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TUGS & TOWING NEWS

KOTUG CHARTERS TWO NEW ROTORTUGS TO BHP AUSTRALIA



Optimising BHP fleet in Port Hedland with proven Rotor Tug Technology. KOTUG’s new build Rotortugs **RT Imperieuse** and **RT Clerke** arrived in Port Hedland, Australia. Both vessels, chartered to BHP for the long term, will further optimize the fleet of mining group BHP to support their bulk carrier loadings at Port Hedland. Both 32m ART80-32 tugs, built at Cheoy Lee Shipyard,

have three Caterpillar main engines, that deliver a total output of 5,295kW each, 13 knots sailing speed, and 80 tons bollard pull power. Both Rotortugs are equipped with advanced DMT Escort Winches. With these two new state-of-the-art Rotortugs, the total number of Rotortugs deployed by BHP is eight. *Imperieuse & Clerke* The names of these Rotortugs are derived from Clerke Reef and

Imperieuse Reef, two of the three stunning reefs that form coral atolls in the Rowley Shoals Marine Park, 300 kilometres west of Broome. The names were chosen by BHP in honour of the amazing marine life and the breathtaking scenery of the Park. *Trust* “We are very pleased that BHP, our partner for more than 12 years, once again put their trust in KOTUG’s ART 80-32 in a long-term contract. The vessel is a perfect fit for



assisting the world’s largest, heavily loaded vessels in the Pilbara region,” says Ard-Jan Kooren, President & CEO of KOTUG International. Watch the youtube video [HERE](#) (*Press Release*)

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TOWING IN LA SPEZIA: MSC DOES NOT PARTICIPATE, ONLY RIMORCHIATORI SPEZZINI IN THE RACE



Msc's expansion plan in the Italian port towage sector will perhaps soon involve the port of Civitavecchia, but not that of La Spezia. According to what has been learned from SHIPPING ITALY, in the tender to identify the new service concessionaire in the Ligurian airport - a procedure that yesterday saw a step forward, with the opening of the envelopes with offers - the only one to have come forward is in fact the incumbent operator, namely Rimorchiatori Riuniti Spezzini of the Scafi group, which was admitted to the next phase. A step that will probably surprise those who expected Gianluigi Aponte's group to start its (expected) campaign to develop the towing activity in Italian ports starting right from one of the ports in which it is 'at home', such as La Spezia, in which MSC boasts a very

solid presence not only due to its participation in LscT but also thanks to the frequent touches of its ships in the same terminal. The Geneva group has instead decided to leave the field free in the Ligurian port to what until recently was its equal partner in ConTug, concessionaire of the service in the port of Gioia Tauro, or precisely the Scafi group, from which, as revealed by SHIPPING ITALY has recently taken over the 50% that was not yet in its possession. Whatever the reasons that guided the decision (it is possible that behind there is the choice to concentrate the means only on a small number of races), Msc's abstention from games will in all likelihood make the unions breathe a sigh of relief. confederal, which since the first publication of the tender notice had expressed fears regarding the scarce guarantees offered by the social clause in its initial formulation (later amended, but without significant improvements). For the rest, it should be remembered that the procedure provides for an exclusive concession of the service for a duration of 15 years and an estimated value of the contract of 148.7 million euros, against the request for the employment of at least six tugs (4 previously line, 1

second line and 1 further tug). If the risk of seeing a global carrier take over the concession for the port towing in La Spezia therefore seems averted, as already seen yesterday, the trade unions are looking with great concern at the procedures for the renewal of the concessions that are being launched in various Italian ports. In particular, the Filt-CGIL has returned to the issue today, highlighting how it is necessary "to monitor the individual details of the tenders and to favor a concrete and enforceable clause for occupational protection", especially in view of the "advance, even in this sector, of large shipping groups that intend to make their way into port towing with the intention of consolidating their dominant position on the market and in a transversal manner ". According to the trade union organization, which in particular in its note focuses on the races in La Spezia and Civitavecchia - the risk is also that the achievement of the economies of scale aimed at by global carriers may not be combined with the "safety needs of the airport and users ". To this end, the Filt CGIL concluded the note by asking that MIMS, through the General Command of the Port Authority Corps and consequently with the individual Harbor Offices, "guarantee that no worker already employed in port towing services becomes a victim of new calls for tenders ", or that the procedures contain" qualitative and organizational standards of the service, competence, professionalism and safety "as" elements through which a true and enforceable social clause must be hinged ". (*Source: Shipping Italy*)

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CONSTRUCTION BEGINS ON FIRST HYDROGEN TUG

Construction has started on a tug that will demonstrate green propulsion from hydrogen fuel in the Port of Antwerp. At Riviera Maritime Media's Maritime Hybrid, Electric & Hydrogen Fuel Cells Conference in Bergen, Norway delegates heard how **Hydrotug** will be the first tugboat to operate on hydrogen power in Europe when it is completed next year. CMB.Tech managing director Paul Turner said the steel hull of **Hydrotug** was laid



Q3 2021 and it is scheduled for completion in Q2 2022. "**Hydrotug** will operate in the Port of Antwerp. It will be ready for sea trials in Q2 2022." It will be classed by Lloyd's Register and commence operations in Q3 2022, manoeuvring ships into terminals in Antwerp, Belgium.

CMB.Tech and ABC are providing technology for **Hydrotug**, including dual-fuel engines to burn diesel if hydrogen is unavailable. This tug will have 65 tonnes of bollard pull, two 2-MW medium-speed engines and 400 kg of compressed hydrogen storage. *8% average fuel savings* CMB.Tech project manager Louis Vercauter said **Hydrotug** could be refuelled from a dedicated station in the port within an hour, meaning the refuelling station has 23 hours to refuel other vessels with compressed hydrogen. He said investment in the refuelling station in Antwerp should encourage other vessel owners to consider hydrogen fuel. CMB.Tech already has four years' experience operating the first compressed hydrogen-powered catamaran Hydroville, which is using the dedicated hydrogen refuelling facility in Antwerp. Mr Turner said the next vessel project, HydroBingo, has completed sea trials in Japan. *(Source: Riviera by Martyn Wingrove)*

SEA MACHINES COMPLETES WORLD'S FIRST 1,000 NAUTICAL MILE AUTONOMOUS VOYAGE



Sea Machines Robotics, the leading developer of autonomous command and control systems for the maritime industry, announced today that it has completed the world's first 1,000+ nautical miles autonomous and remotely commanded journey of a commercial vessel at sea. Under the project name The Machine Odyssey, the autonomous tug **Nellie Bly** completed its journey in just 129 operational hours over 13 days.

The program was commanded by U.S. Coast Guard-licensed mariners remotely stationed 3,000 miles away in Boston, many of whom are also members of the American Maritime Officers union. "The completion of this voyage marks the catalyst for a new era of at-sea operations," said Michael Johnson, CEO of Sea Machines. "Over the last two millennia it's estimated that around one-hundred million vessels have transited these same Danish waters. Though vessels, cargos, nations and destinations have changed, the way these great ships are commanded has remained virtually constant, with humans onboard making navigational decisions, undertaking manual control actuation, and communicating person to person. Only now are we revealing a new method of operation. Remotely commanded autonomous vessels provide the marine industries with the platform necessary to be competitive in the modern world, delivering significant increases in productivity and operational safety, digitized ultra-efficiency and response speed, and will provide a new world of actionable operational data for improved planning and business practices. The Machine Odyssey signals the start of a new human-technology relationship propelling on-sea operations in the 21st century." The **Nellie Bly** employed first-of-its-kind AI-enabled, long-range computer vision and a sensor-to-propeller autonomy system, the Sea Machines SM300. Its technical features allowed for path-planning, active domain perception, dynamic obstacle, and traffic avoidance and replanning, depth sensing, and fusion of vectored nautical chart data. 96.9% of the 1,027 mile journey was accomplished under fully autonomous control and the SM300 successfully executed 31 collision-avoidance and traffic separation maneuvers. Using multi-sensor fusion, the system digitally

perceived over 12,000 square miles of ocean space more accurately and comprehensively than comparable human operators. This successful autonomous operation demonstrates that with this technology the world's fleets can ply the oceans in a more predictable and safer manner, while optimizing the global supply chain by delivering a greatly more efficient and productive means of transportation than what exists today. Throughout the voyage, the tug averaged a speed of 7.9 knots. Sea Machines garnered 3.8TB of essential operational data showcasing how the ships can



readily connect as IOT systems into the cloud economy. The SM300 also provided the remote commanders in Boston with an active chart of the environment and live augmented overlays showing the progress of the mission, state of the vessel, situational awareness of the domain, real-time vessel-borne audio, and video from many streaming cameras. “Autonomy is taking hold faster on the waterways than it is on roadways,” continued Johnson. “Our autonomous systems are already supporting vessel operations around the world in manned and unmanned capacities. We are rapidly retooling the marine industries with an advanced perception, self-piloting system, and connected vessel intelligence. The Machine Odyssey was a success and we believe we will soon see autonomy become commonplace.” *(Press Release)*

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An advertisement for Nav-Light. The top part features the "Nav-Light" logo in a stylized blue and yellow font. Below the logo is a photograph of a rugged, black electronic device with a lens or sensor on top, mounted on a black plastic case. At the bottom of the advertisement, there is a black banner with white text: "The bright spot in the marine world | www.wkmcornelisse.com | +31 (0)34 55 17 122".

