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

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TUGS & TOWING NEWS

MED MARINE SUCCESSFULLY DELIVERS SECOND UNIQUE ICE CLASS TUG SVITZER EDDA



Leading Turkish ship builder and operator Med Marine delivers second of the ice class series tug boat built at its group – owned Ereğli Shipyard to Svitzer. Tug boat was successfully delivered in Ereğli Shipyard on May 21st, 2021. First vessel of the series, [Svitzer Embla](#) was delivered on March 29th, 2021. The vessel is a Tundra 3000 / MED-A3060-ICE class tugboat designed by Robert Allan Ltd. Tundra 3000 / MED-A3060-ICE design tug is purpose made for operating in extreme winter conditions, which makes it a great fit for Svitzer’s North European fleet. High-quality and well-designed vessels have some distinctive features such as winch is capable to operate over the stern and via trunk running the deckhouse. It is also located in an enclosed area to achieve perfect performance even in severe cold weather conditions. Once delivered, the vessels will operate across Scandinavia, predominantly serving ports in Denmark and Sweden. After mobilising from our Ereğli Shipyard, [Svitzer Embla](#) has arrived and started working in Sweden early April 2021. Soon after, the second tug - [Svitzer Edda](#) – is currently mobilised towards Denmark, where she will serve a large variety of customers throughout Scandinavia. Both ice-class tugs will strengthen the level of service that Svitzer provides to customers in Scandinavia and further reinforce Svitzer’s presence in the region. “We are delighted to have worked with Svitzer on this newbuilding project and look forward to the next project” says Med Marine’s Melis Ucuncu. Tundra 3000 / MED-A3060-ICE design has following design particulars: Length overall: 30m; Beam of hull: 12.6m; Extreme beam (including fenders): 13.2m; Depth moulded: 5.6m; Gross tonnage: 499 GT; Minimum bollard pull: 65 TBP; Power: 4080 kW. *(Press Release)*

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A TOWING TRIP WITH A DRYDOCK

MSR Gryfia towed the floating dock from the facility in Świnoujście to Szczecin. As part of the Shipyard Modernization Plan adopted in 2020 by Morska Stocznia Remontowa "Gryfia" SA, assuming, inter alia, concentration of production in one location, on 10 May 2021 the MSR-2 dock was towed from Świnoujście to Szczecin. The largest of the docks at the plant in Świnoujście is currently the smallest of the docks in use at the plant in Szczecin. The dock was built in the Brdowski Basin in the immediate vicinity of the dock no. 3 above the dock depth reconstructed for this purpose. After obtaining the necessary approvals and measurements, the first commercial docking took place on May 21. The Dutch shipowner's Sardius unit inaugurated the dock in its new location. Watch the video [HERE](#) (Source: PortalMorski)

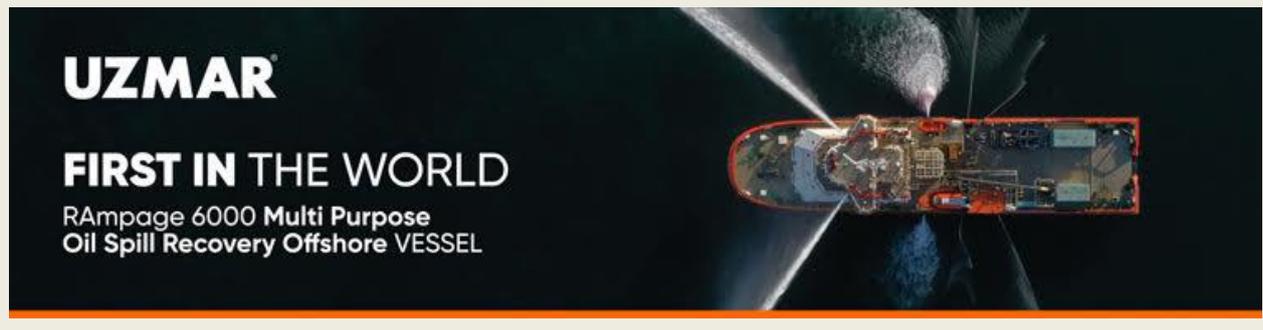


WORLDWIDE TUG & OSV NEWS



Worldwide Tug & OSV News is a free e-magazine and is the successor of the News from Everywhere section that was published by the Lekko Foundation in its magazine Lekko International for many years, but which unfortunately had to stop all activities at the end of 2019. If you want to be kept informed of all kind of transactions in the field of towage and offshore vessels, please send an e-mail to wwtugosvnews@gmail.com and you will receive a free PDF document every two months in your mailbox. The latest issue nr 8 of the newsletter can be found [HERE](#)

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A CONTRACT WAS SIGNED FOR THE CONSTRUCTION OF ANOTHER RESCUE TUG OF THE MPSV12 PROJECT

FKU "Directorate of the State Customer" signed a contract with the Oka Shipyard for the construction of a multifunctional rescue tug with a capacity of 2.5-3 MW of the MPSV12 project. The document was signed on May 28, the press service of Rosmorrechflot reports. As a reminder, the Oka Shipyard was selected based on the results of an open tender. According to the EIS in the field of procurement, the contract value is 2.925 billion rubles. Previously, ships of the



MPSV12 project were built at the Nevsky Shipbuilding and Ship Repair Plant. The "Morspasluzhba" fleet already includes three ships: "**Bakhtemir**", "**Kalas**" and "**Beysug**". The fourth rescue tug of the MPSV12 project "Piltun" is at the completion stage. Multifunctional rescue tug of project MPSV12. *Project developer - "Marine Engineering Bureau"* Overall length - 79.85 m; Overall width - 17.36 m; Maximum draft - 4.5 m; Main engine power - 2x2610 kW; Cruising range - about 4000 miles; Crew - 12 people; The number of people rescued is 87 people; Special staff - 22 people. (*Source: Sudostroenie*)

LUNA AND VENUS

In early 1930, the Mystic Steamship Company sat down and had the firm of John C. Alden Naval Architects of Boston design them a pair of tugboats for their Boston Tow Boat operation. Built by M.M Davis & Sons Shipbuilding of Solomons, Maryland, they would be powered by the then growing in popularity – Diesel Electric Drive. While steel shipbuilding was gaining traction, the twins were both built out of wood. The duo would go on to become flagship tugs for the company, and were used in a number of advertising for Winton, Cleveland Diesel and General Electric. By the late 1930's, Boston Tow Boat would be reorganized as the Boston Towboat Co., now under parent company Eastern Gas & Fuel Associates, and ultimately falling under the Midland Enterprises banner, parent company to numerous inland tug and barge companies. **Luna** and **Venus** are each

powered by a pair of Winton 6 cylinder, 335HP/300RPM model 129 engines. Each engine drives a



General Electric 213kW, 250V DC generator, with a 25kW exciter/generator mounted behind them on the same shaft. A single GE 516HP, 500V double armature (think of it as two 258HP motors together on a common shaft) electric propulsion motor would spin the prop at up to 125RPM. A battery bank

was provided in the fidley to power the compressors and other auxiliary as needed. A major change bought on with Diesel Electric drive, now the Captain had full control of the propulsion right in the wheelhouse, and he did not have to rely on the engineer downstairs through a system of bells to control the engine. The [Luna](#) is often credited with being the first Diesel-Electric tug, however this is not true. That honor goes to the Pennsylvania Railroad #16, built in 1924. Luna may have been the first Diesel Electric tug in Boston, or even the first Diesel-Electric Ship Docking specific tug, but she was not the first overall. The [Luna](#) and [Venus](#), now painted in Boston Towboats deep red, with a silver stack band (its no varnished wood, but it was one of the authors favorite color schemes for a tug company) were working alongside the rest of the Boston Towboat fleet providing mainly ship docking work in the Boston area. Unfortunately, tugs grew quickly, so even by the 1950's they were rather outdated and very under-powered. [Luna](#) and [Venus](#) were both retired in 1971 and languished around Boston for several years. Venus was owned by Bay State Cruise Co., and used as an office at Long Wharf. [Luna](#) was planned to become a reef. Boston Towboat itself would not be around much longer either, they would become part of Boston Fuel Transport in 1985. By the early 1980's, plans were in place to save the [Luna](#). She was listed on the National Register of Historic Places in 1983. She and sister [Venus](#) were back together in the Charles River Basin, and [Luna](#) was being used as an office for the Terra/Marre Research & Education Society, her then owners. The [Luna](#) was under restoration and open for tours, and was still operational with one engine running, although she still sat unused. By the late 1980's, the tug was now owned by/under control of the Metropolitan District Commission. The inevitable finally caught up with the 60 year old tugs. [Luna](#) was beached and awash, with sister [Venus](#) next to her sunk by the bow. A plan was finally in place by the MDC, and [Luna](#) was raised in the summer of 1992 and towed to Jay Cashmans yard. [Luna](#) was being kept afloat



with a 6" pump running around the clock, and one night the pump ran out of fuel, and down she went at the dock. [Luna](#) was finally raised, again and towed into the drydock at the former Bethlehem Shipyard in East Boston in December 1993. Fate would not be as kind to [Venus](#), and she was broken

up. **Luna** languished in the drydock until mid 1994 when the Luna Preservation Society was formed.



