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

Distribution twice a week 18,350+

MIDWEEK-EDITION

TUGS & TOWING NEWS

NEW FOSS TUG FEATURES SEA MACHINES AUTONOMOUS SYSTEM



The technology on **Rachael Allen** will be phased in 'to ensure full visibility and acceptance. Foss Maritime has selected Sea Machines Robotics' SM300 autonomous command and control system for use aboard its tugboat **Rachael Allen**, the fourth in a series of ASD-90 tugs from Nichols Brothers Boat Builders in Freeland, Wash. Delivering in May 2021, the newly built 90-ton bollard pull **Rachael Allen** will be the first U.S.-flag harbor tug to integrate autonomous

systems in real-world commercial operations. The project also marks Sea Machines' first installation of an autonomy system on a vessel over 5,000 horsepower. Once delivered, the tugboat will be deployed to Foss Maritime in California, where it will provide tanker escort and ship assists. Across all industries, autonomous technologies streamline manual, repetitive and tedious tasks, allowing personnel to focus on higher-level operations with reduced risk. Specific SM300 capabilities include transit autonomy, as well as remote access of the tugboat's onboard machinery – a feature that allows personnel to manage and support operations from anywhere on board the vessel or from shore. Navigation obstacle detection and avoidance capabilities come standard with the SM300, further reducing risk for crew during at-sea operations. While **Rachael Allen** will be delivered with the SM300 and supporting hardware fully integrated into the vessel, the capability of the technology will be activated in phases over the course of six to nine months to ensure full visibility and acceptance from all operational stakeholders. Capitalizing on Sea Machines' remote command and control capabilities, Foss will use its existing Fleet Monitoring Center personnel to monitor the tugboat's systems and operating domain via streaming video and sensor data. By having an extra set of eyes and hands with access to vessel command and control, the Sea Machines system allows Foss and the crew of Rachael Allen to maximize productive time, safety and crew welfare. This collaboration is not the first for the two companies. In 2020, Sea Machines and Foss teamed up in support of the company's

multi-year other transaction (OT) agreement by the U.S. Department of Defense's Defense Innovation Unit (DIU). During an October DIU demonstration in Tacoma, Wash., Sea Machines and Foss outfitted a remotely commanded deck barge to land helicopters and host a scaled fueling station for aircraft, surface vessels and shore replenishment. Using the SM300, shoreside operators had remote situational awareness and were able to demonstrate the capabilities of remote command and control of the vessel, its operating systems and flight deck in a live marine environment. Rachael Allen is outfitted with two MTU Tier 4 engines, producing 6,866 horsepower – enough to escort the largest tankers and containerships calling the U.S. West Coast ports that it will serve. Towing equipment consists of a Markey DEPGF-52R winch with 750 feet of 10-inch synthetic line on the bow and a Markey DEPC-32 stern winch with 250 feet of 6.5-inch circumference line on the stern. (Source: Professional Mariner)

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BOLUDA ATTENDS THE LAUNCHING OF THE SUBMARINE S-81 "ISAAC PERAL"

The tugs “**VB Brío**”, “**VB Anfbal**” and “**VB Asdrúbal**”, from the Boluda Towage Spain fleet based in the port of Cartagena, intervened this afternoon in the launching maneuver of the submarine S-81 “**Isaac Peral**”, After leaving the floating dock. Several units of the Cartagena Arsenal Naval Train also took part, all of them under the direction of a group of pilots from the Corporation of that port.



The maneuver was carried out with great precision and the submarine was moored on the port side to the weapons dock, where work will continue until the sea trial calendar begins. (Source: *Puente de Mndo*)

120 TONNES OF BOLLARD PULL: TWO SCHOTTEL SRP 710 FOR KPA SALVAGE TUG



Two SCHOTTEL RudderPropellers type SRP 710 have left the German production site in Wismar and are on their way to the Turkish shipyard Med Marine for installation in a new tug. The salvage tug, which has been ordered by Kenya Ports Authority (KPA) will be equipped with main and auxiliary propulsion systems from SCHOTTEL. By this, the vessel will achieve an expected bollard pull of more than 120

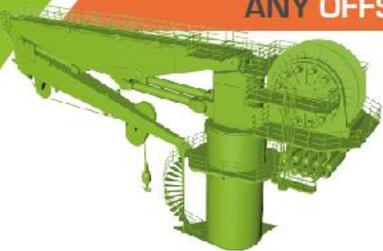
tonnes. The Robert Allan RAstar 4200 (MED-A42120) design vessel is considered the largest tugboat on the East African Coast of the Indian Ocean. *SCHOTTEL thrusters for highest bollard pull* The new vessel will be driven by two SCHOTTEL RudderPropellers type SRP 710 with an input power of 3,700 kW each at an input speed of 1,000 rpm. The SRPs feature propellers measuring 3.4 metres in diameter. The azimuth thrusters will be powered by diesel engines. Furthermore, one hydraulically-driven SCHOTTEL Transverse Thruster type STT 170 (250 kW) will ensure maximum manoeuvrability. With input powers of up to 3,750 kW and propeller diameters of up to 3.6 m, the SRP 710 is one of the larger rudder propellers in the SCHOTTEL portfolio. They are manufactured at the Wismar production site in Germany. *Enhancing efficiency at the port* This highly effective propulsion system will enable the tug to provide more efficient ship handling and coastal towing services. Measuring 42 metres in length at a width of 16 metres, the salvage tug is equipped with extensive towing facilities, extinguishing monitors for firefighting, external bilge systems for leak detection, workshops, ship cranes and dinghies. The state-of-the-art vessel will be a vital addition to East Africa's largest port of Mombasa. *(Press Release)*

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RUSSIA TO EXPAND ICEBREAKER FLEET

Rosatom to expand Russian fleet to at least eight nuclear-powered ice breakers. Russia's next generation of ice breakers will include up to eight nuclear-powered vessels capable of smashing

through ice 3m thick, reports TradeWinds. Rosatom controls five of Russia's nuclear-powered ice breakers, but has plans to order at least three more. The latest addition to the Russian fleet is the 60MW **Arktika** built in 2020. It escorted its first vessels in the Northern Sea route in November. Rosatom director of the NSR Directorate Vyacheslav Ruksha said: "We expect that Russia's Arctic fleet will have at least eight nuclear-powered ice breakers by 2030." (Source: *Maritime Direct*)



KEEL LAYING FOR 5200HP ASD TUGBOAT WITH FIFI



On May 7th, 2021 a keel laying of one unit of 5,200HP ASD tugboat with FIFI, which is built at the Jiangsu Zhenjiang Shipyards for domestic owner, have been carried out. (Source: *Jiangsu Zhenjiang Shipyards*)

ENGINE ROOM LULLABY (42) - SKL 8 NVD 36 1A OP DE GOLLWITZ

Since 2005, Ab de Vrij has been the skipper and owner of the **Gollwitz**, a former seagoing tonnage tender from the GDR of the SK-64-Class, built in 1968 at the Peene-Werft in Wolgast. In the engine room is a SKL 8 NVD 36 1A of 600 hp. "It is a simple engine, easy to maintain, very accessible," says skipper De Vrij, who has experience with

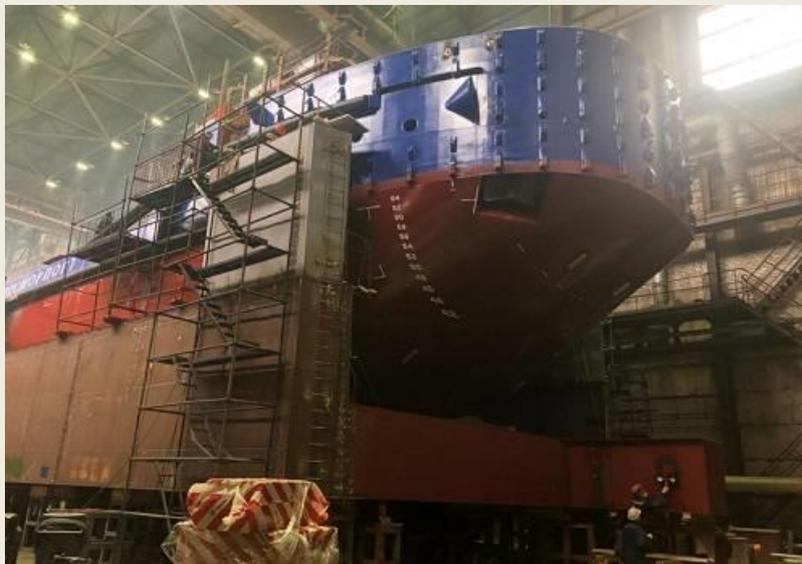


directly reversible engines on inland vessels. "That was a bit easier than with such a boat, because there is a lot of horsepower in a small boat, so it quickly becomes a jumping horse." Watch the video [HERE](http://towingline.com/gallery/) Now available on the website <http://towingline.com/gallery/> also (Source: *Heere Heerema*)

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ONEZHISKY SHIPYARD CONTINUES CONSTRUCTION OF AN AZIMUTH TUG FOR ROSMORPORT