FLEET OF ALL-ELECTRIC TUGS UNDER CONSTRUCTION

A fleet of all-electric tugboats are under construction in Turkey for zero-emissions towage and ship handling close to the capital. The three all-electric tugs are being built at Tuzla Shipyard for Gisas Shipbuilding to come into service in 2022. These tugs are based on Navtek Naval Technologies' Zeetug designs, as is 2020-delivered **Gisas Power**, which is now assisting ships in Tuzla Bay, near Istanbul. Navtek general manager Ferhat Acuner presented the Zeetug designs and strategy for developing them during Riviera Maritime Media's Maritime Hybrid, Electric & Hydrogen Fuel Cells Conference in Bergen, Norway. “Three more Zeetugs are under construction, in line with the

experience gained through our prototype **Gisas Power**,” said Mr Acuner. **Gisas Power** was built to a



Zeetug30 design, with 32 tonnes of bollard pull, 1,425 kWh of onboard battery capacity, and can be charged in less than an hour through a quayside charging station. “The quick charge station has been custom developed and manufactured for Tuzla Bay Infrastructure and Gisaş Pier,” said Mr Acuner. Two of the three newbuildings underway at Tuzla Shipyard will be based on Zeetug30 design, with similar performance to

Gisas Power. A third will be built to a Zeetug45 design with 45 tonnes of bollard pull. “We have made improvements on the exterior design, lowering the draught, and increasing the stability, electrical efficiency, endurance and manoeuvrability of the new series,” said Mr Acuner. “In addition, we continue to study the charging of the batteries while free-spinning the propeller.” Navtek has developed more Zeetug designs with bollard pulls up to 80 tonnes, with larger energy storage systems on board. *(Source: Riviera by Martyn Wingrove)*

CARMELO NOLI DEFINITELY WINS THE TOWING IN THE PORTS OF SAVONA AND VADO LIGURE

Although with a slight delay on the initially estimated times, the final award to Carmelo Noli of the towing service in the ports of Savona and Vado Ligure for the next 15 years has arrived. This can be learned from the relative decree signed last October 18 by the CV (CP) of the Port Authority of Savona, Francesco Cimmino. The process of the race is not yet fully concluded from the



formal point of view (to be completed verification of documents presented as proof of the requirements and statements made by the company), but between this new step and that revealed yesterday by SHIPPING ITALY is he can say that the Scafi Group (which Carmelo Noli heads) is managing to 'secure' its presence in the Italian port towing also for the next 15 years. The proposal put on the plate by Carmelo Noli had a value of 102 million euros (6.8 million / year), while that of rival Svitzer indicated a forecast of 108 million (7.2 million / year), all against an initially estimated value of approximately 127 million euros. As we saw just yesterday, Rimorchiatori Riuniti Spezzini -

now the only other company in the group that carries out this activity in Italy, given the exit of Scafi from ConTug with the sale to Msc of the 50% that was in his hands - according to what is known to our newspaper is in fact the only operator to have participated in the tender for the towing in the port of La Spezia, and was admitted to the next phase. Barring surprises, therefore, the La Spezia company will be able to confirm itself as the concessionaire of the service in the Ligurian port. *(Source: Shipping Italy)*

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DAMEN DELIVERS TWO MULTI CATS TO BRABO IN ANTWERP



Antwerp-based Brabo Group has held a naming ceremony for a **Multi Cat 1506** and a **Multi Cat 1908** delivered by Damen Shipyards Group. The group's cleaning division, Brabo Cleaning Company, has secured a contract with Port of Antwerp to maintain a pollution-free environment in the harbour. The naming ceremony took place at Brabo's headquarters in Antwerp on 21st October. The vessels were sponsored

by Mrs Annick de Ridder and Mrs Yasmine Janssen. After securing the contract, Brabo required the vessels quickly. They were also looking for assets that were versatile enough to be potentially adapted to other uses in the future. Damen's practice of building vessels in series was the answer to both these requirements; the two Multi Cat cascos were already in stock, ready for adaptation to Brabo's needs. Additionally, the vessels are configured modularly for easy adjustment going forwards. The customisation of the Multi Cats was carried out by Damen Shipyards Hardinxveld, supported by Brabo Cleaning Company's supplier, Van de Velden Pipe Inspections & Solutions. This included outfitting the vessels with a vacuum installation, oil booms, high pressure units in the pump room, hot water units, discharge pump and a grabber in the vessels' crane to collect larger elements. In the case of the Multi Cat 1506, the yard also raised the wheelhouse in order to create the space for the pump room. All of the cleaning equipment is installed modularly and can, therefore, be easily adjusted or removed in the future should the vessels take on different functions. To perform their function effectively, the Multi Cats also require additional power. Damen has

taken care of this with the installation of two extra generator sets. Given the role the Multi Cats will fulfill in keeping the Port of Antwerp clean, it is crucial that their own performance be clean and efficient. Applying its in-house developed selective catalytic reduction (SCR) technology, combined with a particle filter, Damen has significantly reduced the vessels' NOX emissions. Performance is in line with Euro Stage V regulations for vessels operating in inland- and coastal waters. The performance is also compliant with IMO Tier III for seagoing vessels. Damen sales manager Benelux Luc Joos said, "This is the first time we have worked with Brabo Group and the cooperation has proven to be a good one. It's not been without challenges, given that the order arrived on the same day as the first coronavirus lockdown began. However, we have managed to keep working safely during that time and to prepare the vessels to the client's requirements. I wish Brabo success with their new Multi Cats and look forward to working together again in the future." (*Press Release*)

ACCIDENTS – SALVAGE NEWS

TUG GIRTED BY TOWLINE DURING ATTEMPT TO HELP TALL SHIP

On Monday, a harbor tug was girted by its own line while attempting to help a tall ship in distress at the port of Guayaquil, Ecuador. During a transit of Guayaquil's Guayas River on Monday afternoon, the Brazilian Navy tall ship **Cisne Blanco** (White Swan) lost power and went adrift, according to local media. The sailing vessel came to rest beam-to on the Isla Santay



Bridge, a recently-built pedestrian bridge connecting the island to downtown Guayaquil. Bystander video shows that **Cisne Blanco** drifted into the second span from the bridge's western end, missing an open drawbridge by about 400 feet. Two tugs were already on scene - a large modern harbor tug and a smaller traditional tug - and they maneuvered to assist. The larger tug took a position upstream and



made up to the **Cisne Blanco's** stern, while the smaller one stayed downstream and made fast to the tall ship's bow. As the large tug pulled Blanco away from the bridge, the smaller tug was yanked along stern-first by her tow line. Within about 10 seconds, the small tug yawed sideways and was girted by the line. Luckily, there were no injuries, the Guayaquil fire department reported. According to local media, the Isla Santay bridge was criticized as a hazard to navigation even before its

construction. It has been struck by marine traffic three times in the past, once in 2017 and twice in 2018, and some local maritime interests are advocating for its removal. (*Source: Marex; Photo: MercoPress*)

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TURKISH FREIGHTER ON FIRE IN CROATIAN PORT

Scrap metal in cargo hold of Turkish general cargo ship **MEHMET UNLU** caught fire in the evening Oct 20 at Ploce port, Croatia. **MEHMET UNLU** is loading cargo of scrap metal at Ploce since Oct 19, understood it was self inflammation. Firefighters were called at around 2100 LT, 5 engine were deployed, partial offloading required to get to



the epicenter of fire. Understood as of 0100 UTC Oct 21, firefighting stil was on. General cargo ship **MEHMET UNLU**, IMO 9200029, dwt 7860, built 2000, flag Turkey, manager EMSAN DENIZCILIK SANAYI, Istanbul. (Source: *Maritime Bulletin*; Photo: Rogotin)

6 MISSING, A DAY AFTER SHIP CAPSIZES OFF SOUTH KOREA



Aircraft and ships were searching off South Korea's eastern coast Thursday for six crew members still missing a day after a fishing ship capsized. One crew member has been found unconscious and two others were rescued. Nine crew members were aboard the 72-ton ship when it was reported to have overturned Wednesday in the waters roughly halfway between the Korean Peninsula and Japan. Four are Chinese, three South Korean and two

Indonesian. Their ship left the eastern port of Hupo last Sunday to catch red crabs, according to the

South Korean coast guard. After initial search efforts made little progress due to bad weather, rescuers on Thursday morning recovered one of the crew members from the capsized ship who remains unconscious, a local coast guard office said in a statement. The person's identity wasn't immediately known. Roughly around the same time, a civilian fishing boat rescued two other crew members, both Chinese, who were found floating in the area, the statement said. It said they are conscious. The coast guard said it'll continue searching for the missing crew members. As of Thursday morning, 10 ships, three helicopters and two planes from South Korea were involved in the search, supported by a Japanese ship, the coast guard said. *(Source: The Asahi Shinbum: Photo: Korea Donghae Coast Guard)*