The new group took over the project from the MDC, and was able to get the **Luna** stabilized by wrapping the hull in PVC roofing material, which kept her floating for the next 5 years. In 2000 the **Luna** was towed to Sample Shipyard in Maine, and underwent a 2 year long hull restoration. Volunteers have since done an amazing job returning the Luna to her 1930's appearance. The current plan is for her to become a new centerpiece at Pier 3, in the Boston Navy Yard. Unfortunately, having been submerged for so long, Luna will likely never run

again. There were some plans to possibly install a small diesel engine in the back of the engine room so she could do some light cruising in the Harbor – Boy how I hope this does not happen. She serves her purpose well as a stationary vessel, a testament of 1930's tugboat technology. (*Source: Vintagediesel*)

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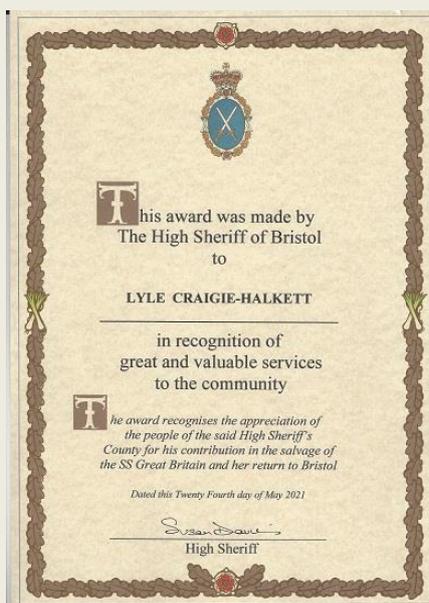
DIVERS RECEIVE HIGH SHERIFF AWARDS

Divers who saved the ss Great Britain in 1970 receive high sheriff awards. Lyle Craigie-Halkett and Stu Whatley – two members of the British team who accomplished one of the most ambitious salvage operations ever – have received High Sheriff Awards, 50 years after they brought Isambard Kingdom Brunel's great ship home to Bristol. The SS **Great Britain** was the first ship to combine a metal hull with screw propulsion, making her the prototype for modern ships. She is known as the world's first great ocean liner. The rescue project in 1970 involved patching up and refloating the SS **Great Britain**, the largest hull ever salvaged using a submersible pontoon. What followed was the longest

homecoming voyage ever under tow – 8,000 miles from the Falkland Islands to Bristol. Both men, now in their 70s, helped staff at the SS **Great Britain** Trust mark the 50th anniversary (in 2020) of the ship's homecoming to Bristol. The SS **Great Britain** is now part of Bristol's top-rated visitor attraction, alongside two museums in her original dry dock. As well as welcoming 200,000 visitors a year, the Trust works with the Bristol community to create opportunities for young people,



and runs an ambitious education programme to unlock the potential of Bristol's 'Future Brunels'. Lyle Craigie Halkett and Stu Whatley were at Brunel's SS **Great Britain** today to receive the awards from High Sheriff of Bristol Mrs Susan Joan Davies BEM of Knowle. *High Sheriff of Bristol Mrs Susan Davies remarked:* "I am honoured and delighted to have presented Lyle and Stu with High Sheriff Awards. Their extraordinary efforts as part of the salvage and homecoming journey of the SS **Great Britain** back in 1970 saved Brunel's innovative ship for the nation. Over the past year, Lyle and Stu have helped the team at the SS **Great Britain** mark the 50th anniversary of the salvage, retelling the story of their involvement in the salvage - a pioneering moment in history that achieved success against the odds in harsh and challenging conditions." *Dr Kate Rambridge, Head of Interpretation at Brunel's SS Great Britain, added:* "We are thrilled that Lyle and Stu received High Sheriff Award honours. They are both generous friends of the SS **Great Britain**, and we really value their continuing connection with the ship. Their memories of the ship's 1970 salvage in the Falkland Islands bring to life the challenge, effort and achievement of that operation - and it's a story which still inspires and excites so many people. We hold both men in great respect, and know that without their expertise the SS **Great Britain** might not be here today. Congratulations Lyle and Stu!" The British salvage team from Risdon Beazley Marine in Southampton comprised Lyle Craigie-Halkett, Stu Whatley, Bill O'Neil, Bob Light and Don O'Hara. They worked alongside an expert German team from Ulrich Harms. Using the latest salvage technology, these two teams worked together, during March 1970, to refloat the SS **Great Britain's** hull onto a massive submersible pontoon. The divers worked on long shifts and for days on end in cold, dark conditions inside the giant hull, patching up holes and even stuffing mattresses into a large crack down one side at one point when it looked like the ship might split in two. Wild weather conditions and the unforgiving environment of the remote Falkland Islands made the rescue operation all the more remarkable. Stu (who lives in Wiltshire) and Lyle (who lives in Hampshire) revisited Brunel's SS **Great Britain** today to receive their awards and to see new exhibits marking the anniversary, including a large Black-browed albatross, gifted to the charitable trust by Falkland Islanders. Find out more about the SS **Great Britain's** incredible rescue and homecoming, including a short film featuring Lyle and Stu, at [HERE](#) Read the full salvage story at Tugs Towing & Offshore News Special [HERE](#) Also



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CONTAINERS TUMBLE INTO SEA AS FIRE-STRICKEN X-PRESS PEARL LISTS STARBOARD

X-Press Pearl, the feeder containership which continues to burn in Sri Lankan waters for the sixth day, has listed starboard causing some of the containers to tumble into the sea and sink. According to an update from the Sri Lanka Navy, the listing has been caused by rough seas and bad weather. As informed, the fire on board **X-Press Pearl** has been



exacerbated by strong winds and is now spreading from the forecastle area to the quarterdeck and the bridge. The situation on board deteriorated yesterday after a reported explosion in one of the containers which contained hazardous material, resulting in an emergency evacuation of the crew as a precautionary measure. Two seafarers out of 25 were taken to a hospital for treatment of injuries. Dramatic footage from the scene shows the vessel was engulfed in flames and thick, black smoke swelling from the scene. The navy said that Indian Coast Guard Maritime Pollution control ships with firefighting capabilities are set to arrive at the scene to help extinguish the fire. ICG ships Vaibhav and Vajra were dispatched to help with firefighting efforts, the Indian Coast Guard said. In addition, a Dornier aircraft carrying fire extinguishing agents and oil- dispersants is also made ready to respond in the event of an emergency. The Sri Lanka Port Authority believes the fire was caused by a chemical reaction of the chemicals being transported on the ship. Namely, the feeder vessel, registered under the flag of Singapore, is carrying 1,486 containers with 25 tons of Nitric Acid, several other chemicals, and cosmetics from the port of Hazira, India, according to SLPA. Sri Lanka Ports Authority and the Sri Lankan Navy have towed the vessel to 50 miles from Colombo port amid growing fears of oil and chemical spills, local media said. Namely, the ship's cargo poses a major threat of an environmental pollution to the area, especially since concerns have been voiced about the potential risk of the ship breaking apart. What is more, there are 300,000 metric tons of fuel in the vessel's tanks, which could spill into the sea if the ship splits in half or sinks. The Marine Environment Protection Authority said it was taking water samples from the vicinity of the vessel and testing air pollution levels to assess the impact from the incident on the local environment. The agency added it was prepared to seek legal action and compensation for any environmental damage

arising from the incident. The 2,700 TEU boxship was built in 2021 by Zhoushan Changhong



International and is owned by Singapore-based X-Press Feeders. Marine insurer WK Webster said that the general average has been declared in connection with the fire, adding that general average security will now be required from all cargo interests prior to the delivery. The massive fire is being reported in less than a year from another major incident in Sri Lankan waters

when a fire erupted onboard the supertanker New Diamond, prompting an extensive firefighting and salvage operation. (Source: Offshore Energy; Photo Sri Lanka Ports Authority)

THREE JAPAN FISHING BOAT CREW DEAD AFTER COLLISION WITH RUSSIAN SHIP

A Japanese fishing boat collided with a 662-ton Russian ship and capsized off Japan's northernmost main island of Hokkaido on Wednesday, leaving three crew members dead, local authorities said. The five-crew-member **Hokko Maru No. 8** belonging to a fishery cooperative based in Hokkaido's Mombetsu was catching hairy crabs when the collision occurred at around 6 a.m., according to the Japan Coast



Guard. One of the two crew members rescued alive was slightly injured. The three dead were Masayoshi Numahata, a 64-year-old chief engineer, Shunsuke Konno, 39, and Masatoshi Inoue, 37, who were both deckhands, according to the coast guard and local rescue workers. The Russian vessel **Amur** with 23 crew members was transporting seafood to Mombetsu from Sakhalin in Russia's Far East, it said. Russian officials said in a statement the Japanese vessel did not send a signal amid low visibility due to fog, and that they will investigate the actions of the Russian vessel's crew members. Meanwhile, a crew member of the **Hokko Maru No. 8**, who did not want to be identified, told the coast guard "it was the Russian vessel that collided into" their boat. The five men, three of them showing no vital signs, were taken from the sea by the Amur and then brought back by the coast guard to their home port, roughly 23 kilometers away from the accident site, at around 10 a.m. The deaths of the three men were then confirmed. A dense fog advisory had been issued in the sea off Mombetsu port at the time, according to a local meteorological observatory. The coast guard quoted the **Hokko Maru** crew as saying they were unable to move the boat before the collision with the Russian vessel as they were catching crabs with ropes. (Source: Kyodo News)

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ALLIANCE TUGBOAT FINALLY SALVAGED, ONE BODY RETRIEVED



Finally, the efforts to salvage the tugboat '**Alliance**' which had capsized here more than a week ago, bore fruit on Tuesday May 25. The mortal remains of a crew member which was trapped inside the tugboat was also retrieved. It may be recalled that the tugboat was found near the Padubidri seashore on May 15 after it capsized in the sea.