The construction of an azimuth tug for FSUE "Rosmorport" continues at the Onega shipyard. According to sources Sudostroenie.info, the launch of the vessel is scheduled for mid-May 2021. As a reminder, the laying of an azimuth tug of the **ASD Tug 3413 ICE** project (building number 410) took place in May 2020. The vessel is being built for the Arkhangelsk branch of the unitary enterprise. The tug with a reinforced hull, ice support and fenders is designed

for sea towing of ships, floating objects and structures on clean water and in ice conditions. The tug is also capable of extinguishing fires. Project developer - BV Damen Shipyards Gorinchem: Length - 33.7 m; Width - 11.9 m; Draft - no more than 5.3 m; Speed (at maximum draft) - 12 knots; Hook pull - not less than 45 t; Tug class - Ice Arc5; Crew - not less than 8 people.; Special staff - at least 2 people. (Source: Sudostroenie)

BW OFFSHORE FPSO UNDER TOW TO ALANG FOR SAFE RECYCLING

Sold for US\$16M, the 45-year-old floating production, storage and offloading vessel (FPSO) Berge Helene is headed to the Priya Blue Shipyard in Alang, India, for demolition. BW Offshore reported it had signed an agreement to dispose of the FPSO Berge Helene for environmentally safe demolition and recycling in compliance with the Hong Kong Convention. PACC Offshore Services Holdings (POSH) is using its 255-tonne bollard pull anchor handling tug supply vessel **POSH Teal** to tow **Berge Helene** to the shipyard, according to a social media post. Vesselfinder.com reported POSH Teal was travelling at 6 knots en route to the shipyard from Singapore on 11 May and would arrive in Alang on 15 May. It has been in lay-up in Singapore since August 2018. Built in France in 1976 and converted to an FPSO in Singapore in 2005, 274,333-dwt Berge Helene is 372 m long, 52 m wide and has a depth of 27.4 m. It is flagged and registered in Singapore, and classed by DNV. BW

Offshore said the recycling yard is certified to ISO standards and has been issued with a Statement of Compliance by ClassNK in accordance with the IMO Resolution MEPC.210(63) and the Hong Kong International Convention for the safe and environmentally sound recycling of ships. The recycling yard will provide a Statement of Completion of the recycling in accordance with the Hong Kong Convention. The company has nominated Norway's Grieg Green as onsite representatives at the recycling yard to monitor progress, compliance with environmental and safety regulations and that the ship recycling plan is being applied. A recycling plan has been prepared and provided by the yard in co-operation with Grieg Green to ensure strict compliance with the above regulations. To ensure and incentivise safe recycling in this respect, BW Offshore will pay a safe recycling bonus upon completion. *(Source: Riviera by John Snyder)*



ICEBREAKER BOTNICA HAS BEEN SERVICED AT TURKU REPAIR YARD



The Finnish shipyard Turku Repair Yard (part of BLRT Grupp) has completed scheduled repairs to the **Botnica** icebreaker. The work was carried out in the largest dry dock in the Nordic countries, the press service of the BLRT Grupp told Sudostroenie.info on May 11. The multifunctional icebreaker **Botnica** arrived at the Naantali shipyard on April 27 after completing icebreaker assistance in the coastal waters of Estonia, where the ship had been operating since December

2020. On May 7, the shipyard specialists completed the repair of various equipment, hull work, cleaning and painting of the hull with the application of a special coating on the underwater part for ice-class ships. In the near future, **Botnica** will sail to the Arctic waters of Northern Canada, where from June to October this year the vessel will continue to perform its functions. The icebreaker **Botnica** belongs to the Estonian company TS Shipping, a subsidiary of Tallinna Sadam. According to international maritime regulations, the **Botnica** icebreaker must undergo scheduled maintenance of the underwater hull and dock at least once every five years, BLRT Grupp notes. *(Source: Sudostroenie)*

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MARINE **FIRE FIGHTING** SOLUTIONS

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BOLUDA: A FRONT RUNNER IN REDUCING EMISSIONS

Boluda Towage Europe has reduced the environmental footprint of its tugboat fleet by investing in hybrid propulsion and complying with IMO Tier III emissions requirements. Boluda Towage Europe has made considerable investments in reducing emissions from harbour tugs to cut pollution in ports. It was one of the first to operate harbour tugs with hybrid



propulsion, starting in 2012 with Rotortug **RT Adriaan** (now named **VB Kracht**), followed by two more hybrid propulsion Rotortugs in 2015. This year, Boluda retrofitted tug enginerooms with propulsion to meet IMO Tier III emissions requirements and is introducing tug newbuildings with this compliance. Two of these tugs, **VB Bolero** and **VB Rumba**, are already in operation. Rotortugs **VB Samba** and **VB Flandes** are coming later this year after they are built to an ART 80-32 design. Boluda Towage Europe chief executive Geert Vandecappelle explained the benefits and challenges of these investments during Riviera Maritime Media's How tug operators are preparing for a new era in green marine propulsion webinar. This was held, with sponsorship from Navtek Naval Technologies and LionRock Maritime, on 29 March as part of Riviera's ITS TUGTECHNOLOGY Webinar Week. Mr Vandecappelle outlined how his company was a pioneer in deploying hybrid propulsion on tugboats in 2012, then developing and operating a second generation of hybrid propulsion on tugs with the delivery of advanced Rotortugs built to ART 80-32 design, **RT Evolution** and **RT Emotion** in 2015. "The first generation had a lot of issues we needed to put right in the second generation," said Mr Vandecappelle. This included positioning batteries in one location at the bottom of RT Adriaan, whereas they were split into different rooms on **RT Evolution** and **RT Emotion**. When asked what the issue of the battery location was, he replied "the temperature in the area where the batteries were stored was not ideal." "All precautions were taken on the second-generation hybrid tugs," said Mr Vandecappelle. "Extinguishing systems and temperature sensors were installed and there is ambient temperature in the battery room." Other technical and financial challenges include the lifetime of batteries, which are only expected to last for 10 years, while tugs can operate for more than 30 years, said Mr Vandecappelle, who wants battery manufacturers to tackle the issue. Also an issue, is reducing the capital expenditure of building tugs with hybrid propulsion. "Capex is 25% higher than a conventional tug," said Mr Vandecappelle. "Manufacturers should do research for

batteries with longer lifetimes and develop a solution involving less batteries for the same amount of power.” Other challenges involved training chief engineers and masters to use and maintain hybrid propulsion and for tug dispatchers to plan the mobilisation of these tugs. He said the benefits of hybrid propulsion include “reduced emissions, lower fuel use and maintenance savings”. ART 80-32 design tugs with hybrid propulsion have 35% less particulate matter, 36% fewer unburnt hydrocarbons, 32% lower NOx and 35% less CO2. This corresponds to 532 kg less particulates, 198 kg unburnt hydrocarbons, 21.6 kg of NOx and 443 kg of CO2 saved per year. Other benefits are lower maintenance costs and less spent on diesel fuel. “It is also safer for crew as there are less emissions and lower noise,” said Mr Vandecappelle. *IMO Tier III tugs* Boluda has become an



innovator in another emissions-reduction technology, by ordering new tugs with IMO Tier III compliance and retrofitting existing tugs. Other owners will need to follow, as all diesel-powered newbuildings with their keels laid after 1 January 2021 will need to comply with IMO Tier III standards if they work in the North Sea and Baltic emission control areas (ECAs). Inside ECAs, tugs either need to use a selective catalytic reduction

(SCR) exhaust gas after-treatment system or another removal technology. SCR systems process exhaust gases, removing NOx through a catalytic reaction using a reductant, usually a urea solution, which emits nitrogen and water. Boluda took delivery of two new Damen-built Azimuth stern drive (ASD) tugs – **VB Bolero** and **VB Rumba** – with SCRs installed for IMO Tier III compliance, for operations in Zeebrugge, Belgium. **VB Bolero** and **VB Rumba** were built to an ASD 2813 design with 85 tonnes of bollard pull. Mr Vandecappelle said there were two more IMO Tier III Rotortugs coming in 2021, ART 80-32 design **VB Samba** and **VB Flandes**. Boluda has also retrofitted tugs Union Koala and Union Panda to IMO Tier III by installing SCRs. Anglo Belgian Corp (ABC) worked with Boluda and Flanders Ship Repair to upgrade propulsion on Union Koala, which had enough available engine room space for the SCR installation. “As a long-term partner of the Port of Zeebrugge, we have committed through this project to the port authority’s environmental objectives,” said Mr Vandecappelle. “Through a joint effort, our technical department and ABC have brought this challenging project to a successful conclusion.” Tugs need sufficient space in the engine room to accommodate urea storage tanks, dosing pumps, stainless-steel piping, mixing chambers and the SCR reactors. Mr Vandecappelle said the retrofit project cost around US\$400,000 and “it takes around four weeks”. He added this is an “intermediate step towards a better solution” for reducing emissions “because it is proven” technology. He explained “there are no downsides” to operating SCRs, but good planning is involved before the retrofit. “Good preparation is half the battle,” said Mr Vandecappelle. “It is like putting an elephant in a show box.” Each SCR is around 4 m long, 1 m wide and weighs around 2 tonnes. Another installation challenge is the pipework. “Engineering of the routing in the engine room for the new exhaust system is important to avoid clashes with the existing equipment and piping,” he explained. But these projects yield environmental benefits as NOx emissions are cut by at least 80% per tug. “Emissions reduction on a yearly basis for the entire fleet of six tugs in Zeebrugge, all complying with Tier III, is 353 tonnes,” said Mr Vandecappelle. In the longer term, tug owners could be expected to cut greenhouse gas emissions from tug fleets, likely

leading to the construction of new tugs to renew fleets. “Retrofitting a tug to reduce the CO2 emissions is impossible without major changes,” said Mr Vandecappelle. “There would need to be an investment from shipowners,” he continued. Because at present, there are “no climate contributions paid by the customer or port authority for the use of these tugs and their ecological footprint.” Mr Vandecappelle said in the long term, hydrogen could be the best zero-emissions fuel, but it comes with challenges, as do other fuels. “Hydrogen is promising, but is expensive,” he said. “Ammonia is toxic and batteries’ lifecycle is less than the lifecycle of tugs. Methane is a more powerful greenhouse gas than CO2, therefore it is not green.” (Source: *Riviera* by Martyn Wingrove; Photo: VB Kracht Wim van Yperen)

