



22nd Volume, No. 35 **1963 – “57 years tugboatman” – 2021** Dated 05 May 2021

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

Distribution twice a week 18,350+

MIDWEEK-EDITION

TUGS & TOWING NEWS

A MINI-TRACTOR FOR THE US NAVY



Moduteh Marine, of Tacoma, Washington, has gained recognition on meeting the stringent conditions of military contracts. In 2020 they completed a contract to build a fleet of five small tugs. These carry the military designation Work Boat Docking. Modutech's Brian Swindahl describes the vessels, "The mission of the CNIC Work Boat Docking (WB Docking) is to provide waterborne support at US Navy Installations. The boats are required to have the ability to safely assist vessels including

submarines for mooring and dry-docking, open and close security barriers, as well as to tow/push floating port operations support equipment. The boats must include propulsion equipment that is optimized for bollard pull, be highly maneuverable, and include sufficient deck fittings and winches to tow astern, alongside, or push." In effect, the navy wanted a Swiss Army knife that would fit in a mooring pocket. Modutech built a series of five boats that do just that. The rectangular shaped 25 by 14-foot (7.62 X 4.27 meter) hulls have an eight-foot draft. The relatively deep draft results from the requirement that these little boats be highly maneuverable. To meet that requirement, they are fitted with a single Schottel SRP 150 azimuthing drive. The drive has a 41.3-inch (105 cm.) propeller in a nozzle. The forward-mounted drive is protected by a heavy pipe guard. A pair of fins, with approximately the same depth as the single drive, enhance the



maneuverability while providing tracking stability. The powerful heart of these remarkable craft is a single Cummins QSM11 engine, producing 450hp at 2100rpm. This big power gives the little tug a speed over 7.5 knots and a bollard-pull in excess of 10,000 pounds. This power allows the tug to operate in both push and towing methods as required. The steel hull carries an aluminum pilot house with heating and air conditioning. The wheelhouse can be removed for repair or transportation. Similarly, a pair of push knees mounted forward are removable. Arching from the top of the push knees, over the house, and down to the aft deck, a cage allows the boat to pass easily under mooring lines. Normal operation will be with a two-person crew, although there is room for an additional five passengers. The five Cummins-powered Yard Tugs were deployed to naval yards in 2020. *(Source: Alan Haig-Brown)*

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USACE TOWING VESSEL GETS A NEW JOB AND A NEW NAME



The Rock Island Engineer District was today set to hold a christening ceremony in Quincy, Ill., for the M/V **Quincy**. Originally built in 2008 and operated by the Louisville Engineer District as the M/V **Gordon M. Stevens**, it previously served as part of the construction fleet for the Olmstead Lock and Dam. Now, as the M/V **Quincy**, the vessel has joined the Mississippi River Structures Maintenance fleet located at the Mississippi River Project Office in

Pleasant Valley, Iowa. It serves as the primary towing vessel for the fleet's new Quad Cities crane barge. Built by Orange Shipbuilding, Orange, Texas, at a price just under \$5 million, the vessel is 124 feet long by 34 feet wide and is powered by two 1,500 horsepower engines. Onboard accommodations include seven state rooms, which can accommodate up to 10 crew members, and a full galley. The Mississippi River Project Office and its Mississippi River Structures Maintenance Fleet, which includes six vessels, maintains the infrastructure of the navigation system on 314 miles of the Upper Mississippi River from Guttenberg, Iowa, to Saverton, Mo. *(Source: MarineLog)*

ENGINE ROOM LULLABY (18) - INDUSTRIE 3D41 ON THE OUDE WAAL 1

As the Amsterdam reporter for De Scheepvaartkrant, I was allowed to sail with biologist and writer Midas Dekkers and his girlfriend Ruth Thiadens on their tugboat **Oude Waal 1** from Werf 't Kromhout in Amsterdam to their home port in Weesp. In the engine room of **Oude Waal 1**, built in 1924, there is an Industry



3D41 from 1953, according to Dekkers the most beautiful engine in the whole world. "For me, a boat like this is primarily a musical instrument that serves to calm my nerves and those of other people," says Dekkers. "If you have any mental illness, don't go to a psychiatrist. Just go to Dekkers and sit next to my exhaust pipe." Watch the video [HERE](#) (Source: Heere Heeresma Jr.)

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THE "VB BANDAMA" TUGBOAT MAKES ITS DEBUT IN THE PORT OF SAGUNTO



The "**VB Bandama**" tugboat, recently incorporated into the Boluda Towage fleet, has been released in the port of Sagunto, where it will remain until next fall. In which it will be destined for the port of Las Palmas de Gran Canaria. The set-up has been carried out with the ship docked in the port of Castellón. As already advanced by puededemandando.com, it is the former "Buffalo", built in the

Damen shipyard and in service since November 2017. It is powered by two Caterpillar engines with a power of 5,710 horsepower and 70 tons of draft. It is a Damen ATD 2412 type tug, weighing 220 gross tons in a hull measuring 24.74 m in length and 13.60 m in beam. IMO code 9816347. (*Source: Puente de Mando; Photo: Antonio Alcaraz*)

LOIS M - RETURN ENGAGEMENT

The well traveled McKeil tug **Lois M** arrived back in Halifax April 28 with the barge **Glovertown Spirit**. This visit is similar to its call last autumn which for some reason was not mentioned in this blog, but did make it to my other blog Shipfax : October 24, 2020. The Sydney, NS based tug once again has the 4800 tonne capacity deck barge



Glovertown Spirit, and will load another bridge component for Toronto. The bridge builders, Cherubini Metal Works, have their own dock in Eisner's Cove in the South Woodside / Eastern Passage area of Halifax harbour and can load out almost any fabrication they can manufacture. Once workers have installed the crib work on the barge, they will load the bridge section, which will also likely be covered by Shipfax. (*Source: Mac Mackay-Tugfax*)

PAINTING ON NAUTICAL CHART



Thijs Zwart has been making beautiful acrylic paintings on nautical charts for several years. Here we see the seagoing motor tug **Holland** from Rederij Doeksen and the lifeboat boat **Brandaris** from the Koninklijke Nederlandse Reddings Maatschappij (KNRM), with in the background the lighthouse of Terschelling "**De Brandaris**". A special painting of the three most important nautical

aspects of the Dutch Wadden Island of Terschelling. The acrylic painting is made on a nautical chart of 110 x 85 cm. The tug **Holland** (Imo 5153462) was built in 1950 by Ferus Smit, v/h J. Smit & Zn. – Foxhol; Netherlands under yard number 111 and completed in 1951 for NV Scheepvaart en Bergings Mij. G.Doeksen & Zonen – Terschelling. In 2001 she was sold Stichting Zeesleepboot Holland - Opperdoes/Den Helder; Netherlands for preservation. The **Brandaris** lifeboat was taken into service

in 1923, it served until 1966. In 2011, the Foundation Museum Lifeboat Terschelling took over the **Brandaris** for the symbolic amount of 1 euro. The **Brandaris** has been sailing again since 2014. "Thanks to the efforts of a great club of volunteers, the **Brandaris** is now being pampered and regularly makes trips with paying passengers along the seals. The lighthouse of Terschelling "**De Brandaris**" is the oldest working lighthouse in the Netherlands. The tower dates from 1594. (*Painting Thijs Zwart*)