There were eight crew members in the tugboat and three people swam to safety. Two mortal remains had been traced a few days ago. Three people were missing in the incident. From the past five days, efforts were on to salvage the tugboat, but due to technical reasons, it was not possible. Last Sunday, deputy commissioner G Jagadeesha had a meeting in Kadipatna Vishnu Bhajana Mandali, along with MLA Lalaji Mendon, former zilla panchayat member, Shashikanth Padubidri and MRPL managing director, Venkatesh where he directed the Badriya and Yojaka teams to hold a joint operation to salvage the tugboat. On the morning of Monday, May 24 along with help of additional machines, efforts were made to salvage the boat. Finally, the operation was successful on Tuesday. Efforts are on to trace the other two missing crew members. Several people also gathered to witness the salvage process on the shore of Padubidri beach. (Source: Daijiworld)

GOLDEN RAY CUTTING RESUMES TWO WEEKS AFTER FIRE

Work to continue cutting the next section of the **Golden Ray** wreck resumed Thursday nearly two weeks after a fire halted the operation, the Incident Command said in an update today. The resumption of work comes after a thorough analysis of the wreck removal equipment concluded that the **VB-10000**,



the cutting apparatus, and fire suppression equipment are fully operational after the fire inside the wreck on May 14. A preliminary engineering analysis confirmed that the lifting lugs and structure of Section Three are in “satisfactory condition,” the Incident Command reported on Wednesday. An update today said wreck removal personnel began cycling the cutting chain back into the groove to separate Section Three, marking the first step to resuming cutting. Inspection and maintenance checks of the cutting apparatus and cutting chain are expected to continue as a part of routine chain cycling operations. Cutting operations will be continuously monitored and evaluated by engineers and the on-site salvage master, while assessments of the wreck’s topside and lifting lugs will continue throughout the wreck removal process, the Incident Command said. Roped technicians and divers have also completed pre-cutting on the remaining sections of the wreck which included drilling additional drain holes and removing plates of exterior steel along the cut grooves. Meanwhile, shoreline survey teams have continued to recover increased numbers of small, plastic debris from the shorelines of Jekyll Island and St. Simons Island. All debris is sorted, catalogued and disposed of according to the response debris plan, according to the Incident Command. “We are confident that we can safely resume cutting operations after carefully assessing all of our equipment and the wreck itself,” said U.S. Coast Guard Cmdr. Efren Lopez, federal on-scene coordinator. “We are completely focused on our goal of safely removing the remainder of the **Golden Ray** while safeguarding the surrounding environment and the shipping channel throughout the process.” Personnel are also continuing with air monitoring in local communities using mobile air monitoring equipment. Community air quality analysis and water sample analysis continues to confirm air and water quality standards have not been exceeded. On the water, response teams continue to mitigate very light oil sheens and debris observed around the wreck site, the Incident Command reports. Natural Resource Advisors continue to monitor areas around the wreck site and the Environmental Protection Barrier for any wildlife activity or impacts. The fire inside the **Golden Ray** started on Friday, May 14, during pre-cutting operations. The fire burned inside the wreck for about a day before it was extinguished, calling into question the remaining wreck removal operations. Prior to the fire, workers had just removed Section Seven, which contained the ship’s engine room and proved to be the hardest section to separate. Currently, three cuts and four sections remain. The **Golden Ray** lost stability and came to rest on a sand bar in St. Simons Sound, Georgia as it departed the Port of Brunswick with 4,200 vehicles in its deck all the way back in September 2019. With the exception of section-by-section weight shedding (i.e. removal of cars and debris), all vehicles have



remain inside the wreck as each section is accessed and removed. The wreck removal operation involves using the **VB-10000**, a heavy-lift catamaran barge, which hovers above the wreck and uses a cutting chain for the arduous process of separating the wreck into eight sections. Each section is then lifted onto a barge, fastened on deck and transported to a recycling facility in Louisiana. All work is being conducted inside an Environmental Protection Barrier constructed around the wreck, meant to mitigate the

spread of contaminants throughout the operation. T&T Salvage is the main wreck removal contractor in the operation. Cutting kicked off last November and operations are expected to last into Summer, including hurricane season. *(Source: gCaptain)*

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THE PONTOON NAMED DELTA EFE RAN AGROUND IN KARASU

The pontoon named **Delta Efe** ran aground in Sakarya's Karasu district due to strong winds. Work has been initiated to recover the barge. The pontoon named **Delta Efe** could not withstand the waves of the Black Sea in Karasu, drifting 300 meters offshore and ran aground. In front of the facilities known as workers' camp in Karasu Küçükbogaz location, work was started to save the giant barge stuck in the sand due to strong winds.



The barge is expected to be withdrawn from its location and taken to the Black Sea coast. **Delta Efe** has been collecting shipwreck pieces and waste material on the Black Sea and Kocaali coasts for a year. *(Source: Deniz Haber)*

EVER GIVEN GROUNDING



Ahead of its grounding, the '**Ever Given**' was struggling to steer because of its high speed and the size of its rudder, and could have chosen not to enter the waterway in bad weather, the Suez Canal Authority (SCA) Chairman Osama Rabie stated on May 27, amid a dispute over compensation with the owner and insurers of the ship. A legal team for Japanese owner Shoen Kisen disputes the vessel's detention and the compensation claim and has said that the SCA was at fault for allowing the vessel to enter and

not providing tugs. Before the accident, the ship was sailing at about 25 kilometres per hour, far above the 8-9 kmh appropriate for the canal's narrow southern channel. Because of the speed, two tugs accompanying the 'Ever Given' were unable to help. A member of Shoen Kisen's legal team said that the SCA had failed to prove any fault by the ship. A court hearing on the compensation request is scheduled for May 29. Pending a judicial decision, only the court had the power to release the ship or its cargo. (Source: *Vesseltracker*)

CAR CARRIER SINKS AFTER COLLISION WITH TANKER OFF JAPAN; THREE MISSING

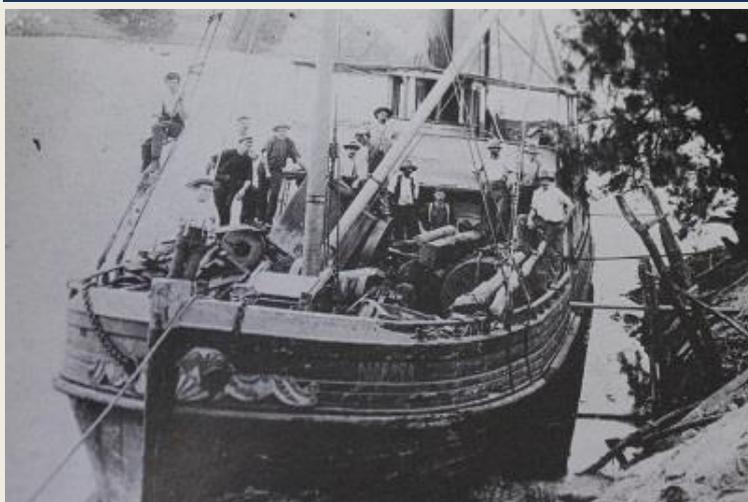
Japanese coast guard ships and aircraft were searching on Friday for three missing crew of a cargo ship that capsized and sank after a collision with a Marshall Islands-registered tanker in the Seto Inland Sea, authorities said. The **Byakko** sank at about 2:40 a.m. after colliding with the chemical tanker **Ulsan Pioneer** just before midnight in the Kurushima Strait, Chief



Cabinet Secretary Katsunobu Kato told a news conference. Nine of its 12 crew were rescued by the coast guard and nearby ships, he said, adding that coast guard patrol vessels were scouring the waters for the remaining three. There were no injuries among the tanker crew, and no leakage or floating objects at the site, he said. A Japanese coast guard spokesman identified the tanker as the Ulsan Pioneer, registered in the Marshall Islands. The coast guard had deployed 14 patrol ships and three aircraft in the search, he said. (Source: *MarineLink*)

