

Tugs Towing & Offshore Newsletter



22nd Volume, No. 40

1963 – “57 years tugboatman” - 2021 Dated 23 May 2021

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

Distribution twice a week 18,400+

TUGS & TOWING NEWS

A SHIPYARD IN THE TOMSK REGION LAUNCHED TWO TUGBOATS



On May 8 and 17, the Samus shipyard launched two powerful pusher tugs made according to its own unique design. The main advantage of the floating craft is the ability to pass along shallow rivers, the press service of the Tomsk Region Administration reports. The tugs are designed for pushing and towing dry cargo non-self-propelled vessels, non-self-propelled ferries and barges carrying vehicles with fuel in tanks and specialized auto-tractor

vehicles intended for transporting oil products in tanks, as well as transporting a group of people. The customer of the tugs with a total value of over 100 million rubles is Transneft Siberia, JSC. It took shipbuilders one year to make them. Also on May 17, the Samus plant launched the third element of the floating bridge with a total length of 150 meters. It will serve for the passage of vehicles weighing up to 60 tons in a single order and for the passage of pedestrians. The customer of the bridge worth 84 million rubles was the management of highways of the KhMAO. Samus shipbuilders built it in three months. Now the plant's specialists are building two provisional vessels for the administration of the waterways of the Yenisei basin. The launching of vessels with a total cost of 173 million rubles is scheduled for September this year. An agreement with OOO Norilsk Nickel-ERP for the construction of ten sea barges for a total amount of two billion rubles is in the process of being signed. This order will ensure 100% utilization of the enterprise for three years. "Last year, we launched a unique barge from the Samus plant, almost a hundred meters long, which operates in the seas of the Arctic Ocean. And this year our shipbuilders have broken a record: four ships will leave the Tomsk region at once. Another promising area is the construction of pontoons for floating bridges. The floating bridge made by them ensures movement across the Yaya river, connecting the Zyryansk and Teguldet districts with the regional center. The pontoon bridge built this year will be operated in the neighboring region, "said Igor Shaturny, Deputy Governor of the Tomsk Region for Industrial Policy. During its existence, the Samus shipyard has built over 330 motor ships of various types and modifications: boats and yachts, barges and ferries, pontoons and floating cranes, cargo, passenger and cleaning vessels for the river fleet. A special source of pride is

the non-self-propelled hold barge with a lifting capacity of 2,800 tons, built in 1993. It is now operating on the Rhine River in Holland under the name Samus. (*Source: Sudostroenie*)

Advertisement

UZMAR
FIRST IN THE WORLD
RAmpage 6000 Multi Purpose
Oil Spill Recovery Offshore VESSEL

The advertisement features a dark background with the company logo 'UZMAR' in white. Below it, the text 'FIRST IN THE WORLD' is displayed in large, bold, white letters. Underneath that, 'RAmpage 6000 Multi Purpose Oil Spill Recovery Offshore VESSEL' is written in smaller white text. To the right of the text is a photograph of a ship's hull with a red horizontal band. A spray of water is shown coming from the hull, indicating its use for oil spill recovery. The overall design is professional and focuses on the vessel's unique capabilities.

RUSSIA TENDERS FOR FIVE TUGS AND A SALVAGE SHIP

Russian state-backed vessel operators plan to expand their fleets of ice-breaking tugs and emergency response vessels with newbuildings. According to Russian reports, state departments and vessel owning entities are tendering for the construction of new vessels and tugs, with up to five multipurpose oceangoing tugs up for tender for ports in northern Russia. These are required under the T3150 project and tenders are due in by 2 June. The specification calls for tugs with an overall length of 30-35 m, beam of 10-12 m and hull depth of 5-6 m with hulls ice strengthened to Russian Maritime Register of Shipping's (RS) class Arc4 and a power plant generating 2-4 MW. Along a similar timeframe, a tender is open for the construction of a 7-MW multi-functional rescue vessel as part of the MPS V06M project. Shipyards have until 3 June to submit their initial tenders and until 10 June for a second round of tendering. This emergency response vessel needs to be designed and built to RS's Icebreaker 6 class for salvage, towage and oil recovery operations with a length of 88 m, beam of 19 m, draught of 6.5 m, a speed of 15 knots and accommodation for 22 crew. In addition, ice-breaking vessel operator Rosatom is looking to expand its fleet with at least three newbuildings by the end of the decade. Rosatom has reportedly stated it intends to operate eight nuclear-powered vessels, up from its existing fleet of five, by 2030. The latest addition to its icebreaker fleet is **Arktika**, built with 60 MW of power in 2020. Meanwhile, Russian builder Onego Shipyard is set to launch an azimuth stern drive (ASD) tug this month. It is building this 33.7-m ice-breaking tug to Damen's ASD 3413 ICE design for Rosmorport's operations in the Arkhangelsk area of northern Russia for coastal towage and clearing sea ice. It has a beam of almost 12 m, draught of 5.3 m, speed of 12 knots and bollard pull of at least 45 tonnes. (*Source: Riviera by Martyn Wingrove*)



Advertisement

ROTORTUG
TUG DEVELOPMENT SINCE 1996

ULTIMATE
SHIPHANDLING

By Rotortug

SAAM MOVES TO BECOME REGIONAL TOWAGE LEADER



Tug owner SAAM Towage has expanded its operations in the region through newbuild deliveries and corporate acquisitions. Chile-headquartered owner SAAM Towage, part of the SAAM ports and logistics group, has added new tugs to its fleet to begin operations in El Salvador and Peru. These additions are part of the multinational corporation's drive to increase its business

sphere as it reacts to growing demand for maritime trade in the region. It already provides towage, logistics and owns terminals in 14 countries in North, Central and South America, operating more than 170 tugs in 84 ports in the Americas and completing over 100,000 manoeuvres for around 37,000 vessels per year. In April, SAAM Towage welcomed two escort tugs to El Salvador and took delivery of a Turkish-built tug for its operations in Peru. Two Robert Allan-designed tugs arrived in the Port of Acajutla, El Salvador on 21 April. **SAAM Acaxual** and **SAAM Centzuna** will be deployed to assist gas carriers into the Energía del Pacífico LNG terminal on the Pacific coast. They were built by Uzmar in Turkey to a RAstar 3200W design with more than 80 tonnes of bollard pull. **Redwise** Maritime transported these new tugs from Turkey to El Salvador, across the Atlantic Ocean and through the Panama Canal, during 40-day voyages. "The arrival of these tugs marks the first milestone in initiating our operations in El Salvador," says SAAM Towage managing director Hernán Gómez. "These state-of-the-art vessels will allow us to provide exceptional service for the specific requirements of such a major project." To assist LNG carriers into the terminal, these 32-m tugs can work under dynamic traction loads of more than 135 tonnes at 10 knots and have free sailing speeds of 13.5 knots. "This project is essential for El Salvador, as the first floating storage and regasification unit in both the country and the region," says Mr Gómez. "It will cover a relevant percentage of the nation's energy demand and will help to diversify its energy matrix with more sustainable fuel. We are here to serve this objective, making these new tugs and highly skilled personnel available to the terminal," Mr Gómez explains. **SAAM Acaxual** and **SAAM Centzuna** each have two CAT 3516C engines generating 2,350 kW of power and two Kongsberg US255 fixed-pitch azimuth thrusters. They are equipped with safety features including a remotely operated gas detection and automatic isolation

system, deck equipment and machinery with explosive atmosphere certification and fire-fighting 1 class systems for fighting off-ship fires, certified under Bureau Veritas classification rules. SAAM Towage technical manager Pablo Cáceres says completing these tug new buildings was an enormous challenge. “The project was a success, despite the pandemic’s complications which we were able to navigate while staying on schedule,” he adds. In April, SAAM Towage started operations in Peru by relocating a tug to the Port of Callao and taking delivery of a newbuilding. “We are taking the first steps at the Port of Callao, which lets us provide better coverage on the southern Pacific coast,” says Mr Gómez. “We are interested in this market and foresee leveraging our broad network in the region.” He expects this extension to lead to further corporate deals and purchases. “Our strategy is to preserve our leadership position and play an important role in the industry’s consolidation process,” says Mr Gómez. **RAM Valkyria** was mobilised to begin assisting ships into and out of the Port of Callao. It will be joined by **RAM Albatros** after it is completed by Sanmar Shipyards in Turkey, initially as **Bogacay XLII. Albatros** is a 24.4-m tug, built to Robert Allan’s RAmparts 2400SX design with a beam of 11.25 m. It is powered by two 2,100-kW main engines providing it with a top speed of 13 knots and 70 tonnes of bollard pull. It has a fire-fighting pump, driven through clutched flexible coupling in front of the port side main engine, with capacity to deliver 2,700 m³/hr of water and foam. Mr Cáceres says **Albatros** has “power and size that perfectly suits the requirements for the Port of Callao and our clients operating there.” Both tugs will berth and undock ships, tow barges, provide emergency response and salvage, service ships at offshore terminals and support civil construction projects. SAAM Towage also expanded its services in Ecuador with two more tugs built to handle larger ships. It welcomed the first of these two tugboats, **SAAM Tarqui**, on 26 January in the port of Guayaquil after its long voyage from Turkey. SAAM Towage purchased **SAAM Tarqui** from Med Marine in Q4 2020 when it was 2016-built Efesan Port, a RAmparts 2500W tug. Another tug was scheduled to arrive from Mexico in Q2 2021. These tugs support large container ships, roro ships, oil, chemicals and LNG tankers, as well as bulk carriers, reefers and general cargo ships. Its vessels also support offshore exploration activities and growing gas imports. On the corporate side, SAAM completed its US\$49.7M acquisition of 70% of Intertug in January, fulfilling part of its strategy to expand into new markets. This purchase saw SAAM Towage enter the Colombian market and strengthens its presence in Mexico and Central America. “With this deal, we improve our standing as the top tug operator in the Americas,” says SAAM group chief executive Macario Valdés. “It is consistent with our strategy of being leaders in the consolidation process the industry is experiencing.” SAAM is integrating Intertug into its own process and seeking more growth opportunities. “We will begin to capitalise on growth opportunities, implement our operational model and processes and take advantage of the synergies we have with the 11 countries where SAAM Towage currently operates,” says Mr Valdés. SAAM secured majority ownership of Intertug via a capital increase and share purchase. This acquisition was financed through a combination of debt and equity. It followed a merger of four companies in Colombia to create the larger Intertug group, operating 25 vessels, in 2020. They are used for harbour and ocean towing, ship mooring, escorting, pollution control and fire-fighting operations. Intertug also operates offshore support vessels for rig and platform supply and oil recovery activities in Colombia. (*Source: Riviera by*