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ENGAGE MARINE AWARDED NEW TOWAGE LICENCE FOR PORT OF ABBOT POINT

North Queensland Bulk Ports News Release: New Towage Licence Framework announced for Port of Abbot Point. A new towage licence will come into effect at the Port of Abbot Point from 1 October 2021. After an extensive assessment process, North Queensland Bulk Ports Corporation (NQBP) has awarded a Non-Exclusive Towage Licence for the supply of towage



services for the Port of Abbot Point to Engage Marine Pty Ltd. NQBP Chief Executive Officer Nicolas Fertin said the arrangement supports NQBP's responsibility as a port authority and will provide the framework required for safe and efficient port operations for now and into the future. Mr Fertin said the new arrangement will assist NQBP in meeting current and future trade requirements and foster improved environmental management and supply chain optimisation. "NQBP recognises and acknowledges the service provided by Port of Abbot Point's current towage service provider, Bowen Towage Services (BTS)," he said. "Regional employment was a requirement of the licence and Engage Marine will maintain the existing four-person crewing arrangement of the tug vessels." Engage Marine Chief Executive Officer Mark Malone said the company is proud to be selected to provide towage services for the Port of Abbot Point and is committed to meeting with all stakeholders, including representatives of the current workforce in the port, at the earliest opportunity. "We will work closely with the workforce and their representatives so that the current towage workforce in Abbot Point will be offered first priority of continuing their roles in the port,"

Mr Malone said. "A heavy emphasis will be placed on employment from the Bowen area and to avoid FIFO where possible. "We will respect and maintain the current employment terms and conditions for individuals by agreeing an Enterprise Agreement to cover our requirements across the Port of Abbot Point operation. "Engage Marine will be introducing three new state of the art tugs as part of the service offering to NQBP and our mutual customers, and we will be seeking suitably qualified and experienced locals to both operate and maintain these vessels to the highest standards." NQBP followed a competitive and comprehensive tender process consistent with the State's Queensland Procurement Policy, with multiple companies submitting proposals to operate services at the port. *(Source: Engage Marine; Photo: John Regan)*

SAAM TOWAGE WELCOMES NEW HIGH-PERFORMANCE TUG TO ITS FLEET



In Turkey SAAM Towage received a new high-performance tug that will provide services at the port of Callao in Peru: the Albatros. The vessel is a compact, but very high-power, model designed by Robert Allan Ltd. and built by the Sanmar shipyard that is well suited for the requirements of the South American terminal. The [Albatros](#) will join the [Valkyria](#), which is already in Peru. Measuring 24.4 long and 11.25 wide, the tug features bollard pull of 70 tons and a maximum speed of 13

knots. It boasts high maneuverability and stability. *(Press Release SAAM)*

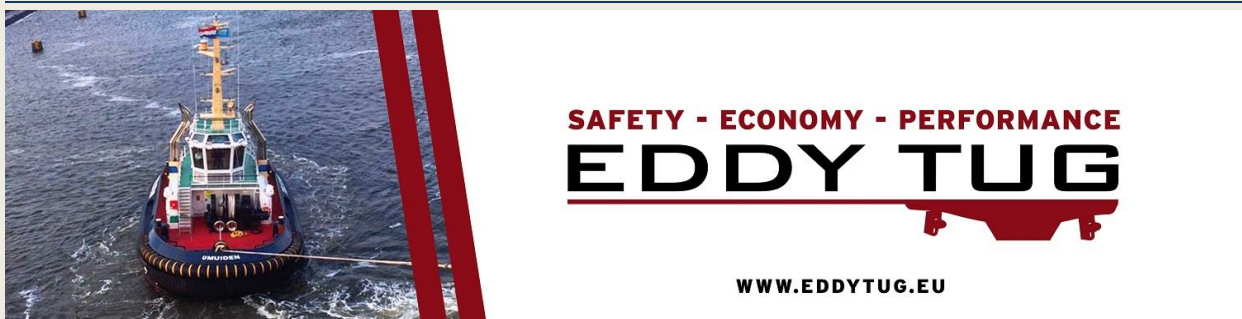
A TAILORED VESSEL FOR NORTH WEST MARINE: THE JIF MAIRI

NORTH WEST MARINE, the Scottish subsidiary of JIFMAR OFFSHORE SERVICES, specialized in aquaculture, is expanding its fleet with the arrival of the [JIF MAIRI](#). This multi-purpose vessel, built by NEPTUNE SHIPYARD in Holland, was designed for the specific needs of aquaculture, NORTH WEST MARINE's core business line. This 24-meter-long and 9-meter-wide vessel has been completely redesigned, starting with the cranes. These have both been placed to starboard to facilitate work near the fish cages. In order to



accommodate all the equipment necessary for the maintenance of the cages, the central winch has also been moved behind the castle, which offers a large free deck area of 150m². Also on the starboard side, D-fenders were installed to avoid damaging the nets. The vessel also has a "imbed" ladder to provide safe and convenient access for divers. "We wanted to create a vessel that could meet 100% of the needs of our customers in the aquaculture sector. It's a great tool for our sailors, which will be a huge asset to our customers," says Tony RATCLIFFE, General Manager at NORTH WEST MARINE. Like all the vessels in the Group's fleet, this vessel will also be capable of carrying out missions in ports, towing, diving support, ROV support, wreck recovery and much more "We wanted to keep for this vessel the versatility that is the strength of our fleet. The evolution of design to meet the specific needs of aquaculture should not come at the expense of other functions performed by an Eurocarrier. Thanks to the numerous exchanges between our Scottish and French teams and the shipyard, we have succeeded in this challenge. » Affirms Jean-Michel BERUD, CEO of Jifmar Offshore Services. **JIF MAIRI** will start its first long-term contract at the end of April. *(Press Release)*

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CLASSIC TUG TAKES ON WINTER TO PREVENT MOHAWK VALLEY FLOODING



Far too often, Erie Canal communities have been threatened by flooding in the spring due to the formation of ice jams. Tugboats might not be a solution most people would consider to mitigate the problem, but New York's Reimagine the Canals program is now utilizing a tug to break up sheet ice along the route shared by the canal and the Mohawk River. The goal is to preserve a historic canal-side landmark area. Mild weather early

last winter in the Mohawk River region was good news for the low-lying Stockade District in Schenectady, N.Y. The architecture and streetscapes in the Stockade make up one of the oldest continuously settled neighborhoods in the country. First settled in 1661 by Dutch merchants and fur traders and inhabited ever since, the 82-acre zone has "the highest concentration of historic period homes in the country, with over 40 houses more than 200 years old," according to the National Park Service. Of the 380 buildings in the neighborhood, two are listed on the National Register of Historic

Places. In recent years, the Stockade has flooded when the weather warms quickly in the spring. Mohawk River ice, sometimes up to 12 inches thick, breaks up and causes ice jams downstream, forcing the water to rise. The flooding has disrupted the lives of residents and resulted in huge insurance claims for increasingly fragile structures. Enter the tugboats stationed above the 30-foot-high Vischer Ferry hydroelectric dam and the adjacent Erie Canal Lock 7. The 85-foot **Margot**, part of the New York State Marine Highway fleet, serves as the icebreaker, with the 48-foot **Benjamin Elliot** providing



emergency backup in case **Margot** becomes disabled in the ice. That is not a likely scenario, but if it did happen, the rescue would be complicated because the canalized Mohawk River is closed each winter for maintenance and upgrades. **Margot** was built in 1958 by Jakobson Shipyard in Oyster Bay, N.Y., originally carrying the moniker **Hustler II** for the Oil Transfer Corp. The tug changed hands several times over the years and was acquired by the New York State Marine Highway Transportation Co. in 2002. The single-screw veteran is powered by a 1,440-hp Fairbanks Morse diesel engine. When temperatures plummeted in the region in mid-January and stayed below freezing, ice built up behind the dam and **Margot** began its mitigation work. Icebreaking above the dam allows ice to freely flow through upstream constrictions, reducing the chance of ice jam formation. The tug works to prevent ice from becoming more than 12 inches thick, as well as to move it over the dam when warm temperatures create the potential for ice sheet movement. Stationing a tugboat above the dam to break up ice was an idea generated by Reimagine the Canals. The New York Power Authority and New York State Canal Corp. (NYS Canals) launched the flood