REMEMBER TODAY

SS NARARA 29TH MAY 1909

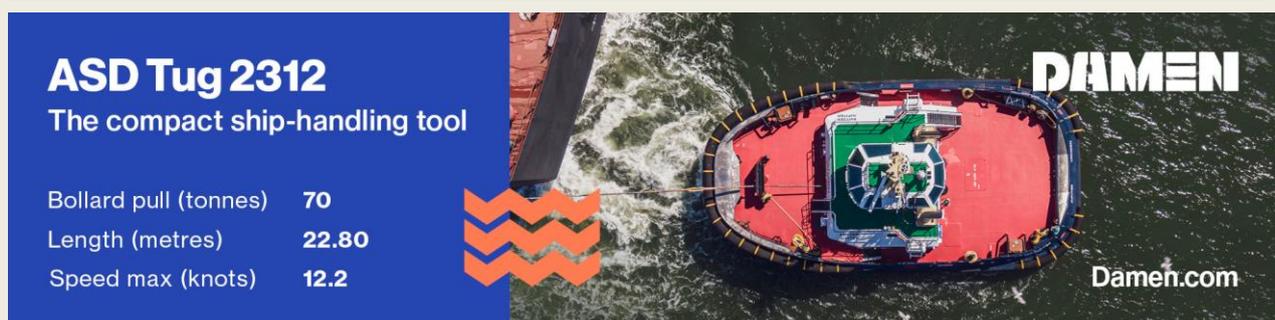


The **Narara** was a wooden carvel screw steamer built in 1900 at Jervis Bay, that was wrecked when it sprang a leak while carrying general cargo between Sydney and the Hawkesbury River and was lost at 2 ml SE off Little Reef Newport near, Barranjoey, New South Wales on 29 May 1909. The vessel commenced her runs from Sydney Harbour to the Hawkesbury River in January 1900 and continued on this run till the time of her final 1909 sinking. During 1903 the vessel

was burned to the water line and sank at its mooring only to be refloated and rebuilt and started back

on the same run. **Description and construction** The **Narara** was a wooden vessel, and was built at Jervis Bay In 1900 she was 79 feet 8 inches (24.28 m) long, 18 feet 9 inches (5.72 m) broad, and 5 feet 8 inches (1.73 m) deep her owners were Messrs D.A. Mitchell and T.H. Johnston She has traded regularly between Sydney and the Hawkesbury River ever since she was placed In commission. She was insured for £1,250 A photo of the SS **Hawkesbury** and SS **Narara** at the junction of the Colo and Hawkesbury Rivers in 1904 can be found [HERE](#) *Ship service history - Early career* The SS **Narara** commenced her runs from Sydney Harbour to the Hawkesbury River on or about 16 January 1900 and was described she “can get along at a good speed.” At about the same time The SS **Narara**, owned by the Gosford Steamship Company was described as. Presently running two weekly trips on the river on behalf of the Hawkesbury Steam Navigation Company, The **Narara** is a recently built boat, and is an excellent cargo vessel. The vessel soon became a part of the small local community as indicated when its ships engineer Mr Greentree taking part in local sculling races at the time. A boat race between Mr John Greentree and Mr Samuel Morley was pulled on the Sackville course, 21/2 miles, on Saturday of last week, for a stake of £10, when Jolly Jack was the victor. The SS **Narara** followed the scullers, and on the banks of the river were many spectators. It is probable that the same two will meet again in a few weeks for a larger stake. While in 1902 and 1903 the vessel became involved in some cases before the courts when Helen Ashwin Mitchell wife of Frederick Newton Mitchell, of Lower Portland, Hawkesbury River sought to sue the Sydney Harbour Trust Commissioners for the sum of £200 as damages as when the steamer Narara landed at Russell's wharf on 14 January 1902 a heavy door or hatch suddenly swung open and knocked Mrs Mitchell down as she was passing along the footway, and inflicted serious injuries. The court found in favour of her, but assessed the damages sustained by her at £50. Yet in May 1903 Samuel James Crosland, 23 was found guilty and was fined £15, in default four months imprisonment for having stolen from the steamer **Narara** two silver watches and one gold chain, valued in all at £6, the property of David Austin Mitchell (the owner of the vessel). When Samuel Crosland was arrested he admitted having taken the watches, and he said he had hidden them behind some sacks on the wharf. The chain, he stated, had been pawned at a shop in George Street West. *1903 fire and sinking* At midnight of Sunday 23 August 1903 the **Narara** was burnt to the water line and sank. At the time it was described as.

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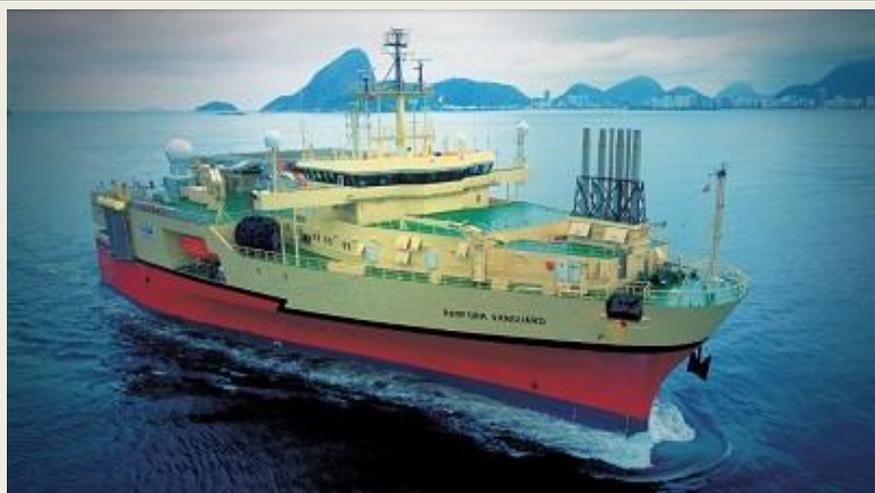
The river steamer **Narara** trading between Sackville and Sydney and owned by Messrs Mitchell and Johnston was burned to the water's edge at midnight on Sunday and being scuttled sank at her moorings in Sackville Reach She had only arrived from Sydney the night before and contained a cargo of goods for settlers In the vicinity The crew were asleep below and had just time to escape with what they had on. The origin of the fire is unknown. The vessel which insured had lately been overhauled. The steamer Hawkesbury was at one time burned to the water s edge and sank, and on another occasion sank after striking a rock within a short distance of where the present disaster occurred. *Approximately a month later* The small steamship **Narara**, a well known trader between Sydney and the Hawkesbury River, which a few weeks ago was almost completely destroyed by fire and sank in the Hawkesbury, has been raised and left yesterday in tow of a steam tug for Sydney She

will be repaired here, and will again enter the Hawkesbury trade. *Shipwreck* What nonsense; put it all on, and let's get in, anyhow — Master of the vessel, Frederick Petersen On the night of 28 – 29 May 1909 there was a very heavy fog from Midnight till daylight, The **Narara** a left Sydney as usual at about midnight on Friday with a cargo for the Hawkesbury with the ship's company numbering seven hands all told. There were no sensational incidents connected with the wreck. Everything went well until the **Narara** had completed half of her journey at the Marine Court of Inquiry. The master of the vessel, Frederick Petersen, gave evidence that: When the disaster occurred he was on the way to the Hawkesbury with-a mixed cargo. The only persons on watch were the engineer, a fireman, and himself. He cleared the Heads at about 1.30 a.m., and steered about north. He did not set any compass course, as it was a bright night. There was a light westerly breeze and smooth sea. When in the middle of Narrabeen Bight the engineer came on deck, and reported that the vessel was making water. Witness replied, "What nonsense; put it all on, and let's get in, anyhow." He made no examination, but he was called by the engineer again ten minutes afterwards. He then went down to the engine room and found water up to the engineer's waist. He had the crew called, and the boat was got out, the engines being stopped. By the time they got it in the water, steam was too low for the engines to be started again, and the steamer was therefore abandoned. She went down at about 4.30 a.m. They were about a mile and a half off the land. The crew landed at Barranjoey at about 8 o'clock. He could give no reason for the steamer making water as she did. *The engineer, Ephraim Greentree, in his evidence said:* That the water was a foot or 18 inches over the floor when he first noticed it. He told the captain about it, and put on the pumps. The captain told him to let him know if the water gained on them. In ten minutes the water was up to his waist. The captain then ordered the dock pumps to be started, but the water gained on them too quickly for them to do any good, and the steam went down. The steamer, since her last overhaul, had not made any water. He had not felt her strike anything. **Wreck site** The steamer **Narara** foundered about a mile and a half off the land; off Little Reef, south of Barranjoey, with Barranjoey Lighthouse, about 1½ mile distant and the vessel foundering in deep water close to Little Reef. (*Source: Wikipedia*)