Martyn Wingrove)

Advertisement



NEPTUNE MARINE HAS DELIVERED A EUROCARRIER 2409 NAMED JIF MAIRI



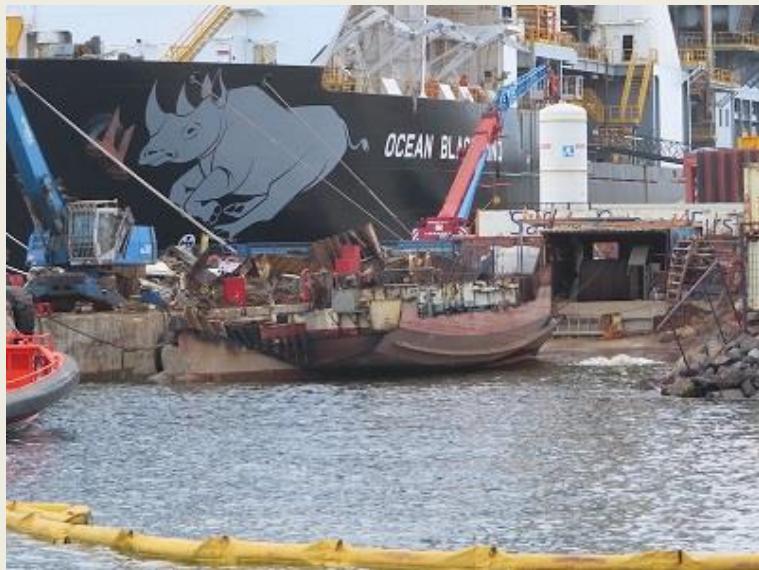
The **Jif Mairi** is a Neptune Marine built EuroCarrier 2409. The vessel is managed by North West Marine. The vessel is 24 m long, 9 m wide and the draft is approximately 2 m. The robust, efficient and flexible design of the EuroCarrier makes it one of the best vessels for anchor handling, dredging support and survey activities. **The Jif Mairi** The **Jif Mairi** is a re-designed Eurocarrier 2209. This re-

design was done especially for North West Marine, so that the vessel is best suited for their activities. The original multi functionality of the vessel is maintained, so that the vessel can still be used for a wide range of marine operations, such as supplying fuel and water, transport of equipment on deck or in ISO containers, survey and research jobs, general towing jobs, etc. The complete vessel, including the hull, has been built in the Netherlands under Neptune Shipyards own supervision. Both the assembly of the hull and outfitting has been done at the yard in Aalst. The vessels re-design was done to make the vessel more suited for North West Marinet's fishfarm activities. Special attention was given to the workdeck. The vessel has been equipped with wooden, removable, bow doors. A ladder has been integrated into the vessels SB side. The SB side fendering has been upgraded to rubber D fendering on both front and aft SB side, at SB center flush plastic fendering was installed. The **Jif Mairi** has two Caterpillar C18 main engines, which have 447 kW at 1800 rpm each. The engines drive two 1350mm propellers through Twin Disc gearboxes. During the bollardpull the vessel reached a 14,7 tonne bollardpull and a speed of approximately 10 knots. For electric power the vessel is equipped with a Caterpillar C4.4 generator set and a Caterpillar C7.1 generator set. Hydraulic power onboard is provided by two 55 kW electric motors, each driven by a generator set. A Heila HLRM 140-4S deck crane is fitted on SB at the bow, also a 50 tonne anchor handling and towing winch and a 10 tonne tuggerwinch are fitted. In the bow a wide bowroller is fitted. In the re-design a

HLRM 25-4S crane was fitted SB aft. The below maindeck accommodation space has been divided in the most optimal way possible. There are 3 properly sized cabins, a bathroom and a separate toilet below maindeck. Also a large store area is provided below maindeck. The vessel is certified for a maximum of 6 crew members onboard. At main deck level the messroom is located and in addition to the standard design the vessel has a changeroom that provides access from maindeck to both the messroom and the engineroom. The wheelhouse provides a good working space for the crew, with a small seating area and a proper working desk but also space for survey equipment. The wheelhouse is fitted with large windows to provide an excellent view around the complete vessel. The **Jif Mairi** is classed Bureau Veritas, Special service / multipurpose ship, unrestricted navigation. (*Press Release*)

SHIFT FOR THE SCRAPPING OF THE TUG “SERTOSA NUEVE”

The “**Sertosa Nueve**” tugboat has reached the end of its long seafaring life and is being scrapped at the hands of Logisgrap staff, in the port of Las Palmas de Gran Canaria. The scrapping of the tug “**VB Solea**” has almost been completed and the next one will be the tug “**Boluda Garbi**”. On the starboard side we see the boat “**Salvamar Canopus**”, which is also waiting to be scrapped. Since 1998, after the acquisition of the company Servicios Auxiliares de Puertos (SERTOSA), the tugboat “**Sertosa Nueve**” has raised the



password of Boluda Towage and has provided service in various ports, the latest being Arrecife de Lanzarote. Construction number 1,358 of the Hijos de J. Barreras shipyard, Vigo, entered service in 1966 and was a 192 gross ton vessel, in a hull of 26.80 m in length, 8.16 m in width and 3.60 m in draft. It was powered by a 2,250-horsepower Barreras-Deutz engine, which allowed it to maintain a speed of 12.5 knots and a pulling power of 33.7 tons. IMO code 6523717.

(Source: Puente de Mando: Photo top Sertosa Nueve, bottom VB Solera))

TUG "SEYVAL" JOINED THE FLEET OF "MORSPASLUZHBA"

The fleet of the FSBI "Marine Rescue Service" has another replenishment. For extra-budgetary funds, the institution purchased a multipurpose tugboat "**Seival**" of the UT-722 project, the Rosmorrechflot reported on May 19. One of the objectives of the purchase of the vessel is to expand

the area of activity of the "Marine Rescue Service" in the Arctic regions of the Russian Federation. The Canadian-built vessel is assigned to the Northern Branch of the service. Four vessels of the UT-722 project are already operating in the "Morspasluzhba" fleet. This category of ships is distinguished by its efficiency and efficiency. The tugs are multifunctional and have confirmed their



"professional suitability" for emergency rescue activities, the agency notes. The multipurpose tugboat of the UT-722 project is designed to carry out rescue duty, towing emergency ships, liquidate emergency spills of oil and oil products, as well as to provide assistance to ships and people in distress. The tug can also perform the tasks of a support vessel. Some of the equipment is designed to fight fires at offshore and onshore facilities. [Multipurpose tug of project UT-722 – information](#)
Length - 75 m; Width - 18 m; Depth - 8 m; Main engines - 2 x 5369 kW, Bergen, BVM-12; Maximum speed - 15 knots; Endurance - 30 days; Ice class – IC. (*Source: Sudostroenie*)

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Photo: Courtesy by Sammar

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MED MARINE DELIVERS SUPER ICE CLASS TIER III TUGBOAT, SULINA TO A.F.D.J.

Med Marine delivered 30m and 55 TBP MED-A3055-ICE-SUPER class ASD tugboat, [Sulina 2](#) to AFDJ, Romania. (Administratia Fluviala a Dunarii de Jos RA Galati, a state organization of Ministry of Transport in Romania.) MED-A3055-ICE-SUPER class tugboat is specially built by Med Marine / Eregli Shipyard engineers according to AFDJ's operational requirements being mainly in Danube. As part of this, the tug is prepared for IMO Tier III regulations and BV Ice Class 1A Super notation. [Sulina 2](#) will commence its operations in Danube River. The tug is fitted with twin Caterpillar 3512C diesels each delivering 1,902 kW, coupled to Schottel SRP460FP fixed pitch ASD units, THR Marine forward and aft winches. The tug built by Med Marine Turkey, [Sulina 2](#) will patrol on the Danube sector, between Braila (km 175) and Sulina Bar and will contribute to the improvement of the safety and of the security of the maritime ships traffic, through the following activities: - She will insuring the flowing of the ice pieces, for avoiding formation of ice bridges, which is very dangerous for the ships and could lead to the hydrotechnical constructions. - She will intervening to release the ships

from the ice, for avoiding the risk of their sinking, which could lead to loss of the human lives, goods and present a real pollution danger of the Danube with fuel oil or with their cargo. - will intervening for helping the ships landed on sand banks on the river. - firefighting to the other ships and on shore - assistance and intervention to the ships in the port or anchoring area.