SERIES OF FAILURES AFTER FIRE LED TO DESTRUCTION OF USS BONHOMME RICHARD

A U.S. Navy investigation released on Wednesday found that a fire aboard a warship last year, which was caused by arson, was preventable and that a series of failures after it started led to the destruction of the ship. More than 60 people, including about 40 sailors, were treated for minor injuries during several



days of fighting flames on the 844-foot-long (257-meter) amphibious assault ship [USS Bonhomme Richard](#), which was docked for maintenance at its home port at U.S. Naval Base San Diego. A U.S. Navy sailor was charged earlier this year with starting a fire which eventually destroyed the ship. But an investigation found that after the fire was started, commanders in the Navy and sailors aboard the ship were responsible for a series of failures. "Although the fire was started by an act of arson, the ship was lost due to an inability to extinguish the fire," the investigation report said. The report said that the crew on the ship lacked a basic knowledge of firefighting, there was ineffective oversight by commanders and the ship did not have proper heat detection capabilities. On the morning of the fire, the report said, 87 percent of the ship's fire stations were in "inactive equipment maintenance status". "The loss of this ship was completely preventable," Admiral William Lescher, the vice chief of naval operations, said. The report recommended that 36 people be considered for potentially some sort of disciplinary action. *(Source: MarineLink)*

CARGO SHIP COLLIDED WITH TANKER, BREACHED, WATER INGRESS, ELBE



General cargo ship [Konstantin](#) collided with anchored tanker [Smeraldo](#) at Brunsbüttel anchorage at around 0340 UTC Oct 21, shortly after leaving Brunsbüttellocks completing Kiel Canal transit, en route

from Sweden to New Holland, UK, with cargo of wood. Tanker was anchored at the time of collision, [Konstantin](#) reportedly, was maneuvering to anchor. [Konstantin](#) hull was breached in engine room

area, with ensuing water ingress. The German Accident Investigation Board sent the Coast Guard ship **Neuwerk** and two tugs to the position, and **Konstantin** was towed to the port of refuge in Brunsbüttel. Here the fire brigade was ready with pumps and flow barriers. The situation on board is now stable. Tanker said to sustain slight damages, and resumed voyage from Stade Germany, port of destination unknown. She started sailing at around 1630 UTC Oct 21. General cargo ship **Konstantin**, IMO 9518402, dwt 4508, built 2009, flag Antigua, manager LOHMANN BEREEDERUNGEN. Product tanker **Smeraldo**, IMO 9148570, dwt 7014, built 1998, flag Italy, manager FINBETA SPA. (*Maritime Bulletin; Maritime Danmark*)

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DUWBAK LOSGESLAGEN EN GESTRAND OP OESTERDAM

Op de Oesterdam tussen Rilland en Tholen is dondermorgen door de harde wind een duwbak losgeslagen. Sleepboten hebben het schip rond het middagag vlot getrokken. De duwbak, die door de harde wind was losgeslagen, strandde uiteindelijk tegen de Oesterdam. Er zijn sleepboten ingezet om de duwbak vlot te trekken. Dit lukte rond het middaguur. Het is niet bekend of het schip schade heeft opgelopen. Dit zal later worden onderzocht. (*Source: PZC; Photo: HVZeeland*)

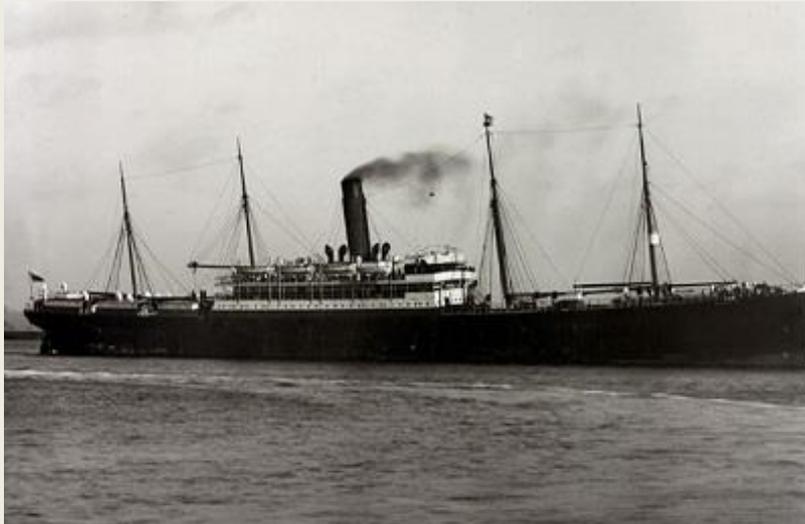


REMEMBER TODAY

S.S. MARQUETTE – 23RD OCTOBER 1915

SS **Marquette** was a British troopship of 7,057 tons which was torpedoed and sunk in the Aegean Sea 36 nautical miles (67 km) south of Salonica, Greece on 23 October 1915 by SM **U-35**, with the loss of 167 lives. The ship was originally planned as SS **Boadicea**, for the Wilson and Furness-Leyland Line, but was acquired by the Atlantic Transport Line shortly after completion to replace ships requisitioned during the Spanish–American War. She made a single voyage under the name **Boadicea**, and was renamed **Marquette** on 15 September 1898. *The sinking of Marquette* On 19 October 1915

the ship departed from Alexandria, Egypt, destined for Salonika (now Thessalonika) in Greece. The



total ship's complement was 741: 95 crew, 6 Egyptians, the No 1 Stationary Hospital (36 nurses, 12 officers and 143 other ranks), and the Ammunition Column of the British 29th Division (10 officers and 439 other ranks). There were also 491 mules and 50 horses on board. Captain John Bell Findlay (born 1853 in Montrose, Scotland; died Essex 1938) was Master. On leaving Alexandria, the ship was accompanied by a French destroyer escort, however the

escort left [Marquette](#) on the night of 22 October. At 9.15 a.m. on 23 October, the ship was hit by a torpedo on the starboard side and immediately listed to port. Some on board were killed by the explosion, while others were killed by lifeboats which were inexpertly launched - one, for example, fell onto another which was already in the water. The ship sank within ten minutes, with nurses, soldiers and crew still on board. Many survivors died in the water while waiting to be rescued. The Stationary Hospital had been allocated to a troop ship by the British authorities, despite the empty British hospital ship [Grantully Castle](#) having sailed on the same route on the same day from Egypt to the northern Greek port of Thessaloniki. The loss of nurses and medical staff led to the New Zealand government asking the War Office (via the Governor, Lord Liverpool) in November 1915 that transfers of medical staff be done by hospital ships where possible. Subsequent voyages of the 1st New Zealand Stationary Hospital were made in hospital ships. *Survivors* Survivors were rescued about seven hours after the sinking by British ships [HMHS Grantully Castle](#) and [HMS Lynn](#), and the French ships [Mortier](#) and [Tirailleur](#). The surviving members of the Stationary Hospital sailed from Salonika back to Alexandria on 29 October, on the hospital ship [HMHS Grantully Castle](#), and continued to serve for the remainder of the war. Survivors included New Zealand surgeons Hugh Acland and Ebenezer Teichelmann and nurses Minnie Jeffery, Mary Looney and Jean Erwin.

Casualties 29 crew, 10 nurses and 128 troops died in the sinking. 32 of the dead were New Zealand nationals: 19 from the Royal New Zealand Army Medical Corps, 3 privates (medical orderlies) attached to the Stationary Hospital and 10 nurses from the Royal New Zealand Army Nursing Service. *Aftermath* A naval Court of Enquiry into the sinking was held on the protected cruiser [HMS Talbot](#)



in Salonika Harbour on 26 October. The report, dated 3 November, found that no-one was at fault.

The sinking and the deaths of ten New Zealand nurses caused public outrage in New Zealand, particularly in the South Island where most of the nurses had come from. The deaths were used in propaganda to encourage men to recruit for the war. Medical staff had not needed to be on the troop transport ship, as a marked hospital ship had left the same port on the same day and would in theory have been safe from attack. In November 1915, New Zealand's governor Lord Liverpool requested future transfers of medical personnel be done by hospital ships if possible. *Discovery of the shipwreck* In 2009, the wreck of **Marquette** was located and verified by divers. The ship lies in 90 metres (300 ft) of water approximately 14 miles (23 km) off the shore of Greece, in the Thermaikos Gulf. The British Embassy in Greece issued a protection order over the wreck. *Memorials* The names of the dead are recorded in the Mikra British Cemetery in Greece. The Nurses' Memorial Chapel at Christchurch Hospital in New Zealand commemorates the three Christchurch nurses who drowned. In October 2015, on the centenary of the sinking, memorial events were held in New Zealand. In Christchurch a historical display, a memorial service and a lecture were held and St Margaret's College performed a stage play based on the Marquette story, "Roses of No Man's Land". In Waimate, a memorial service was held and a commemorative plaque was unveiled. See also Sinking of the HT "Marquette" 23 October 1915 click on the link [HERE](#) (Source: Wikipedia)