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FOURTH NEW HARBOR TUG DELIVERED TO THE U.S. NAVY

Yard Tug (YT) 811 was successfully launched at Dakota Creek Industries (DCI), May 8, the Navy’s Program Executive Office – Ships said in a release. **YT 811** is the Navy’s fourth of six **YT 808**-class harbor tugboats ordered in July 2018 under contract with DCI. Acceptance trials for **YT 811** are planned for late summer followed by delivery to Naval Base Kitsap, Bremerton Annex, Washington. **YT 808** is the lead craft of the six tugs on the Navy’s contract awarded in July 2018 to replace legacy single-



screw YTB tugs built between 1964 and 1975. **YT 808** is the first Navy vessel constructed to meet EPA Tier 4 marine diesel engine emission standards. The vessels are designed after the Navy’s existing **YT 802** Valiant-class tugs and are built to commercial American Bureau of Shipping standards. The 90-foot x 38-foot tugs have a top speed of approximately 12.5 knots and a bollard pull of approximately 43 long tons allowing them to effectively perform towing and ship-handling duties for carriers, surface ships, submarines and barges. The tugs are outfitted with a hydraulic hawser winch and staple on the forward deck for towing, and an “H” bitt installed on the aft deck with an adjacent hydraulic capstan for tightening lines. Similar to the previous 802 Class, the new **YT 808** Class tugs have an improved articulating hydraulic brow installed aft of the deckhouse to allow

personnel transfers to and from alongside ships or submarines. A selective catalytic reduction system uses Diesel Exhaust Fluid to clean the exhaust for compliance with EPA Tier 4 marine diesel emissions requirements. (Source: SeaPower)

COMBI LIFT STARTS FOURTH PHASE OF AMUR PROJECT



The Linde Group contracted Combi Lift to be the exclusive logistics partner for the heavy and oversized cargoes for the project, with the deliveries taking place during summer to take advantage of the ice-free periods on the Amur and Zeya rivers. During the fourth phase of the project, Combi Lift will transport 58 units of equipment amounting to 33,270 freight tons. **Eight Combi Lift tugs** were launched in Khabarovsk in preparation

for the work. The first tranche of equipment was moved in 2018, with Combi Lift executing the third phase of the transports in May 2021, as HLPFI reported here. Also on behalf of the Linde Group, Combi Lift is transporting a 1,432-tonne quench tower and a 1,021-tonne C3 splitter for the Amur gas chemical complex (GCC) project. Combi Lift is deploying the mega barge Tomsk to transport the cargoes from De-Kastri to Svobodny, Russia. The 5,700-tonne deadweight capacity barge was delivered earlier this year, as HLPFI reported. (Source: HeavyLift)

ALP SWEEPER DESTINATION ALIAGA

This afternoon, Sunday 09 May 2021, the rig **PARAGON B-391** left after a long stay in the IJmuider Vissershaven to sea with destination Aliaga in Turkey. The harbour tugs **Svitzer Amstel**, **Svitzer Typhoon** and **Lynx** from Port Towage Amsterdam towed the colossus out of the harbor ... a precision job ... The **ALP Sweeper** was waiting in the IJmondhaven and connected up between the piers. It all took quite a long time, but it remained dry and the pictures have become beautiful ... (Photo: Jan Plug)



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ACCIDENTS – SALVAGE NEWS

CARL STRAAT – GERMANY’S NEWEST HEAVY DUTY DIVING BELL SHIP TO SERVE RHINE RIVER

The German Federal Waterways and Shipping Administration (Wasser- und Schifffahrtsverwaltung



des Bundes; WSV) recently took delivery of a new diving bell ship from Damen Shipyards Group. The newbuild has been named **Carl Straat** in honour of the founding president of the now-closed Duisburg Waterways and Shipping Office (Wasserstraßen- und Schifffahrtsamt Duisburg; WSA Duisburg). The 69-metre multi-role vessel, which was designed in close collaboration

with the client, will be used primarily in the search and recovery of lost cargo and wreckage as well as inspection for construction projects. It will also be capable of providing barrel anchors in gravelly and rocky areas in order to perform sampling activities through drilling using nitrogen icing. Further, it will provide dry conditions, in a pressurised atmosphere, in which personnel can work below the water in depths of as much as 10 metres. The WSV originally confirmed its intention to acquire a new diving bell ship in late 2018. Less than a year later, Damen was selected to deliver the vessel under a contract valued at approximately €23 million (US\$27.9 million). **Carl Straat’s** area of operations will encompass the Rhine River and its tributaries. The vessel will be operated by the WSA Mosel-Saar-Lahn, a subordinate agency under the WSV and the current office responsible for the same waterways once managed by WSA Duisburg. Damen said **Carl Straat’s** diving bell system including a lifting device will make it possible for the vessel to sail on the Rhine and its tributaries and to operate without lowering the water level. Much of the vessel’s diving equipment was supplied by Haux. Carl Straat has since replaced a similarly named vessel that had been in service with the WSV since 1963. Among other thing, the newbuild is noticeably larger than its predecessor with an LOA greater by 17 metres. Power is provided by an EU Stage V-compliant diesel-electric propulsion system. The propulsion setup also includes a Schottel package consisting of three azimuth thrusters, two SRP 150 330kW fixed-pitch rudder propellers, and an SPJ 82 340kW pump jet. All systems are driven by electric motors. The rudder propellers each have a ducted propeller diameter of 1.1 metres

to enable the vessel to reach a speed of at least seven knots and to operate on the Rhine without towing assistance, unlike the earlier [Carl Straat](#). The pump jet, meanwhile, is installed completely flush within the hull to guarantee increased protection even in the event of a grounding. Construction of [Carl Straat](#) officially began with the laying of its keel at the facilities of Europort Construction in South Holland in October 2019. The hull was later transported to Damen Shipyards Gorinchem for the remainder of the build, outfitting, and commissioning process, all of which were completed by the beginning of 2021. Damen said the vessel is scheduled to commence operational sailings under WSA Mosel-Saar-Lahn in the summer of 2021 following the installation of its diving bell and associated equipment. *(Source: Baird)*

SALVORS BEGIN FIFTH CUT THROUGH THE HULL OF THE GOLDEN RAY

Operations on the fifth cut through the hull of the grounded ro/ro [Golden Ray](#) have now begun, according to the unified command in charge of the response. Once it has been separated, the next section in the sequence - the third aft from the bow - will be stowed on a floating dry dock and transported to a facility at nearby Mayors Point Terminal. Meanwhile, the salvage team has removed more than 50



vehicles and part of a moveable deck from the third section forward of the stern, part of a series of weight-shedding operations to prepare for lifting. The previous section in the process - the engine room section - has been loaded out on a barge and prepared for shipping down to a scrap yard in Louisiana. Its departure is awaiting a favorable weather window, according to the salvors. The risk of oil discharge is lower for the remaining cuts in the wreck removal process, according to the response command. On-the-water response teams continue to clean up very light oil sheens and debris, and the command's shoreline survey teams are still patrolling to find and remove any debris or fuel residue. The salvors have three cuts, four section hoists and a seabed debris cleanup ahead before the wreck removal process is completed, and the work is expected to take at least several more months. The [Golden Ray](#) went aground and partially capsized in Georgia's St. Simons Sound on September 7, 2019. During an outbound transit in calm conditions, a routine turn to starboard turned into a runaway maneuver, ending with the vessel aground and resting on her side. Lt. Ian Oviatt, a staff engineer at the Coast Guard Marine Safety Center, told the NTSB that the vessel had taken on too little ballast for her cargo load. "The cause of the vessel capsizing was lack of righting energy due to the way the vessel was loaded," Oviatt told an investigative panel last September. "The vessel could have taken on additional ballast to be in compliance." *(Source: Marex)*

SYRIA: OIL TANKER ANCHORED NEAR BANIYAS CATCHES FIRE, STATE MEDIA REPORT

Official media blame fires on 'technical failure' in vessel's engine, other reports indicate blast. A blaze erupted on an oil tanker anchored off the Syrian port of Baniyas, the state media reported on Sunday.