Muhammet Gokhan, Business Development Manager of Med Marine said: "We are happy to have completed the high quality tugboat and successfully delivered

Sulina 2 to AFDJ to their

satisfaction and appreciate their trust in Med Marine especially during these difficult times affecting all sectors on a global scale. I believe this will constitute a long term relationship between AFDJ and Med Marine." Length overall: 30,00m; Extreme beam (including fenders): 10,50m; Depth moulded: 4,85m; Gross tonnage: <375GT (*Press Release*)

VARD MARINE AND FINLAND'S ILS IN TEAMING AGREEMENT

Vancouver, B.C., headquartered Vard Marine Inc. and Finland's ILS Ship Design & Engineering have reached an agreement to work together to develop design solutions for the global icebreaker market and to address the challenges of ice-capable shipping worldwide. One area of cooperation will be the further development and implementation of ILS' patented Detachable IceBreaking Bow (DIBB) in new markets. As we've reported earlier, the ILS DIBB,

with its independent power plant, allows icebreaking to become a modular capability that can be added to new and existing vessels as and when required, rather than being built into the vessel with all the size, weight, cost and efficiency impacts that this implies. While detachable bows are not a new concept, the DIBB's unique capabilities overcome many of the drawbacks of earlier approaches. While the agreement is new, the companies are by no means strangers to each other. Most recently Vard Marine has developed the conversion designs for the Canadian Coast Guard's Medium Icebreakers (MIBs) from an original ILS hull design. These ships are now some of the Coast Guard's most powerful and effective assets. "Our agreement with ILS will assist both companies in helping current and new clients in identifying their needs and in providing the designs that address these,"



says Vard Marine's CEO, Wade Carson. "The two companies' shared values include putting our clients first and providing objective and unbiased advice." "During the last five years, we have done design and consulting work for paying customers in 14 different countries," says ILS CEO, Kristian Lehtonen. "Cooperation with the highly skilled professionals of Vard Marine will further expand our horizons. We are pleased and honored to work with Vard Marine, as we share with them the same belief in hard work and commitment." (*Source: MarineLog*)

Advertisement

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Hinewai, delivered from Hong Kong to Timaru, New Zealand

SHIPYARD SELECTED FOR FLEET OF PIONEERING AND ENVIRONMENTALLY FRIENDLY TUGS



Robert Allan Ltd. is pleased to report the recent announcement by Haisea Marine Services that following an exhaustive process involving many of the world's finest tug construction yards, Turkey's Sanmar Shipyards has been selected to build a fleet of battery electric harbour tugs and dual fuel (LNG and diesel) escort tugs for service at the LNG Canada export facility on Canada's west coast in Kitimat, BC. Already well under construction, the new facility represents the largest private

sector investment in Canadian history and is due to open in 2023. And HaiSea Marine, a joint venture between the Haisla First Nation and Seaspan ULC will provide ship-assist and escort towing services to LNG carriers that will call at the export facility. Kitimat is part of the traditional unceded territory of the Haisla First Nation. The relationship between Vancouver, BC based companies Robert Allan Ltd. and Seaspan dates back over 60 years, including collaboration with predecessor companies Vancouver Tugboat and Island Tug & Barge that in 1969 merged to become Seaspan. Entrepreneur Dennis Washington acquired Charles H. Cates and Sons in 1992, a force in the Vancouver harbour ship-assist industry, followed a few years later by Seaspan itself. Throughout this time, the various companies that have led to the Seaspan we know today have collaborated with now world-renowned

vessel designers Robert Allan Ltd. on many pioneering tug designs, among them Cates' first steel hulled, twin-screw tugs (1974), and shortly thereafter some of the first azimuthing Z-drive tugs in the world for both Cates (1983) and Seaspan (1993). It was thus without any hesitation that Seaspan / HaiSea approached Robert Allan Ltd. for this truly generational Canadian project. The new tugs for HaiSea Marine are set to continue this pioneering tradition, setting a high mark for environmentally friendly operation, not just in Canada, but the world. With service dedicated to the facility, it has been possible to design truly customized, state-of-the-art tugs for maximum performance and minimal environmental impact. The **RAstar 4000-DF** escort tugs are an evolution of widely acclaimed tugs of the same class in operation with Østensjø Rederi in Norway. These will measure 40 metres in length, and with approximately 100 tonnes of bollard pull, will not only be the west coast of Canada's most powerful escort tugs in terms of sheer power but also be among the most high-performance escort tugs in the entire world with the ability to generate indirect forces in escort of approximately 200 tonnes. Even more significant for these vessels' claim to fame will be the emissions reductions that they will attain compared to conventional diesel tugs. Even though these tugs will feature an exhaust after-treatment system in full compliance with IMO Tier III emissions standards, the most stringent such standard in existence for the international marine industry, they will actually perform the entirety of the regular escort missions using LNG as their fuel. When operating in this mode on their 159 nautical mile escort route in each direction from Kitimat to the pilot station near Triple Island, BC, emissions, in particular of CO₂ will be dramatically cut compared to even Tier III standards. Operating in tandem in



Kitimat, the harbour tugs will be even more impressive in this regard. At 28 metres length, approximately 70 tonnes bollard pull, and most notably with up to 6,102 kWh of battery capacity each, these first-of-class **ElectRA 2800** battery electric harbour tugs are designed to perform their regular ship-berthing and unberthing missions on battery power. With an ample supply of clean hydroelectric power available in Kitimat, these tugs will be able to recharge from dedicated shore charging facilities at their berths between jobs, effectively resulting in zero emissions when running on batteries. With their stylish and distinct look hinting at their special calling, as a fleet, these escort and harbour tugs are expected to reduce emissions of CO₂ by approximately 10,000 tonnes per annum compared to diesel powered alternatives, with major reductions of NOX, SOX, CO, and particulate matter as well. Both types of tugs are also designed to meet environmental notations available from the selected Classification Society (ABS – ENVIRO) including zero-discharge of any wastes. The harbour tugs, with their battery propulsion are also expected to be exceptionally quiet, both onboard and in terms of underwater radiated noise. In addition to these environmental benchmarks, the escort tugs will be capable of pollution response, with significant recovered oil tankage aboard, complementing other dedicated assets in the region. They will also be capable of emergency towage of vessels that may find themselves in distress with an aft towing system for the purpose. And all project tugs will also be equipped with off-ship fire-fighting capability of 2,400

m3/hr in accordance with ABS' FFV 1 notation. Equipment aboard will all be of the highest standards of quality, and the electric hawser winches on the escort tugs in particular will be exceptional performers, maximizing the tugs' already formidable performance in escort in all conditions expected to be encountered in operation. All project tugs will be outfitted to a very high standard of accommodation, with spacious dedicated cabins and ensuites for all regular crew, all with natural light, and well in excess of regulatory standards. Particular attention has been paid to minimize noise and vibration aboard the vessels, with a crew comfort (habitability) class notation to be assigned by ABS as well. Robert Allan Ltd. will be closely following the progress of this generational fleet during construction, so we encourage readers to stay tuned to our social media accounts for regular updates as these inspiring vessels come to life at Sanmar's world class facilities.

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ASD Tug 2811
Safe, reliable, sustainable & efficient

Bollard pull (tonnes)	60
Length (metres)	28.57
Speed max (knots)	13



VESSEL REPAIR SHIPYARD GAINS PUSH BOAT PATENT

Port Arthur, Texas, based Vessel Repair Shipyard has received a patent (No. 10988210) for the hull of its **Pacesetter class** push boats. The shipyard notes that the majority of work boats are constructed as single chine or double chine hull. It says that both designs have advantages and disadvantages as follows:

SINGLE CHINE HULLS

Advantages:

Cost affective to build

Very stable hull

Easy to dry dock

Hull resists sliding

Disadvantages:

not efficient water flow

less maneuverable

higher fuel consumption

DOUBLE CHINE HULL

Advantages:

Increased water flow

Improved water flow

Improved fuel consumption

Disadvantages:

more costly to build

less stable hull

harder to dry dock

Hull slides in hard maneuvering The new design is a combination of single and double chine, from bow through mid-body to the start of the rise at the stern it is all single chine. From the beginning of the stern the chine splits and fairs into a double chine in way of the stern and then back to single chine at transom. All of Vessel Repair's Pacesetter class boats have the now-patented hull. The result is a hull that combines all of the advantages of single and double chine and eliminates the disadvantages of both hulls. The combination of the two classic hulls specifically where the hull is

single or double creates a hull concept that has proven to be an improvement in hull design. This new



hull concept has been examined through a Computational Fluid Dynamics (CFD) study by Maritime Research Associates LLC. The study compared the hull performance of equal displacement hulls in the single chine, double chine, and the new pacesetter hull design and concluded that the new design has the best water flow. Considering the other advantages and lack of disadvantages it is a significant improvement in hull design. All of Vessel

Repair's **Pacesetter class** boats have the now-patented hull. The patent was applied for September 4, 2019, and was issued April 27, 2021. The Pacesetter push boats have many other improvements that are unique to this design. Vessel Repair says, "we are determined to build the best, we never assume that this design is as good as it can be, we are constantly working to improve the Pacesetter." (*Source: MarineLog*)