Advertisement



OFFSHORE NEWS

GMS INKS NEW VESSEL DEALS AS MARKET TIGHTENS



Gulf Marine Services (GMS), a provider of self-propelled, self-elevating support vessels for the offshore oil, gas and renewables industries, has won a new contract for one of its large-size class vessels and a contract extension for one of its mid-size class vessels. GMS reported on Thursday that the new 12-month contract is due to start at the end of December 2021,

following the completion of the vessel's existing contract. The contract is for an E Class vessel with an EPC customer in the Middle East and North Africa (MENA) region. Furthermore, GMS

confirmed that a NOC customer has decided to exercise its extension option for an S Class Vessel. Therefore, a two-year extension option has been exercised for an existing contract, committing the vessel until the end of 2023. Mansour Al Alami, GMS Executive Chairman, commented: “The award of these two contracts, one of which at a significantly higher rate than its current contract, reinforce the point that we are seeing a tightening of the market and demand for our vessels continues to improve.” The GMS fleet consists of 13 SESVs, which are categorised by size – K-Class (Small), S-Class (Mid), and E-Class (Large). “These awards, together with other contracts already secured for 2022 and a strong pipeline of additional opportunities, increases our confidence that the financial performance of the company will see further improvement into next year,” added Al Alami. In June this year, all 13 vessels in the GMS fleet were under contract following the award of three new contracts with a combined duration of 31 months. *(Source: Offshore Energy)*

SOLSTAD BAGS CONTRACT EXTENSION FOR PSV IN NORWAY

Norwegian offshore vessel provider Solstad Offshore has been awarded a contract extension for its platform supply vessel (PSV) **Normand Server** offshore Norway. The 2011-built vessel was previously owned by Rem Offshore until Solstad and Rem merged in 2016. It was built by Vard Langsten. The PSV is currently sailing under the flag of Norway. The vessel's



carrying capacity is 5300 mt DWT, while its length overall (LOA) is 94.2 meters with a width of 20.02 meters. Solstad signed a long-term contract for this vessel with ConocoPhillips in April 2017. The duration of the contract was four years and eight months, however, the company also agreed on further three annual extension options. Solstad announced on Wednesday that the present charterer of the PSV **Normand Server** has exercised its option to extend its current contract for one year. Therefore, the contract will now be valid until January 2023. ConocoPhillips still has two more annual extension options under the charter, it can decide to exercise for this PSV. In recent company news, Solstad reported the sale of seven vessels for recycling as they were considered irrelevant for present and future markets. The company sold **Sea Tiger, Normand Atlantic, Normand Borg, Normand Neptun, Sea Pollock, Far Strider, and Far Sovereign**. *(Source: Offshore Energy)*

CABLE LAYER ATALANTI ENTERING VALLETTA

The 2008 built Cyprus registered with call sign 5BYY2 DP 2 cable layer **ATALANTI** (Imo 8661616) entering Grand Harbour, Malta on Tuesday 19th October, 2021 for uplifting bunkers. The **Atalanti** is a DP-2 Cable Laying Vessel that has been specially designed and engineered for cable laying and protection works in shallow waters, which are not normally accessible by large cable laying vessels. She can handle at least 4,500 tons of cable in one or two electro-hydraulically operated Turn Tables, on a maximum draught of 4.26 meters. High standard accommodation facilities for a total of 77 persons are provided, offering ideal hotel facilities for lengthy projects in remote areas of the world.

The vessel is fitted with an ABS certified Class II Dynamic Positioning System which controls the vessel's five (5) 1,000 HP Azimuthing thrusters and one (1) 2,400 HP Voith Schneider Propulsor. The vessel also features two (2) specially designed "spud cans" for position keeping redundancy while operating in shallow waters and a 4-point mooring system consisting in four 30-Ton pull anchor winches (2 fore and 2 aft) each fitted with 800m of wire rope and a 5t Flipper-Delta anchor. The vessel has a length of 97.00



mtrs a beam of 31.50 mtrs. She has a grt of 5,896 tons and a dwt of 5,974 tons. She is classed American Bureau of Shipping. She is owned by Asso Atalanti Navigation Co. Elefsina; Greece and managed by Asso marine Shipping Co. – Elefsina – Greece. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

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MMA OFFSHORE AWARDED NEW CONTRACT WITH OIL SEARCH

Australian OSV operator MMA Offshore has been awarded a contract with Oil Search Limited for the provision of diving inspection services. The ASX-listed company stated that the project will capitalise on the successful working relationship between MMA and Oil Search, who have previously collaborated on similar campaigns in Papua New Guinea. For the project, the 2013-built **MMA Vigilant** will be outfitted with specialised diving and survey systems and will act as the key support vessel. The campaign is set to commence in January next year. *(Source: Splash24/7)*



the key support vessel. The campaign is set to commence in January next year. *(Source: Splash24/7)*

MERMAID MARITIME AWARDED \$120M WORTH OF NEW CONTRACTS



Singapore-listed Mermaid Maritime, a subsidiary of Thoresen Thai Agencies (TTA), has secured multiple contracts in Thailand, Angola and Saudi Arabia worth around \$120m. The awards consist of subsea construction, IRM, subsea wellhead cutting and removal in Thailand and survey in Angola as well as multiple cable lay scopes and saturation diving interventions with long-standing clients in Saudi

Arabia. Mermaid said that the cable business represents almost 50% of recent awards, and circa 30% of the forward book in the near term. Meanwhile, the contract in Angola is for a 3-year project, with options to extend, to provide survey services onboard client-supplied vessels in the region. “We believe that the potential for future decommissioning work in Thailand is expected to continue over the next 10-20 years and we want to play a major role in this market. These significant awards outside of Thailand are very encouraging and vindicate the new growth path for Mermaid Maritime’s cable lay division. The recent award of a long-term survey scope in Angola is part of a strategic expansion of the global footprint of MML by our new management,” said Chalermchai Mahagitsiri, CEO of Mermaid. (Source: *Splash24/7*)

VOS PASSION SUPPORTING TOTAL ENERGIES OPERATIONS

Vroon Offshore Services B.V. is pleased to announce the charter of platform-supply vessel (PSV) **VOS Passion** to TotalEnergies E&P UK for a period of one year. The vessel will be supporting operations at Total’s North Sea assets, with this new contract follows on from a recently completed three-year charter with the same client. The short break between charters was well spent, as **VOS Passion** successfully underwent her first special survey in Aberdeen (UK). We are



delighted to have our vessel back on long-term employment and continuing her excellent relationship with one of our most valued North Sea customers. The faith shown in us by TotalEnergies is testament to the professionalism and high-quality work of the crew on board **VOS**

Passion, who have done us all proud by providing safe and efficient services to TotalEnergies throughout the previous contract. We look forward to continuing our cooperation with TotalEnergies over the next year and beyond. **VOS Passion** is modern, 2016-built PX121-design DP2 PSV, with an overall length of 83.40m, a deadweight of 4,200 MT and deck space of 850m². Her Ulstein-patented X-BOW® design ensures smoother vessel movements, optimal fuel efficiency and maximum comfort on board. The vessel is one of a series of six PX-121 type PSVs, constructed for Vroon at the COSCO Guangdong Shipyard in China. Operating under the management of Vroon Offshore Services, her sister vessels are active in North West Europe and the Mediterranean. (*Press Release*)

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ULTIMATE SHIPHANDLING

By Rotartug

THE OCEAN CLEANUP STARTS REMOVAL OF PLASTIC FROM GREAT PACIFIC GARBAGE PATCH WITH SYSTEM 002



The Ocean Cleanup, the non-profit developing and scaling technologies to rid the oceans of plastic, announces proof of technology upon returning to Victoria Harbour with trash collected from the Great Pacific Garbage Patch. With this confirmation, the

organization will immediately return to the infamous gyre to start cleaning the ocean's largest accumulation of plastic debris. Eight years after its founding and three years since launching its first cleanup system, the organization has effectively harvested plastic with a scalable ocean cleanup design. The Ocean Cleanup has ended its testing campaigns in the gyre, shifting its focus to cleanup; while, simultaneously, initiating the development of the larger, upgraded System 003, which is expected to be the blueprint design for scaling to a fleet of systems. Throughout the years of developing this novel ocean technology, The Ocean Cleanup has continually improved on its cleanup design, working towards a fleet of systems capable of eradicating the Great Pacific Garbage Patch. With System 002, also known as "Jenny," it has successfully achieved this confirmation by repeatedly harvesting plastic, from tiny debris fragments to immense ghost nets. From nine test extractions, the organization collected a total of 28,659 kilograms (63,182 pounds) of plastic from the ocean, of which 9,014 kilograms (or 19,872 pounds) was removed in a single haul. To authenticate claims of origin and amount, all harvested plastic is and will be tracked, traced, and verified through certification body DNV using its identity preserved chain of custody model. In tandem with cleanup