mitigation effort in partnership with a collection of private, state and federal entities: Clarkson University, Union College, the New York State Department of Environmental Conservation, the U.S. Geological Survey (USGS), the National Weather Service, and the U.S. Army Corps of Engineers. In addition to using **Margot**, NYS Canals has acquired a **Watermaster**, a 36-foot amphibious multipurpose machine. Multipurpose in this case means it

can break ice in winter and dredge during the summer. Unlike a tugboat, the operator of the Watermaster does not need to have a U.S. Coast Guard captain's license. NYS Canals is also becoming more proactive when it comes to monitoring ice jams. Partnering with the USGS, the agency is developing a model to predict ice jam formation, which will be part of the warning system that alerts canal-side residents of an impending threat. Installing pneumatically operated crest gates along the

top of the Vischer Ferry dam is another mitigation option being studied. Flooding in the Mohawk Valley occurs at other times of the year as well, as in 2011 in the wake of Hurricane Irene and Tropical Storm Lee. Apart from the current icebreaking initiative, the Federal Emergency Management Agency granted the city of Schenectady \$8.6 million in 2018 to study options and implement solutions. New York Gov. Andrew Cuomo called the 2021 icebreaking operation “a pilot program to understand the effectiveness of the icebreaking tugs.” He said the state



would be continuously evaluating its efforts “and will look to incorporate lessons learned from this pilot into future resiliency planning efforts and operations.” The Reimagine the Canals initiative utilizes 21st-century technology to protect one of New York’s most valuable 17th- and 18th-century heritage sites. The function of the canal system may have changed in the past century, but the value of the Erie Canal and the canal-side Schenectady community cannot be understated — two landmarks adding priceless value to the state. • *(Source: Professional Mariner by Will van Dorp)*

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JAN DE STERKE VOOR SURVEY BIJ DAMEN HARDINXVELD



Yesterday 03 May 2021, my visit at the Damen yard at Hardinxsveld brought me to the steam tug **Jan de Sterke**. The tug was under survey, boiler survey, bringing her class update and some repairs. A good moment to take some pictures of her. The steam tugboat **Jan de Sterke** is



a sailing monument, as included in the Register Sailing Heritage Netherlands of the Federation

Sailing Heritage Netherlands. The ship was built in 1913 at the shipyard C.W. van Straaten & van



den Brink Shipbuilding and Machine Repair in The Hague, under the name **Snel**. The steam is produced in a coal-fired Scottish boiler of approximately 2500 liters of water. This boiler replaced the old one in 1973, which was in poor condition.

History: She was delivered in 1913 as **Snel** to NV Sleepboot Snel Rotterdam. (Dir. C. Overwater) - Rotterdam; Netherlands. On 16 januari 1935 as **Snel** sold to J.H. van Bon van Cafe Wacht Am Rhein - Millingen; Netherlands. On 12

oktober 1939 as **Snel** to van Kriekels & Tiereni - Luik; Belgium. In 1949 as **Mariette** sold to G. Bijl Luik; Belgium. On 30 January 1967 as **Mariette** sold Fa.Duliere - Dinant; Belgium; On 12 October 1972 as **Mariette** sold to F.Weggelaar - Leeuwarden; Nederland. In 1973 as **Mariette** sold to C.H.von Gimborn - Emmerich; Germany. Om 7 May 1977 **Hendrina II** sold to Leeuwarder sleepdienst (Dir. H. van Duuren) - Oosterwierum; Netherlands. On 1 May 1995 as **Hendrina II** to Stichting de Compound - Gorinchem; Netherlands. On 6 December 1996 renamed **Jan de Sterke** Stichting de Compound - Gorinchem; Netherlands. *Origin of the current name* On the coat of arms of Gorinchem it says: "Fortes Creantur Fortibus", it is translated that "The strong bring forth the strong". This was

the motto of the Lords of Arkel, who served from Gorinchem in the Middle Ages until 1412 in the Land van Arkel. It is thought that the spell goes back to Jan van Arkel, nicknamed "the strong one", who succeeded Jan van Arkel the Tenth. The Van Arkel family has always been closely linked to the history of Gorinchem. Once when Jan drove under the Dalem Gate, one of the city gates, he grabbed one of the beams with both hands, clamped his horse between



the thighs and pulled himself and the horse up on the beam. In another version of the story, Jan was chased by the enemy. In this story too, he pulled himself up into the gate, horse and all. But now his pursuers rushed under him, and he quickly closed the gate and caught them. Gorcummers keep the thought of **Jan de Sterke** alive, partly through this ship's name. (*Source: Wikipedia. Photo's Towingline*)

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TUG DELIVERY ROUND-UP



With an abundance of activity lately, news of vessel orders has been held over until next month to concentrate on 14 deliveries, all involving European interests. Following the first of two emergency towing tugs delivered for Turkey's Directorate General of Coastal Safety, Uzmar Shipyard has delivered vessel number two **Kurtarma 13**. Kurtarma is Turkish for recovery or rescue and while deepsea tugs are usually considered for ETVs, Turkey's choice of Robert Allan Ltd's (RAL) RAsar 3200W indicates the

versatility of the RAsar class, available up to 40m in length. The 80tbp pair are equipped to high standards including unrestricted navigation fitting for their demanding role reportedly including ship rescue; escort towage; towing and pushing; firefighting; stand by and port services. Sanmar Shipyards is another Turkish yard building RAL tugs and **Delicay VIII** is now part of its own tug fleet operating at Nemrut Bay in the Aegean Sea. **Delicay VIII** has the Z-drive tractor layout of RAL's TRAKTOR-Z 2500SX design and the compact 75tbp example tows over the stern via double-drum winch with special attention given to wheelhouse visibility including overhead windows and a rotating mast for operations under the flare of a ship. Sanmar-built tugs are increasingly popular in UK waters and recently the Sirapinar class Rupert Best joined the fleet of Portland Harbour Authority. Formerly sailing as **Sirapinar XII**, part of Sanmar's own fleet it is a RAmports 2200 ASD design, described by Sanmar as 'a compact yet powerful little sister to our larger Bogacay tugs' providing 50tbp via a Caterpillar/Schottel main engine and Z-drive combination. Described by RAL as providing 'increased capability during heightened weather conditions and during emergency events' the 70tbp, fifil-classed vessels tow both ahead and astern (including escort duties) via an aft deck winch and accommodation is provided for eight persons. Svitzer are also in the process of commissioning two more tugs of interest, **Svitzer Embla** and **Svitzer Edda** from Med Marine's Ereğli Shipyard. RAL are again designer of choice for Svitzer with its Tundra 3000 (MED-A3060-ICE) ice-classed marques designed for extreme winter conditions. A stand-out feature of the 60tbp pair is the enclosed towing winch allowing operations over either bow or stern via a trunk running through the

deckhouse. Southampton-based Shipyard for a second Eurocarrier 2209 tug/workboat with delivery of **Willchallenge** joining the 2007 delivered **Willendeavour**. The new arrival is the latest version of Neptune's popular Eurocarrier series and features Caterpillar machinery, an HS Marine 185t/m crane and 50t anchor-handling and towing winch. **Willchallenge**'s owners see promising potential with the news vessel, managing director, Philip Williams saying it has:



'already generated a lot of interest from customers keen to take advantage of her capabilities.' Damen's now proven new RSD Tug 2513 is going from strength to strength with delivery of two examples, **TSM Honfleur** and TSM Rouen to Thomas Services Maritimes. They will operate on the River Seine between Rouen and Honfleur assisting cereal export bulk carriers, tankers and other vessels and modifications to the Tier III-prepared standard design include reducing the draught to allow sailing in the Seine's relatively shallow waters while retaining their 80 tonne bollard pull. A previous order mentioned in this column has been completed with Uzmar Shipyards' RAstar 3200W SAAM Acaxual and **SAAM Centzunat** delivered from Turkey to Acajutla (El Salvador) via the Panama Canal by Redwise Maritime for operation at El Salvador by SAAM Towage. The 32m long, 80tpb twins are specified for operation at the Energía del Pacífico LNG terminal reportedly meeting 'the highest standards of escort and firefighting 1 notations based on BV's classification standards, along with the highest safety standards for operating at LNG terminals.' A consistent theme reporting tug deliveries is builders' abilities to maintain schedules despite Covid restrictions and the above are typical examples of the industry's efforts to operate normally as much as usual while maintaining safety standards for the workforce and client. *(Source: Maritime Journal by Peter Barker)*

SEACONTRACTORS GOES DOWN UNDER!