SVITZER BRAZIL RAMPS UP FOR GROWTH BY INVESTING IN FOUR NEWBUILT TUGS

Leading global towage provider Svitzer has today announced that it has signed a contract with Brazilian shipyard Rio Maguari for the delivery of four new azimuth stern drive (ASD) 70-ton bollard pull tugboats for its operations in Brazil. Svitzer Brazil has since its entry in 2015 deployed 14 ASD tugs to service its customers in the ports of Santos, Vitoria, Rio Grande, Sao Francisco do Sul and Paranagua, and this will be the fourth time that the company orders new tugs to be built in Brazil. The four newbuilds are an important addition to the existing fleet and a vital element in Svitzer Brazil's growth ambitions. Commenting on the investment in new tugs, Daniel Reedtz Cohen, Managing Director Svitzer Brazil says: "We have built a solid business here in Brazil with a good customer base, but we want to grow our presence even more and expand our fleet, port coverage and customer portfolio. Our ambition is to serve our customers with Brazilian built tugs to the largest extent



possible and so I am very happy that we are now taking this important step of expanding our fleet with four newbuilt tugs from Rio Maguari Shipyard. The four new tugs will be vital to our ability to cater to our customers' need for broad geographical coverage and to always provide safe, reliable and efficient towage solutions." The four new tugs will be from the RAmparts 2300 series designed by Robert Allan Ltd. The first of the four new tugs will be delivered in October 2022, while the last of the four tugs will follow in April 2023. Commenting on the delivery of the four new tugs to Svitzer Brazil, Fabio Vasconcellos, Commercial Director Rio Maguari Shipyard says: "We are very proud to have won the bid to build these high standard tugs, and we hope this is the start of a long-term partnership with Svitzer for future projects in Brazil and worldwide. With this contract awarded by an operator with such a significant role in the tug industry, Rio Maguari Shipyard becomes an important option to be considered by tug operators in Brazil and around the world for future new buildings." (*Press Release; Photo Rampart 2300 design*)

Advertisement



The advertisement features a blue-toned background image of a body of water under a cloudy sky. On the left, a white hexagonal graphic contains the text "Always delivering." In the center, there is descriptive text about IMS's global maritime delivery experience. On the right, the IMS logo is displayed with the company name, tagline, contact information, and website.

Always delivering.

From port to port, across the globe, IMS stake our reputation each day on a lifetime of maritime delivery, management and training experience against a backdrop of consistent results. **We're always delivering.**

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TUGBOAT FLEETS EXPANDED IN INDONESIA AND MALAYSIA



Indonesian and Malaysian shipyards have delivered at least eight tugboats so far this quarter as more owners seek to renew their fleets ready to handle larger ships in the region's ports. Four shipyards produced a tug each, and two completed two tugboats each, during a busy period of shipbuilding in southeast Asia. In Indonesia, Nongsa Jaya Buana completed two tugs in April for its own fleet. The first to be completed this year, **Buana Express 36 and 37** were built with 247 dwt. This shipyard and owner has been building up its modern tug fleet with five completed in 2020 and eight in 2019. Karya Tehnik Group built **Karya Pacific 2227** for its own subsidiary Karya Pacific Shipping. Established in 2011, it provides maritime services through a growing fleet of tugs and barges for Indonesian exporters, particularly the nation's coal producers. Also in April, Pelayaran Asia Mega Lines took delivery of harbour tug **Central Daya** from Bandar Abadi shipyard in Indonesia, which has produced numerous tugboats for subsidiaries of the owning group, including five harbour tugs for Pelayaran Gratia Mega Lines and Pelayaran Sinar Gratia in 2020. In Malaysia, Berjaya

Dockyard completed harbour tugs **Winning Pioneer 53 and 55** for Singapore-based Winning International Group in May. Its subsidiary Winning Logistics operates fleets of tugboats, barges, floating cranes and floating commodity terminals for its transhipment services in Asia and Africa. Winning Logistics also took delivery of **Winning Pioneer 54** from Eastern Marine Shipbuilding in May. Also in Malaysia, Tang Tiew Hee shipyard completed harbour tug with provisional name of **Tang Tiew Hee 83** in May, according to BRL Shipping Consultants. PT Anaga Shipping Indonesia named three tugboats, **Ashleigh 01, 02 and 03**, built by Karya Tehnik on 4 May 2021, for operations in Indonesia. (*Source: Riviera by Martyn Wingrove*)



SANMAR DELIVERING THREE IN A ROW TO EUROPEAN OPERATORS



Sanmar is in the process of delivering three high-performance ultra-modern tugs in a row to different European operators working in Portugal, Italy and Estonia. All three are at sea and heading for their new homes. One Sanmar Terminal class tug is on its way to MedTug SA to operate out of the port of Sines, Portugal, while a second is being delivered to long-established Italian operator Rimorchiatori Napoletani in Naples. The third tug in this flurry of deliveries to European operators is the second of two new-build high-performance ice-breaking tugboats custom-designed for Finland-based operator Alfons Håkans by Canadian naval architects Robert Allan Ltd to operate all-year round in the northern Baltic Sea. It is due to arrive shortly at its new home in Muuga, Estonia. Known as TundRA ll while under construction at Sanmar's state-of-the-art Altinova Shipyard in Turkey, the tug has been named **Helios** by its new owner. Based on the TundRA 3200 design, **Helios** is powered by two Caterpillar 3516C main engines each driving a Kongsberg US 255 CP Z-drive, delivering a bollard

pull in excess of 65 tonnes. The vessel's electrical needs are provided by two Caterpillar C7.1 generator sets each of 118kW. Like its twin sister **Selene**, which was delivered to Alfons Håkans earlier this year, the tough and versatile **Helios** is capable of performing multiple, diverse tasks, including escort, ship-assist, icebreaking and ice management, open sea towing, fire-fighting, small cargo transfer on deck including 20-foot containers, assistance in salvage, and oil spill recovery. Meanwhile,



both Terminal class tugs, known at **Terminal XXI** and **Terminal XXIX** by Sanmar, are based on the RAstar 2800 design from Robert Allan Ltd and benefit from the new sponsoned hull form. Escort forces are enhanced by the effects of the sponson and the tug's foil-shaped escort skegs. Roll motions and accelerations are less than half those of comparable sized 'standard' tug hulls. The increasingly popular Terminal class tugs from Sanmar have achieved a well-earned reputation as highly manoeuvrable, efficient and tough operators, even in challenging sea conditions. Built in 2017 and previously part of Sanmar's own fleet, **Terminal XXI** has been renamed **Med Altair** by MedTug. Measuring 28.2m LOA, with a moulded beam of 12.6m and navigational draft of 5.3m, **Med Altair** is powered by two MTU 16V4000M63 main engines each providing 2,000kW at 1,740 rev/min, driving Schottel SRP 1515 FP thrusters. The vessel can achieve a bollard pull of 75 tonnes and a speed ahead of 13 knots. The new-build **Terminal XXIX**, renamed **Oriente** by Rimorchiatori Napoletani, is the twin sister of the tug **Baia**, delivered to the Italian operator in May 2020, and is powered by two Caterpillar 3516 C HD main engines, each producing 2525kW at 1,800 rev/min. It has Kongsberg US255 FP thrusters and 2800mm diameter propellers, providing a speed ahead of 14 knots. Ruchan Civgin, Commercial Director of Sanmar, said: "We are delighted to have three modern high-performance, technologically-advanced tugs on their way to their new owners at the same time. It is a tribute to all those involved in an efficient logistical operation. Europe is an important market for us and it is always pleasing to see operators who have opted to buy our tugboats in the past coming back for more. At Sanmar we pride ourselves on our ability to tailor our products and after-sale care to individual clients' operational needs." (*Press Release*)

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LAUNCHING FOR 3234kW ASD TUGBOAT WITH FIFI

On May. 14th, 2021, one 3234kW ASD tugboat with FIFI--“**SuGangTuo No.1**”, which are built for Jiangsu Sugang Shipping Engineering Co., Ltd, have been carried out launching at the Jiangsu Zhenjiang Shipyard. Shipowners attended the launching ceremony.

(Source: *Jiangsu Zhenjiang Shipyard*)



ACCIDENTS – SALVAGE NEWS

COAST GUARD: SEACOR POWER RESPONSE TO SHIFT TO SALVAGE



The U.S. Coast Guard has announced that crews have completed the removal of diesel fuel from **SEACOR Power's** fuel tanks as the operation now shifts to the salvage phase. Salvage crews removed approximately 20,363 gallons of diesel fuel using the hot tapping method, which involves drilling into the fuel tanks, making a hose connection, and transferring the fuel to portable tanks, the

Coast Guard's 8th District said Wednesday in a news release. Approximately 4,500 gallons of hydraulic fluid remain on the **SEACOR Power**. The tanks have not been compromised, but they are currently inaccessible and the hydraulic fluid will be removed after the vessel is raised, the Coast Guard said. The Coast Guard first announced the successful removal of diesel fuel from the SEACOR Power on Twitter last week. Today's update provided more details. “The Coast Guard continues to monitor for any oil discharges and SEACOR Marine has an Oil Spill Response Organization (OSRO) standing by to respond to any situation in which there is recoverable oil,” the Coast Guard said. Salvage crews will now move to the salvage phase, focusing on removing debris and refloating the vessel. “The timeline for the raising of the vessel depends on many factors including primarily the safety of salvage crews, the weather, and addressing any new structural changes that may occur. The priority is to salvage the vessel in a safe and efficient manner. The raising of the vessel is not expected to occur before June,” according to the Coast Guard. There is a Coast Guard safety zone

covering a one nautical mile radius around the incident site in effect until June 15. There's also a Federal Aviation Administration temporary flight restriction covering a five nautical miles radius around the site, and a 2,000-foot minimum altitude around the site in effect until June 15. The accident remains under investigation by the National Transportation Safety Board and Coast Guard. A preliminary report published Tuesday by the NTSB revealed the SEACOR Power capsized at 3:41 p.m. on April 13, as the vessel was lowering its legs, aka spuds, to ride out a squall. The vessel capsized as the helmsmen was attempting to turn the Seacor Power into the wind as the legs began to descend. Among the nineteen people on board the vessel, six were rescued, six were recovered deceased and seven remain missing. The **SEACOR Power** was owned and operated by Seacor Marine and chartered to Talos Energy at the time of the accident. (*Source: gCaptain*)

