



seismic survey, was conducted in the Gulf of Mexico. Furthermore, in early February, Magseis won a contract to carry out an OBN survey for a repeat client in the Gulf of Mexico, which was soon followed by another OBN contract from a multi-client company. In addition to working in the Gulf of Mexico, the company is busy conducting OBN surveys in Asia and the North Sea as well. Furthermore, the seismic player recently entered into a strategic collaboration with PGS to collaborate in the hybrid towed streamer and OBN seismic market. As reported, the strategic collaboration has a global scope with an initial focus on the North Sea, and a duration of one year, with options to extend by two plus two years. *(Source: Offshore Energy)*

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SHIPPING COMPANIES PULL PSVs AWAY FROM THE NORTH SEA



Only six out of 70 active PSVs in the North Sea are currently available on the spot market, after several shipowners have chosen to pull some of their ships out of the North Sea and relocate them to

milder skies over the winter. The relatively few available PSVs mean that the daily rate for Platform Support Vessels is currently \$ 20,150 per day - as there is a reasonable balance between supply and demand. Activity always falls in Norsøen during the winter months, which upsets the balance between supply and demand and sends rates down. Learned from this, shipowners such as Solstad, Tidewater and Vroon have this year chosen to withdraw a total of 14 PSVs from the market, and relocate them to West Africa, Brazil and other milder skies. The rates for anchor handling vessels in the North Sea are also at a reasonable level right now - \$ 27,000 per day, with 7 out of 25 possible vessels available on the spot market. *(Source: Maritime Danmark)*

SHIPYARDS ARMÓN GIJÓN DELIVERS THE FPSO VESSEL "BLUE EAGLE"



The FPSO vessel “**Blue Eagle**” has set sail from the port of El Musel, after its final delivery a few days ago by Astilleros Armón. Set afloat on May 1, nine months after the hull arrived at the aforementioned Asturian port, towed from Turkey, via Avilés, during this time work has been done on the assembly and arming of the different sections that make up the superstructure and other equipment and

systems. The hull trailer number 210 of the Turkish shipyard Sedef arrived on July 10, 2020 at the port of Avilés, in the wake of the tugboat “**Trheintayuno**”, from the RUSA fleet, which brought it from the port of Tuzla (Turkey). As Puentedemando.com has already reported, it is a contract signed with the Blue Marine company, a company of the Mexican industrial group Durandco, a benchmark in offshore operations in the Gulf of Mexico. On July 23, 2021, the official ceremony of his baptism was held, which was sponsored by Roberta Reynoso, daughter of one of the owners of the Mexican company Durandco, led by Alfredo and Juan Reynoso. The event brought together the Asturian political and business class and a Mexican delegation made up of fifty people. The aforementioned vessel registers 14,236 GRT and measures 106 m in length, 25 m in width and 12 m in depth. It is a FPSO type with a capacity of 7,300 cubic meters of crude extracted from wells in fields that are already at the limit of their production. It will be able to treat up to 20,000 barrels of crude per day and has accommodation for 80 crew members. IMO code 9880893. *(Source: Puente de Mando; Photo: Aquiles Gareia)*

WINDFARM NEWS - RENEWABLES

SWEDISH-BACKED JV ORDERS FOUR JONES ACT CTVs FROM BLOUNT BOATS

A new JV company, American Offshore Services (AOS), has placed an order for four new Jones Act CTVs at Blount Boats. AOS is a joint venture between Swedish CTV operator Northern Offshore Services and U.S. wind logistics company SEA OG. The partners have recently won their first contracts to serve new wind farm construction off the coast of the Eastern United States. These four

new wind farm projects are on track to begin in the second quarter of 2023, and the new boats will go to work as soon as they are delivered over the span of 2023-24. The new 99-foot CTVs are designed to be "hybrid-ready," and they are an evolution of NOS' existing hull designs, which are in use in the Baltic and the North Sea. "We are excited to build this next generation of CTVs for AOS," said Marcia Blount, president of Blount Boats. "A hybrid-ready CTV is a fitting addition to the new and growing offshore wind industry in the United States." Blount Boats built the first CTV for the U.S. market, the 65-foot Atlantic Pioneer, for Rhode Island-based Atlantic Wind Transfers in 2016. The market for U.S.-built CTVs is expected to grow over the course of the next five years, as the small connector vessels have to be Jones Act qualified in order to operate between U.S. ports and U.S. wind farms. *(Source: Marex)*