OFFSHORE NEWS

PGS' RETURNEE LANDS BLACK SEA ACQUISITION CONTRACT

Norway's Petroleum Geo-Services (PGS) has secured an acquisition contract in the Black Sea for its recently reactivated seismic vessel **Ramform Vanguard**. The **Ramform Vanguard** will acquire the survey using an exploration configuration towing a 12×8000 meter spread, PGS stated. Work is scheduled to start mid-August and be



completed in November. According to the company, there are options related to the contract with potential for the program to extend well into 2022. "We are pleased to be awarded this project, which is a solid contribution to our order book. We reactivated the **Ramform Vanguard** for the North Sea summer season because of increased seismic acquisition activity," said PGS president &

CEO Rune Olav Pedersen. “The plan was to take her out of operation after the summer season. Sales leads and active tenders remain healthy, and this contract award is evidence of a continued positive market sentiment, which we believe will extend into the winter season.” PGS completed the stacking of **Ramform Vanguard** in early Q3 last year after it had completed the second GeoStreamer X seismic survey in the Viking Graben. Earlier this year, PGS revealed it had started preparations to reactivate Ramform Vanguard due to an increase in acquisition project activity. *(Source: Offshore Energy)*

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MODERN, "GREEN" SHIPS HAVE BETTER CHANCES ON THE MARKET - CLAIMS THE CLIENT OF REMONTOWA SA



Viking Supply Ships, a Swedish offshore vessel operator, said activity in the repair market was weak in the first quarter of the year due to continued low investment in the oil and gas industry as well as seasonally low demand. However, the company expects greater activity and slightly higher rates and fleet utilization in the summer season, as well as benefits from the recent expansion of its fleet with two dual-fuel offshore suppliers

built in Poland. For a long time, shipowners, especially in times of high oil prices (and thus also marine fuels), have been looking for more economical ships that burn less fuel. This usually meant newer ships, which were equipped with modern technical solutions in the field of propulsion and energy efficiency. However, in recent years, even with low prices of marine fuels, economic vessels (burning less fuel) or other ways to help achieve the goal of reducing emissions of harmful substances and greenhouse gases are sought, due to new regulations on shipping. Recently, also on the part of shipowners' customers, i.e. cargo senders, commissioners of specialist works at sea or ship charterers (renters), there is a pressure focused on choosing more environmentally friendly ships. Older ships, emitting more harmful substances and with a higher carbon footprint, remain unemployed, especially in sectors with the highest tonnage oversupply, e.g. offshore, and if they find them, they are doomed to lower charter rates. This was recently confirmed by the Swedish offshore vessel operator, freshly after receiving two advanced, environmentally friendly PSV (

platform supply vessels) ships, delivered by Remontowa Shipbuilding SA (the ship was completed by Gdańska Stocznia Remontowa SA on its behalf): "The first quarter of the year tends to be affected by seasonally low activity in the North Sea, and with the continued negative impact of the COVID-19 pandemic, that was also the case in 2021. There were short periods during the quarter with a more active market where rates and utilization improved. However, overall, revenues remained low and unsatisfactory, "said Trond Myklebust, president of Viking Supply Ships AB. The company's revenue in the first quarter was 70 million Swedish kronor (\$ 8.8 million), compared to revenues of SEK 70 million (\$ 8.4 million) in the first quarter of 2020. The company's after-tax result was a loss of SEK 42 million (USD 5 million), compared to the loss of SEK 78 million a year earlier (USD 9.4 million). Viking Supply Ships reported that the average charter rate for its fleet in Q1 was \$ 30,400 (up from \$ 31,300 in the previous year), and average utilization was 42%, up from 31% in Q1 2020. The group, which owns a fleet of icebreakers, AHTS (multi-purpose offshore tugboats and third-party anchor service vessels) and PSV (suppliers), received the first of two ice-class PSV vessels - **Coey Viking** from Remontowa SA in the first quarter. The delivery of these two ships (dual fuel PSV - battery power - 980 m² deck - DP2 - clean design - ice 1C - FiFi II, oilrec and standby) marks the re-entry of the Viking Supply Ships group into the PSV segment. "These ships are large PSV of high specification (ie. Technologically advanced and well-equipped - ed.), Drive dual fuel (diesel / LNG) and hybrid electric. With a reduced CEladów coal, ships are an attractive addition to the fleet of the Group. **Coey Viking** was hired on a time charter by Wintershall on the Norwegian Continental Shelf and started work immediately after arriving in the North Sea in February, "Viking Supply Ships reported. The second vessel, Cooper Viking , was delivered by this yard after the first quarter - in mid-April. Even before handover, the vessel had a futures contract with Vår Energi on the Norwegian continental shelf, with employment scheduled from June. The vessel will operate on the spot market for a short period prior to the commencement of the contract with Vår Energi.

While earnings in the first quarter were disappointing, Myklebust saw an improvement in oil prices for the quarter (which formed the market base) as well as other key financial indicators. "Brent crude oil is currently trading in the \$ 65-70 per barrel range, and energy commodity stocks showed a clear improvement throughout the quarter. The price of crude oil is historically the single most important driver of the OSV (offshore



service) market as it affects the level of investment in the global oil and gas industry, "he said. Speaking about the delivery of new PSV ships, completed and equipped at Gdańska Stocznia Remontowa SA, Myklebust stated: "Thanks to their environmentally friendly profile (dual fuel propulsion and hybrid drive capabilities with reduced carbon footprint), we have a strong belief that these vessels will be a successful endeavor for the group. Norwegian continental shelf before handover by the shipyard. The pandemic continued throughout Q1, and while vaccination programs progress at an accelerating pace, COVID-19 is likely to continue to have a significant impact on economic activity throughout 2021. As vaccine distribution increases significantly every month, it is estimated that travel restrictions could be significantly eased throughout this summer. This is

expected to have a positive effect on the overall economic situation and, in particular, to fuel demand for oil and gas, which in turn is a positive indicator for the offshore oil and gas industry." It also said it was likely that OSV operations would remain subdued also in 2021 due to long industry planning cycles. "It is also essential that shipowners continue to exercise discipline against overly hasty reactivating decommissioned vessels as this could potentially hinder a possible market recovery. With the expectation of a slight increase in the number of active oil rigs, the North Sea market is slowly recovering from the market trough." said Myklebust. "The summer season is typically more active in the market, which should result in slightly higher rates and higher utilization rates in the coming months. The Group will continue to focus on securing long-term contracts for its ships and focus on its unique expertise in harsh environmental and environmental conditions. arctic markets to survive the downturn in the market," added the president. He also recalled the risk of a prolonged market slowdown, due to which the company will have to take further steps to strengthen liquidity in 2021. "Given the reluctance of financial institutions to provide financing to the OSV industry, it is possible that liquidity will have to be secured through a capital increase," said the president of Viking Supply Ships. *(Source: PortalMorski)*

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THE SVA FLEET INCORPORATES THE "CÓNDOR" HIGH-ALTITUDE PATROL BOAT



The State Tax Administration Agency has delivered to the Adunera Surveillance Service (SVA) the new high-altitude patrol boat "CÓNDOR", type Rodman 138 from the Galician shipyard Rodman Polyships. It is the longest vessel in its class built in fiberglass reinforced polyester (GRP) in Europe and it is possible that it is also globally, according to the shipyard.

Rodman breaks into the segment of 43 m length boats built in GRP, designed to obtain high performance, reliability, construction quality and navigation characteristics. As a maritime and customs surveillance vessel, it will be assigned to patrol missions in the territorial sea, contiguous zone and international waters. It has been specially planned for the control of smuggling, drug trafficking, interception, registration and compliance with national and international laws. It is powered by four diesel engines of 1,500 kW of power each and incorporates a system of stabilizers.

It has accommodation for a crew of 18 people in eight cabins and in addition to common spaces it also has a security area. The estimated autonomy is 2,000 miles, which will allow long stays at sea, as an operational advantage. *(Source: Puente de Mando)*

POSH EAGLE AND POSH OSPREY - FIRST TIME IN MALTA



The 2014 built SGP Flag and owned anchor handling tugs **POSH EAGLE** entering Grand Harbour, Malta for the first time on Monday 17th May, 2021 and the **POSH OSPREY** entering Grand Harbour, Malta for the first time on Monday 24th May, 2021. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

ROSS OFFSHORE SECURES SURVEY JOB WITH OMV NORGE

Ross Offshore has secured a contract with OMV (Norge) to carry out a site survey on the PL 644 Iris/Hades discoveries to the Aasgard C pipeline route in the Norwegian Sea. The Norwegian company will conduct a reconnaissance survey, as well as provide management expertise and a survey spread from Fugro. Offshore operations are scheduled to commence in August. The Iris/Hades



discoveries are located on Haltenbanken in the Norwegian Sea in PL 644, PL 644 B and PL 644 C. The first exploration well was drilled in 2018 and proved gas and condensate. The Iris appraisal well was drilled a year later and the Hades reservoir was appraised in 2020, which confirmed the presence of hydrocarbons in both reservoirs. OMV (Norge) is the operator for PL 644/B/C with a 30% working interest, while the other licensees are Equinor with 40%, DNO Norge with 20% and Spirit Energy with 10%. *(Source: Offshore Energy)*