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OPERATION TO LIFT "ALLIANCE" TUG VESSEL ON

The operation to lift the tug vessel "**Alliance**" that sank off the coast here on Saturday and ran aground near Padubidri beach in Udupi district, began on Tuesday. The operation is being monitored by Mangalore Refinery and Petrochemicals Limited (MRPL), which had contracted the vessel owned by Underwater Services Company Limited. The company has given the



contract to Yojak company for the operation to rescue the tug. Sources said the tug will first be secured with steel wires so that it does not shift from the current position. After this, the vessel will be either lifted or an attempt to turn it into an erect position will be undertaken. The "**Alliance**" vessel had eight occupants on board when it capsized. Two of them died, while three swam ashore with the help of life jackets. The remaining three are missing. The three missing people are chief officer Ashfaq Ali Khalpe, seaman driver S K Mainuddin Haqa and diver Pawan Chand Katoch.PTI MVG SS PTI PTI. (*Source: OutlookIndia*)

ST. LOUIS FIREFIGHTERS FIGHT FIRE ON TUGBOAT



Greenblatt

St. Louis firefighters aboard **Marine Unit Six**, battle a fire on the **Mary Lynn** tug boat on the Mississippi River south of the St. Louis riverfront in St. Louis on Tuesday, May 18, 2021. Firefighters were able to save the vessel after a fire broke out in the engine room, spreading to the rest of the boat. Two firefighters left the scene with smoke inhalation. (*Source: UPI; Photo:*

TWO SHIPS COLLIDE IN BEIRA HARBOUR

Two unidentified ships have collided with each other in the Beira harbour. Details are lacking but it appears the collision occurred in thick early morning fog that enveloped the Mozambique port. According to the Mozambique paper *Noticias*, inspectors from the National Institute of the Sea have been sent to Beira to commence an investigation into the causes of the collision. The inspectors were due to begin their investigation today (Thursday 20 May). Once this is complete the vessels will be moved to a repair quay for necessary repairs. A similar collision happened in the port on 28 June 2016 when a MSC container ship **MSC CHIARA** and the departmental dredger **MACUTI** collided in early morning fog. On that occasion, the **Macuti** suffered a six-metre gash in the engine room, causing sudden flooding. To avoid the dredger sinking in the navigation channel, **Macuti's** master ran his vessel onto a nearby sandbank. **Macuti** underwent temporary repairs by way of flotation devices and patches, before being towed firstly to the Beira dry dock for further temporary repairs and then, in February 2017, to Durban for permanent repairs at the Dormac repair yard. (*Source: Ports & Ships*)



STORY OF 2 SURVIVORS OF TUGBOAT VARAPRADA, ONE OF THE STRANDED VESSEL

On 17th May, along with 3 barges and 1 drillship, one tugboat was also stranded in the sea. Tug **Varapradha** (*Varapradha according Equasis ex Smit Sulawesi*) was the towing tugboat for barge **Gal Constructor**. Gal, like other barges of its type, doesn't have an engine and needs a tugboat for its onshore to offshore and vice versa movements. There were 13 people on **Varapradha**, 2 were rescued by the Indian Navy, and the status of the rest of the 11 people is yet to be known. The survivors have shared their horrifying experiences. They mentioned that till 02:30-03:00 pm of 17 May (when

the cyclone was passing the portion of Arabian sea where they were present) the boat was in touch



with the owners who were monitoring the movements from onshore. But after that, they lost contact. Survivors said that the crew told the captain that the cyclone is extremely severe and they should move towards shore. Captain asked them to wait. He said they can't leave the **GAL Constructor** with 137 people on it. The cyclone will pass in some time. But that didn't happen. And by

the time it was around 6 pm on 17 May, the tugboat started sinking. Once that happened, crew members started jumping in the sea. The survivors said that this also was such a last-minute thing and planning regarding jumping was also not done. There were two life rafts on the tugboat. One life raft can carry 4-5 people. The status of one life raft is not known. One of the survivors got into the second life raft, he saw the other survivors struggling in the water so he pulled him on the raft. After 4-5 hours, both the survivors were rescued by the Indian Navy. The status of the remaining 11 people is still to be updated. Both the survivors have spoken to their families and are now being given medical attention. (*Source: Timesnownews; Photo; Aad van den Ouweleen*)

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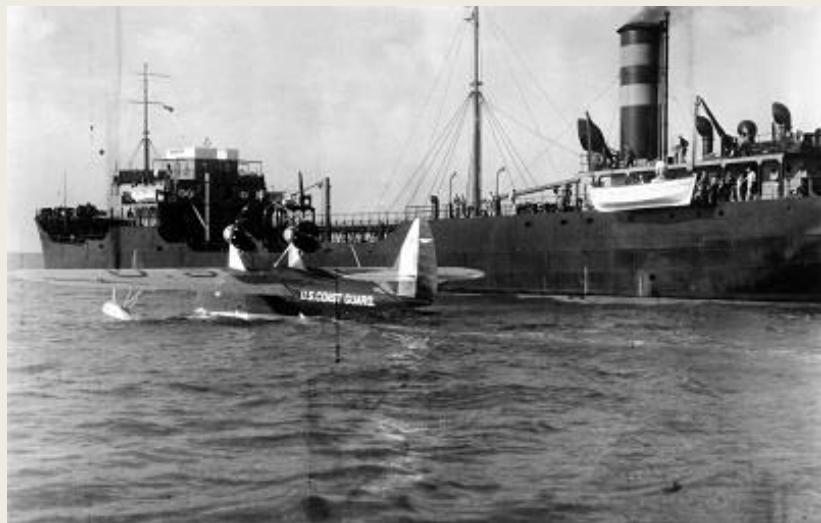
View the youtube film of the Alphabridge for tugboats on
<http://www.youtube.com/watch?v=hQi6hFDcHW4&feature=plcp>

REMEMBER TODAY

SS SAMUEL Q. BROWN 23RD MAY 1942

Samuel Q. Brown was a steam tanker built in 1920–1921 by Merchant Shipbuilding Corporation of Chester for Tide Water Oil Co., a subsidiary of Standard Oil, with intention of operating between New York and oil-producing ports of the southern United States and Mexico. The ship was named after Samuel Queen Brown, one of the founders of Tide Water Pipe Co. and former president of the Chester Oil Company. **Design and Construction** Early in 1920 Tide Water Oil Co. decided to add several modern tankers to expand their fleet of four vessels operating between the southern oil ports and New York and New Jersey. A contract for two of them, of approximately 10,000 deadweight, was awarded to the Merchant Shipbuilding Corp. and the ship was laid down at the shipbuilder's yard in

Chester (yard number 384) on 1 October 1920, and launched on 15 October 1921, with Miss Louise Van Voorhees of New York, granddaughter of late Samuel Q. Brown, serving as the sponsor. The ship was built on the Isherwood principle of longitudinal framing providing extra strength to the body of the vessel, had two main decks and a shelter deck. [Samuel Q. Brown](#) had electric lights installed along the decks, and was also equipped with wireless of De Forest type. Following the delivery of the vessel on 5 November 1921, the



tanker immediately departed for her six-hour long trial trip, during which the steamer performed satisfactorily. Upon completion, she immediately sailed out on her maiden voyage to Palo Blanco to load a cargo of oil. As built, the ship was 424 feet 4 inches (129.34 m) long (between perpendiculars) and 58 feet 2 inches (17.73 m) abeam, a depth of 32 feet 9 inches (9.98 m). [Samuel Q. Brown](#) was assessed at 6,624 GRT and 4,117 NRT and had deadweight of approximately 11,260. The vessel had a steel hull with double bottom, and a single 584 Nhp oil-burning triple expansion steam engine, with cylinders of 27-inch (69 cm), 45-inch (110 cm) and 75-inch (190 cm) diameter with a 51-inch (130 cm) stroke, that drove a single screw propeller and moved the ship at up to 10+1/2 knots (12.1 mph; 19.4 km/h). On 28 September 1940 [Samuel Q. Brown](#) came to the aid of sinking schooner [Alice Tebb](#) after her seams came undone in rough weather off Georgia coast, about 100 miles northeast of Jacksonville. The tanker was joined in the rescue operation by cutter [Tallapoosa](#) who gave medical aid to schooner's chief engineer who suffered broken leg and internal injuries during the rescue. The entire 33-men crew was safely landed at Bayonne on October 3 after battling through heavy seas on their way north. [Sinking Samuel Q. Brown](#) left New Orleans for Honolulu in the morning of May 20, 1942 transporting approximately 80,000 barrels of Navy No.6 fuel oil. The vessel was under command of captain Aksel Andersen and had a crew of eight officers and thirty one men in addition to sixteen Naval guards. During the day of May 22 the tanker, while travelling through the Yucatán Channel, maintained a zigzagging course but with the onset of darkness discontinued her evasive maneuvers. At approximately 01:39 on May 23 the ship was spotted by [U-103](#) who started shadowing the ship until 04:02 when a spread of two torpedoes was fired by the submarine with both of them missing the ship. [U-103](#) continued following the tanker, and launched another attack at 09:26, about 100 miles south of Cape Corrientes. [Samuel Q. Brown](#) was hit by a single torpedo on her port side, between the #9 main hold and the after fuel tanks. The resulting explosion killed two crew members, and set the vessel on fire immediately, destroying the main mast and the antenna, preventing her radio operator from sending a distress call. The engines were reversed but the fire spread very quickly, forcing the captain to order everyone to abandon ship. Two lifeboats and two rafts were launched but due to the speed with which the fire spread, the entire crew was forced to jump overboard. The U-boat surfaced about twenty minutes later and questioned the crew before delivering a coup de grâce to the ship at 10:35 and leaving the area. Later in the day on May 23 the two lifeboats were spotted by a patrol plane from the Upham Naval Air Station, who took five injured men on board and brought them to a hospital at Key West. The next day, the remainder of the crew was picked up by destroyer [Goff](#) and transported to Cristóbal. Despite two torpedo hits, [Samuel Q. Brown](#) continued floating and burning until she was scuttled by gun fire from [Goff](#) at 21:20 on May 24. ([Source: Wikipedia](#))