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constantly changing maritime environment, Seacontractors is always looking for new opportunities to support the company's value, 'worldwide support at sea'. With our new office we look forward to serving current and new clients in this region. *(Press Release)*

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BRIGGS MARINE COMMISSIONS FOUR NEW VESSELS

Briggs Marine has contracted with Meercat to provide three 9.5mtr line handling vessels and one 15.5mtr workboat. The workboat build is well underway and all vessels are expected to be delivered later this year. The vessels will be operating in the Medway Estuary in support of Briggs Marine's port services contract with Peel Ports London Medway, which allows for the renewal



of its fleet currently in use. Iain Ross, Director of Briggs Port and Marine, said "We are pleased to have signed this contract with the UK's leading builder of versatile steel workboats. "The Briggs' Team visited Meercat in Southampton last week and we were impressed by the progress and quality of the build. We're confident that the vessels will meet and exceed the requirements of our long-term contract with Peel Ports London Medway." He continued, "This investment in our assets will ensure the company's capabilities remain at the very highest standard, and will allow it to continue offering a first-class service." *(Press Release)*

SVITZER AUSTRALIA APPOINTS NEW CFO

Svitzer Australia is pleased to announce the appointment of Michael Hill to the position of Chief Financial Officer, reporting to Managing Director Nicolaj Noes. Michael brings a wealth of experience in senior executive roles across several industries, including aviation, logistics and wine. Most recently, Michael held a role in the emerging wine industry in British Columbia, Canada. Commenting on Michael's appointment, Managing Director Nicolaj Noes said: "With his background and experience in senior executive roles in B2B and B2C industries, Michael's appointment will

further enable Svitzer Australia to optimise and drive financial performance and ensure a focus on customer satisfaction and experience.” With a focus on strategic growth opportunities, Michael will lead several financial transformation projects, including new system development and driving operational efficiency. Michael is responsible for leading the finance function and driving the business’s financial performance, including business planning, financial reporting, and corporate governance. Michael is a qualified Chartered Accountant and holds an Honors Degree in the Bachelor of Commerce. *(Press Release)*



ACCIDENTS – SALVAGE NEWS

CHINA SENDS SALVAGE VESSELS TO RECOVER WRECKED INDONESIAN SUB

Indonesia has accepted an offer from China's PLA Navy for assistance in raising the wreck of the submarine **KRI Nanggala**, which disappeared without warning during an exercise dive on April 21. With assistance from the Singaporean sub rescue vessel MV **Swift Rescue**, Indonesian forces located and confirmed the wreckage of the **Nanggala** on April 25. A sonar survey and an



ROV dive determined that the hull of the sub was broken into three pieces; given the depth of the site, the Indonesian Navy suggested that the damage was consistent with crushing under extreme pressure. All 53 members of her crew are presumed dead. Indonesia's government has expressed a desire to salvage the wreckage of the sub - a daunting task given its location in 3,000 feet of water. Far less complex salvage operations at shallower depths bring significant costs. "Bringing some 1,300 tonnes of metal back to the surface from a depth of more than 800 meters remains a formidable proposition. Only a handful of salvage organizations would even be capable of such a task," wrote James Goldrick, adjunct professor of naval and maritime strategy at Australian National University. "Furthermore, there is no guarantee the specific cause of the disaster will ever be discovered." Indonesian officials suggested that they would request the assistance of other nations to help with the wreck recovery effort, and China answered the call. The Indonesian Navy confirmed on Saturday that three Chinese salvage and sub rescue vessels are under way to the location of the wreck site in the strategic Lombok Strait. A Chinese salvage mission would have benefits for Indonesia on a cost basis, but it would also further China's national security objectives, a Chinese defense source told state-run Global Times. The salvors will have an opportunity to "study the maritime military geography of the area where the submarine was wrecked, as well as expanding the international cooperation and influence of our navy in submarine rescue and salvage," the source told Global Times. The cause of the sinking is not known, but two senior Indonesian officials told The Straits Times that it is possible that the sub was dragged down below its crush depth by an internal wave.

Lombok Strait is known for its internal waves, powerful subsurface currents driven by ocean layers and tides which can sweep through the water column in ocean channels. They are potentially deadly for submarines, as they can pull a layer of water (and its contents) down to great depths - or force it suddenly upwards towards the surface. The Strait of Gibraltar is also known for its strong internal waves; at least one submarine casualty in that region has been attributed to the phenomenon. KRI [Nanggala](#) was a Type 209 diesel-electric attack sub, one of many built by Howaldtswerke-Deutsche Werft (now ThyssenKrupp) in Kiel between the 1970s and the mid-2000s. The class was developed specifically for export, and more than 60 were built and sold to 13 nations, including two for Indonesia. [KRI Nanggala](#) was delivered in 1981, and she underwent an overhaul and modernization period at DSME in 2012. (*Source: Marex*)

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SPANISH AUTHORITIES INTERCEPT TUG CARRYING SEVEN TONS OF HASHISH



In a scene out of an action movie, Spanish authorities are reporting one of the largest seizures of illegal narcotics interrupting the activities of what they believe is a large multi-national drug cartel. The seizure happened in international waters netting more than seven tons of hashish that they believe was being smuggled into Spain. Despite difficult weather conditions in the waters near

the Strait of Gibraltar, two Spanish patrol boats, the [Rio Arlanza](#) and the [Rio Mino](#), conducted a clandestine operation to track and intercept the target vessel, an ocean-going tug named [Felsted](#). The Spanish police reported the operation lasted two days at sea before two speedboats from the [Rio Mino](#) conducted a “stealth boarding” of the target vessel. The crew of the tug did not detect the police action until the agents were aboard and made the apprehension. The Maritime Analysis and Operations Center – Narcotics (MAOC (N)), based in Lisbon, worked along with the Spanish Guardia Civil, National Police, and Customs Surveillance forces in an investigation that lasted more than a year. The operation was the result of an extensive exchange of information and coordination with

Spanish, French, Dutch, Portuguese, and U.K. authorities. The tugboat was targeted because the cooperating authorities believed it had been used to carry drug caches to several countries. Details on the **Felsted** are equally vague other than it is 79 feet long and is registered in Vanuatu. Spanish authorities reported that it had been renovated to have a large hold to make it possible for it to carry large quantities of drugs undetected. Earlier this year, the tug was reported to be in the Canary Islands. The authorities were tracking its movements and its departure from the Canary Islands. After the apprehension, the tug was escorted to the Port of Algeciras where the three Ukrainian crewmembers operating it were placed under arrest. A search revealed 200 bales that weighed a total of 7,130 kilos. (Source: Marex; Photo **Felsted**: Vesselfinder)



TANKER AND LNG TANKER COLLIDED OFF HUELVA, SPAIN

Inward tanker **STO Pimlico** collided with outward LNG tanker **Bilbao Knutsen** just outside Huelva port, Gulf of Cadiz, Spain, at around 0430 UTC Apr 30, in port's anchorage area. Both ships sustained damages and were anchored near collision site. **STO Pimlico** sustained starboard forecandle damages, and lost her starboard anchor flukes and crown. **Bilbao Knutsen** suffered portside hull dents and probably gashes, cargo deck railings were also damaged. As of 1230 UTC May 1, both ships remained anchored. **STO Pimlico** arrived from Morocco, **Bilbao Knutsen** is bound, according to previous tracks, for Americas. Product tanker **STO Pimlico**, IMO 9686871, dwt 38734, built 2014, flag Marshall islands, manager Scorpio Commercial Management (Equasis). LNG tanker **Bilbao Knutsen**, IMO 9236432, GT 90835, built 2004, flag Spain, manager Knutsen OAS Shipping AS (Equasis). (Source: Maritime Bulletin; Photo: Ministerio Transportes, Movilidad y A. Urbana)