The official SANA news agency blamed the flames on a "technical failure in one of the engines" of the vessel, adding that the blaze was quickly put out and resulted in little damage. The Syrian Observatory for Human Rights said the blaze had been set off by a blast. The vessel in question, the Panama-flagged **WISDOM** ship, was earlier set ablaze in late April in what the authorities claimed was a drone strike. According to the Syrian war monitor, the attack on the Iranian ship left at least three Syrians, including two crew members, dead. Early last year, Damascus said divers had

planted explosives on offshore pipelines of Baniyas refinery, one of Syria's largest, but the damage had not halted operations. And in February 2020, four oil and gas sites in the central Syrian province of Homs were attacked by armed drones, sparking fires and causing damage. Before its war broke out in 2011, Syria enjoyed relative energy autonomy, but production has since plummeted, pushing the government to rely on imported hydrocarbons. *(Source: I24News)*

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THE RAPID INTERVENTION OF TWO BOLUDA TUGBOATS PREVENTS A STEVEDORE FROM BEING INJURED BY THE FLAMES IN CARTAGENA

The tugboats **VB CARTAGENA** and **VB ASDRUBAL**, from the Boluda Towage Spain fleet, intervened in the work of extinguishing a fire. The tugboats **VB CARTAGENA** and **VB ASDRUBAL**, of the Boluda Towage Spain fleet, last Wednesday night, after completing the undocking maneuver of a ship in the Escombreras dock and when going to provide another service to another ship, they observed together to the pilot of the guard and moorings, a fire at the base of a port crane, for which they proceeded to put out the fire, since a stevedore had trapped in the upper cabin of the aforementioned crane, making it impossible for him to leave it. The accident originated around 9:50 p.m. when one of the mobile cranes operating in the Escombreras dock of the Solid Bulk Terminal of the port of Cartagena registered a fire for reasons that are still unknown. All protocols were immediately activated for Maritime Rescue personnel, Cartagena Firefighters and Port Authority personnel to act. Thanks to the rapid intervention of two of the vessels of the Boluda Corporación Marítima towing division that operate in the port of Cartagena, **VB CARTAGENA** and **VB ASDRUBAL**, they acted more quickly by throwing a large amount of water onto the crane from their

cannons, which facilitated the rapid extinction of the fire. This operation led to his rescue by the Firefighters with a telescopic ladder without regretting personal injuries, since the flames of the crane machinery threatened his life. While the tugboats **VB CARTAGENA** and **VB ASDRUBAL** launched water with their cannons, two other Boluda Towage Spain tugboats that operate in Cartagena, the **VB GLACIAL** and **VB ANIBAL**, provided undocking services to a ship docked at the same dock. Boluda Towage appreciates the prompt intervention of the tugboat crews, who displayed at all times a high degree of professionalism of which the Corporation is proud. *(Source: Boluda)*



REMEMBER TODAY

SHIUN MARU 11TH MAY 1955



In the early morning of May 11, 1955, the 8th upbound flight "**Shiun Maru**" (gross register tonnage 1,449.49t) was accompanied by 781 passengers including a large number of study travelers. With 19 freight cars (15 freight cars, 4 baggage and 4 postal cars), the first driver and captain, Masao Nakamura, was about to leave the Takamatsu Port Railway No. 1 Pier. On that day, a dense fog warning was issued on the coast of the

Seto Inland Sea, and it was expected that there would be places where the visibility was 50 m or less in some cases. After 06:20, the high fog warning announced by the Takamatsu Local Meteorological Observatory as mentioned above was transmitted by radiotelephone from the Takamatsu Pier Radio Section to "**Shiun Maru**", and the ship activated and put on standby the marine radar. Regarding this point, the second-class driver who received a heavy fog warning saying, "Today, there is a risk of local thick fog occurring on the coastal sea, and the visibility is expected to be 50 meters or less,"

said this prior to departure. When the information was reported to Captain Nakamura, there was a testimony that he had prepared for the radar to operate according to the captain's instructions and then went to the captain to set up the port. After that, Captain Nakamura visually confirmed that a view of about 500 m ahead of the bridge was secured, and "**Shiun Maru**" departed for Uno Port at 06:40. If this voyage proceeded as planned, it would take 15 minutes to meet at Uno and connect to the 3246 down train. Shortly



before 06:43, Captain Nakamura released the engine preparation and departure department, and then issued the left rudder. In this way, "**Shiun Maru**" passed through the same point while gradually turning around and looking at the Takamatsu Port West Breakwater Lighthouse at a position of about 60m on the port side. According to the Utaka connecting ship standard route at that time, in the sea area south of the Nakanose buoy, the upbound route reached the point of 0 degrees 500 m from the center of the Takamatsu port breakwater entrance, and after that, it reached the buoy with a course of 311 degrees. The outbound route was to reach the point of 0 degrees 500m from the center of the Takamatsu Port breakwater entrance by a course of 125 degrees and a half from the point of 90 degrees 300m to the lower end buoy of Ozonose. However, Captain Nakamura did not follow the above-mentioned standard route for upbound flights, and at around 06:44, he set the needle to the northwest at about 100 m north of the Takamatsu Port West Breakwater Lighthouse and soon sailed at a speed close to the full speed of 10.8 knots.

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It started. Around that time, the second-class driver told the captain that the departure department had been canceled, so he headed for the bridge and started operating the radar, and adjusted the reception sensitivity. It was said that he nodded, "If this is the case, it is clearly clear," and then the second-class driver was engaged in a watch mission at the bridge with the third-class driver and the helmsman. At around 06:45, the fog on the front road became thicker and the visibility was significantly reduced. At around 06:50, I heard a signal in the fog that seems to be from "**3rd Utaka Maru**" to the right of the bow, and the third driver responded to this with one long sound of the signal in the fog at the command of the captain, but that was done by radar. "**Shiun Maru**" maintained a speed of 10.8 knots because it captured the ship's shadow. Since then, "**Shiun Maru**"

has captured the image of "**3rd Utaka Maru**" with radar, and because it knew its existence, it still proceeded at almost full speed without stopping the engine immediately, and the other ship by radio telephone. I didn't even try to contact him. After that, he listened to the fog signal of "**3rd Utaka Maru**" about twice, and each time he responded by issuing a fog signal. At this point, the second-class driver of "**Shiun Maru**" felt that the other party was moving to the right from the whistle (Kirichu signal) of "**3rd Utaka Maru**", so he told Captain Nakamura. "The **3rd Utaka Maru**" seems to hit **Megijima**, "he said, and the captain responded, " Yes, "and said he was still watching the radar scope. At around 06:52, the helmsman reported that he was parallel to **Megijima**, and soon after he entered the thicker fog and the visibility was completely closed, Captain Nakamura prepared the engine at 06:53. After issuing the announcement, the speed was reduced to about 10 knots, and at 06:54, the engine on both sides began to stop, but the ship coasted for a while even if the engine was stopped. At this point, "**Shiun Maru**" was still moving forward rapidly. Furthermore, the third-class driver tried to contact the "**No. 3 Utaka Maru**" by radiotelephone at the direction of



Captain Nakamura, but was unable to achieve his purpose due to the signal in the fog of his ship, and at around 06:55, the captain Issued the left rudder while watching the radar, and the helmsman took the left rudder with a steering angle of 15 degrees. By the way, there is a provision (Article 14 of the Maritime Collision Prevention Law) that vessels sailing at sea pass each other while looking at each other on the port side when they meet (pass each other), but at this time, if

"**Shiun Maru**" goes straight It seems that the two ships should have passed each other without any problems, but for some reason Captain Nakamura steered to the left where he collided with the "**3rd Utaka Maru**". After turning left, Captain Nakamura, who was staring at the radar screen shortly before 06:56, muttered, "Oh, it's strange." Almost at the same time, he admitted the "**3rd Utaka Maru**", which was heading toward the bridge of the "**Shiun Maru**" around 100m, which was four and a half points on the starboard bow. By the way, in maritime terms, the angle of orientation (11 degrees 15 minutes) that divides 360 degrees around the ship into 32 equal parts is called 1 point (Point), which is a term that has been used since the age of sailing ships. Is. In this way, at 6:56, the "**3rd Utaka Maru**" collided with the side of the starboard machine room of the "**Shiun Maru**" at an angle of about 70 degrees from the front. At the same time as the collision, "**Shiun Maru**" lost power and could not close the watertight door (Suimitsusubet), and the starboard bulkhead was severely damaged from the machine room to the axle room, and the watertight bulkhead between the two rooms was destroyed and flooding began. (Source *Kijidasu*) The **Shiun Maru** disaster killing 168 people. The victims included 100 students from elementary and junior high schools in Shimane, Hiroshima, Ehime and Kochi prefectures who were on school trips. The sinking of the **Shiun Maru** motivated the Japanese government to plan the Great Seto Bridge project, the longest two-tiered bridge system in the world. (Source: *Wikipedia*)