OFFSHORE NEWS

OCEAN MARINE WORKS SIGNS A MAJOR CONTRACT WITH HYDRO-QUEBÉC



Ocean Group has signed a contract with Hydro-Québec for the replacement and addition of permanent and seasonal booms in the vicinity of dams located along the St. Lawrence River, between Coteau-du-Lac and Pointe-des-Cascades in the MRC Vaudreuil-Soulanges and between Salaberry-de-Valleyfield and Beauharnois in the MRC Beauharnois-Salaberry. Initiate in the fall of 2020, this major project will

take approximately 40 months to complete. It includes the design of eight permanent steel and nine seasonal polyethylene boom systems. Our teams will be responsible for the design, fabrication, delivery and installation of the booms and anchor points, as well as the drafting of operation and maintenance manuals. In total, the length of the floats to be installed will be approximately 10 km. The purpose of these booms is to improve public safety. They will serve as a visual warning upstream and downstream of Hydro-Québec dams. They will also allow boaters and swimmers to self-rescue upstream of the dams if necessary. This project includes a major engineering component that positions Ocean Group as a major player in marine design engineering and supports an already well-developed service offering. (*Press Release*)

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HYDRA BUYS SUBSEA RESPONDER IV

Hydra Subsea, part of Hydra Offshore Construction, has acquired the deep-water DP2 multi-purpose construction vessel Subsea Responder IV. **Subsea Responder IV**, previously named **URF Challenger** and **DMT Emerald**, is a US-built Jones Act-compliant vessel with dual internal work-class remotely operated vehicles (ROVs). The vessel features a 110-ton knuckle boom crane and a 125-ton deep

water AHC lowering tower with 12,000' capabilities and comfortable berthing for 77 persons, Hydra said. "With the acquisition of the Subsea Responder IV we are expanding our current offerings and into the deep-water subsea construction/decommissioning market," said Trevor Davis, president and CEO of Hydra. "We are confident that the Subsea Responder IV will be a highly desired vessel in the local and international Subsea Markets." *(Source: Offshore Energy)*



SETTLEMENT AND SUPREME COURT APPEAL IN THE OSV SECTOR



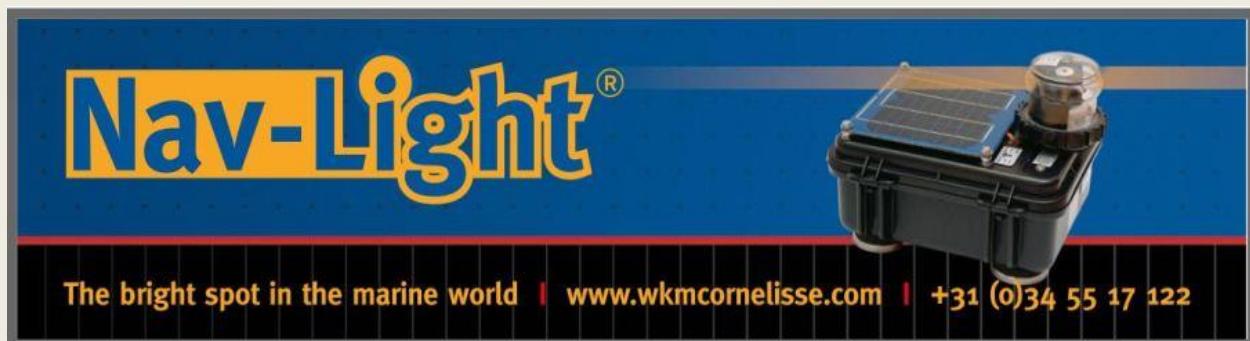
Maximus Operations Limited was pursuing the unpaid termination fee and other claims following the early finish of the charter with Saipem (Portugal) Comercio Maritimo Sociedade Unipessoal. The parties came to a settlement that is around 96% of Normand Maximus Operations' gross claim, said Solstad. It covers all claims and counterclaims between the parties related to the time charter for 2016-built, Vard 3 19-design **Normand Maximus**. "Dialogue for a long-term solution for the lease financing arrangements for Normand Maximus is ongoing," said Solstad in a statement to the Oslo stock exchange. Another Norway-listed offshore support vessel owner Prosafe is still in a legal dispute over a conversion project for an accommodation unit. Prosafe has appealed to the Supreme Court to overturn a decision by a court of appeal covering its dispute with shipyard Westcon concerning payments for converting the Safe Scandinavia accommodation rig. On 15 April, the Gulating Court of Appeal decided Prosafe had to pay Westcon Nkr302.51M (US\$36.28M), plus interest and legal costs, in total about Nkr465M (US\$55.76M) related to this conversion project. That reversed a decision in the first instance by the Stavanger District Court which deemed Westcon should pay Prosafe Nkr344M (US\$41.25M) plus interest and Nkr10.6M (US\$1.3M) in legal costs. "Prosafe has decided to address the shortcomings of the judgement by the Gulating Court of Appeal through an appeal to the Supreme Court," Prosafe said. In the UK, TechnipFMC has secured an engineering, procurement, construction and installation contract from Ithaca Energy for an enhanced oil recovery project on the Captain field in the North Sea. TechnipFMC will design,

Solstad Offshore and Saipem have settled a disagreement over the termination of a subsea construction vessel charter that may have otherwise headed to the courts. Saipem has agreed to pay a Solstad subsidiary US\$48.25M to settle a dispute over the early termination of the time charter party for **Normand Maximus**.

Normand

manufacture, deliver and install subsea equipment including a rigid riser caisson, water injection flexible flowline, umbilicals and associated equipment. "We are utilising our innovative design, installation technologies and solutions to unlock and maximise the recovery of hydrocarbons from the Captain field," said TechnipFMC president for subsea Jonathan Landes. "We look forward to helping Ithaca improve project economics, enhance performance and reduce emissions." (*Source: Riviera by Martyn Wingrove*)

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REACH SUBSEA WINS CALL-OFF CONTRACTS IN UK

Reach Subsea has been awarded two call-off contracts in the UK under one of its frame agreements for 2021 execution. The projects entail both inspection, maintenance and repair (IMR) services and decommissioning work, with immediate start-up of planning and engineering. Representing about 45 vessel days, the work will be performed by the Olympic Delta spread. Additionally, Reach Subsea and MMT have received a call-off contract for pipeline inspection and seabed mapping, the company reports. This project will be carried out by the Havila Subsea spread in about 45 vessel days. "We are very pleased with being the preferred supplier by clients that we have performed numerous scopes for in the past, and this is a good testimony of our execution power and momentum in the business development in the UK market", said Jostein Alendal, CEO of Reach Subsea. (*Source: Offshore Energy*)



MUSEUM NEWS

BANDIRMA FERRY TRANSFORMED INTO A 'VIRTUAL MUSEUM'