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VELESTO RIG SINKS OFF MALAYSIA

Velesto Energy-owned jackup rig **Naga 7** has sunk off the Malaysian state of Sarawak while operating for ConocoPhillips. The incident occurred at the worksite on May 3 due to rapid penetration into the formation, Velesto said. The rig tilted and subsequently submerged at the location on Tuesday. Drilling activities have not commenced and no well has been drilled. All personnel onboard have been



reported safe and majority have been transferred to Miri, Sarawak. The remaining personnel are in the process of being transferred. Velesto said it is investigating the incident and evaluating options while the recovery efforts are ongoing. (Source: *Splash24/7*)

TANKER AGATH RAN INTO EMBANKMENT IN THE NOK



According to the Itzehoe police, the north bank in the Kiel Canal was approached by the tanker **Agath** (Imo 8820298 – 1991) came from Cyprus. The 83 meter long and 13 meter wide tanker suffered minor damage. Apparently the ship's steering gear suddenly stopped responding on the journey to Brunsbuttel and

the set course could not longer be changed. Probably the cause was a fault in the signal to the steering gear. Even the command 'full speed back' could not longer prevent the collision with the embankment. Slight damage was caused to the product tanker. According to the captain, the rudder

than worked perfectly again. The trade association for transport and traffic management ordered a ban on driving until the class was confirmed. (Source: Esys)

HORIZON ARCTIC EXPEDITION TO THE TITANIC

OCEANGATE EXPEDITIONS, the innovative crewed submersible exploration company, today announced it has selected the state-of-the-art multi-purpose offshore support vessel **Horizon Arctic** to serve as the surface support vessel for the 2021 Titanic Survey Expedition. This expedition will be the first of an annual series that will document the condition of the wreck, the debris field, and the marine life found there. “The



expedition vessel is essential to the success of the missions we will embark upon beginning in June 2021,” says Stockton Rush, President, OceanGate Expeditions. “The Titanic Survey Expedition will utilize OceanGate Inc.’s 5-crewmember submersible, Titan, and their proprietary launch and recovery platform that are easily accommodated by a wide variety of surface support vessels. For this expedition, in one of the world’s harshest marine environments, we have selected a superior vessel with outstanding features such as low emissions hybrid propulsion, full redundancies, and the highest standard of accommodations for our crew and Mission Specialists. Our focus has been on identifying a vessel and crew uniquely qualified in deep subsea operations with a commitment to putting safety first. We have found that in the crew of the Horizon Arctic,” says Rush. “We are excited to be providing the Horizon Arctic for the inaugural Titanic Survey Expedition, conducting this operation from our home port in St. John’s,” says Sean Leet, CEO, Horizon Maritime. “Our crews have unmatched training and experience in subsea support operations – safety is paramount within all of our operations. While we have supported many complex subsea operations over the years,



supporting the team making these dives to the iconic resting place of the Titanic is an exceptional honor. We are looking forward to working with the OceanGate Expeditions team and participating in these on-going missions that will document and preserve a fascinating aspect of our Atlantic Canadian heritage,” continues Leet. OceanGate Expeditions’ Titanic Survey Expedition will embark June 2021 with a team of scientists,

content experts, and citizen explorers trained as Mission Specialists to study and document the important maritime heritage site. Citizen explorers contribute mission support and training fees.

They join the crew as Mission Specialists who are trained to assist with submersible operations aboard Titan and surface support operations. Roles and training include communications, navigation, laser scanning, sonar operation, photography, and dive planning. The **Horizon Arctic** is Canadian-owned and operated by Horizon Maritime. The 93.6 meter vessel has the environmentally-friendly CLEAN DESIGN class notation, a hybrid propulsion system, and improved low resistance design for high speed and crew comfort. The vessel also has an ROV with integrated control room and launch and recovery system. (Source: *Horizon Maritime*)

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REMEMBER TODAY

SS WEST MAXIMUS 05TH MAY APRIL 1943

SS **West Maximus** was a steel-hulled freighter built for the United States Shipping Board's emergency wartime construction program during World War I. Completed too late to see service in the war, **West Maximus** spent the interwar years in commercial service. After America's entry into World War II in December 1941, **West Maximus** participated in a number of wartime convoys. She was torpedoed and sunk by the German submarine **U-264** while sailing to the United States on 5 May 1943, a casualty of the convoy battle regarded as the turning point in the Battle of the Atlantic.

Construction and design. **West Maximus** was built in Seattle, Washington in 1918-19 at the No. 2 Plant of the Skinner & Eddy Corporation—the 20th in a series of 24 Design 1013 cargo ships built by the company for the United States Shipping Board's emergency wartime shipbuilding program. Initially intended for commission into the U.S.



Navy as an auxiliary, **West Maximus** was assigned the navy identification code ID-3924, but the proposed commission was later withdrawn, probably because the war ended before the ship's completion. The ship was launched on 28 December 1918, about six weeks after the end of the war, and delivered to the USSB in April 1919. **West Maximus** is listed in mercantile records as having a

deadweight tonnage of 8,595 tons (8,800 nominal) and a gross register tonnage of 5,561 (5,600 nominal). The ship had an overall length of 423 feet 9 inches, a beam of 54 feet and a draft of 24 feet 2 inches. She was powered by a steam turbine driving a single screw propeller, delivering a service speed of 11 to 12 knots. *Service history* Entering service shortly after the end of World War I, **West Maximus** was put into commercial service by the USSB. In the early 1920s, **West Maximus** was engaged in service from both Europe and South America to the United States. Shipping records show that **West Maximus** arrived in New York from Stettin, Germany in June 1921, and completed another voyage from Montevideo, Uruguay in November. Newspaper records indicate that West Maximus made several voyages between Baltimore, Maryland and Manchester, England in late 1922. The following year, the vessel was again engaged in service between various ports in Europe and New York, arriving from Danzig via Southampton on 21 June, and from Helsingborg, Sweden on August 11. After this, **West Maximus** became one of the hundreds of American ships laid up in U.S. ports because of the postwar oversupply of shipping. She remained laid up at New Orleans until mid-1940, when she became one of a batch of 10 ships reconditioned and placed back into service by the U.S. Maritime Commission to help alleviate a shortfall in tonnage caused by shipping losses in the early part of World War II. Several other Skinner & Eddy-built ships, including **Eldena**, **Polybius** and the **West Maximus** sister ships **West Cressey** and **West Elcasco**, were also placed back into service from the New Orleans fleet at this time. Following her recondition, **West Maximus** was transferred to management of the Moore-McMormack shipping line of Baltimore, and the vessel was still in service with that company when the United States entered the war in December 1941. *World War II* With America's entry into World War II in December 1941, **West Maximus** quickly became engaged in convoy duty. The ship participated in her first wartime convoy in mid-1942, when on 17 June she loaded a cargo of steel and general goods at Baltimore bound for Liverpool, England. From Boston the vessel proceeded in convoy to Halifax and Sydney, Nova Scotia, where on the 26th she departed in an escorted convoy for Liverpool, arriving at her destination 11 July. After unloading her cargo, the ship commenced the return to the U.S. on 19 July, but on 4 August the convoy in which she was sailing was dispersed and West Maximus proceeded alone to New York. At New York, **West Maximus** loaded a cargo of general goods again bound for Liverpool, leaving for Halifax 19 August. On 22 August, West Maximus departed Halifax for Liverpool with a large escorted convoy, arriving at her destination 7 September. With her cargo unloaded, West Maximus joined an escorted convoy for the return to New York, departing 26 September and arriving safely on 17 October. *Rescue at sea* From New York, **West Maximus** departed in an unescorted convoy to South America, arriving at Guantanamo, Cuba 19 November and Trinidad on the 24th. From this point, she proceeded on December 5 to Rio de Janeiro, Brazil. During this voyage, the captain of **West Maximus**, Otto Heitman, observed what he first feared might be an enemy submarine, but soon realized the object of his attention was an empty lifeboat. On further investigation, two more lifeboats were spotted, containing 41 survivors from the torpedoed British ship MV **Teesbank**. After rescuing the survivors, Heitmann proceeded to the port of Rio, arriving December 22. Here, as a token of gratitude and a memento for the rescue, he was presented with a silver cigarette case by British members of the Rio community. *Return to Atlantic service* Departing Rio December 31, **West Maximus** returned to Trinidad and thence to Guantanamo, where she sailed in an unescorted convoy on 29 January for New York, arriving 4 February. At New York, **West Maximus** loaded a general cargo again bound for Liverpool. Leaving in an escorted convoy on 14 March, the ship reached her destination on 3 April 1943. *Final voyage* After unloading her cargo at Liverpool, **West Maximus** prepared to return to the United States in what would turn out to be her final voyage. On 21 April the ship joined Convoy ONS-5 for her return to the United States. A few days into the voyage, the convoy ran into a Force 10 gale and its speed was reduced to only three knots, allowing a wolf pack of 27 U-boats to gather for interception. The wolf pack attacked on the night of 4-5