DOF CLINCHES BRAZILIAN CONTRACTS BUT SEES SLUMP IN REVENUES

Norway-based DOF Subsea has won multiple contracts in the Santos and Campos basins in Brazil to

support long-term deepwater projects and survey work as it reports a drop in quarterly revenues. Its



latest contracts support ocean bottom node (OBN) seismic campaigns by Shearwater GeoServices on state-run energy group Petrobras's Jubarte, Tupi and Iracema fields offshore Brazil. DOF has allocated 2001-built **Skandi Neptune** to service these contracts and it is being prepared to transit to Rio de Janeiro, Brazil. An MT 6016-design vessel converted in 2005, it is scheduled

to work on the Jubarte field survey for three months. The OBN surveys over the deepwater giant oilfields Tupi and Iracema in the Santos Basin start in Q3 2021 and are expected to last around nine months. DOF Subsea said the awards by Shearwater validate its capability to adapt and expand into growing markets such as 3D OBN surveys. *Secure and Safe Moorings in All Conditions* These contracts came as DOF reported revenue in Q1 2021 of Nkr1.51Bn (US\$181M), down from Nkr2.07Bn (US\$248M) in the same period in 2020. Operating profits were Nkr45M (US\$5.38M) but it reported a net loss of Nkr801M (US\$95.8M) in Q1 2021. The average utilisation of DOF's owned fleet during Q1 2021 was 67%, compared to 81% in Q1 2020, with the market still suffering from the impact of the global coronavirus pandemic. DOF said it had experienced "increased activity in the Atlantic region, but reduced utilisation in the Asia-Pacific and North America regions". There was "high activity in Brazil, but operations were impacted by several vessel mobilisations and Covid-19," DOF said. (Source: *Riviera* by Martyn Wingrove)

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JANA 21 – ALUMINIUM CREWBOAT SPECIALLY DESIGNED FOR ARABIAN GULF

The Vietnam shipyard of French builder Piriou recently handed over a new fast aluminium crewboat to Jana Marine Services, a Saudi Arabia-based vessel operator that primarily serves clients in the Middle East offshore oil and gas industry. Classed by Bureau Veritas and designed specifically for operations in the Arabian Gulf, **Jana 21** has a length of 55.1 metres, a beam of 10 metres, and a maximum draught of 2.28 metres. The vessel has space for 20 crewmembers, comfortable lounge seating for up to 60 passengers in business class (50 seats) and VIP (10 seats) sections, and space for up

to 226 tonnes of cargo on its 250-square-metre deck, making it ideal for resupply duties in addition to personnel transfer. The

accommodation spaces for the crew include two four-person cabins, five two-person cabins, and two single cabins. Also situated in the interior are a mess with galley and four toilets with showers. Four Cummins QSK60 main diesel engines that each produce 2,013 kW at 1,900 rpm drive HamiltonJet HT810 waterjets to give the crewboat a top speed of 34 knots and a cruising speed of 25 knots. With a total fuel capacity of 139,000



litres, the vessel enjoys significant autonomy and can therefore be easily deployed to transport technicians to and from offshore platforms that are situated much farther from the coast. Piriou added that the straight hull also translates into improvements in speed while maintaining the same energy consumption whether the vessel is fully loaded or otherwise. Two electric-powered 150kW bow thrusters enhance the vessel's manoeuvrability at low speeds and in close quarters, such as during docking/undocking. The crewboat is also equipped with a DP2 system, GMDSS for A1, A2, and A3 areas, five VHF radio sets, an aviation radio, and an alarm and monitoring system provided by Marinelec Technologies. In fulfillment of SOLAS as well as Saudi and Bahraini flag state requirements, the vessel is fully equipped with regards to life-saving appliances. Specifically, the vessels has eight 25-person liferafts, a lifejacket-to-occupant ratio of greater than one-to-one due to the availability of spares, a Dacon rescue net/scoop, a davit-launched rigid inflatable boat (RIB) for use in man overboard situations, and two 1,200m³/h firefighting monitors. The vessel's onboard systems draw electrical power from two 178kVa and two 263kVa generators, which are in turn powered by a quartet of Cummins QSB7 diesels. **Jana 21** was delivered to Jana Marine Services in January of this year. It is the third Piriou-built crewboat to join the Jana fleet following the delivery of the 41-metre sister vessels **Jana 17** and **Jana 18** in 2017. (Source: Baird)

UNITED OFFSHORE SUPPORT EXPANDS INTO MEXICO



Following a significant contract win in Brazil, United Offshore Support GmbH (UOS) announced the expansion of its Americas business into Mexico. The Germany-based company recently secured a contract with ENI Mexico, part of Eni S.p.A, to provide drilling support for the Valaris

8505 semisubmersible rig. The 2010-built UT786CD design anchor handler **G.H. Atlantis** will

perform the five-month charter. The 200t bollard pull **G.H. Atlantis** has already arrived in Mexico and began operations in mid-May. “This is a very important strategic step into Mexico, a market which has huge potential for deepwater exploration and high demand for AHTS vessels in our segment,” said Heiko Peters, Americas Chartering Manager for UOS. “As a company, we are always looking for opportunities for long-term growth, and we believe this charter can be a big part of that.” UOS noted it has previously worked in Mexico from 2009-2011, and it has been working with ENI in the West African market since 2018. *(Source: Offshore Engineer)*

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ROHDE NIELSEN'S NEW VESSEL HIRED FOR BALTIC PIPE WORK

Rohde Nielsen's new multi-purpose vessel **Grane R** has secured its first job on the Baltic Pipe project. **Grane R** will carry out boulder removal, trench maintenance dredging, and backfilling for the gas pipeline between the Norwegian sector of the North Sea and Poland. For the boulder removal operations, the vessel's crane is equipped with a peel grab supplied with video camera for visual monitoring, Rohde Nielsen said. The 274-



kilometer Baltic Pipe project is a strategic infrastructure project between Poland's GAZ-SYSTEM and the Danish Energinet. It will create a new corridor supplying gas from Norway to the markets in Poland, Denmark and neighboring countries. GAZ-SYSTEM reported at the beginning of the month that it had started carrying out final preparations to begin laying the offshore gas pipeline. *(Source: Offshore Energy)*

MIRJANA K EX ATLANTIC TERN

The former **Atlantic Tern** having been sold only a month ago and renamed **Mirjana K** (Panama flag) has not been idle. It left its layup berth in Stephenville NL May 7 and sailed directly to Rotterdam arriving May 22. It then sailed again May 27 with the surprising destination of Gros Cacouna, QC, towing the barge **YN524305**. Recorded today, May 28, in the Dover Strait at 4.9 knots, it has an ETA



of June 16. Gros Cacouna, next door to Rivière-du-Loup, QC, has a large port basin sometimes used for importing wind turbine components. It is also used to unload pulpwood from barges. (Source: Mac Mackay-Tugfax; Photo: Leen van der Meijden)

WINDFARM NEWS - RENEWABLES

FOB SWATH 9 & FOB SWATH 10 – NORWEGIAN BUILT FAST CREWBOAT PAIR FOR DANISH OPERATOR

Offshore Windservice, a Danish subsidiary of Odfjell Wind, has begun operations of its two newest fast crewboats, **FOB SWATH 9** and **FOB SWATH 10**. Built by Norwegian shipyard Oma Baatbyggeri in compliance to DNV 1A1 HSCLC R1 rules, the vessels were so-named for their having small waterplane area twin hull (SWATH) designs, which are optimised for ensuring stability even when sailing at high speeds and tolerating wave



heights of up to two metres. The design also allows the hull of each vessel to be lowered by as much as 1.5 metres when in the water, hence reducing vessel movement and guaranteeing significantly safer crew transfers to and from offshore wind turbines even when the sea gets rough. To lower the hull, the ballast tanks are filled with seawater, a process that can be completed within three minutes. The DP-equipped crewboats each have an LOA of 32.5 metres, a moulded beam of 11.5 metres, a maximum draught of 2.95 metres with the hull lowered, and a draught of 1.65 metres when the hull is raised. Aluminium was used in the construction since it ensured the hulls will be lighter than carbon fibre while still possessing the same levels of durability necessary for long-term offshore operations. There is space for 36 passengers and a crew of four, though the interior layout may be modified to house a maximum of 56 passengers if needed. Amenities include two toilets with showers, satellite TV, wi-fi connectivity, and facilities for serving both hot and cold beverages. All interior spaces are also fully air-conditioned. The passenger seats are from West Mekan Produksjon while the operators' seats in the wheelhouse were supplied by Alu Design and Services. Four MAN V12-1650 1,200kW engines connected to Marine Jet Power MJP 500 waterjets via ZF 3000 gearboxes propel each crewboat to a speed of 32 knots. Auxiliary power is in the form of two 92kW

engines that feature automatic switching in case one or the other engine fails while in transit. An



interceptor and stabilisers from Humphree help ensure more comfortable sailings. Two bow thrusters have also been fitted for added manoeuvrability especially when docking/undocking at ports or offshore turbines and when navigating in inner harbour waters. To provide added protection for the hull during docking/undocking, type RG rubber fendering is incorporated on the bow. The vessels also feature two Volvo