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FIRST TAIWAN-FLAGGED OFFSHORE WIND SOV LAUNCHED



Mitsui O.S.K. Lines (MOL) and Ta Tong Marine have launched the first-ever Taiwan-flagged service operations vessel (SOV), chartered by Ørsted for its Greater Changhua offshore wind farms. The vessel, informally named **TSS Pioneer**, is being built by Vard at its Vung Tau shipyard in Vietnam, from

where it will be delivered early next year to Ta San Shang Marine, a joint company owned by MOL and Ta Tong Marine. The 84.4-metre vessel has a beam of 19.5 metres and can accommodate 87 people in single cabins. It features a motion-compensated gangway, dynamic positioning system, and

a 3D motion-compensated crane. Propulsion is hybrid with a diesel-electric solution, which allows for reductions in fuel consumption, maintenance and emissions, as well as improved responsiveness, Vard said last year as it signed the shipbuilding contract. Under a 15-year charter contract with Ta San Shang Marine, Ørsted will deploy the SOV for operation and maintenance (O&M) at its Greater Changhua 1 & 2a offshore wind farms, currently under construction some 35 to 50 kilometres off the coast of Changhua County. The 900 MW project will comprise two offshore substations and 111 Siemens Gamesa 8 MW wind turbines, scheduled to be fully operational by the end of 2022, when it will become Taiwan's first far shore and large-scale offshore wind project. *(Source: Offshore Wind)*

DREDGING NEWS

ELECTRIC MARLIN CLASS DREDGE DELIVERED TO GERKE EXCAVATING

Gerke Excavating Inc., located in Tomah, WI, recently took delivery of a highly powered customized cutter head dredge, the DSC 10300 Series Electric Marlin Class dredge. The Marlin Class dredge is designed to meet the needs of deep mining and aggregate deposits. The dredge is designed to reach extreme dredging depths due to its underwater pump system and high-torque cutter drive assembly. Specifically, this newbuild came with the



Digging Jet which includes DSC's highly innovative, user-friendly bottom visualization system, DSC VISION. According to Wayne McGinnis, Mining Operations Supervisor with Gerke Excavating Inc., "DSC Vision has been a phenomenal system, it is very helpful for the operators, and has exceeded all expectations. The software is incomparable to anything else we have ever utilized." "DSC values our partnership with the Gerke family. As they have shared, our business models are very similar, and our values are aligned which made this a win-win relationship all around. We are excited to be a part Gerke's continued growth in the dredging industry." commented William J. Wetta, DSC Dredge. The **Marlin** can reach dredging depths down to 96 feet (29.3 m). Standard discharge sizes range from 10 inches (250 mm) to 24 inches (600 mm). With customization, the **Marlin** can reach dredging depths of 200 feet (61 m) and discharge sizes can range up to 36 inches (900 mm)—accommodating a wide range of applications and conditions while maximizing efficiency. *(Source: Dredging Today)*

EXPLORING NEW DREDGING LIMITS WITH WILLEM VAN RUBROECK

In its fifth edition of FOCUS magazine, Jan De Nul Group has covered an interesting topic "Exploring new dredging limits with **Willem van Rubroeck**". The story shows how Jan De Nul is

once again pushing the limits by taking big steps forward in terms of size of scale, weather resistance



and power. Until recently, J.F.J. De Nul was the largest cutter suction dredger in the company's fleet, but **Willem van Rubroek** can now boast this title. The new cutter has more cabins, a longer cutter ladder and a larger total installed power. Thanks to the unique and innovative adjustments, the **Willem van Rubroek** now can dredge on higher swells and on harder subsoil. Its maiden dredging

project took place in Mauritania and immediately proved the added value of the new features on a turbulent Atlantic Ocean. In the Port of Nouakchott, the vessel worked for developer ARISE Mauritania to deepen the access channel, the port basin and the newly constructed berth alongside for the Nouakchott Container Terminal. There, the vessel was immediately thrown to the lions and her capabilities were put to the test, which she passed with flying colours. [Explore the new dredging limits of the Willem van Rubroek.](#) (Source: *Dredging Today*)

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YARD NEWS

HEDDLE SHIPYARDS WINS CCGS AMUNDSEN LIFE EXTENSION CONTRACT

Heddle Shipyards said it has been awarded the vessel life extension of the Canadian Coast Guard icebreaker **CCGS Amundsen**. This week, the **CCGS Amundsen** will arrive at the Port Weller Dry Docks in Canada, the St. Catharines, Ontario, where it will stay through June 2022. The eight-month refit valued at approximately \$12,000,000 CAD will sustain over 100 direct jobs and support subcontractors and suppliers across the Niagara Region, Ontario, and Canada. Heddle Shipyards noted it has also secured the dry docking of a seaway max laker at its Port Weller facility, ensuring a busy 2022 winter work season. Heddle Shipyards said it will be hiring upwards of one hundred people across all positions to support the single largest project executed by the Port Weller Dry Docks under Heddle Shipyards' management. "It is a truly exciting time for us," said Heddle