May, and one of the first ships struck was **West Maximus**, hit by a torpedo from **U-264** that blew off a large section of the ship's stern. The vessel remained afloat, but while her crew were waiting for rescue, **U-264** fired two more torpedoes which struck the ship at 1.10 and 1.30 am respectively on 5 May, and **West Maximus** went down by the bows about ten minutes later. Six of the ship's complement of 62 were killed in the attack, including an officer, four crew members, and an armed guard. The survivors were rescued at 11am that morning by **HMT Northern Spray** (FY-129) and evacuated to St. Johns, arriving 8 May. Convoy ONS-5 would go on to lose a total of 12 ships to U-boat attack (one of which, coincidentally, was **West Madaket**, a sister ship of **West Maximus**), but 13 U-boats were also damaged or destroyed in the battle. In spite of its heavy losses therefore, Convoy ONS-5 is considered to be the turning point in the Battle of the Atlantic, as U-boats from this point were to suffer increasingly heavy losses for steadily diminishing results. *(Source: Wikipedia)*

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OFFSHORE NEWS

K LINE MOVES INTO WIND POWER SECTOR



Kawasaki Kisen Kaisha (K Line) establishes offshore wind division. Japanese K Line has followed in the footsteps of Mitsui OSK Lines and Nippon Yusen Kaisha, and established its own offshore wind division. The company will start with two offshore support vessels, creating K Line Wind Service, with more vessels to be added to the fleet as the business grows. The Japanese government has stated that it

wants wind power to be a substantial part of Japan's power generation and aims to have the country carbon-neutral by 2050. Japan's offshore wind capacity currently stands at 70 MW and Tokyo wants to have up to 45GW offshore wind installed by 2040. *(Source: Maritime Direct)*

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

We are pleased to announce that Marcon International's March 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 March 2021 offshore market report, Marcon reports 618 supply, tug supply, crew, fast supply and pilot boats officially on the market for sale out of 4,119 tracked worldwide. The pandemic severely stalled sales activity from the second quarter of 2020 onward. Demand and prices were significantly depressed and we had several sales cancel due to the inability to travel, arrange deliveries or due to cancellation of projects. On a positive note, the market seems to be improving somewhat as we move further into 2021. In spite of this, the OSV market, especially in the U.S., has been over tonnage which will remain an issue impacting prices for the foreseeable future. Below is the link to the market report on our website. [*Offshore Support Market Report March 2021*](#)

A SUPPLY SHIP CALLED "N35", CALLING AT LAS PALMAS



Due to its gray color, although somewhat darker than naval gray, it has the appearance of a military ship, but in reality it is a supply type ship flagged in Panama called "**N35**" (IMO 8119637). She has been in the port of Las Palmas de Gran Canaria for a few days, where she has changed berths several times. Built in 1983 in Norway, since 2019 it has been owned by Offshore Search Salvage and last year it changed its previous name from "Blue Betria" to the current one. (*Source: Puente de*

Mando)

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BARBAROS HAYRETTIN PAŞA SEISMIC RESEARCH SHIP PASSED THROUGH THE BOSPHORUS

Turkey's seismic research vessel, **Barbaros Hayrettin Pasha**, sailed through the Bosphorus and sailed to the Black Sea to participate in oil and gas exploration. **Barbaros Hayrettin Pasha** seismographic survey ship passed through the Bosphorus to participate in oil and natural gas exploration in the Black Sea. **Barbaros Hayrettin Pasha**, built as a seismographic research



vessel, was bought by Turkey in 2013. The 85-meter-long ship has been in search of natural gas in the Eastern Mediterranean for a while. The research ship entered the Bosphorus from the Sea of Marmara. The ship, owned by the Turkish Petroleum Corporation (TPAO), reached under the Fatih Sultan Mehmet Bridge in about 1 hour. Coast Guard and Coastal Safety boats accompanied the ship. The ship, which completed the Bosphorus crossing in about 2 hours, sailed to the Black Sea to participate in oil and natural gas exploration works. The passage of the research ship through the Bosphorus was also viewed from the air. *(Source: Deniz Haber)*

N-O-S ADDS FOUR WILSON OFFSHORE'S VESSELS TO ITS FLEET

Northern Offshore Services (N-O-S) will take over the management of four Wilson Offshore's offshore supply vessels (OSVs) designed for accommodation, cargo transfers, walk-to-work (W2W), survey, and ROV operations. Under a cooperation agreement with the ship owner Wilson Offshore, N-O-S will take over full technical and commercial management over the vessels starting in the third quarter 2021. The four vessels – **Wilson Arctic**, **Wilson Atlantic**, **Wilson Alboran** and **Wilson Adriatic** – will be renamed, repainted and fully integrated into the N-O-S fleet. "This step is in line with our strategy to increase the range of services that we are offering to the market and represents a great opportunity for us and the owners of the fleet, by being able to contribute with our brand and many

years of experience”, said David Kristensson, CEO of Northern Offshore Group, the parent company



of Northern Offshore Services. Danish vessel owner Wilson Offshore started in 2017, converting high-end platform supply vessels to specialised vessels such as W2W and accommodation.

The company is focused on delivering services at sea and offers DP2 vessels, ROV and crane services as well as a variety of W2W, subsea and survey solutions to the offshore wind market. N-O-S, which has been active within

the offshore wind industry since 2008, has sealed several deals in the industry over the past year. In January, the company signed a contract with Ørsted for seven crew transfer vessels (CTVs) which will support operations from the developer’s UK West Coast Hub. Last year, the Sweden-based company established a joint venture with SEA O.G. Offshore to operate crew transfer vessels (CTVs) in the U.S. offshore wind market. At the beginning of last year, N-O-S parent company Northern Offshore Group signed a Memorandum of Understanding (MoU) with Japanese shipping company NYK for a crew transfer vessel business that would serve offshore wind projects in Japan. N-O-S has acquired several new CTVs last year, including two from Sure Wind Marine and two from Rix Shipping, as the demand in the offshore wind sector is increasing. The vessel operator is also expecting the delivery of three new hybrid CTVs this summer, which will support the construction activities at Ørsted’s Hornsea Two offshore wind farm. *(Source: Offshore Energy; Photo: Gilles Bronke)*