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OFFSHORE NEWS

FINAL OF FOUR PSVS DELIVERED AND IN OPERATION

During a period of one year, from May 2020 to May 2021, four sister platform supply vessels of the ULSTEIN PX121 design have been delivered to their owner Sinoocoean. They have all joined the COSL fleet and are operating in Chinese waters serving the local oil industry. **Guo Hai Min Qiang** is the most recent delivery, on 1 May 2021. All vessels are of the PX121 design series from Ulstein, expanding the number of vessels in operation of this design



to 24, with 6 more under construction. It's been quite a long journey from contract signing until the final delivery of these four sisters. The original ship owner, Pacific Radiance Group, signed a contract of originally 2 vessels and 2 options back in 2013. The shipbuilding company, Shanghai Waigaoqiao Shipbuilding (SWS), is a subsidiary to China State Shipbuilding Corporation (CSSC). In 2017, the four PSV newbuilds under construction were transferred to Tianjin CSSC CCB Investment Management, an asset management company also subsidiary of CSSC. Now, all four vessels are operative under Chinese flag and classed by China Classification Society. In addition to PSV duties, the vessels are also prepared to perform additional activities, featuring an increased accommodation for up to 30 people and provisions for crane and ROV installation, which give the vessels the opportunity to trade in the IMR market. The unique X-BOW hull design allows for better transit speed and efficiency, saving time and cost for the ship owner and their clients. *Overview of vessels:* **Guo Hai Min Sheng**, delivered on 8 May 2020. **Guo Hai Min Xing**, delivered on 8 May 2020. **Guo Hai Min Fu**, delivered on 20 April 2021. **Guo Hai Min Qiang**, delivered on 1 May 2021. The ULSTEIN PX121 designs have proven to service the worldwide PSV market in the best possible way, due to an optimal combination of size and fuel efficiency. Reduced slamming and vibrations due to the patented hull solution helps to reduce the fuel consumption to the benefit of the natural environment. The optimal motion characteristics are beneficial to the crew, and improved comfort is also considered an improvement in safety. This design meets most clients' operational expectations in terms of e.g. deck space, capacities, speed, position holding capabilities and fuel efficiency. The contract with ULSTEIN has included

basic design, engineering, and an extensive package of equipment. The first vessel of the PX121



design started operations in 2012. The design has quickly gained popularity around the world as charterers and shipowners have discovered that the vessel meets the typical PSV requirements with a fuel efficient and competitive combination of loading capacity, speed and discharge capability. The PX121 is a flexible platform for later conversions, such as Walk-To-Work/Offshore Wind Support, yacht support, or multipurpose support vessel, see full list. Following the Oil & Gas downturn

in 2015, several owners of these vessels have later upgraded their vessels to other markets. (Source: Ulstein)

MEO SECURES CONTRACTS FOR OSVs IN CAMBODIA

Singapore-headquartered Miclyn Express Offshore (MEO) reported three of its vessels are working under a firm one-year contract offshore Cambodia.

Anchor handling tug supply (AHTS) vessel **Uniwise Advancer** and fast crew/utility boats **Uni Express 14** and **Uni Express 25** have been deployed under a one-year firm contract that contains two six-month options for a permit operator to provide offshore crew change and supply from the port of Sihanoukville.



Thailand-flagged, 2008-built **Uni Express 14** has an overall length of 36 m, beam of 7.6 m and depth of 3.3 m, with three Cummins diesel engines, enabling the triple-screw crew boat to obtain a maximum speed of 24 knots. Built in 2015 at Penguin Shipyard to Flex-40X design, the larger and newer 40-m **Uni Express 25** has three Cummins main engines and three propellers as well but can obtain speeds of 28 knots. **Uni Express 25** has 100 passenger seats with a clear deck area of 100 m², deck cargo capacity of 60 tonnes and a Palfinger deck crane with a 0.5 tonne capacity. Flying the Thai flag, **Uniwise Advancer** was built in 2003 with two 2,75-bhp Deutz BV9M628 main engines. It has a full suite of deck machinery, including two 10-tonne electro-hydraulic tugger winches, two 5-tonne capstans, double-drum waterfall-type towing and anchor-handling winch, stern roller and one 6-tonne telescopic deck crane. Meanwhile, MEO's ROV support vessel **Miclyn Enterprise** was reflagged from the Panama to Indonesian flag in Q2 2020. Since then, the 2008-built vessel has completed a pipeline touchdown monitoring project for a local subsea survey company in Indonesia

prior to undergoing its intermediate docking survey in February 2021. Dynamic positioning class 2-capable, Miclyn Enterprise has an overall length of 70.25 m, beam of 16 m and depth of 6 m, with accommodation for 64. Two Cat 3516B main engines supply the vessel's propulsion power, enabling an economic speed of 10 knots and maximum speed of 12 knots. The BV-classed ROV support vessel is currently working on a post-lay burial inspection project across multiple countries until the end of 2021, reported MEO in a social media post. *(Source: Riviera by John Snyder)*

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SEISMIC VESSEL OWNERS WIN SURVEY CONTRACTS

Owners of seismic survey and support vessels have secured contracts from energy companies for advanced surveys using some



of the latest seabed and acquisition technologies, as higher oil prices are underpinning hydrocarbon exploration.

Eidesvik Offshore has entered into a bareboat contract for 130 days including transit, with an undisclosed third-party operator for its seismic survey vessel **Veritas Viking**. This 1998-built, 93.4-m

vessel will be mobilised from its current location at Bømlo, Norway in May 2021 and is scheduled to commence the bareboat contract in June 2021. Axxis Geo Solutions (AGS), which is working with creditors on financial restructuring, said it has entered into a time charterparty with Sanco Holding for a seismic vessel and sold another to Sanco. AGS has an agreement to sell 2002-built, 2008-converted, 65-m seismic acquisition vessel **Neptune Naiad** to Sanco for an undisclosed value in line with its reconstruction proposals. In addition, AGS subsidiary Axxis Production has time chartered 2008-built, 80-m **Sanco Star** from Sanco for an ocean bottom node (OBN) survey for an unnamed international energy company. Both vessels are currently located in Norway according to automatic identification system data. On the other side of the Atlantic, CGG won a major contract from Norwegian energy group Equinor for the seismic imaging of its Bacalhau deepwater oilfield in the Santos Basin off Brazil. It will carry out a long-term 3D OBN survey covering 409 km² of the Atlantic. CGG said the fully imaged dataset from this OBN survey is expected to be delivered within 10 months after the survey was completed in May 2021. Equinor will use this data from CGG for

better imaging and modelling of the Bacalhau field, to guide future drilling plans and development of the deepwater oilfield. “This new OBN award, after the recent successful completion of several OBN processing projects, confirms CGG’s position as a world-leading OBN seismic imaging company,” said CGG chief executive Sophie Zurquiyah. “With our 60-year track record in Brazil, indepth geological knowledge of the Santos Basin and proprietary imaging capabilities for the Brazilian deep water, clients know they can count on our expertise and technology to deliver the best possible pre-salt subsurface images to support their critical field development decisions,” she said. *(Source: Riviera by Martyn Wingrove)*

UDS SECURES WORK WITH MPF ASIA

Ultra Deep Solutions (UDS) has secured a subsea decommissioning project with MPF Asia in Thailand. As announced, the project will take up in September 2021 and run well into 2022 with extensions. UDS will use diving support construction vessels (DSCV) [Lichtenstein](#) and [Andy Warhol](#) to perform the scope.



Commenting on the project, Shel Hutton, CEO of UDS, said: “I would like to thank our clients MPF Asia Sdn Bhd for their continued support for using UDS and our various teams for these large subsea projects.” “Decommissioning/Demolition of fields is an area that we are concentrating on currently and feel that the market over the next 25 years will be focused in this area“, he concluded. Founded in 2014, UDS specializes in the design, construction, and operation of five diving support construction vessels. *(Source: Offshore Energy)*

AXXIS GEO SOLUTIONS TO SELL SURVEY VESSEL TO SANCO



Financially troubled ocean bottom node seismic player Axxis Geo Solutions has entered into an agreement with Sanco Holding regarding the sale of the 2002-built survey vessel [Neptune Naiad](#), including certain equipment. Furthermore, Axxis Production, a wholly owned subsidiary of Axxis, has entered into a time charterparty for the 2008-built survey vessel [Sanco Star](#) to carry out the contract with an international energy company in the

North Sea scheduled to start in Q2 21. Completion of the sale and charter agreement are conditional upon the decision by the District Court of Asker and Bærum becoming legally binding, Axxis said in Oslo Exchange filing. End-April this year, the company received creditors’ approval for its

restructuring plan after it filed for bankruptcy protection in February. The Oslo-listed Axxis said that 106 out of the 110 creditors voted in favor of the reconstruction proposal. (*Source: Splash24/7*)

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NEW GENERATION PATROL BOAT WILL PROTECT GREAT BARRIER REEF

The Norman R. Wright & Sons shipyard in Brisbane, Australia, has delivered the **Reef Resilience**, the second of two new-generation Incat Crowther 24 patrol boats built for the Great Barrier Reef Field Management Program. **Reef Resilience** will service the southern region of the reef from her home port in Gladstone, while sister vessel **Reef Ranger** will continue to service the northern region from Cairns. The vessel's duties include compliance monitoring, marine park and island national park management, diving and research operations. The vessel will also operate in remote offshore waters within the