operations, development of System 003 will begin. The Ocean Cleanup intends to remain operational with System 002 until deploying System 003. The design of System 003, which at a length of 2.5 kilometers (1.5 miles) is expected to be three times larger, will incorporate some insights collected from the System 002 test campaign. With environmental protection being paramount to all its efforts, the organization will continue environmental monitoring and data collection and moving forward in an environmentally responsible, step-by-step approach. Additionally, all carbon emissions from the System 002 campaign will be offset with the aim of reaching carbon neutrality and, in collaboration with Maersk, the organization is experimenting with low-carbon fuels for support vessels. The design of System 003 is expected to be the blueprint from which the organization can develop a fleet of systems for cleaning the oceans, starting with the Great Pacific Garbage Patch. Based on findings from previous test campaigns, the organization expects to deploy a fleet of ten systems capable of reducing 50% of the gyre every five years. Meanwhile, its efforts to stop plastic from entering the ocean via rivers will continue with new Interceptor projects planned to begin this year and next. Toilet seats, toothbrushes, laundry baskets, shoes, crates, sleds, and, discarded fishing gear are just some of the items found in the System 002 haul, proving that this is not just a problem for the ocean, but also a problem from humanity. The Ocean Cleanup invites the world to join them in its mission and help collectively solve ocean plastic pollution. For more information on how to take part, go to www.theoceancleanup.com. *About the Ocean Cleanup* The Ocean Cleanup develops and scales technologies to rid the world's oceans of plastic. They aim to achieve this goal by taking a two-pronged approach: stemming the inflow via rivers and cleaning up what has already accumulated in the ocean. For the latter, The Ocean Cleanup is developing large-scale systems to efficiently concentrate the plastic for periodic removal. This plastic is tracked, traced through DNV's chain of custody model to certify claims of origin when recycling it into new products. To curb the tide via rivers, The Ocean Cleanup has developed Interceptor™ solutions to halt and extract riverine plastic before it reaches the ocean. Founded in 2013 by Boyan Slat, The Ocean Cleanup now employs a broadly multi-disciplined team of approximately 100. The foundation is headquartered in Rotterdam, the Netherlands. For more information, visit: theoceancleanup.com and follow @theoceancleanup on social media. (Source: *PortNews*)

SHELL LOOKING FOR UP TO 14 OSVs IN NIGERIA

Anglo-Dutch supermajor Shell is in the market for up to 14 offshore field support vessels on a firm and call-off basis for its operations in Nigeria. Shell Petroleum Development Company has launched a prequalification call to interested offshore vessel owners to submit bids by October 25. Shell said it would utilise the vessels for shallow-water assets in its east and west divisions and



also on Bonga oilfield 120 km off the coast of the Niger Delta. Shell has divided the tender into two work scopes. For the shallow-water operations, an anchor handler, with an 85 to 100-tonne bollard

pull, is required for 24-hour operations. On a call-off basis, the company will require an extra anchor handler, a platform supply vessel, a fast support intervention vessel, a crew transfer vessel, a dive support vessel and an accommodation vessel/flotel with walk-to-work capability. The call for vessels at Bonga is the same as for shallow-water assets, taking the number of vessels required to up to 14 over the contract lifetimes. Shell said it will also need specialist marine services on a call-off basis as well as the provision of marine personnel. The proposed contract will provisionally commence in Q2, 2022 and remain active for three years, with an option to extend by a further two years. (Source: *Splash24/7*)

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THE PATROL SHIP FREYJA READY FOR RETURN



The patrol ship **Freyja** has now landed in Rotterdam, where it is painted in the colors of the Coast Guard. Tests took place on the ship and its equipment last week and went well. The ship is expected to be handed over to the Coast Guard next week and is expected to return to Siglufjörður on Saturday 6 November. With the addition of **Freyja** to the Coast Guard's fleet, the Coast Guard will have two very powerful patrol vessels, specially equipped to carry out law enforcement, search and rescue in demanding sea areas around Iceland. The patrol ship **Freyja** is to a large extent comparable

to the patrol ship Þór in terms of size and facilities, but it has, for example, a much greater towing and rescue capacity than Þór. The patrol ship **Freyja** will be 86 meters long and 20 meters wide. Watch the video [HERE](#). (Source: *Icelandic Coast Guard*)

MARCON INTERNATIONAL'S SEPT 2021 OFFSHORE SUPPORT MARKET REPORT NOW AVAILABLE

We are pleased to announce that Marcon International's September 2021 Offshore Support Market Report is now available on our website. This report contains summaries of data from Marcon's extensive databases regarding crewboats, fast supply, platform supply and anchor handling tug supply vessels for sale in the US and worldwide; Marcon's comments about the general state of the market; compilation of news from vessel builders and operators worldwide; and featured listings from our files.



Marcon's Market Overview Summary In our September 2021 offshore market report, Marcon reports 587 supply, tug supply, crew, fast supply and pilot boats officially on the market for sale out of 4,109 tracked worldwide. Since our last report in March 2021, the offshore supply market appears to continue to improve in most geographic regions. With the continuing battle with varying country



(Source: Marcon International)

and industry responses to the COVID 19 pandemic, economic crises, natural disasters, global supply chain disruptions, et al, there are unequal changes to the offshore supply market. Marcon has had few inquiries for offshore supply vessels and crew boats in the U.S., though we have heard of some sales at just above scrap prices for laid up tonnage. Worldwide operational boats are in limited supply, which will improve second-hand prices and day rates in the near term. Find the link to the market report on our website. [HERE](#)

MUSEUM NEWS

NATIONAL DREDGING MUSEUM HOSTS ENGINEERING LECTURE

A lecture about the wonder world of dredging, civil engineering of waterway construction and architecture is found in the National Dredging Museum in the Netherlands. Dredging is much more than taking sand to the surface. It is a whole world of waterways construction and civil engineering. Over the whole world, dredging companies have completed very big projects like the "Chek Lap Kok" airport in Hong Kong, the "Palm Islands" at Dubai, the expansion of the "Suez Canal", the making of the "Europort", the "Maasvlakte 1" and "Maasvlakte 2" in the Rotterdam Area, etc. The National Dredging Museum is based in a beautiful historic building situated along the Molendijk in Sliedrecht.

The museum is unique and offers the opportunity to learn about the past and present of dredging where it all started, in the cradle of Sliedrecht. The core of the permanent exhibition consists of historical and modern scale models of dredging ships and equipment. These are augmented by a wonderful collection of old prints, photographs and drawings. Throughout the museum you will also find objects which were dredged up, from cannon balls to clay pipe bowls. The film screening room offers a wide variety of dredging films, from the Dutch Zuiderzee Works dredging project in the 1920s to Dubai's Palm Islands in the 21st century. Go to the website <https://www.nationaalbaggermuseum.nl/> for address details and openings schedules (Source: *Dredging Today*)



Go to the website <https://www.nationaalbaggermuseum.nl/> for address details and openings schedules (Source: *Dredging Today*)

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NATIONAL TOWING MUSEUM OCTOBER NEWSLETTER



The October 2021 newsletter of the National Towing Museum is issued. To read the newsletter you can click on the link [HERE](#) In the newsletter - A foreword by the chairman about the opening after the Corona pandemic. A financial injection for Historic

Maritime Maassluis. The maritime book market. A story about stowaways on the tugboat Schelde in 1966. Experiences of an apprentice helmsman. The sequel story of the Rotterdam City Towing Services. This Newsletter however is in Dutch only.

WINDFARM NEWS - RENEWABLES

STRATEGIC MARINE WINS ORDER FOR 6 + 6 STRAT CAT 27 CREW TRANSFER VESSELS

Singapore-based Sam Pan Marine Holdings Pte Ltd has ordered six Strat Cat 27 (SC27) vessels from Strategic Marine (S) Pte Ltd, with an option to build and deliver six more vessels. Sam Pan Marine Holdings has also appointed Strategic Marine Group as the exclusive commercial agent to provide commercial management services for the new crew



transfer vessels, including marketing the vessels for bareboat charter or sale. Strategic Marine's recently launched SC27 crew transfer vessel (CTV) has been designed specifically for the offshore windfarm and renewables market, building on the company's successful and best-selling Strat Cat 26 (SC26) design. Strategic Marine's CEO, Chan Eng Yew said: "We are justifiably proud of our SC27, and this order for six vessels and another six to follow is a clear endorsement of the vessels enhanced capabilities, its reduced environmental footprint and market leading hybrid drive options. These new orders will further add to Strategic Marine's established track record of 25 units successfully delivered since 2010 with 2 units currently under construction in Singapore." "One of the clear benefits of working with Strategic Marine is our ability to offer a wide range of solutions covering everything from contract to financing, building, delivery and ship management, which combined offer a comprehensive, competitive and compelling end-to-end business proposition." The SC27, built in conjunction with design partner BMT has been designed with environmental and operational flexibility in mind. It can be fitted with a hybrid propulsion system to reduce main engine hours and maintenance, cut vessel noise and vibration and, depending on the vessel's operational profile and charging facilities, may reduce the vessel's carbon footprint. The CTV can be fitted with various engine and propulsion options and can reach speeds of more than 30 knots. Mr Greg Daniel, Technical Manager of Strategic Marine Group adds: "The SC27 has an improved super-efficient hull design that maximises the waterline length, delivering a 2-2.5% increase in efficiency compared to the SC26, across a large range of loading conditions thereby reducing emissions and fuel consumption. "By applying real life feedback from vessel operators, the internal arrangements have been optimized for improved comfort and workflow with ample storage space, comfortable sleeping areas and business class seating." "Furthermore, reflecting today's health and environmental considerations, the SC27 has been designed to reduce the risk of infectious disease and can meet relevant Classification Society biosafety and environmentally friendly notations, including the Green Passport for ship recycling." *(Press Release)*

