

# Tugs Towing & Offshore Newsletter

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

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MIDWEEK EDITION

## TUGS & TOWING NEWS

### C&C MARINE DELIVERS TOWBOAT IN MARITIME PARTNERS SERIES



Belle Chasse, La., based C&C Marine and Repair LLC has delivered the M/V **Ned Brooks**, the fourth in a 15-boat series on order at the yard for Metairie, La., based Maritime Partners LLC. The 2,600-horsepower, 84- by 34-foot towboat was designed by Kenner, La., based Entech Design LLC, with the 3D modeling and production drawings being carried out by C&C Marine and Repair's in-house engineering department. Main propulsion power is provided by two Cummins QSK38-M1 main engines, supplied by Cummins Mid-South, paired to two Reintjes WAF 665 reduction gears, provided by Karl Senner LLC. The vessel's steering system HPU and monitoring system were all provided by Rio Controls and Hydraulics. The vessel is equipped with a pair of Cummins QSB7-DM 99 kW generators, also provided by Cummins Mid-South. The towboat offers a total of six beds. A soft-core joiner system, provided by Marine Interior Systems, is installed in the accommodation spaces for

added comfort and fire safety. The navigation and communications package, provided by Wheelhouse Electronics, includes Furuno radar equipment, transducer, satellite compass, AIS system, loud hailer, as well as a Standard VHF radio, Alphatron swingmeter, Young weather sensor, and Intellian Satellite TV antenna. The vessel is equipped with two Carlisle and Finch 1,000-Watt searchlights, and a pair of Patterson 40-ton winches provided by Donovan Marine. The next boat in the series is scheduled for delivery to Maritime Partners in mid-June 2021, with each subsequent towboat being delivered every two months.. (*Source: MarineLog*)

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## ZHIGALOVSKAYA ELECTRONIC WARFARE LAUNCHED THE FIRST IN A SERIES OF ENVIRONMENT VESSEL OF PROJECT 3052

In the village of Zhigalovo (Irkutsk) at the Zhigalovskaya repair and operational base (EW) of the Baikal-Selenginsky region of waterways and shipping (a branch of the Administration of the Baikal-Angarsk basin VVP), the first in a series of conditions vessel of project 3052 was launched [Instagram](#)



Rosmorrechflot . The series consists of 10 vessels and is being built by order of FKU "Rechvodput", the general contractor is MT Group, the project is the State Central Design Bureau of Rechflot. The series is being built at four shipyards in different parts of the country. Zhigalovskaya electronic warfare will build three more vessels of the series, d of which will go to the FBU "Administration of the Lena Basin, another one - on the river. Angara for the Administration of the Baikal-Angara Basin. The vessel of project 3052 provides transportation of navigation signs, control of the state of the fairway, towing and pushing of vessels. The advantages include a spacious open cargo deck, a wheelhouse with all-round visibility, the ability to access unequipped shore from the bow of the vessel, as well as the presence of a six-ton towing hook and two tension drums with a pulling force of 40 tons. Characteristics of the vessel: length - 35.60 m; width - 6.5 m; board height - 2.60 m; travel speed - 24 km / h; sailing autonomy - 6 days. Ice class PPP P2,0 (ice 20). Laying down of the project 3052 provisional vessel took place on August 28, 2020. (*Source: PortNews*)

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AHEAD IN TOWAGE  
**LEADER SHIP**

The advertisement features the KOTUG logo in the top left corner. The main headline "AHEAD IN TOWAGE" is positioned above the word "LEADERSHIP" in large, bold, white letters. To the right of the text is a photograph of a red and white tugboat moving through dark blue water, creating a white wake.

## GETTING TO ZERO IS GETTING REAL



GM is to phase out gasoline and diesel powered cars by 2035—and California could ban gas-fueled leaf blowers and lawnmowers by 2024. Developments like that are a reminder that moves to make maritime transportation a zero-emissions industry are hardly happening in isolation. On a small scale, some zero-emissions vessels are already in operation—the two all-electric Maid of the Mist boats giving tourists a close up of in Niagara Falls being an example. Many other vessels are considered zero emissions during part of

their operations, including platform supply vessels fitted with battery packs or containerships plugged into shoreside power while in port. But how do we get from these beginnings to an emissions-free world fleet? And when will we get there? The upcoming meeting of IMO's Maritime Environmental Protection Committee (MEPC 75) is likely to prove interesting, with the U.S. now joining countries like Denmark in pushing for a complete elimination of GHG emissions from shipping by 2050, and the International Chamber of Shipping looking for market-based measures (a mealy mouthed way of saying some sort of tax on fuel and/or emissions) to finance the massive R&D that will be needed to meet IMO's goals. Maritime is clearly on a journey to a greener future and the speed is picking up. And, as this month's Inside Washington column makes clear, it's not only deep-sea ships that are affected. From a power and propulsion point of view, whether you're talking VLCCs or inland towboats, the fundamental goals remain the same: you want to push the maximum payload possible through the water for a given horsepower, which means having an optimized hull form and propulsion plant. With those thoughts in mind, let's look at some recent developments that show how far along the journey to zero we are right now. *Ammonia Ready* Car carrier giant Höegh Autoliners, headquartered in Oslo, Norway, last month announced plans to build a series of ammonia-ready car carriers called the Aurora Class that will not only be the most environmentally friendly ever built, but the largest, with a capacity for 9,100 car equivalent units. The company has entered a Memorandum of Understanding with China's Xiamen Shipbuilding Industry that, it says, will make it possible to have the first vessel delivered by the end of 2023. "We are accelerating our decarbonization efforts to meet our net zero emissions target by 2040," says Höegh Autoliners CEO