HAVILA SHIPPING SEALS TOTAL EXTENSION FOR PSV PAIR

Norwegian OSV owner Havila Shipping has secured contract extensions with Total DK for the 2009-built **Havila Herøy** and 2010-built **Havila Fanø** platform supply vessels (PSVs). Total has declared options for three months, starting June 1, Havila said in its Oslo Exchange filing on



Monday. According to Havila, Total has four options for further extensions for one month for each vessel. Havila Shipping has seen its PSV fleet get busy. Last month, the company secured PSV contracts with Equinor for the 2011-built **Havila Clipper** and for the 2009-built **Havila Borg** with IKM Acona. The company operates 23 vessels within subsea construction, anchor handling, platform supply vessels and multi-field rescue recovery vessels. *(Source: Splash24/7)*

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WINDFARM NEWS - RENEWABLES

AEOLUS STARTS INSTALLING SAINT-BRIEUC HARDWARE



Van Oord's offshore installation vessel **Aeolus** is starting the installation of the first of 62 jacket foundations for the Saint-Brieuc offshore wind farm project. The 496 MW wind farm is located 16.3 kilometres off the coast of Brittany, France. Van Oord is using the port of Cherbourg as the pin pile marshalling port. The pin piles, coming from Spain, will be stored in France

before installation offshore. Van Oord is responsible for the transport and installation of 62 jacket foundations for the wind turbines, three pin piles each, and the four foundation pin piles for the offshore substation. A total of 190 pin piles will be installed at the site. Before installing the very first pin piles for the jacket foundation this month, the **Aeolus** was upgraded and an extensive spread of project-specific installation equipment was placed on deck, Van Oord said. *Upgrades to Aeolus* Due to the geotechnical circumstances in the Bay of Saint-Brieuc, harsh weather conditions combined with extremely strong currents, heavy Atlantic swell and very high waves, offshore operations are possible only between March and October. To ensure that the **Aeolus** can be safely jacked up above sea level the lifting spuds were modified with a flex-pin construction, Van Oord said. For the drilling operations, new hydraulic drills were engineered and built to handle all types of soil and rock conditions. A newly designed and created drilling template will function as a positioning and holding-tool to ensure the precise placement of the pin-piles. Van Oord will also be deploying several other vessels on the project in the next months for the removal of boulders, installation of scour protection, transport of pin piles, etc. The installation campaign for the pin piles will be executed in 2021 and 2022. The jackets will be installed in 2022. The Saint-Brieuc offshore wind farm is being developed by Ailes Marines, a wholly-owned subsidiary of Spain's Iberdrola. The wind farm is scheduled to become operational in 2023. *(Source: Offshore Wind)*

DREDGING NEWS

HAI GONG 101 COMPLETES SEA TRIALS

Van der Leun China has just reported the successful completion of tests and the commissioning of the 7000m³ trailing suction hopper dredger **Hai Gong 101**. The vessel, owned by the Dachandao Group, is back from a successful sea trials and dredging test which started on April 8th and lasted until the April 15, 2021. For this project, Van der Leun delivered the main switchboard and power management system for the **Hai Gong 101** some years ago. However, due to the crisis of the



shipyard, many vessels were delayed, including the **Hai Gong 101**. The company commissioned the main switchboard and power management system, and made sure everything meets the latest rules and regulations of CCS after it experienced 4-years of delay. “Also the simulation was set up with methodology via Python – OPC DA which helped save around 7 days of test time and decreased the cost for ship owner to successfully deliver the project,” Van der Leun said. After the trials, Van der Leun congratulated the complete team of the Hai Gong 101 for the successful sea trials. The newbuild will soon be put to use for a maintenance dredging project in the Yangtze River Port. *(Source: Dredging Today)*

TSHD ELBE WORKING IN THE ANTIGUA



Dutch Dredging, a medium size dredging company based in Slidrecht in the Netherlands, has been busy lately dredging sediments from the St. Johns Harbour, Antigua Island. The former British colony Antigua, is a Caribbean island with 365 beaches. In Antigua the authorities are building a new cruise terminal for the oasis and quantum-class cruise ships. This requires more draught in

the channel of 12.3m and a large turning circle 11.3m deep with a matching mooring basin of 10.8m deep. The work on this project started in 2020 and will continue throughout 2021. For the project, the company is using the 2800 m³ hopper dredger Elbe, which is mainly active in the Caribbean and South America. *The scope of work for the Antigua project includes:* *The removal of silt and soft clays from the access channel and turning basin (Maintenance dredging); * The removal of clay from the access channel and turning basin (Capital dredging). The Government of Antigua and Barbuda

recently announced that they are undertaking a 1.5 million cubic meters capital-dredging programme for deepening the St. Johns Harbor to accommodate larger cruise ships. *(Source: Dredging Today)*

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USACE TO REPAIR THE HAMBURG DITCH 6 LEVEE

The U.S. Army Corps of Engineers, Omaha District, in conjunction with the city of Hamburg, Iowa, will tomorrow (May 5) conduct a groundbreaking ceremony to kickoff construction to rehabilitate the Hamburg Ditch 6 levee. “I’m excited to join Mayor Cathy Crain and the city of Hamburg on this important project agreement to raise flood protection around the city of Hamburg,” said Col. Mark Himes, Commander, USACE-Omaha.



“I look forward to working with the city in the upcoming construction.” USACE and the city of Hamburg signed the Section 1176 project agreement Feb. 9 to allow raising the Hamburg Ditch 6 levee eight feet, significantly increasing the flood risk management benefits the levee provides to the city. This significant achievement comes after the Omaha District, City of Hamburg, and other stakeholders have worked diligently with Headquarters USACE and Northwestern Division to implement the Section 1176 Authority from the 2016 Water Resources Development Act. This is the first project across the nation to utilize the Section 1176 authority to raise the height of a federal levee system. The Hamburg Ditch 6 levee was overtopped and sustained severe damage during the 2019 floods, leading to significant flooding within the city of Hamburg. Under the PL 84-99 program, USACE can restore levees active in the program to their pre-flood congressionally authorized elevation. Section 1176 allows a levee sponsor, at their cost, an avenue to raise the elevation of a levee above its current congressionally authorized elevation after developing engineering drawings and completing studies demonstrating that the modified levee will not produce adverse impacts as a result of the raise. In total, the city of Hamburg, with support from other stakeholders, will contribute \$7-8 million to raise the Ditch 6 levee to its new elevation and provide additional flood risk management benefits to the city. Although significant strides have been made in

repairing the more than 350 miles of levees across the Lower Missouri River Basin that were damaged following the historic floods of 2019, a heightened level of flood risk remains for the communities and landowners behind these damaged levee systems as repair efforts remain ongoing. *(Source: Dredging Today)*

BOSKALIS' DREDGER FREEWAY BUSY AT TEXEL



Boskalis' hopper dredger **Freeway** is currently engaged in a very important work near the Dutch island of Texel. The project involves replenishing the foreshore near the northern and middle part of the island to dampen the waves as well as nourishing the beach on the southern

part. The Freeway has been fitted out with a dedicated Selective Catalytic Reduction system that reduces the emission of nitrous oxides, a significant greenhouse gas, in the exhaust of the vessel. According to Boskalis, this technology helps reduce the climate and environmental impact of the project. "To protect coastlines from severe weather and the impact of climate change, we regularly execute replenishment operations at various locations around the world. Coastal maintenance is particularly crucial in our low-lying home country of the Netherlands to protect millions of households and businesses against flooding," Boskalis said. Texel is one of the Dutch Wadden Islands, off the coast of the Netherlands. It's known for the bird-rich Dunes of Texel National Park, with its sandy beaches, grass-topped dunes and forest trails. *(Source: Dredging Today)*

YARD NEWS

ARMÓN GIJÓN LAUNCHES THE "BLUE EAGLE"

Armón Gijón Shipyards has launched the ship "**Blue Eagle**", nine months after the hull arrived at the port of El Musel, towed from Turkey, via Avilés. During this time, work has been done on the assembly and armament of the different sections that make up the superstructure and other equipment and systems. The trailer for hull number 210 from the Turkish shipyard Sedef arrived at the port of Avilés on July 10, 2020, in the wake of the tugboat "Trheintayuno", from the RUSA fleet, which brought it from the port of Tuzla (Turkey). As



we have already reported, it is a contract signed with the Blue Marine company, a company of the Mexican industrial group Durandco, a benchmark in offshore operations in the Gulf of Mexico.