Penta D5A 80kWe generators, a Palfinger crane, MB Hydraulikk anchor winches, a Dacon rescue net with deck control station, and a hydraulically operated telescoping gangway from Undertun Industrier. Most of the electronics including the radar, GPS, AIS, and echosounder were supplied by Furuno while the VHF and UHF radio sets were provided by Sailor. The foredeck has 75 square metres of clear space that can accommodate a maximum cargo load of 10 tonnes. The crewboats are also adequately equipped for emergencies with a pair of SOLAS-approved, 100-person life rafts from Viking Life-Saving Equipment as well as HSC Code 2000-compliant firefighting and life-saving devices. **FOB SWATH 9** and **FOB SWATH 10** are the second and third vessels, respectively, in a series of three ordered by Offshore Windservice from Oma Baatbyggeri. (Source: Baird)

Advertisement

FLOATEL INTERNATIONAL WINS FIRST OFFSHORE WIND CONTRACT

Floatel International has been awarded a contract for the Greater Changhua 1 & 2a project, which represents the first contract for the company in the offshore wind sector. Under the contract, Floatel International will provide an accommodation vessel to support construction activities on Ørsted's offshore wind farm in Taiwan. The company said its vessel **Floatel Triumph** would be deployed to support the operations. **Floatel Triumph** is a semi-submersible accommodation and construction support vessel (floatel), which can accommodate up to 500 people. The DP3 vessel is equipped with a telescopic gangway, a helideck, two deck cranes, a large lay-down area, as well as workshops and warehouses. According to the Bermuda-headquartered company, the vessel was designed for

operation in some of the harshest environmental conditions in the world. At the Greater Changhua 1 & 2a site, construction is well underway, after Heerema Marine Contractors' (HMC) vessel **Aegir** started installing jacket foundations at the beginning of this month. This year, the construction activities will include export and array cable laying, and installation of the offshore substations and foundations. Wind turbine installation is scheduled to start in 2022. The project will comprise a total of 111 Siemens Gamesa 8 MW turbines installed on jacket foundations in the Taiwan Strait, some 35 to 50 kilometres off the coast of Changhua County. *(Source: Offshore Wind)*



OPUS MARINE NAMES DAMEN FCS 2710 IN CUXHAVEN



Opus Marine GmbH, the highly specialized offshore logistics service provider from the Zeitfracht Group, is growing. On Thursday in Cuxhaven, the company gave a new Damen Fast Crew Supplier (FCS) 2710 the name **Allegro**. The vessel will begin immediate operations, transporting technicians to wind farms offshore. The crews will enjoy the highest possible comfort onboard a vessel of the latest

generation. The vessel was built by Damen Shipyards Group in Antalya. The Fast Crew Supplier (FCS) 2710 is the first of its kind to fly the German flag. Opus Marine will place the vessel within its existing fleet, consisting of six vessels for the offshore wind industry in the North and Baltic seas. Opus Marine place the order for the vessel in December last year. As a result of Damen's philosophy of building standard vessels in series, its vessels can be delivered very quickly. The FCS 2710 was already under construction when the order came. Opus Marine became part of the Zeitfracht Group in mid-2018. The company offers highly specialised transport services for the offshore industry with a wide range of maritime transport services. Among the company's fleet Verdi – a Damen FCS 2610. This predecessor of the FCS 2710, of which about 50 ships were built, were a game changer in the offshore wind sector and became a reference in the industry. The FCS 2710 builds on the success of this. It features the same Twin-Axe bow, which ensures safe and comfortable transport even in rough seas. A key feature is that the ship is one metre higher above the water than the predecessor

vessel. This means that the FCS 2710 can be used in weather conditions with a wave height of over two metres, significantly increasing the operational window. The FCS 2710 also offers additional deck space, more tank capacity and additional accommodation. The Damen Shipyards Group was the first address for Opus Marine when it wanted to expand its fleet. This was based on previous experience, says Bernhard Messer, Managing Director of Opus Marine: “We saw no reason to change this winning team. The



goal is to provide our customers with the best crew transfer service – using only the best ships. When the going gets tough, Damen has proven itself to be an impressively reliable partner, characterized by excellent back office services and consistently high-quality technical support. We are happy to welcome the Allegro as our newest vessel and with the further successful cooperation with Damen.” Damen sales manager Joschka Boddeling says: “We are very happy that one of our ships has been named again today. The collaboration with Opus Marine in Germany began in 2015 with the delivery of one of the first FCS 2610 vessel for 24 passengers. We appreciate this partnership very much and wish Bernhard and his team success with Allegro.” *(Press Release)*

Advertisement

An advertisement for Nav-Light. The background is a dark blue gradient. On the left, the "Nav-Light" logo is displayed in a bold, yellow, stylized font with a registered trademark symbol. To the right of the logo is a black, ruggedized electronic device, likely a navigation light, with a clear lens on top and various ports on the side. At the bottom of the advertisement, the text "The bright spot in the marine world" is written in yellow, followed by the website "www.wkmcornelisse.com" and the phone number "+31 (0)34 55 17 122" in white.

ESVAGT SCHELDE – FIRST OF THREE NEW DANISH-OWNED HIGH CAPACITY WINDFARM SERVICE VESSELS

Norwegian shipyard Havyard Leirvik (formerly New Havyard Ship Technology) recently handed over the first unit in a new series of three windfarm service operation vessels (SOVs) ordered by Danish offshore operator Esvagt. Named after the 350-kilometre Schledt River that winds through Western Europe towards the North Sea, the Bureau Veritas-classed **Esvagt Schelde** has an LOA of 70.5 metres, a beam of 16.6 metres, a draught of 5.6 metres, and a summer deadweight of 1,960 tonnes. A quartet of Scania D16 main diesel engines that each produce 640 kW drive an equal number of Steerprop azimuth thrusters to deliver a speed of approximately 12 knots. Providing auxiliary power for the SOV are two Cummins QSK38 diesels. Rounding out the propulsion setup are a set of electric-powered, retractable tunnel side thrusters from Brunvoll. Although the first vessel in a new series, **Esvagt Schelde** is the fourth newbuild to be supplied by Havyard to the same

customer. Havyard Project Manager Jan-André Førde Systad has stated that the SOV therefore possesses many of the systems that are already familiar to Esvagt's crews, hence minimising the time required to train those who will be tasked with operating the vessel under the extreme offshore conditions typical in the North Sea. The systems include navigation and communications electronics from Furuno and Thrane and Thrane, a Kongsberg Maritime DP system, and firefighting equipment



from Tyco. Power is supplied by Marelli generator sets consisting of four 769kVa units and two 1,238kVa units. A Scania D138 emergency generator has been installed as well. **Esvagt Schelde** has onboard space for 60 persons including crew and technicians, making the SOV suitable for the accommodation role. There are also warehouse facilities for cargo, a lift that provides direct

access to and from all decks and gangway levels, and office areas and a conference room for use by clients. Welfare facilities include a game room, a theatre, a gymnasium, dayrooms, and a large mess area. All interior spaces feature ventilation systems supplied by Teknoterm. The SOV is also equipped with two high-speed daughter craft that were developed in-house by Esvagt and are to be used for transferring personnel and cargo to and from the wind farms. Other offshore transfer methods available on the SOV include a walk-to-work gangway supplied by SMST and a three-tonne heave-compensated offshore crane from Peak Marine. Besides the daughter craft, lifeboats from Viking Life-Saving Equipment are also available on board. The deck machinery also includes boat davits from Vestdavit and winches and capstans from Palfinger Marine. The vessel's hull was completed by Cemre Shipyard in Turkey and later transported to Havyard Leirvik's facilities in Sogn in Western Norway for final outfitting. Norwegian Electric Systems supplied the vessel's energy design, control systems, and complete propulsion system. **Esvagt Schelde** was delivered by Havyard Leirvik in December 2020. The following month, it began operating under a long-term service charter contract with MHI Vestas Offshore Wind in the North Sea. Under the charter, the vessel will provide operations and maintenance support at the Borssele III and IV wind farms 22 kilometres off the Dutch province of Zeeland, at the Northwester 2 wind farm 50 kilometres off Ostend in Belgium, and at the Triton Knoll and Moray East wind farms in the UK. (*Source: Baird*)

DREDGING NEWS

PORT OF WEIPA DREDGING WRAPS UP

North Queensland Bulk Ports Corporation (NQBP) has successfully wrapped up maintenance dredging at the Port of Weipa for another year. According to NQBP CEO, Nicolas Fertin, the dredge vessel TSHD **Brisbane** has left the Port of Weipa after completing the 22-day program. "I would like to commend all our staff and contractors for their work in completing the dredging program in Weipa," Mr Fertin said. "About 320,000m³ of natural sediment was removed from the Port of Weipa and placed at the approved Dredge Material Placement Area (DMPA), in Albatross Bay." In his statement, Mr Fertin also thanked the Weipa community for their patience and understanding during the project. "The TSHD **Brisbane** undertook over 170 trips to and from the DMPA without incident. "This is a testament to all involved including the local Weipa fishing and boating

community.” Throughout the dredging, NQBP engaged with key stakeholders including the Weipa Technical Advisory and Consultative Committee (TACC). Members of the TACC include conservation groups, Traditional Owners, scientists, community, port users, and Commonwealth and State Governments. This dredging program was the first instance of maintenance dredging occurring at the Port of Weipa under NQBP’s new 10-year Commonwealth permit.
(Source: Dredging Today)