SEAGREEN OFFSHORE SUBSTATION JACKET LEAVES UNITED ARAB EMIRATES

The jacket foundation and the accompanying pin piles for the Seagreen offshore substation have left the United Arab Emirates and are en route to Scotland, Petrofac said. Petrofac is in charge of

designing, supplying, and installing the High Voltage Alternating Current (HVAC) onshore and offshore substations for the



1,075 MW Seagreen offshore wind farm. The company tapped Eversendai Offshore to construct the offshore wind substation platform topside, the jacket foundation, and the piles for the wind farm. The construction work is being carried out at Eversendai's fabrication yard in RAK Maritime City, Ras Al Khaimah. Located 27 kilometres off the coast of Angus, Seagreen will be

Scotland's largest and the world's deepest fixed bottom offshore wind farm. The project is a GBP 3 billion joint venture between SSE Renewables and TotalEnergies. SSE Renewables is leading the development and construction of the project, supported by TotalEnergies, and will operate Seagreen on completion scheduled for 2022/23. The offshore construction phase started earlier this month with the installation of the first turbine jacket foundations. *(Source: Offshore Wind)*

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BOURBON EMBARKS ON FLEET TRANSFORMATION WITH 40 CREW TRANSPORT VESSELS IN THE WORKS

French vessel owner and offshore services provider Bourbon has revealed plans to build 38 more new units after the first two crew boats from its new Bourbon Surfer-200X series completed their sea trials. Bourbon's two new crew transport vessels in the Surfer-200X series have completed their sea trials off the Normandy coast in France. The vessels will operate along the Gabonese coast for TotalEnergies in the next weeks. Meanwhile, Bourbon has announced its intention to have 40 new units in total as part of its goal to accelerate its fleet transformation within the next three years. The first vessel of the Surfer-200x series is on its way to operate, after two years of design, engineering and construction. This new 19-metre, 30-knot cruising speed crew boat can accommodate 30 passengers. Bourbon reported on Thursday that the offshore market will soon be able to experience the comfort and technical capabilities of these two, new crew boats, while three additional Surfer-200x units are already under construction at Efinor-Allais French Shipyard in Cherbourg. The remaining 35 vessels are expected to be built within the next three years. The 19-metre Interfields

vessels and 26-metre Crewliners along with 38-metre ones will be incorporated into the new fleet. These vessels will be equipped with new-generation engines and cabins with an innovative design. The aim is to capitalise on the series construction for better reliability, which is part of Bourbon's commitment to maintaining its operating standards by ensuring the average age of its fleet at eight years. François Leslé, CEO of Bourbon Mobility, commented: "These new vessels prefigure our



company's crew boats Surfers for the mid-term. They are not only a symbol of the renewal of the Interfield fleet but also a strong signal sent to our clients: Bourbon's will is to innovate and anticipate market trends." The new type of vessel was designed and built based on users' experience obtained from passengers and Bourbon's pilots and crews. The new series integrate more than 150 specific comments from the operational side that led to several improvements for passengers such as improved seating comfort with increased legroom and higher headrest, noise isolation and reduced vibrations thanks to the shock absorbers installed under the seats. According to the company, the new vessels also offer more spacious volumes of the cabin in general, charging points allowing passengers to recharge all their electronic devices and panoramic windows for a better view of the environment. The new vessels have variable led lighting and an optimised air conditioning system. Since Bourbon has also tried to integrate as much feedback as possible from the pilots to make their life on board easier and safer, the vessels offer an improved visual and physical access to all key equipment in the engine room and vessel's hull structure reinforcement for better durability and safety. The vessel provides the installation of five CCTVs on board allowing the crew to monitor passenger safety, including one in the boat landing zone as well as an upgrade of the ergonomics and comfort of the whole wheelhouse. Bourbon outlined that these new vessels contain a state of the art navigation equipment tools and its user interface offers two multi-display touch screens with a new bridge positioning to guaranty a better 360° visibility and a limitation of the heeling effect. The overall volume for the cabin crew has been increased and a new sitting area was set up for the crew, while a partition system has been placed between the wheelhouse and the passengers' cabin to reduce noise pollution. Bourbon claims that specific attention has also been brought to reduce the greenhouse effect in the wheelhouse, while LEDs and solar panels have been installed to replace the classical lighting system and reduce power consumption. "With this new series, Bourbon continues to offer the best economic and environmental alternative to helicopter transport, but also a better level of comfort and safety for both passengers and crew, in line with our ambition of operational excellence" added Leslé. Watch the youtube video [HERE](#) (Source: *Offshore Energy*)

FIRST TAIWAN-FLAGGED W2W VESSEL GOES INTO SERVICE

Dong Fang Offshore, a subsidiary of Hung Hua Construction and the largest owner and operator of dedicated wind farm support vessels in Asia Pacific, has put the first Taiwan-flagged walk-to-work

(W2W) vessel into operation, after converting a construction support vessel (CSV) to better serve



the offshore wind industry. **Orient Constructor**, which emerged after Dong Fang bought Swire's Pacific Constructor and upgraded it with a W2W system and crew transfer vessel (CTV) landings, is currently chartered by a wind turbine manufacturer to support commissioning and maintenance activities in Changhua county, according to the vessel owner. Prior to

conversion, **Orient Constructor** completed an underwater survey project and a geotechnical investigation campaign on two projects in Taiwan. The vessel was then equipped with a Safeway Seagull W2W system, representing the first Service Operations Vessel (SOV) conversion completed domestically, according to Dong Fang, which added that the equipment and configuration had been selected in close cooperation with offshore wind developers and contractors to meet global quality standard in safety and reliability to the domestic offshore wind industry. The access system is sized for high workability on larger turbines and foundations even during challenging sea conditions, the vessel owner said. The vessel itself, built in Norway and delivered in 2014, can accommodate 102 wind farm technicians and crew. It has a diesel-electric DP2 propulsion configuration, a 250 MT active heave compensated main crane, and an aft deck of 1,300 square metres. According to earlier information, with the addition of **Orient Constructor**, Dong Fang Offshore now has a ten-strong fleet dedicated to offshore wind, along with twelve third-party vessels. In January, the company took delivery of two new Fast Crew Supplier (FCS) 2710 vessels from Damen Shipyards, adding to the existing two FCS 2710s and an FCS 2610 in its crew transfer vessel fleet. Several months prior to that, Ørsted signed CTV contracts with Dong Fang Offshore to charter five vessels and form a Taiwan-flagged CTV fleet for the construction work on the Greater Changhua 1 & 2a offshore wind farms, which are now well under construction. "This is just the beginning of the journey as APAC's leading offshore marine contractor. We look forward to supporting developers to build a sustainable offshore wind industry in Taiwan", Dong Fang Offshore's Chief Executive Officer Polin Chen after the newly converted vessel was put into service. *(Source: Offshore Wind)*

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DREDGING NEWS

DSC DREDGE TO BUILD ONE OF THE LARGEST 24" DREDGES IN U.S.

DSC Dredge has signed a contract with Muddy Water Dredging, LP for the construction of one of the largest 24" dredges in the United States. On Tuesday, 12th October, Michael Kerns, President and CEO of Muddy Water Dredging, LP and Bob Wetta, President and CEO of DSC Dredge LLC, launched a project to build the custom 24"



dual pump Marlin Class dredge. *This custom dredge will be equipped with:* - DSC's survey-grade **DSC VISION** package; - DSC's Dredge Rx remote monitoring package; - DSC's Dredge Quality Management (DQM) system for automated USACE reporting. The dredge will also be fitted with three 12'x12' offices, a 15' x 19' meeting/break room, restroom facilities, and a 20'x 27' lever room. This custom 24" diesel-electric design, with a total installed horsepower of 9,621 HP and delivering 6,830 kW of electrical power, is expected to be completed October 2023. Muddy Water Dredging, LP (MWD) was established in late 2021 with corporate headquarters located in Orange, Texas. *(Source: Dredging Today)*

TSHD HANGJUN 4019 WRAPS UP SEA TRIALS IN CHINA



Shanghai Zhenhua Heavy Industries Co., Ltd. (ZPMC) announced today a significant milestone in the construction of hopped dredger '**Hangjun 4019**'. According to ZPMC, this 4500m³ self-propelled trailing suction hopped dredger, which is being built for Shanghai Dredging Co. (SDC), has completed its sea trials in China. **Hangjun 4019** has a hopper capacity of 4,500m³ and can perform dredging up to a maximum depth of 30m. Installed with

dual fuel engines and propellers, it is a shallow draft dredger featuring high efficiency and low energy consumption. The newbuild will be primarily used for dredging at navigation channels and harbors after its delivery to SDC. *(Source: Dredging Today)*

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Bollard pull (tonnes)	70
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Charging time (hours)	2