Although the coronavirus health crisis has weighed down the planned plans, if it had been built entirely in Gijón, it would have entailed an 18-month workload. The aforementioned vessel will have an estimated tonnage of 14,236 GRT in a hull of 106 m in length, 25 m in width and 12 m in depth. It is a FPSO type with a capacity of 7,300 cubic meters of crude extracted from wells in fields that are already at the limit of their production. It will be able to treat up to 20,000 barrels of crude per day and will have accommodation for 80 crew members. *(Source: Puente de Mando)*

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OVERHAUL OF THE ASCO VESSEL NAMED AFTER THE NATIONAL HERO TABRIZ KHALILBEYLI



The overhaul of a diving vessel named after the national hero **Tabriz Khalilbeyli** and owned by the Caspian Sea Oil Fleet of Azerbaijan Caspian Shipping Company (ASCO) has been completed. The repair was carried out at the “Bibi-Heybat” Ship Repair Yard. One auxiliary engine of **Tabriz Khalilbeyli** vessel underwent the overhaul and two – current repair. The windlass, oil and water

coolers, air cylinder fittings, pipeline systems for various purposes, electrical parts and automatic control systems were repaired. To improve the conditions for the crew, necessary repair work was implemented in the sanitary facilities, the rest room, and cabins. To check the condition of the underwater part, the vessel was taken to the dock. The bottom-side fittings and protector installations were repaired, the damaged metal plates and protective metal belts were replaced. After completion of cleaning and painting, the protective wheels on both decks were replaced. Upon the completion of the repair, the vessel successfully passed trials at sea and was re-commissioned. *(Press Release)*

TAI ACQUIRED BY S&B INFRASTRUCTURE

New Orleans based naval architecture and marine engineering consultancy Technology Associates Inc. (TAI) has been acquired by S&B Infrastructure Ltd. TAI will continue its operations as

TAI Engineers LLC. S&B Infrastructure Ltd., in operation since 1994, is one of the largest privately-owned engineering and construction firms in Texas. It says the move is a strategic acquisition that allows it to also position itself as a leading government and commercial engineer of world-class vessels. “This acquisition strengthens our capabilities to design and build even larger government and commercial maritime projects,” said Daniel Rios, S&B Infrastructure President. “We acquired TAI because of our clients’ ever-evolving needs and the organization’s focus



on safety, integrity, and client trust—all key values of S&B. The deal marks a win for clients as we deliver projects with even greater certainty—safely on time and within budget.” “This is an exciting opportunity for TAI, its management and staff, and the continued growth of TAI,” said Anil Raj P. E., founder and president of TAI. “The synergies between S&B’s diverse technical capabilities and large engineering footprint, coupled with the maritime expertise of TAI engineers, will allow the company to offer significantly enhanced expertise, resources and products, to the benefit of our clients.” Raj will remain as president and will continue to manage day-to-day operations. The entire TAI team—approximately 80 maritime professionals, located primarily in New Orleans and Vishakhapatnam, India—will join S&B. TAI has been around for decades, with professionals working on marine projects worldwide for commercial and government clients. TAI has and is performing key projects for the U.S. Coast Guard, U.S. Navy, NOAA, U.S. Army, U.S. Army Corps of Engineers and many other clients and agencies. Recent additions to its design portfolio include a diesel electric hybrid Jones Act SOV. “Our growing team is looking forward to providing our marine clients innovative, quality, and cost-effective solutions for their greatest challenges,” said Rios. (Source: MarineLog)

KEEL LAID FOR JAN DE NUL'S LES ALIZÉS OFFSHORE INSTALLATION VESSEL

China's CMHI Haimen shipyard last Thursday hosted the keel laying ceremony for Jan De Nul's heavy lift crane vessel **Les Alizés**. **Les Alizés**, ordered in November 2019, will mainly be used for the construction of offshore wind farms, but will also be suitable for decommissioning offshore oil and gas platforms. Together with the *Voltaire*, for which the keel was laid March, **Les Alizés** will be in a super-size class of its own, capable of building the newest generation of offshore wind farms. According to the owner, the **Les Alizés** will be able to load out, transport, and install multiple units of the largest and heaviest wind turbine foundations. In addition, as a crane vessel that floats, it will be able to install heavier and larger foundations into deeper waters and in more challenging seabed conditions. **Les Alizés**, that will be ready in 2022, is specifically designed for loading, transporting, lifting and installing offshore wind turbine foundations. The main features are the main crane of 5,000 tons, a deck loading capacity of 61,000 tons, and a deck space of 9,300 m². The vessel will be, according to Jan De Nul, equipped with several green measures and innovations to minimize the

environmental impact, such as dual exhaust filter system that removes up to 99% of nanoparticles



from emissions using a diesel particulate filter (DPF) followed by selective catalytic reduction system (SCR); as well as an onboard Energy Storage System optimising engine operation and reducing fuel consumption and emissions. The vessel will also have a Cleanship NDO7 and a Green Passport EU label. The Cleanship label confirms that the vessel checks and minimizes the waste water and all other residual waste. The second Green Passport

label means that all materials and hazardous substances are mapped out during the construction phase, in order to facilitate the recycling of the vessel when decommissioned. Both certificates are issued by a specialized external agency, the company said. (Source: *MarineLog*)

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BOLLINGER UNVEILS NEW LOGO IN CELEBRATION OF 75 YEARS OF OPERATION

Founded as a small machine shop in 1946, Bollinger Shipyards is now the largest privately owned and operated shipbuilder in the United States. Bollinger Shipyards (“Bollinger”), a privately-held leading designer and builder of steel military and commercial vessels, today announced that it unveiled a commemorative logo to celebrate the company’s 75th Anniversary, which will be used for the remainder of the year. “My grandfather started this company in 1946 as a small machine shop here in Lockport. Seventy-five years later, our facilities, projects and footprint look very different, however, the most important things haven’t changed – our values and relentless commitment to safety, quality, and integrity,” said Ben Bordelon, President and



CEO of Bollinger Shipyards. "Today, we're proud that Bollinger-built vessels can be found in nearly every corner of the globe. I'm excited to unveil this new logo to celebrate and mark this milestone for our company and our Bollinger family." Founded as a small machine shop by Donald G. Bollinger in 1946 to service the local agriculture and oil industries, today Bollinger Shipyards is under its third generation of family ownership and is the largest privately owned and operated shipbuilder in the United States with 11 shipyards. The most recent shipyard, Bollinger Houma, was added just last month with the acquisition of Gulf Island Fabrication, Inc.'s Terrebonne Parish shipyard facilities. This expanded Bollinger's new construction and repair capacity and capabilities to better serve its key defense and commercial customers. *(Press Release)*

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Last week there have been new updates posted:

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

- [A tailored vessel for North West Marine: The Jif Mairi](#)
- [A Mini-Tractor for the US Navy](#)
- [Med Marine delivered Med A2575 series tug to Gijon](#)
- [SANMAR delivers high-performance tug for SAAM's newly launched service in Peru](#)
- [Med Marine starts sea trials for second ice class Tundra3000 tugboat for Svitzer](#)

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)

- [68tBP ASD Tug for Sale in Japan \(NEW\)](#)
- [4000HP Ocean Tug from 2011](#)
- [High Ice Class ASD Tug for Sale in Ukraine](#)
- [DP2 PSV for sale in West Africa](#)
- [CrewCat for 70 pax for sale](#)

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

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