Australian EEZ for extended periods of up to three months. **New hull form** Incat Crowther collaborated with Australia's Department of Environment and Science (DES) to optimize the latest design with a focus on operational efficiency. The most significant enhancement is a new hull form. "The new hull is designed to handle Queensland conditions up to 200 nautical miles from the coast with strong winds and 3 meter significant wave heights," says Dan Mace, Incat Crowther's Technical Manager. "Long transits at 20 knots in these seas can lead to uncomfortable slamming on a vessel of this size, but with this latest hull form we have been able to eliminate this, making a smoother ride and enhanced crew comfort." Computational Fluid Dynamics (CFD) were used to optimize the hull, and the performance was independently verified by speed and seakeeping tests at the Australian Maritime College's (AMC) towing tank facilities. **Twin MAN main engines** Powered by twin MAN D2862 LE463 main engines, Reef Resilience easily cruises at 20 knots at efficient RPM and impressively low fuel burn. Recent sea trials saw a top speed of 27 knots. Humphree interceptors with auto trim and active ride control are utilized to increase comfort for crew. Combining the hull

performance with the increased internal space afforded by its large beam, Reef Resilience offers capability unparalleled in a vessel of her size. The vessel is constructed and fitted out to a very high standard by the shipyard. The fit out focused on the use of lightweight construction techniques to keep the vessel's weight in check whilst maintaining a robust hull structure. A 6.2 meter RHIB tender is fitted in a fast launch cradle between the hulls aft, with the ability to launch whilst underway at 6 knots in offshore sea conditions of 3 meter significant wave height. The upper deck cargo area is rated to 1 t/sq.m and designed to accommodate two (2) x 4.4 meter RHIB tenders and one (5.5 meter work barge. Operational flexibility is provided by large transom platforms which allow the tenders to tie-up to the mothership in-between tasks. Energy efficiency is aided by 6 kW of roof-mounted solar panels to maximize the use of available renewable energy and reduce environmental impact. Reef Resilience is the second Incat Crowther-designed vessel for the Marine Parks fleet. Two more vessels are under construction, a 17 meter patrol boat and a recently-signed 20 meter landing craft. *(Source: MarineLog)*

ENAUTA KEEPS SOLSTAD AHTS FOR ATLANTA FIELD SUPPORT

Brazilian oil company Enauta Energia has chartered an anchor handling tug and supply vessel from



Norwegian offshore vessel owner Solstad Offshore. Solstad Offshore said Tuesday it won a deal with Enauta for the 2006-built AHTS **Normand Turmalina**, a vessel previously known as the **BOS Turmalina**. This is actually a continuation of **Normand Turmalina's** stay with Enauta. Namely, the company has hired the vessel back in August 2017 to support operations on its Atlanta oil field. It awarded the vessel another contract in mid-

November 2019 for 18 months and the end of that contract is supposed to occur in May 2021. Solstad added that, like before, the AHTS **Normand Turmalina** would be utilised by Enauta to support the Atlanta field in Santos Basin offshore Brazil. The deal, like the prior one, is for 18 months firm and has options to extend the deal for a further two years. According to Solstad, the contract will begin during May 2021. In recent news related to Enauta and the Atlanta field, initiated the bidding process for the FPSO for the full development system on the offshore field. Enauta said in March that it estimated the process to be completed in 10 to 12 months and companies with proven experience in developing similar projects were invited to participate in the bidding process. The bidding considers an FPSO with the capacity to process 50 thousand barrels of oil per day, to which 6 to 8 producing wells will be connected, including the 3 wells already in operation in the early production system (EPS). In addition, the bidding considers the adaptation of an existing FPSO, which has never been deployed, made possible by an exclusive agreement for 12 months with an option to purchase signed by Enauta. The winning bidder will have the right to exercise this option. The Atlanta field EPS started production in May 2018, almost two years behind the schedule. The EPS is comprised of three productions wells connected to the FPSO Petrojarl I. *(Source: Offshore Energy)*

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MMA COMPLETES SURVEY WORK AT FORMOSA 2 OFFSHORE WIND FARM

MMA has completed a survey work scope at Formosa 2 offshore wind project located off the coast of Taiwan. MMA reports having carried out several potential unexploded ordnance target investigations as well as 168 km of magnetometer survey line from its support DP2 vessel **MMA Prestige**. Formosa 2, an offshore wind farm with a 376 MW capacity, is a joint venture project developed by a



partnership between JERA, Macquarie's Green Investment Group, and Swancor Renewable Energy. It will comprise 47 Siemens Gamesa 8 MW turbines installed in water depths of up to 55 metres. Formosa 2 started construction in June 2021 and is scheduled to be put into operation this year. (Source: *Offshore Energy*)

SMST ENTERS INTO FIRST W2W CONTRACT WITH DOF SUBSEA

Recently, SMST has signed a contract with DOF Subsea for the deployment of a motion compensated gangway from the SMST rental fleet. The contract marks SMST's first delivery of walk-to-work equipment to the Norwegian offshore company. Since a few weeks, DOF is already operating the gangway on board their multipurpose vessel **Skandi Constructor**, ensuring safe and efficient walk-to-work of their crew and cargo in the Global Tech 1 offshore wind farm. Beginning of April, the commissioning team of SMST travelled to FAYARD, the shipyard near Odense (Denmark), for the mobilization of the gangway, the SMST Telescopic Access Bridge M-Series (TAB-M). In wintry conditions, the TAB was installed on 6 stacking modules for working on height up to over 24 meters. Subsequently, the vessel's crew was trained by SMST for operating the gangway in the Global Tech 1 offshore wind farm, for a term of up to 120 days. "Flexibility is key for our project and SMST fits in perfectly with it. Their equipment easily adheres to the requirements of the two different projects for Siemens Gamesa", says Øyvind Våge, Chartering Manager at DOF Management AS, "The

collaboration between our two companies is also excellent. Together we achieved a very swift



mobilization of the gangway. A great effort by all parties involved.” After the first project in the North Sea for Siemens Gamesa, the **Skandi Constructor** will continue its work in the Baltic Sea, in the Wikinger offshore wind farm. The SMST commissioning team will remobilize in Bremerhaven for this second project. SMST is glad to be

back in this wind farm, where the road to success has started in the rental gangway business back in 2016. “We are very pleased with DOF’s trust as a new partner for our rental gangways, and also with the recurring confidence in our equipment by Siemens Gamesa”, says Menno de Jong, Sales Manager at SMST, “We will do our utmost to ensure maximum safety and efficiency regarding their walk-to-work operations.” *(Press Release)*

SOLSTAD OFFSHORE SELLS PLATFORM SUPPLIER

Solstad Offshore's subsidiary Farstad Supply has sold its platform supply vessel **Far Splendour**. According to Solstad, the 74 meters-long vessel was delivered to the new owner on Monday, May 10, 2021. "The sale of the vessel will result in an immaterial accounting effect for Q2-2021," Solstad Offshore said. The company did not say who the buyer was, nor for



what price the vessel was sold. VesselsValue, as per May 9, valued the platform supplier at \$1.78 million. The medium-sized platform supply vessel of the Ulstein P106 design was built by Ulstein Verft in 2003. *(Source: Offshore Engineer)*

WINDFARM NEWS - RENEWABLES

FIRST SHIP SETS SAIL TO DANISH ENERGY ISLAND

The first ship ever sailed to the future energy island in the Danish North Sea on Monday, 3 May. MMT’s **Relume** will undertake seabed mapping at the site which will ensure that the construction of the energy island and the hundreds of wind turbines takes place in a technically sustainable way, Energinet said. In the video provided below, you can follow the preparations on board **Relume** and also get a little insight into how sea surveys are performed. Aboard the ship are divers and marine

survey experts from the Swedish-based MMT. Later, ships from the Dutch based Fugro will join



Relume at the site to jointly examine the seabed 100 metres into the ground across a 1,000 square kilometre area below the energy island and its many offshore wind farms. Later in the spring, similar ships will begin surveys of the seabed at the future wind turbines off the energy island at Bornholm in the Baltic Sea. The seabed surveys that have just been initiated make up the starting point for further investigations – and if you are interested in the energy islands as well as the important

considerations around nature and environment, please follow our special theme page in the link below and our social media activities. The North Sea Energy Island will be an artificially constructed island located 80 kilometres from the shore of the Jutland peninsula. Around 200 wind turbines with a combined capacity of 3 GW are expected to be installed in the first phase of the project by 2030. When fully developed, the North Sea energy island hub will reach a capacity of 10 GW. Watch the video [HERE](#) (Source: *Offshore Energy*)

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SEACAT MAGIC JOINS OESV FLEET AT GREATER GABBARD OFFSHORE WIND FARM

Class leading offshore energy support vessel (OESV) operator Seacat Services (Seacat) has today announced that it has signed a long-term charter for catamaran **Seacat Magic** with Greater Gabbard Offshore Wind Farm Ltd. **Seacat Magic** will support Operations & Maintenance (O&M) activity for the Greater Gabbard service team working at the 504MW wind farm. She joins sister vessel **Seacat Freedom**, which was first deployed to the site in 2017. Safely capitalising on weather windows and favourable on-site conditions is key to effective crew and equipment transfers that keep maintenance schedules on track at sites such as Greater Gabbard. Seacat's OESVs including Magic and Freedom are therefore optimised to maximise safety and technical availability for the wind farm operator and service teams during these periods – while ensuring that technicians reach turbines and other infrastructure quickly and comfortably. Since the beginning of the relationship in 2012, when **Seacat**