Samsun Metropolitan Municipality transformed the **Bandırma** Ferry, whose exact replica was built in 2001, bringing Mustafa Kemal Atatürk to Samsun on May 19, 1919 with 18 comrades in arms,

into a virtual museum. The **Bandırma** Ferry, which was opened as a museum on May 18, 2003 and



visited by thousands of people every year, can now be visited virtually. Samsun Metropolitan Municipality Mayor Mustafa Demir, who stated that they are honored to bring the “**Bandırma** Ferry Virtual Museum”, which was realized with the cooperation of Samsun Metropolitan Municipality and Sabancı Foundation, to the whole world, emphasized that the events that changed history

began with the arrival of Atatürk and his comrades in Samsun on May 19, 1919. Referring to the function of the **Bandırma** Ferry, which played an important role in the beginning of the War of Independence, on the way to the independent Republic of Turkey, Demir said, “The **Bandırma** Ferry has changed the history of a country with the guests it brought from Istanbul to Samsun 102 years ago. In this sense, it is of great importance. Thanks to Güler Sabancı and everyone involved in this meaningful project for the **Bandırma** Ferry Virtual Museum, which was realized with the cooperation of Sabancı Foundation and Samsun Metropolitan Municipality, Metropolitan Municipality Mayor Mustafa Demir said, “With this project, We are honored to bring you together,” he said. The **Bandırma** Ferry Museum, which has been moved to the virtual environment by the Sabancı Foundation, can be visited from www.samsun.bel.tr and www.sabancivakfi.org from 10:00 am today (Wednesday, 19 May). In the **Bandırma** Ship-Museum and the Open Air Museum of the National Struggle, there is a copy of the document showing that Atatürk accepted his birthday as May 19. The original 1923 edition of the Lausanne Peace Treaty in Ottoman is one of the most important historical documents of the museum. In the museum, where a historical journey is carried out based on the documents including the duty instruction, the British Visa, the Headquarters Committee, Mustafa Kemal Pasha’s telegram informing him of his arrival in Samsun and important documents regarding the Havza, Amasya and Erzurum travels are exhibited. In the exhibition hall, there are also replicas of the clothes he wore in the Dolmabahçe Palace and the Savarona Yacht, the original Belgian made Nagant brand beylik gun belonging to Atatürk. Reflections of Mustafa Kemal Atatürk’s death to the Samsun press, the mourning ceremonies held in Samsun, Atatürk’s death report, his will and the notarized copies of the testament taken from the archive of the Republic are exhibited in the museum, which includes examples of 14 books written by the great leader during his lifetime. On the back deck, which is the exit area of the **Bandırma** Ferry, there is a cabin called furnishing hall. In this cabin, which has 5 sculptures, a meeting moment of Mustafa Kemal Atatürk and his comrades in arms is animated. There are many works such as compass, speed control panel and balance compass in the Captain’s Mansion, which is located in the middle part of the ship, where sculptures representing the ship’s Captain, Assistant and Clerk are located. Located on the front deck and arranged as a cabin, the room was designed similarly to the bedroom in Atatürk’s Savarona Yacht, and there are chairs, bedsteads and nightstands from the 1900s made of walnut wood. In the area just across from the bedroom, there is the warehouse part of the ship. Within the body of **Bandırma** Ship-Museum and National Struggle Open Air Museum established on an area of 35 thousand square meters; The longest ceramic reliefs of Turkey representing the Çanakkale War and the enemy’s pouring into the sea from İzmir, the inscription of the martyrs from Samsun and surrounding districts with 1200 martyrs who were lost in the War of Independence, 10 bronze

reliefs describing the National Struggle and the National Liberation Monument with seven figures.
(Source: News2Sea).

WINDFARM NEWS - RENEWABLES

OFFSHORE WIND: SAIPEM IN NEGOTIATIONS TO TAKE OVER THE FRENCH NAVAL ENERGIES

Saipem has confirmed in the past few hours that it has initiated exclusive negotiations with the French Naval Group for the acquisition of the Naval Energies business in the offshore wind field. Naval Energies is in fact a company with over 10 years of experience in floating offshore wind turbines. The news of the negotiations had been anticipated by some Italian press agencies. In recent years, Saipem has won an increasing number of orders in the offshore wind farm business, the latest of which was announced last February (Courseulles-sur-Mer in Normandy) and awarded by Eoliennes Offshore du Calvados SAS (Eodc) for a total value of approximately 460 million euros. The possible acquisition of naval Energies would be an integration and strengthening of the activities that the Italian group makes available in this area of activity.

(Source: Shipping Italy)



The possible acquisition of naval Energies would be an integration and strengthening of the activities that the Italian group makes available in this area of activity.

(Source: Shipping Italy)

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An advertisement for Cummins QSK60 EPA Tier 4 / IMO III engines. The top left features the text "THE QSK60 EPA TIER 4 / IMO III". Below it is a large, bold text "MAXIMIZE UPTIME WITH MINIMAL EFFORT." with a "UPGRADE TODAY" button underneath. To the right is a black and white photograph of a man wearing a hard hat and safety glasses, looking through a window or glass pane. The Cummins logo, consisting of a stylized 'C' and the words "Cummins" and "ALWAYS ON", is in the bottom right corner.

EXPORT CABLE IN PLACE AT CHANGLE AREA C OFFSHORE WIND SITE

SB Submarine Systems' (SBSS) cable installation barge **Fu Yong 6** has completed the installation of the export cable at the Changle Area C offshore wind site in China. **Fu Yong 6** carried out the installation of 38.9 kilometers of cable with burial of three meters at the site located off the coast of the Fujian province. The 258 mm diameter 220 kV power cable was pulled some 1.7 kilometers to the beach manhole over three successive tides, SBSS said. The Chinese company added that this was its first time to perform the full work scope, including shore and civil operations, cable landing and

offshore installation. The Changle Waihai wind farm will be the first commercial project in the



world to feature turbines with an individual rated output of 10 MW or more. The 300 MW Changle Area A will consist of 40 turbines, 15 of which mounted on suction pile jacket foundations, while the 496 MW Changle Area C will feature 62 turbines all set to be installed on suction pile jackets. Fu Yong 6 is now under tow to Changshu

where it will immediately load for its follow-on assignment. To remind, SBSS took delivery of the cable installation and maintenance barge in October 2020, shortly after which the barge completed its first 220 kV power cable loading in Jiangsu. (*Source: Offshore Wind*)

EREBUS GEOTECHNICAL SURVEY TO BEGIN END OF MAY

GEOxyz is set to soon kick off the geotechnical survey along the cable route at the Erebus floating offshore wind project in Wales. The 68-meter long **VOS Star** will carry out the survey from 28 May until 6 June at the project's main offshore array areas and cable corridor. During the campaign, the vessel will be deploying underwater cone penetration test / vibrocore equipment. Erebus, to be built some 44 kilometers off the Pembrokeshire coastline, will feature up to 10 turbines mounted on WindFloat platforms. Project developer Blue Gem Wind was established in March last year by Total and Simply Blue Energy to develop floating offshore wind projects in the Welsh waters of the Celtic Sea. The partnership shortly after secured seabed rights to develop the 96 MW floating wind project. (*Source: Offshore Energy*)



SEABED SURVEYS KICK OFF AT NORTH FALLS OFFSHORE WIND PROJECT

Fugro has commenced the seabed surveys at the North Falls offshore wind project, the proposed extension of the operational Greater Gabbard wind farm in the UK. Vessels **Fugro Mercator** and **Fugro Seeker** will conduct geophysical surveys of the seabed, while Curtis Marshall will take benthic grab samples and drop-down camera photography. The surveys will enable the project team to assess local environmental conditions and identify and locate protected marine species and habitats, forming a baseline understanding of the area. "From the environmental data and samples gathered we will be able to identify risks and impacts and develop plans for mitigation, while the survey results will also feed into the early design and engineering of the project's offshore infrastructure,"

said North Falls project manager Martin Whyte. "The information will also help to determine what type of further detailed survey works are likely to be required as the project progresses." The vessels will operate out of Harwich Port and are expected to complete the surveys by the late summer. The up to 504 MW North Falls is one of the seven UK offshore wind farm extension projects that secured Agreements for Lease with the UK seabed manager The Crown Estate last year. The project site



is located approximately 20 kilometers from the East Anglia coast on a site covering a total of 150 km². North Falls Offshore Wind, the developer of the project, is a special purpose company and a 50:50 joint venture between SSE Renewables and RWE. (Source: Offshore Wind)

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DREDGING NEWS

DCI WINS COCHIN PORT CONTRACT

Dredging Corporation of India Limited (DCI) has won another major maintenance dredging contract for the year 2021-22. The contract calls for maintenance dredging of channels and basins at Cochin Port by deploying Trailing Suction Hopper Dredgers (TSHDs). The project, worth over \$16 million, foresees removal of 24 million cubic meters of dredged material from the harbour seabed. According



to the Cochin Port Trust, dredging will take place in the existing navigational channels of the Cochin Port including berth frontages, the basin in front of the International Container Transshipment Terminal (ICTT) located at Vallarpadam and basin in front of LNG Terminal located towards north of the outer channel near the Cochin Gut at Puthuvypeen. DCI will carry out the dredging works in the approach channels and berth basins by deploying hopper dredgers **DCI Dredge-XV** and **DCI Dredge-VIII**. The main aim of the project is to maintain required depths and widths at Outer Approach Channels, Inner Approach Channels and various berths for the year 2021-2022. (*Source: Dredging Today*)

DAMEN DELIVERS SIX CSDs TO MEXICO



Damen Dredging Equipment, the specialist in highly efficient dredging tools within the Damen Shipyards Group, has successfully delivered six cutter suction dredgers to the Secretaría de Marina, Mexico. For this project, five standard dredgers **type CSD500** and one **type CSD450** have been manufactured and customised at the Damen

yard, the company informs. They also added that fast delivery of these dredgers was easy. That included various options such as anchor booms, spud carriage pontoons and dredge monitoring instrumentation for each dredger. At the yard, all dredgers were prepared for transport and towed to their transit point – for shipping to Mexico. After the arrival, Secretaría de Marina will be ready to get their teeth in their first dredging jobs. The Mexican government recently announced that within the framework of the implementation of the “Dredging Works in the State of Tabasco”, the Secretaría de Marina dredgers began work on the González River. As reported, the first stage of works will take place in the González River and at the mouth of the Grijalva River, later in June of this year. The second stage is expected to begin with the dredging of the tributaries in Jalpa de Méndez, Nacajuca and Villahermosa; finally finishing with the third stage in the Sierra and Samaria-Carrizal river systems. To expedite the work, the government is in the process of acquiring six stationary cutter suction dredgers, as well as six amphibious dredgers in the first half of 2021, in addition to a self-propelled hopper dredger for the year 2022. (*Source: Dredging Today*)

ROYAL IHC ANNUAL FIGURES: RECOVERY IN SIGHT

Royal IHC has just released their Annual Figures 2020, saying that the first half of 2020 for the company was dominated by refinancing and recapitalisation, and a transition to new shareholders. The COVID-19 pandemic had a major impact on order intakes throughout 2020 and the possibilities of working safely worldwide. Royal IHC achieved a negative EBITDA of EUR 199 million in 2020 as expected. This loss includes large one-off items, such as the (consultant) costs associated with the refinancing, a reorganisation provision and the costs of several complex shipbuilding projects from

the past. As part of the rescue operation, EUR 200 million of IHC's debts will be converted into equity in 2021. In the second half of 2020, a reorganisation plan to restore profitability was drawn up and put into action.