FOUR NON-SELF-PROPELLED DREDGERS LAID DOWN IN GORODETS

On October 21, at the production facilities of PJSC "Shiprepair - Shipbuilding Corporation" in Gorodets, Nizhny Novgorod Region, a solemn ceremony of laying four keels of non-self-propelled dredgers of class "O 2.0 (ice 10) A" of project 4395 took place, Rosmorrechflot reported. According to the agency, the vessels are being built for the Moscow Canal FSBI, the Administration of the Amur Basin of Inland Waterways, the



Administration of the Ob Basin of Inland Waterways, and the Administration of the Ob-Irtysh Basin of Inland Waterways. The state customer is FKU "Rechvodput". The project was developed at the RCPKB "Stapel". The state contract was concluded as part of the implementation of the activities of the Comprehensive Plan for the Modernization and Expansion of the Main Infrastructure for the Period until 2024 (KPMI). The completion of construction is scheduled for the IV quarter of 2024. The new dredgers will make it possible to maintain the necessary depths on the sections of inland waterways to ensure the safety of navigation and increase the carriage of goods by inland water transport, the Rosmorrechflot adds. Non-self-propelled dredger project 4395. Length - 54 m; Width - 10.5 m; Board height - 3.65 m; Draft with full reserves in working position - 1.3 m; Crew - 28 people. Productivity - 700 cubic meters m / hour. (Source: Sudostroenie; Photo: RTSPKB "Stapel")

YARD NEWS

NEW MANAGEMENT TEAM AT DAMEN SHIPREPAIR & CONVERSION

With effect from 1 November, Jeroen Heesters will be the new Managing Director of Damen Shiprepair & Conversion, one of the seven divisions of the Damen Shipyards Group. With Finance Director Eric Snoeren, who joined the division on 1 October, he will make up the management team. After graduating in mechanical engineering, Heesters worked in the oil and gas industry. In 2008, he moved to Damen Shipyards Group, where he worked for Damen Shiprepair Rotterdam and Damen Shiprepair Vlissingen, among others. From 2017 onwards, he was the Group Commercial

Director for the entire Damen Shiprepair & Conversion division. Snoeren studied econometrics and



business economics at Tilburg University, where he also obtained his Postdoctoral Accountancy (RA) degree. He started his career at KPMG Accountants and worked later in financial positions at AVR Bedrijven, VODW and Ricoh Europe. From 2013 onwards, he was the Chief Financial Officer and co-owner of payroll organisation Payper. Heesters and Snoeren will succeed Ton Remmelzwaan and John-Harold Every

respectively. The latter have occupied these positions recently on an interim basis. They will stay on until the end of the year to introduce the new management team to the work. *(Source: Press Release)*

DAMEN & GEBHARD ARE CELEBRATING A MILESTONE MOMENT

Damen Shipyards Group and Gebhard Electro are celebrating a milestone moment; Gebhard has recently contributed for the 450th time to a Damen tug. Working together for more than three decades, the companies have collaborated on over 900 projects in total. It all began with a telephone from Damen 30 years ago when an existing vessel encountered a technical issue with its electrical system.



Damen was impressed with the effective and fast manner in which Gebhard solved the issue and an excellent relationship was born. Gebhard MD Gerard Kraaij says of the collaboration, “The relationship with Damen is warm and friendly. It’s a big company, but it’s like a family. In good times we celebrate together and in bad times we look for solutions together – be they financial or technical. “It’s a bit like a marriage,” he continues. “You have to listen to one another and make adjustments, otherwise it’s not possible to stay together for 30 years.” Damen Director Products Workboats Joost Mathôt agrees. “We have a relationship based on transparency and trust. It’s the only way to be successful. Ultimately, the beneficiaries of this open way of working are the end users; vessel operators who can count on the reliability of a product developed in such a positive and constructive manner.” In recent times, Damen has undergone a transformation in order to prepare itself to work towards its goals; to become the most digitally connected and sustainable shipbuilder

in the world. In this, Joost explains, Damen is able to count on the support of Gebhard. “As we



evolve we are asking more and more of our suppliers. We are asking them to rethink how they do things in order that we can provide our clients with increased benefits.

Gebhard understands this and is working along with us. “Whereas 20 years ago, the focus would have been on the hull form and propulsion, now it’s about data. It’s important for operators to be

able to harvest the information that will enable them to lower emissions. Electrical systems have a crucial role to play in this.” Gerard concurs, saying, “Gebhard is fully aligned with Damen on the importance of sustainability. CO2 reduction is going to be key in the coming years. Damen has a unique role to play in this, being able to create standard solutions that are able to evolve by embracing innovation. We too are heading in this direction, working towards the development of systems that can operate on battery power. We are very much looking forward to working with Damen in the future – here’s to the next 450 tugs!” *(Press Release)*

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EASTERN SHIPBUILDING GROUP, NORTHROP GRUMMAN (PRIMARY SYSTEM INTEGRATOR), L3HARRIS, AND INDUSTRY PARTNERS COMMISSION C5ISR PRODUCTION FACILITY FOR OFFSHORE PATROL CUTTER PROGRAM

On Monday, October 18th, Eastern Shipbuilding Group, Inc. (ESG), Northrop Grumman, L3Harris, and industry partners commissioned the new Command, Control, Computers, Communications, Cyber, Intelligence, Surveillance, and Reconnaissance (C5ISR) Production Facility (PF) in support of the United States Coast Guard Offshore Patrol Cutter (OPC) program at ESG’s Allanton Shipyard. The ceremony was attended by leaders of the United States Coast Guard Project Resident Office. The C5ISR PF is a new, dedicated shore-based facility specifically tailored to the requirements of the OPC program to support the build-up, integration, and testing of the C5ISR System prior to installation aboard the ship. The co-location of the C5ISR PF components with ship construction activity significantly reduces program risk and costs, increases efficiency, and creates a more secure

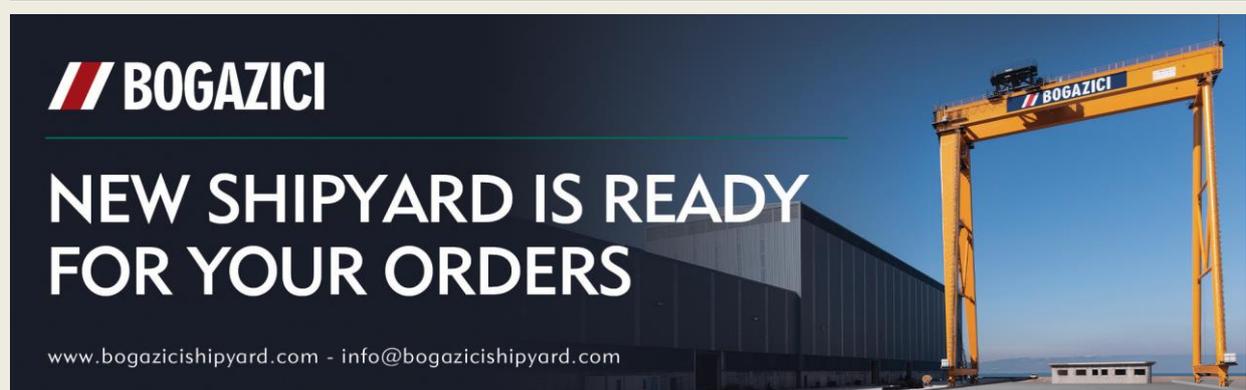
and collaborative environment for systems integration. The state-of-the-art facility is capable of holding two full-scale shipboard C5I operations spaces and bridge of the OPC to accurately replicate the onboard facilities and stay in line with the vessel construction schedule. ESG received test readiness approval from the USCG and commenced formal testing in August 2021. "I want to thank our partners for their dedication and strong collaboration in support of the OPC program. The



commissioning of this C5ISR production facility is a significant event for our company and the program. I believe this is the first-ever on-premises C5ISR facility of a major DHS marine construction program and it is specifically designed to reduce risk for the USCG. The co-location of shipbuilder, and C5 providers brings the best of the best under one roof and makes it inherently more efficient, reliable, and cost-effective during production. Facilities of similar size scope and complexity are not co-located at other shipyards and thus cannot provide these benefits," said Joey D'Isernia, President of Eastern Shipbuilding Group. ESG's C5ISR PF is supported by several key industry leaders. Northrop Grumman (NG) is C5ISR Primary System Integrator and Design Agent. L3Harris (L3H) is responsible for the exterior communications system, cybersecurity and design agent of the Aegis BL9G and AN/SPS-77(V)3 Multi-Mode Radar systems. Hose-McCann Communications (HMC) is responsible for the interior communications system. Rohde & Schwartz is responsible for the radio direction finder and identify friend or foe systems. Mid Atlantic Technical Engineering Services (MAETS) is responsible for the C5ISR rack development and construction. Scientific Research Corporation (SRC) is responsible for C5ISR rack development and construction. "As the C5ISR Primary Systems Integrator, Northrop Grumman draws from a wealth of maritime systems integration and test experience including work on the U.S. Coast Guard's National Security Cutter and the U.S. Navy's Destroyers, Large Deck Amphibious Warships and Littoral Combat Ships," said Todd Leavitt, vice president, Northrop Grumman. "We have numerous engineers on-site at ESG's Production Facility leading both the C5ISR and Cyber related activities. This close collaboration with ESG and our industry partners provides significant efficiencies as well as cost and schedule risk reduction to the U.S. Coast Guard." "The OPC program reinforces our investments in C5ISR technology and demonstrates our ongoing commitment to bring integrated mission-critical capabilities to the Coast Guard," said Don Hairston, General Manager, C5 Systems, L3Harris. "L3Harris integrates its MarCom® voice communications system, K2 tactical terminal and Symphony® communications manager system, which are also featured on the USCG's National Security Cutter, Fast Response Cutter and Polar Security Cutter platforms. The L3Harris integrated system is also designed to support the Department of Defense's cybersecurity risk management framework requirements, providing Eastern Shipbuilding and the USCG with a low-risk solution." "Hose-McCann Communications is proud to be partnered with Eastern Shipbuilding Group on the OPC program. By choosing our HMC-ICP™ Interior Communications Solution, our teaming partners will bring the first IP-based C5ISR solution to the USCG. This Production Facility is the perfect setting for us all to collaborate in. Congratulations to the ESG team on a job well done!" said