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NAMING THE WORLD’S MOST POWERFUL CUTTER DREDGER, THE CSD ‘SPARTACUS’



Last Friday, 21st May 2021, DEME held naming ceremony for most powerful cutter suction dredger in the world, the mega cutter suction dredger ‘**Spartacus**’. The dredger like ‘Spartacus’ has never been seen before in the industry, with a total installed power of 44,180 kW, its production rates and ability to cut hard soil are unrivalled. Although it was not possible to have DEME’s traditional naming festivities

and family day given the coronavirus restrictions, DEME was honoured that Mrs Annik Penders, the wife of the Prime Minister of Belgium Alexander De Croo, accepted to be the godmother of the new vessel. Luc Vandenbulcke, CEO DEME Group, commented: “Spartacus’ was designed with three

main priorities at its core: pushing the boundaries of dredging potential, unprecedented autonomy and minimising the impact on the environment. We are proud to be a technological and sustainable leader in the industry and ‘Spartacus’ embodies this drive and innovative spirit.” ‘Spartacus’ will drive new levels of performance in the dredging industry given its unbeatable pumping power and heavy-duty cutter ladder, which means a dredging depth of 45 m can be reached. Projects that would not have been feasible before are now possible. As well as its impressive power, ‘**Spartacus**’ is the first cutter suction dredger in the industry that can be powered by LNG. The vessel also has several additional energy saving features, such as a waste heat recovery system. ‘**Spartacus**’ incorporates other smart innovations to maximise productivity, including an on board workshop with a vibration-insulated floor, which makes it possible to carry out the maintenance and repair of the cutterheads during operations. This enables the mega cutter suction dredger to achieve unequalled uptime and is a major advantage when working in remote parts of the world. (*Source: Dredging Today*)

YARD NEWS

ROSATOM IS LOOKING FOR A SHIPYARD: AUCTION ANNOUNCED FOR THE CONSTRUCTION OF AN ARC7 CLASS HYDROGRAPHIC VESSEL

FSUE "Hydrographic Enterprise" (part of the state corporation "Rosatom") is holding an electronic auction for the construction of the lead hydrographic pilot ship of ice class Arc7. Information about the procedure was published on the evening of May 25. As follows from the EIS data in the field of procurement, applications for participation in the procedure are accepted



until June 10. The auction is scheduled for June 11, 2021. The initial contract price is 7,067,180,000 rubles. Earlier, these funds were provided in the federal budget by order of Prime Minister Mikhail Mishustin. According to the draft agreement, the ship must be delivered to the state customer no later than October 20, 2024. The vessel must be built to the Russian Maritime Register of Shipping class: KM (*) Arc7 1 AUT1-ICS OMBO EPP Special purpose ship. The vessel's maximum length should be 83 m, width - 17.2 m, draft - 5.3 m, displacement - 5288 tons, maximum power of rowing electric motors - 2x3100 kW. As follows from the documentation, it is planned to use the HSV05.02 project, previously developed by the Marine Engineering Bureau, as a preliminary design. (*Source: Sudostroenie*)

GONDAN LAUNCHED A NEW COMMISSIONING SERVICE OPERATION VESSEL

Built for the Norwegian shipowner Edda Wind AS, it will be the first vessel of the four Commissioning Service Operation Vessels (CSOVs) in the orderbook. Today, 26th May 2021 at

GONDAN Shipyard in Figueras, at high tide, the launching of a new Commissioning Service



Operation Vessel - built for the Norwegian shipowner Edda Wind AS – has just taken place. The vessel has a length of 88,3 m and a beam of 19,7 m, it has been designed by Salt Ship Design, and it is prepared for the installation of zero emission hydrogen technology. The preparations for future zero emission propulsion systems are made possible by Enova SF funding, a Norwegian government

enterprise responsible for promotion of environmentally friendly production and consumption of energy. The CSOV will be the 14th vessel constructed for a company with relations to the Østensjø Group. With an accommodation for 120 people, 93 technicians and 27 crew members, the vessel will support the Charterer Ocean Breeze during their operation at the Bard Offshore 1 wind farm in Germany. For this, it will have the most modern and automated equipment including a 3D Motion Compensated Crane and a motion compensated gangway with a maximum range of 28 meters for personnel transfer and an integrated elevator with capacity up to 26 persons. The global situation generated as a result of the COVID-19 pandemic has represented a challenge for the shipbuilder, which has managed to face it with great effort and thanks to careful coordination and implementation of all necessary measures, in accordance with current Government regulations, successfully achieving the fulfillment of its commitments, despite the challenges. *(Press Release)*

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OVER 950 VESSELS DELIVERED

PROUD SHIPBUILDERS







THE DANISH COASTAL AUTHORITY ORDERS A NEW SURVEY SHIP FROM TUCO MARINE – PROZERO WORKBOATS.

With 34 years on the ocean and countless nautical miles in the logbook, the Coastal Authority well-deserved survey ship, EKKO, will have a new replacement. It was Tuco Marine, Denmark that won the EU tender for the construction of the new survey ship. It is expected to be launched next year. The Coastal Authority has entered into a contract with Tuco Marine, for the new construction of an advanced survey ship. The ship will be part of the Coastal Authority's work with ongoing surveying of Danish waters and collection of data on coastal development. The data collection

provides important knowledge, among other things, for the work with climate adaptation and coastal protection. *Latest sonar technology*

The new surveying vessel will be equipped with A-frame for towed sensors and the latest, updated model of the so-called multi-beam echo sounder, which can measure the seabed with millimeter accuracy down to just over 200 meters depth. The ship itself is specially built for the harsh weather conditions on the West Coast, where a large



part of the survey takes place. The almost 15 m long ship with two powerful inboard engines of a total of 1,000 HP is built in carbon fiber and reinforced, so it can withstand sailing into very shallow water depths and even regular grounding as such is an important part of the vessels daily tasks. The price for the new ship is expected to be in the region of DKK 10 million. DKK including the advanced measuring equipment. Area manager Niels Kristian Kvistgaard from the Coastal Authority says: "Coastal surveying places some very special demands on the ship's construction, not least because we expect it to be in operation for many years. The solution and execution that we get from Tuco is, as I see it, the ideal starting point for us to be able to deliver high quality data for many years to come." *Solid data base provides security* Coastal director Merete Løvschall, who today signed the contract with the shipyard says: "I am pleased that today we can start the construction of a new survey ship. An efficient surveying vessel with state-of-the-art surveying equipment is absolutely crucial for us to be able to follow the development of the coasts and solve our other tasks in the maritime territory. The coastal surveys are the mainstay of the data base on which we base ourselves in the work of making our coasts climate robust and creating security for all the people who live along the Danish coasts." *The tender process* The tender process has been going on for the last six months, and the primary attorney to the Danish stat has assisted the Danish Coastal Authority in carrying out the tender. Hauschildt Marine A/S has also assisted with ship technical advice in the tender process and will now manage the construction process until the delivery of the finished ship next year. Director of Tuco, Jonas Pedersen, looks forward to working with the Coastal Directorate on the construction of the new ship: "At Tuco, we are really proud to be assigned this important task. Survey vessels are some of the most specialized and complex work boats in operation, and we are naturally pleased that our ProZero series once again proves to be able to meet the specific requirements of highly qualified users in this specialized area." The Coastal Authority has carried out surveys in Danish waters since 1874. *The Coastal Authority's survey vessels are used for:*

- Continuous survey of coastal profiles and collection of data on coastal development in Danish waters;
- Control measurement of depths in sailing lanes and entrances, so that ship traffic can pass unhindered;
- Survey of harbor basins;
- Surface-covering measurement before sand feeding;
- Survey of sand extraction areas;
- Inspections of structures (locks, hips, stone settings, etc.);
- Deployment of surveying equipment, including tasks with the use of divers.;
- Search and rescue of missing persons at sea. *(Press Release)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

- *Med Marine successfully delivers second Unique Ice Class tug Svitzer Edda*
- *Kotug International launches inland shipping division*
- *Sanmar to build five technologically advanced tugs to serve LNG Canada*
- *Med Marine delivers super ice class tier III tugboat Sulina 2 to A.F.D.J.*
- *Sanmar completes second of two unique custom-designed ice-breaking tugboats*

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

(New page on the website. If you are interested pls contact jvds@towingline.com)

- *Pair of RAmports 2500 ASD Tugs for Sale (New)*
- *2 units AHTS available for sale in the UAE*
- *4000HP Ocean Tug from 2011*
- *High Ice Class ASD Tug for Sale in Ukraine*
- *DP2 PSV for sale in West Africa*

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

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