Andreas Enger. "Together with our customers and trusted partners we will make a significant contribution to a more sustainable maritime industry." Appropriately, the Aurora Class is designed to transport the cars of the future. Its strengthened decks and enhanced internal ramp systems, enable electric vehicles to be carried on all decks and provide more flexibility for heavier project cargo.

***Multi-Fuel MANK B&W Engine*** A MAN Energy Solutions multi-fuel engine that can run on various biofuel and conventional fuels, including LNG, will power the Aurora Class. With minor modifications, it can transition to use future zero-carbon fuels, including Green Ammonia. "Reducing emissions is more important than ever," says Kjeld Aabo, director new technologies at MAN Energy Solutions. "With the selected MAN B&W engine, Höegh Autoliners will be able to operate on various fuel types. After modifications of the engine, tank and auxiliary systems, the engine will be ready to run on virtually any future zero carbon emission fuels: including ammonia. We at MAN Energy Solutions are proud to be the partner on Höegh Autoliners' path to zero." "With the multifuel engine and DNV's new ammonia ready notation, Höegh Autoliners is bringing the segment and work to decarbonize the maritime industry to a new level," says Hans Eivind Siewers, segment director passenger ships and RoRo at DNV. "The Aurora design will further meet the enhanced safety standards and reduce environmental footprint significantly." Meantime, one of the world's leading tanker operators, Euronav NV, also has its eyes on ammonia. It has just entered into an agreement with the Hyundai Samho shipyard in South Korea for two VLCC newbuilds plus an option for a third vessel. These ships will be LNG-ready and Euronav says it is working in cooperation with the shipyard and classification society to include an ammonia-ready notation with the potential to reduce CO2 emissions to zero "when technology, logistics and the regulatory framework allows for it." This, says Euronav, should be defined by the end of the summer. The vessels will be delivered during fourth quarter 2022 and first quarter 2023, at a price of \$186 million for the pair that includes \$4.2 million in additions and upgrades to the standard specifications. Euronav also has the option to contract a third VLCC with the same specifications that would be delivered in the second quarter of 2023.

***Ammonia Soon, But For Now LNG*** Both the Höegh and Euronav orders underscore that while ammonia-fueling is a possibility that is getting nearer, it is not here yet. And while the technology may be close, production and distribution of green ammonia may well arrive a lot later. Meantime, the consensus seems to be that LNG remains the cleanest fuel currently available for large ships.

***How Electric is the Future?*** Two 67-meter (219.8-feet) RO/RO freight ferries on order for Norwegian grocery distributor ASKO at Cochin Shipyard in India have gotten a lot of attention because eventually it is planned that they will operate autonomously. They also illustrate, however, what is currently possible with fully electric battery propulsion, at least on fairly short routes. Designed for transporting trailers across Oslo Fjord between two of ASKO's distribution centers, each will have the ability to transport 16 fully loaded standard EU trailers at a time. The operating speed will be 10 knots and it is anticipated that this mode of trailer transport will replace over 2 million road miles per year of truck traffic, in turn saving around 5,000 tonnes of CO2 every year. The main propulsion system of each vessel consists of one medium-sized Schottel EcoPeller type SRE 210 (500 kW) driven by an electric motor. This motor will be electrically powered by a battery bank of 1,846 kilowatt-hours capacity. With its special hydrodynamically optimized design, the SRE generates maximum steering forces, enabling top performance in terms of overall efficiency and course stability. An electrically powered Schottel PumpJet type SPJ 57 (200 kW) will be fitted at the bow of each vessel to act both as thruster and take-home system. The extremely compact SPJ will improve maneuverability many times over.