Resolute was signed on a long-term charter to support construction at Greater Gabbard, Seacat Services has repeatedly proven its ability to meet and exceed the technical and safety requirements of the customer. From 2017 to March 2020 while in operation at Greater Gabbard, **Seacat Freedom** performed over 9,200 safe crew transfers to the wind farm. This has been achieved with minimal downtime, and a technical vessel availability of 98.7%. Seacat Services' longstanding presence at Greater Gabbard has also brought community benefits,



with the vessels manned by local crews wherever possible. Having launched its third OESV apprenticeship scheme in February of this year, Seacat is maintaining a commitment to developing homegrown talent. Ian Baylis, Managing Director at Seacat said: "We are driven to provide the highest quality of service to all of our clients, and Greater Gabbard is no exception. The wind farm is a unique and technically challenging project to operate on, and the addition of a capable vessel like **Seacat Magic** will ensure that O&M activity will continue to meet deadlines safely and efficiently as the project scales up, irrespective of weather conditions. The deal comes after Seacat secured its first long-term O&M charter for newly launched catamaran **Seacat Rainbow** with Beatrice Offshore Wind Farm Ltd (BOWL) in March. *(Press Release)*

'NONE OF THE EXISTING WIND TURBINE INSTALLATION VESSELS CAN INSTALL 15+ MW TURBINES'



Rapid advances in offshore wind technology, making turbines bigger and more powerful, are currently outpacing the infrastructure capacity needed to install them. London-based data supplier IHS Markit warns against this in a new report on the development of the offshore wind market. According to this Offshore Wind Turbine Installation Vessels market report offshore wind annual gross capacity

additions are expected to grow sixfold by 2030 due to dramatic cost reductions, advances in technology, favorable policies and ever-increasing national targets. However, the industry needs to rapidly develop and invest in new infrastructure to achieve these ambitious plans, the report says. **15**

MW Most critically, the current offshore wind turbine installation vessel (WTIV) fleet is unable to install the new larger 15+ MW turbines that will be hitting the market in the next three years. Today's largest wind turbines have a capacity of about thirteen megawatts. 'Offshore wind turbines are constantly getting bigger and more powerful, reducing costs, improving competitiveness and opening new markets. However, that presents a new challenge,' says Andrei Utkin, principal analyst, Clean Energy Technology at IHS Markit. 'As new developments are moving further offshore and into deeper waters, logistics, transit and installation become more complex and require larger specialised self-propelled jack-up vessels with technical capabilities far beyond the existing fleet.' *WTIV fleet concentrated in China and Northern Europe* According to the report, the global WTIV fleet currently consists of about fifty vessels. About two-thirds are Chinese and only operate there. Most of the rest is concentrated in Northern Europe and busy working in the North Sea. This means it requires significant time and expense to travel for installations elsewhere. Countries outside these regions will therefore face significant roadblocks to expanding offshore wind capacity unless new vessels for other regional markets are rapidly built. The United States has targeted a particularly ambitious offshore wind goal of 30 GW by 2030, but despite the restrictive terms of the Jones Act, the only US-built and flagged WTIV is not set to enter service until 2023. Foreign contractors are in principle not allowed to work in US waters under the controversial Jones Act. IHS Market says the country should either relax its maritime rules to permit foreign-built vessels to operate in its waters or ensure new heavy-weight vessels are built and put into service promptly. *At least four new WTIVs needed* IHS Markit projects that the industry will need to invest a minimum of USD 1.2 to two billion to build at least four new vessels to meet global demand from 2026, outside of mainland China. Depending on where these vessels are built, the total cost may be significantly higher if local content requirements are taken into consideration, particularly in the emerging offshore wind markets of the United States and Asia Pacific. Utkin: 'Although six new vessels currently under construction are expected to come online by 2023, absent further investment the global fleet would still experience difficulties to cover the global demand in 2026/27 and would most certainly fail to do so post-2028. As a result, at least four additional WTIVs are needed to cover the expected demand to 2030.' *Stabilisation and standardisation* While seven companies have announced the intention to build up to sixteen new vessels, these are not firm contracts and final investments have yet to be secured. But conditions for investment are improving as turbine sizes stabilise and the technical capabilities for installing them become increasingly standardised, according to the report. 'One of the reasons for the lack of investment in newbuild turbine installation vessels in the past was concerns over the longevity of the vessels as turbine technology was developing rapidly,' says Utkin. 'Now that turbine sizes have somewhat stabilised, with more standardised technical capabilities required for vessels, you are finally seeing newbuilds being ordered. We expect that with the rise of the emerging offshore wind markets and first commercial projects coming online, investors and owners will be increasingly willing to finance and build new vessels.' (Source: SWZ/Maritime; Photo: Ocean Energy)

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DREDGING NEWS

DOP250 AT WORK IN THE PORT OF ALSEA (OR)

Once again, the Damen DOP dredging pump has been put to the test, this time on the North Pacific coast in the town of Waldport. There, the contractor Bergerson Construction Inc. pumped out years of sedimentation at the Pacific Port of Alsea. The marina is mainly used by locals and tourists for leisure activities as salmon fishing, crabbing and kayaking. After years of winter storms, the port needed some maintenance dredging done as part of a



larger marina improvement project. The maintenance dredging job encompassed removing some 13.000m³ (16.500 CY) of sand, at a maximum dredging depth of -2m (6 ft). The challenge was, that the marina had become so shallow over the years, that access had to be dredged before the actual production dredging could begin. During the dredging activities the DOP250 was mounted on a Deere 470G excavator. The excavator itself was placed on a sectional barge platform. This platform was moved around the harbour to clear the accumulated sand. The sand was pumped over some 765m (2500 ft) onto shore. Hence a nearby beach was restored, and neighboring properties were protected. The only challenge in the project was the presence of some woody debris. While this debris slowed the dredging process somewhat, the wood chips were able to be pumped along with the sand slurry. (Source: *Dredging Today*)

HOPPER DREDGER FREJA R AT MOSEDE FORT



Rohde Nielsen A/S has just released these beautiful photos from the Mosede Fort coastal protection project. From March 29 to April 4, the hopper dredger **Freja R** pumped 20,844m³ of sand onto the beaches, which was distributed over a 330m stretch. This work was done to protect the coast south of Mosede Fort against erosion. Mosede Fort, located in Mosede, Denmark is a coastal fort, part of Tunestillingen

(the Tune Line), built in the years before and during the First World War, to protect the Bay of Køge from possible German naval invasions. It is now a protected area with a museum, grassy fields for recreation and a restaurant. (Source: *Dredging Today*)

BUCKET LADDER DREDGER FOR CEMEX ROGÄTZ PLANT

A high-performance, large-scale machine went into operation last month at the Rogätz gravel works in Saxony-Anhalt: a floating bucket ladder dredger 46 meters long and 10 meters wide, with a capacity of 400 tons per hour. In a wet open-cast mine, CEMEX Kies Rogätz GmbH, a subsidiary of CEMEX Deutschland AG, extracts sand from an old arm of the Elbe into high-quality raw materials for construction and other industries. “With this important investment,



our company is strengthening its position in the Berlin metropolitan market and securing the long-term availability of valuable mineral raw materials for its customers,” said Rüdiger Kuhn. As Vice President Materials Central Europe of the internationally active building materials company CEMEX, he is responsible, among other things, for the mineral raw materials product area of CEMEX Germany. At the end of November 2020, the new dredger’s pontoon system was lowered into the water. Specialists from ROHR-IDRECO then installed the other parts directly on site, including the bucketladder, which enables an excavation depth of up to 15 meters. The floating bucket chain excavator accommodates the processing technology on board, including a dewatering screen machine and fine sand recovery. Conveyor belts transport the processed sands and gravels ashore. The new excavator replaces a 27-year-old device that has had its day. It consumes less energy and increases operational reliability, producing 50 tons more per hour than its predecessor. *(Source: Dredging Today)*

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YARD NEWS

TAIWAN’S FIRST SOV EQUIPPED WITH PRONOMAR’S DRYING ROOM SOLUTIONS

Given its strong wind potential, Taiwan launched a plan to develop offshore wind farms in the Taiwan Strait. To help realize the government’s goal of to have installed wind power capacity account

for more than 33% of the total renewable power capacity by 2030, Vard Vung Tau has signed a



contract with Ta San Shang Marine for the design and construction of the first SOV in Taiwan. The vessel, which has been chartered by Ørsted, will be able to accommodate 87 people in single cabins and will have a changing room on-board with stainless steel (AISI 316) drying and storage systems for immersion suits, heavy lifejackets and harnesses. Vard reached out

to Pronomar to help them achieve the highest levels of safety, comfort and workability for wind farm technicians - even in the roughest sea conditions. Pronomar's robust drying systems for offshore workwear guarantee a fast drying of all PPE by means of a strong and warm air flow from the inside out, which does not solely increase the longevity of the costly work gear, but also enhances hygiene, reduces odors and stimulates the motivation and productivity of the technicians onboard. *(Press Release)*

CENTUS MARINE'S NEWEST CREWBOAT FLOATED OUT

Singapore builder Strategic Marine has floated out a new fast crewboat being built for Malaysian operator Centus Marine. Designed by Southerly Designs of Australia, **Centus Nine** is a sister vessel of **Centus Eight**, which was delivered by Strategic Marine to the same customer earlier this year. Once completed, the crewboat will have a length of 40 metres, a displacement of 55 tonnes, and three Caterpillar C32 engines that will deliver speeds



in excess of 30 knots. Onboard amenities include 70 reclining seats for passengers, seven cabins housing a total of 16 berths, a galley/mess, and a walk-in chiller and freezer. Cargo can be transported on the vessel's 120-square-metre aft deck. *(Source: Baird)*