president Shaun Padulo. “Projects like the [CCGS Amundsen](#) help reduce the boom and bust cycle of the ship repair and construction industry in Ontario and will allow us to continue to grow and strengthen our team. We are extremely grateful to the Canadian Coast Guard and the Government of Canada for a project that will support the revitalization of the shipbuilding industry in Ontario.” [CCGS Amundsen](#) is a Pierre Radisson-class



icebreaker and Arctic research vessel operated by the Canadian Coast Guard. Built by Burrard Dry Dock in North Vancouver, the vessel entered service in 1979 as Franklin and was renamed Sir John Franklin in 1980 and served as such until 1996. Declared surplus, the vessel was used as an accommodation ship in Labrador in 1996 and placed in reserve in 2000. In 2003, the ship was reactivated and underwent conversion to an Arctic research vessel. The ship recommissioned as Amundsen. [CCGS Des Groseilliers](#), sister ship to the [CCGS Amundsen](#), was constructed at Port Weller in the early 1980s. (Source: [MarineLink](#))

DAMEN OPENS SERVICE HUB IN HAMBURG, GERMANY



Latest addition to group’s global support network. Damen Shipyards Group is opening its latest service hub, in Hamburg, Germany. This takes the total number of hubs to fifteen, spread across Africa, the Americas, Asia and the Middle East, and Australia. The Hamburg hub will serve not only Germany but also Denmark and Poland. The hubs ethos is to provide a local service, worldwide, and the Hamburg hub will act as the one-stop-shop for Damen customers located in the region seeking warranty service, training and service support. However, customers do not necessarily need to own Damen vessels. The group’s resources are available to all seeking advice and support as well as access to facilities and expertise. Like all Damen service hubs, Hamburg is staffed by local personnel

with experience of ship building and maintenance in their region and able to respond quickly to enquiries. The hub is also expanding its network of local suppliers to ensure that products and services are sourced locally wherever possible. “A key part of our service offering is the provision of integrated maritime solutions,” adds Carsten Wiese, Service Hub Manager, Hamburg. “By being geographically closer to our customers, we are well positioned to engage with owners throughout the lifecycle of their vessels. This enables us to offer targeted and relevant solutions to help minimise

long-term operational costs, particularly when vessel connectivity facilitates knowledge-powered operations, and also maintenance support solutions.” While the hub acts as a single point of contact for customers in the Germany, Denmark, Poland region, customers can be assured that the full resources of the Damen group stand behind it, and the hub can also coordinate with the other hubs around the world to ensure continuity of care as a vessel moves across the oceans. *(Press Release)*

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Powerful towage with zero emissions

Bollard pull (tonnes)	70
Operations	2 or more
Charging time (hours)	2



ICEBREAKER VIKTOR CHERNOMYRDIN WILL RECEIVE A NEW DECK CRANE

A new deck crane will be installed on the **Viktor Chernomyrdin** project 22600 linear diesel-electric icebreaker. FSUE "Rosmorport" announced the corresponding request for quotations on November 15. According to the EIS data in the field of procurement, the contractor will manufacture, supply and install an electro-hydraulic crane with a lifting capacity of 30 tons. The maximum contract value is 323.161 million rubles. The completion date is



December 20, 2022. Applications for participation in the procedure are accepted until December 6. Summing up is scheduled for December 16, 2021. Let us remind you that the icebreaker "**Viktor Chernomyrdin**" became part of the FSUE "Rosmorport" fleet in November 2020. The construction of the icebreaker was carried out at the Baltic Shipyard and the Admiralty shipyards. The first ice pilotage was performed by the vessel in January 2021. In terms of the power of the ship power plant, **Viktor Chernomyrdin** is currently the most powerful diesel-electric icebreaker in the world. Diesel-electric icebreaker of project 22600 (LK-25). Project developer - PKB "Petrobalt". Central Design Bureau "Iceberg" and Design Bureau "Vympel" were also involved in the design. Displacement - 22258 t; Maximum length - 146.8 m; Length between perpendiculars - 132, 8 m; Width - 29 m; Draft minimum / maximum - 8.5 / 9.5 m; Propulsive power - 25 MW; Speed - approx. 17 knots. *(Source & Photo: Sudostroenie.info)*

WEBSITE NEWS

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

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Last week there have been new updates posted:

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

- *Introducing the all new RAstar 2800-CL*
- *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*

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

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

(pls contact jvds@towingline.com)

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

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

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

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

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