As a result, Royal IHC is expected to close 2021 with slightly positive results. *Various market developments* The market's initial response to the COVID-19 pandemic was to delay any investments. In

the second half of 2020, the recovery started to become visible. The number of applications and concrete negotiations indicate a slow but steady recovery in the dredging market. The increased demand for custom dredgers is an indication of this trend. Despite postponed investments due to the COVID-19 pandemic, a positive result (at the level of 2018) was noticeable in the second half of 2020. Due to the short lead times around the purchase and a worldwide sales market, the COVID-19 effect will lag behind in 2021 with a lower expected turnover than 2020. Due to the restructuring of the organisation and the necessary changes to improve efficiency, this business unit will again see a positive result for 2021. (*Source: Dredging Today*)



Advertisement

An advertisement for Smit Lammalco. On the left, the company logo is displayed. The main text reads "Dedicated to the extreme". On the right, two workers wearing orange safety vests and hard hats are shown; one worker has their fist raised. In the background, a large industrial vessel is visible on the water. The bottom right corner contains the text "Discover the possibilities at smitlammalco.com".

DSC DREDGE MAKES DESIGN IMPROVEMENTS TO MARLIN CLASS

The Marlin Class underwater pump mining dredge is designed to meet the needs of deep mining applications and aggregate deposits by providing a more efficient tool for material excavation. DSC builds each Marlin to the exact requirements of a particular operation and to handle a particular deposit—from sand and gravel to industrial minerals. The Marlin's deep digging capability is made possible by the use of an underwater pumping system with a high torque cutter drive assembly. Digging depths range from 35 feet to more than 200 feet. Discharge sizes range from 8 inches to more than 24 inches [600 mm] to allow for a wide range of production and flow conditions. *New design* Currently under construction and coming available mid-2021, is DSC's newly designed 14-inch single engine Marlin Class underwater pump mining dredge equipped with a 1,125 HP [839 kW] diesel engine. The newly designed Marlin dredge will have a 65-foot dredging depth capability,

but, says DSC, the most talked about improvement is that it is now completely transportable via both trucks and intermodal shipping containers thus making freight cost efficient.

In addition to premium features that already maximize operational efficiency, every Marlin Class Dredge can also incorporate all of DSC's newly released technology including DSC Vision and Dredge Rx. While the dredge's Tier 4 engine is a new design, the Marlin Class dredge is still available with lower tier engines that can now be utilized by dredge owners and operators worldwide. (*Source:*

MarineLog)

YARD NEWS

ROSMORPORT ANNOUNCES COMPETITION FOR CONSTRUCTION OF 18MW DIESEL-ELECTRIC SHIP OF ICEBREAKER7 CLASS

FSUE Rosmorport says it has announced a competition for construction of a line diesel-electric icebreaker of **Icebreaker7 class** with a capacity of 18MW. The tender documentation is available on the state procurement website. The ship will be built under the Comprehensive Plan for Modernization and Expansion of Core



Infrastructure (CPMI) until 2024. Diesel-electric icebreaker of Project 21900M2 is intended for ensuring year-round operation of freezing ports in the North-West Basin of Russia. The construction completion is scheduled for December 2024. The ship is intended for providing independent icebreaking assistance to large ships, towing of ships and other floating facilities in ice and ice-free waters, assistance to ships in distress. It can be used for fighting fires on floating facilities and other structures, ensuring efficient operation of scientific expeditions, underwater engineering works, surveying of sea bottom, conducting of rescue operations. It can be also involved in oil spill response activities, transportation of containers and other types of cargo on the aft deck as well as in other

special operations. The new icebreakers of Project 21900M2 are to be based on 21900M design and a detailed design developed by Vympel Design Bureau and financed by FSUE Rosmorport. The new design complies with the recent requirements of international conventions including those on reduction of hazardous emissions from ships. Ship specifications: LOA – 119.8 m, BOA – 27.5 m, depth – 12.4 m, draft – 8.5 m, speed - 17 knots, full displacement – 14,322 t, endurance – 40 days, icebreaking capacity – continuous movement in field ice of up to 1.5 meters thick, propulsion power – 18 MW, crew - 35; special personnel – 22, class notation - KM Icebreaker7 [2] AUT1-ICS FF2 EPP ECO BWM HELIDECK Special purpose ship. Initial (maximum) price of construction – RUB 10,502,621,100, VAT - 0%. (*Source: PortNews*)

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NORWAY: SCHOTTEL PROPELS FIRST FULLY ELECTRIC FERRY “SANDØY” FOR BREVIK FERGESELSKAP



German propulsion expert SCHOTTEL has delivered main propulsion units for a 42-metre ferry to Netherlands-based Holland Shipyards Group. The recently launched “Sandøy” is the first fully electric ferry for the Norwegian operator Brevik Fergeselskap and is equipped with two SCHOTTEL RudderPropellers. It will operate within the waters of Eidangerfjorden, southeastern Norway, and

will connect Brevik with Sandøya and Bjørkøya. *Marco Hoogendoorn, Commercial Director at Holland Shipyards Group:* “We have gained profound experience with hybrid and purely electrically powered vessels. Every vessel is unique and has its own requirements. We are pleased to work with trustworthy partners, like SCHOTTEL, that provide us with high quality equipment, which meets the standards we set as a yard.” *Fully electric and emission-free* The main propulsion of “Sandøy”

consists of two SCHOTTEL RudderPropellers type SRP 150 L (375 kW each) driven by high-efficiency PEM motors. The thrusters are designed for heavy duty operation and therefore equipped with frequency-controlled planetary steering gear and spur wheel steering. The azimuth thrusters feature a propeller diameter of 1.2 metres and the SCHOTTEL VarioDuct high-efficiency nozzle SDV45. This allows the vessel to hold its position in extremely strong lateral winds and to sail freely in a high efficiency range. Designed by Holland Shipyards Group, the new vessel will be completely emission-free and entirely powered by batteries (1300 kWh). The 42-metre-long and 11-metre-wide vessel will be able to accommodate up to ninety-eight pedestrians as well as sixteen cars. The new ferry will be ready for service in 2021. (*Press Release*)

STEEL CUTTING FOR 5,500PS ASD TUGBOAT

On May 17th, 2021, a 5,500PS ASD tugboat designed and built by our company Jiangsu Zhenjiang Shipyard to domestic owner has been steel cutted. Owner representative attended the ceremony. (*Source: Jiangsu Zhenjiang Shipyard*)



NEW ALPHAPILOT MFS-VR BY JRC/ALPHATRON MARINE



JRC/Alphatron Marine continues to develop systems and solutions to make ships safer and more efficient. For this reason, we are pleased to announce that we have developed a new autopilot: the **AlphaPilot MFS-VR**. The **AlphaPilot MFS-VR** is an adaptive autopilot that uses information of speed or draft and it is suitable for multiple vessel types, like workboats, fast crew tender vessels, fishing boats, tugs and more. As this is the successor of our successful AlphaSeaPilot MFC and MFA system, this new pilot can easily be used to retrofit and previous models or any other autopilot. The new MFS-VR is a speed adaptive, type approved and wheelmarked autopilot system. The autopilot can be used for vessels upto 30 knots (non-High-Speed Craft) and is also specially type approved for High-Speed Craft (HSC) compliant with ISO-16329 to provide an overall speed application range for vessels upto 70 knots. The complete AlphaPilot MFS-VR system consists of a 5-inch multicolor touchscreen display with rotary knob for easy use under all circumstances and separated distribution box to communicate with all necessary external data

signals. Next to this, the distribution box has multiple terminals to directly connect different steering systems for proportional valves, thrusters, waterjet control and solenoids. This means that the adaptive **AlphaPilot MFS-VR** is easy to install on board any commercial or leisure vessel with a single rudder, linked rudders, independent rudders, or azimuth Z-drives configuration. Due to the extremely compact size, the control unit can be built into the armrest of a chair. The new AlphaPilot series will be globally released as a JRC Europe product. This indicates the close relation with the JRC headquarters in Japan, but with the product development and management from the JRC/Alphatron Marine office in Rotterdam, The Netherlands. For more information, please contact your local sales representative or contact JRC/Alphatron Marine. (*Press Release*)

WEBSITE NEWS

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Last week there have been new updates posted:

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

- *Med Marine delivers super ice class tier III tugboat Sulina 2 to A.F.D.J.*
- *Sanmar completes second of two unique custom-designed ice-breaking tugboats*
- *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*

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

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

- *2 units AHTS available for sale in the UAE (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

mailto: jvds@towingline.com

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