Tammy Beck, Director, Program Management, Hose-McCann Communications. “Since 2014, Rohde & Schwarz USA has been proud to partner with Eastern Shipbuilding Group, Inc. in bringing the United States Coast Guard world class technology solutions. The commissioning of the OPC C5ISR Production Facility is a great milestone achievement for ESG that will greatly benefit its customers and partners. Congratulations ESG!” said Frank Dunn, President and CEO of Rohde & Schwarz USA, Inc. “Designing, producing, integrating, and testing the first C5ISR systems for OPC 1 is a large and complex undertaking. It requires persistence and a willingness to work across organizational boundaries to provide products that meet the requirements and unique demands of the USCG. For C5ISR systems, the Production Facility provides the environment, and the professional team members from ESG and other supporting organizations provide the cooperation and determination to pull this project together. It is an honor for MAETS to be a part of this great team!” said Richard “Duffy” Moser, CEO, Mid Atlantic Engineering Technical Services, Inc. Gary Durante, Sector VP from Scientific Research Corporate said, “SRC is proud to be a member of the ESG team on the first delivery of the new OPC class Cutter to the United States Coast Guard.” Eastern is currently executing intra- and inter- system functional and integration testing for the OPC C5ISR systems. Having the PF located on-site at ESG allows ESG to mitigate risk by providing full oversight of activities, and improved response times. ESG can also utilize the C5ISR suite at the PF to perform inter-platform operability testing with the OPC during trials. ESG can mitigate the risk of cyber vulnerabilities with complete scans and fixes prior to shipboard installation, which reduces cost and schedule impact to support a full authorization to operate (ATO) at delivery. The PF includes a full-scale mockup of the OPC’s electronics spaces including actual ship equipment, which is connectorized, lit off, and fully functional. The facility is sized to support two OPC electronics suites in full scale mockups at the same time supporting concurrent testing events. The PF will also be used to execute C5ISR factory training and familiarization training for the OPC crewmembers utilizing the full suite of shipboard electronic space equipment in full scale mockups. ESG completed construction of the PF in November of 2019 at ESG’s Allanton shipyard. The facility construction was funded with Florida state legislative appropriation funds, which demonstrates the state’s and region’s commitment to the OPC program. The facility employs upwards of 25 full time personnel during testing, providing the area with high-paying and skilled STEM jobs in the highly competitive electronics and cybersecurity industries. *(Press Release)*

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BOLLINGER DELIVERS 46TH FRC AHEAD OF SCHEDULE DESPITE DIRECT HIT FROM HURRICANE IDA

Bollinger Shipyards LLC (“Bollinger”) has delivered the newest Sentinel-class Fast Response Cutter

(“FRC”), the [USCGC John Scheuerman](#), to the U.S. Coast Guard in Key West, Florida nearly one



week ahead of schedule despite a three week shutdown due to the significant damage sustained to Bollinger’s facilities during Hurricane Ida. The storm made landfall in late August near Port Fourchon, Louisiana as a powerful Category 4 storm. Bollinger’s facilities in Port Fourchon, Lockport, Houma and Larose suffered significant damage as a result of Hurricane Ida, which tied with last year’s Hurricane Laura and the Last Island Hurricane of 1856 as

the strongest on record in Louisiana. “While every delivery is meaningful, being able to deliver this vessel nearly a week early despite everything our crew has faced over the past month is nothing short of remarkable,” said Bollinger President & CEO Ben Bordelon. “We had folks who lost everything in that storm. Our yard where we build the FRCs took a beating and was shuttered for three weeks while we rebuilt. This vessel and this delivery is a win our folks really needed and it reflects the resilience, commitment and tenacity of the 650 skilled men and women that built it.” On September 24th, following an extensive multi-week recovery and rebuilding effort, Bollinger welcomed employees back to all 11 of its facilities across Louisiana. Bollinger’s Lockport facility is home to the FRC program, which directly supports 650 jobs. The [USCGC John Scheuerman](#) departed Lockport on Monday, October 11th for Bollinger’s Fourchon facility where it performed a shakedown exercise prior to dry docking for final inspection in preparation of its delivery. The Cutter departed Fourchon for Key West, FL on Sunday, October 17th. The [USCGC John Scheuerman](#) is the 169th vessel Bollinger has delivered to the U.S. Coast Guard over a 35-year period and the 46th FRC delivered under the current program. The [USCGC John Scheuerman](#) is the fifth of six FRCs to be home-ported in Manama, Bahrain, which will replace the aging 110’ Island Class Patrol Boats, built by Bollinger Shipyards 30 years ago, supporting the Patrol Forces Southwest Asia (PATFORSWA), the U.S. Coast Guard’s largest overseas presence outside the United States. U.S. Coast Guard Commandant Adm. Karl Schultz has previously lauded the “enhanced seakeeping capabilities” of the PATFORSWA-bound FRCs, saying the ships are going to be “game changing” in their new theater of operations. Last week, at the commissioning ceremony for the [USCGC Emlen Tunnell](#)—another Bahrain-based FRC—Adm. Schultz noted that these ships will “conduct maritime security operations, theater cooperation efforts, and strengthen partner nations’ maritime capabilities to promote security and stability in the region, as well as thwart the increasingly aggressive and dangerous maritime activities of the Iranian Revolutionary Guard Corps.” He went on to say that these FRCs are “a perfect complement to the capabilities of both the Navy and Marine Corps. United, we bring a range of maritime capabilities to employ across the cooperation-competition-lethality continuum.” PATFORSWA is composed of six cutters, shoreside support personnel, and the Maritime Engagement Team. The unit’s mission is to train, organize, equip, support and deploy combat-ready Coast Guard Forces in support of U.S. Central Command and national security objectives. PATFORSWA works with Naval Forces Central Command in

furthering their goals to conduct persistent maritime operations to forward U.S. interests, deter and counter disruptive countries, defeat violent extremism and strengthen partner nations' maritime capabilities in order to promote a secure maritime environment. Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. John Scheuerman, Seaman First Class, United States Coast Guard Reserve was posthumously presented the Silver Star Medal for service as set forth in the following citation: "For conspicuous gallantry and intrepidity in action while serving on board the U.S.S. LCI (L) 319 during the amphibious invasion of Italy, September 9, 1943. Observing an enemy fighter plane diving in for a strafing attack as his vessel approached the assault beaches in the Gulf of Salerno, SCHEUERMAN unhesitatingly manned his battle station at an exposed anti-aircraft gun and, with cool courage and aggressive determination, exerted every effort to direct accurate gunfire against the hostile aircraft. Although mortally wounded before he could deliver effective fire, he remained steadfast at his post in the face of imminent death, thereby contributing materially to the protection of his ship against further attack. SCHEUERMAN's fearless action, great personal valor and selfless devotion to duty under extremely perilous conditions were in keeping with the highest traditions of the United States Naval Service." Scheuerman also posthumously received the Purple Heart Medal. (*Press Release*)

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THE OSUN SHIP FOR THE GUARDIA DI FINANZA LAUNCHED FROM CANTIERE NAVALE VITTORIA

The first green offshore patrol vessel for the Italian Guardia di Finanza was baptized at the Vittoria Shipyard in Adria (Rovigo) with the name of **P.04 Osum**. The CEO of the Polesana company, Luigi Duò, the General Commander of the Guardia di Finanza, General of the Army Corps, Giuseppe Zafarana. The Venetian company specialized in the design and construction of military, paramilitary, work, commercial and transport boats



up to 100 meters in length, had been awarded the order for the construction of the Offshore Patrol

Vessel unit, with a total value of 32 million and 400 thousand euros, from the General Command of the Guardia di Finanza in 2020. The delivery of the unit is scheduled for 2022. (*Source: Shipping Italy*)

WEBSITE NEWS

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Last week there have been new updates posted:

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

- *Damen 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*
- *KOTUG starts operations in Gabon*
- *M/Tug "Yalova 4" delivered*

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

<mailto:jvds@towingline.com>

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