USCG ISSUES WATERWAYS COMMERCE CUTTER RFP

The U.S. Coast Guard Acquisition Directorate reports that the Coast Guard waterways commerce cutter (WCC) program released a request for proposal (RFP) on April 30 for the design and construction of its new river buoy and inland construction tenders. The river buoy and inland construction tender acquisition will be a small business set-aside in accordance with Federal Acquisition Regulation 19.5. The RFP encompasses designing the river buoy tender and inland

construction tender (designs which share 95% commonality), constructing an initial river buoy



tender and inland construction tender based on those completed designs, and producing additional cutters. The deadline to submit responses to the RFP is July 30, 2021, at 10.00 a.m. Eastern standard time. Contract award is anticipated in early 2022. On March 24, the DHS Acquisition Review Board approved the WCC program to proceed from the analyze/select phase to the obtain phase. This achievement was the culmination of several years of design analysis, industry engagement, operator input,

scale-model testing and other analyses that provided valuable information on requirements, design and production schedules. *Legacy fleet is approaching obsolescence* The WCC acquisition program will replace the legacy inland tender fleet, which has an average vessel age of over 55 years. The current fleet is approaching obsolescence and many of the legacy cutters do not support mixed-gender crews due to original design constraints. The WCC program has accelerated the acquisition by approximately a year to ensure the Coast Guard continues to meet its vital missions throughout the Marine Transportation System. The current inland tender fleet plays a critical role in the Coast Guard's support of the national Marine Transportation System, which facilitates \$5.4 trillion in commerce annually and sustains over 30 million jobs. The new WCCs will have greater endurance, speed and deck load capacity than their predecessors. The vessels will also feature improved habitability and will accommodate mixed-gender crews. (Source: *MarineLog*)

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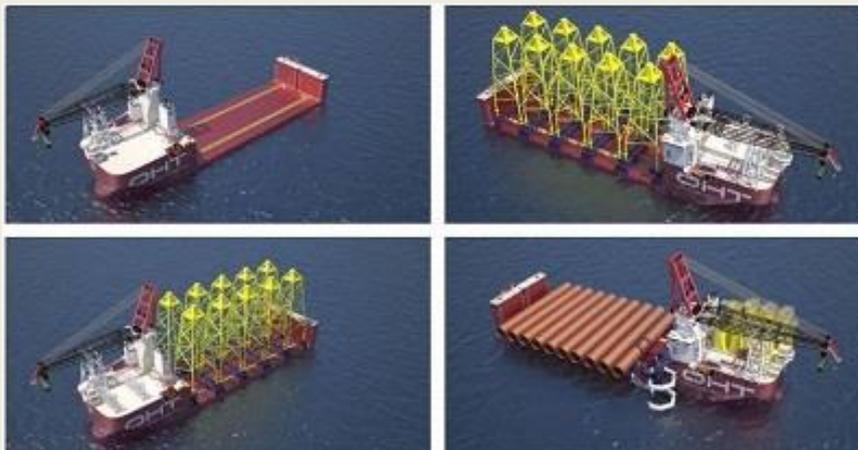
ROSMORPORT IS HOLDING A TENDER FOR THE CONSTRUCTION OF TWO DUAL-FUEL ICEBREAKERS WITH A CAPACITY OF 12-14 MW

FSUE "Rosmorport" has announced a tender for the construction of two innovative dual-fuel icebreakers with a capacity of 12-14 MW. Ice-class vessels Icebreaker 7 will be built according to [project 23620](#) as part of the Comprehensive Plan for the Modernization and Expansion of the Main Infrastructure (KPMI), the press service of the unitary enterprise told Sudostroenie.info on May 11. The new icebreakers are designed for year-round operation in the Baltic, White, Barents and Pacific

seas. Vessels will be able to pass ice up to 1.5 m. As noted in Rosmorport, this is the first Russian project of an icebreaker with a power plant capable of operating on liquefied natural gas (LNG). The use of environmentally friendly fuel will reduce emissions of carbon dioxide into the atmosphere by 20-30%, nitrogen oxides - by more than 90%, sulfur oxides and particulate matter - by 100% compared to ships powered by traditional heavy fuel. In addition, the Project 23620 icebreaker is also the world's first LNG icebreaker with the DYNPOS-2 dynamic positioning system. In total, within the framework of KPMI until 2030, FSUE "Rosmorport" plans to build 10 icebreakers, reducing the average age of the icebreaker fleet to an average of 25 years. Recall that the technical design of the dual-fuel icebreaker 23620 was developed by Central Design Bureau "Balt sudoproekt" (part of the Krylov State Scientific Center, KGNTs) in 2020. (Source: *Sudostroenie*)



OHT GETS \$135M LOAN FOR 'ALFA LIFT'



Oslo-listed offshore heavy transport and wind installation company OHT has received and accepted a firm offer for a USD 135 million Senior Secured Green ECA Credit Facility. The loan was accepted by OHT's ship owning company OHT Alfa Lift AS, which is building the offshore wind foundation installation

vessel **Alfa Lift** in China. OHT ordered the **Alfa Lift** on speculation in 2018, and has since secured contracts to install foundations at the world's largest wind farm - the Dogger Bank in the UK. Sharing further details on the loan, OHT said Tuesday: "The [loan] facility is for the post-delivery financing of the company's wind foundation installation vessel Alfa Lift. The facility is to be drawn upon delivery of the mentioned vessel," The loan has a five-year term and a 12-year repayment profile. DNB Bank ASA is Bookrunner and Coordinator, and together with Sparebank 1 SR-Bank ASA mandated lead arranger. Further, the Norwegian Export Credit Agencies GIEK and Eksportkreditt are supporting the facility, and their tranche is estimated to USD 82,600,000. The Alfa Lift was recently floated out from its drydock at China Merchants Heavy Industry (CMHI) shipyard in Jiangsu, China. The semisubmersible heavy installation vessel, which is designed and built for installing the next generation XXL offshore wind foundations, was launched on February 28, 2021. The 51,087-deadweight-tonne vessel will be moored while work continues on the steel and internal fit-out, including the mechanical completion of systems. The Ulstein-designed Alfa Lift will feature a 3,000-tonne main crane, a 10,000+ square meter "smart deck", capable of carrying and installing up to 14 XL

monopiles or 12 jackets per voyage and will be able to fully submerge the main deck to a depth of 14.66 meters. The ship will have the capacity to carry cargoes of up to 48,500 tonnes. Offshore Engineer's Greg Trauthwein recently interviewed Torgeir Ramstad, CEO, OHT, in which Ramstad shared the company's plans and its role in the growing offshore wind market, including the Alfa Lift vessel, as well as future offshore wind plans. Read more below. (*Source: MarineLink*)

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DAMEN MARINE COMPONENTS: FLEX TUNNELS, THREE NOZZLES AND THREE MANOEUVRING SYSTEMS WITH SEVEN RUDDERS FOR NEW TANKER FOR STOLT AND BASF

Damen Marine Components (DMC) is making a special contribution to the innovative inland waterway tanker that is being built for BASF and Stolt Tankers. This shallow water tanker will be equipped with three manoeuvring systems and a total of seven rudders, which is unique in the industry. The tanker has a lightweight shallow water design, allowing the vessel to remain



operational, even at very shallow water levels. The hull form is equipped with three manoeuvring systems. The outer systems consist of a Van der Velden® Three-rudder system with a Van der Velden® FLEX Tunnel in front, both on the left and right. These flexible tunnels are integrated into the hull and can be deployed and retracted at any time. When deployed, they optimise the water flow to the propellers. If the water depth is sufficient, the tunnels are superfluous and they will be retracted. The centre manoeuvring system has a single rudder to improve course stability. DMC also supplies custom-made control and steering systems. The shallow water ship will be fitted with a total of seven rudders, which is unique. Leo van Zon, Area Sales Manager of DMC: "The design has shown that the outer drive trains have to do their job with a small propeller diameter at shallow draught. DMC has chosen a solution for this in which the original Van der Velden® Three-rudder system compensates for the lack of rudder surface at this small propeller diameter that is offered with a normal propeller size drive and rudder system. The seven rudders in combination with the FLEX

Tunnels make it a unique ship.” The ship design was conceived and developed on behalf of BASF by



DST Duisburg, the inland shipping research institute that also developed the FLEX Tunnel System with DMC. Shipping company Stolt Tankers, one of the largest chemical carriers in the world, will be the owner of the vessel and operate it exclusively for BASF. Stolt has asked project developer Mercurius Shipping Group to build the ship. The tanker is planned to be commissioned by the end of 2022. The new tanker has a high carrying capacity and with a length of 135 meters and a width of 17.5 metres, it will be considerably larger than most other tankers on the River Rhine. The ship will be fitted with ten stainless steel cargo tanks for the transport of chemicals and be powered by three electric motors. The development of this innovative design was prompted by the shallow draught on the Rhine at the

end of 2018, which compromised the supply of raw materials to BASF in Ludwigshafen. “The predictions are that water levels will become increasingly erratic,” says Maickel Uijtewaal, general manager of inland shipping at Stolt Tankers. “All this is in response to expected shallow water levels in the future. It’s fantastic to be able to realise such a unique project together.”

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Last week there have been new updates posted:

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

- *Damen awarded contract by Engage Marine for three ASD Tugs 3212*
- *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*

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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