***Harbor Tugs*** With ports looking to reduce their carbon footprints across their operations, harbor tugs are an obvious target for electric operation. Crowley Engineering Services has completed the design of the first fully electric U.S. tugboat with autonomous technology. The Crowley design, developed with the expertise of recently integrated subsidiary Jensen Maritime, leverages a large battery system and power saving technology to operate in a fully electric mode

while producing zero air emissions or greenhouse gases. The 82-foot tug will provide 70 short tons of bollard pull, using an azimuthing drive propulsion system with two 1,800 kW motors and a 6 MWh battery. The design also supports fully customizable features and can be adjusted for alternate power capacities suitable for a standard hybrid framework if desired. The fully modular batteries allow for upgrades as technology changes. In addition, Crowley has developed an onshore charging station to fully support charging and reliable performance at the home port. "Crowley's design provides operators the tugboat solution to continue serving ships quickly and powerfully, while reducing their environmental impact by eliminating a carbon footprint," said Ray Martus, vice president, Crowley Engineering Services. "This new design sets the standard for innovation by showing that sustainability and power can work together seamlessly in our maritime industries." With no exhaust stack, the tug has 360 degrees of visibility from the pilot's station, allowing the operator to see without obstruction. The tug has also been designed for future autonomous operation to increase the safety and efficiency of the operation including integrated automation and control systems. The intelligent maneuvering and control system offers more efficient vessel operations and allows masters to focus on the overall control and positioning of the vessel in increasingly busy harbors.

***World's First Diesel/Battery Push Boats*** A new fleet of innovative diesel/battery electric pushboats for Hidrovias do Brasil S.A. is under construction in Belov Engenharia Shipyard, in Salvador, Brazil, to a design from Robert Allan Ltd. of Vancouver, B.C., Canada. The vessels will provide terminal assistance on the Amazon River system, with delivery of the first vessel in 2022. These pushboats are expected to be the world's first battery electric shallow draft pushboats when they begin operating in the Amazon River system. Built to the RAپide 2000-E design, the pushboats are fitted with a DC grid diesel-battery electric propulsion system, two diesel generators, two L-Drives and a large battery bank (600 kWh initial installation, with capability to scale up to 1800 kWh). The pushboat is equipped with two L-Drive units, each with an input power of 350 kW. The propulsion system is diesel-electric to improve efficiency when operating in lower power modes. The vessel is certified as an inland navigating vessel by DNV.

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***Beyond Hybrid*** When plugging into shoreside power isn't an option, how do you power an electric vessel without putting a diesel in the picture? The answer is a fuel cell, which, at its simplest, can be understood as pretty much a way of turning fuel into electricity, with hydrogen, methanol and ammonia being the fuels usually being considered. In the Netherlands, Rotterdam-headquartered Future Proof Shipping B.V. is currently retrofitting a 361- by 37.6-foot (110- by 11.45-meter) inland container vessel to use a fuel sail 100% on hydrogen power by December of this year. Holland Shipyards is removing the vessel's main engine and gearbox, and installing a new modular propulsion system. This will consist of electric motors, hydrogen tanks, a PEM fuel cell system (necessary for converting hydrogen into electricity) and a battery system. The compressed hydrogen tanks, the fuel cells and the battery system are separate units that can be removed for maintenance or replacement purposes. The hydrogen and fuel cell system will be installed in the cargo space of the vessel, with

the hydrogen being placed above the fuel cell system in two 40-foot containers. The fuel cell system will be triple redundant with 825 kW capacity (to supply propulsion and auxiliary power) and a 504 kWh lithium-ion battery pack for peak shaving, secondary and bridging power. The system will contain a 750V DC bus bar and an e-motor for propulsion. Could fuel cells soon be in the future for America's inland waterways, too? Recently, New Orleans headquartered Maritime Partners LLC entered a joint venture with Irish chemical and product tanker specialist Ardmore Shipping Corporation and Bend, Ore.-based Element 1 Corp. The JV, called E1 Marine, aims to bring fuel cells using advanced methanol-to-hydrogen technology to the marine sector—including the inland waterways market. "We are pleased to partner with E1 and Ardmore to drive the adoption of E1's hydrogen purification technology across the global maritime landscape," said Bick Brooks, cofounder and CEO of Maritime Partners LLC. "We are particularly excited about the applications for this technology within the inland marine industry, as it offers the potential to materially lower carbon emissions in the near-term and provides a clear path to achieving a zero-carbon footprint. Importantly, we believe this technology is currently cost competitive with diesel internal combustion engines." *(Source: MarineLog)*

## KOTUG INTERNATIONAL LAUNCHES INLAND DIVISION

*Game-changing vessel design for the inland shipping industry.*

KOTUG

International B.V. (KOTUG) announces the establishment of an Inland Shipping division to provide electric powered pusher tugs and smart AI-driven dispatch and route planning applications for the inland water transportation industry.

With these logistics solutions,

KOTUG aims to support the worldwide energy transition and the modal shift from road transport to waterways while meeting the growing demand for electric-powered vessels. The set-up of the inland shipping activities results from developing a range of modular and scalable electric pusher tugs, the E-Pusher™ Series, powered by swappable energy containers. The E-Pusher™ Series currently has three models ranging from 5,5 to 22 meters in length and a maximum depth of 0,6 to 1,35 meters resulting in a draft that is 30% less than conventional pusher tug designs. Due to the modular approach and lean assembly method, KOTUG reduced the construction time by more than 25% compared to traditional vessels. Together with her partners, KOTUG developed various energy containers ranging from Stage V diesel, (Bio)gas and Hydrogen to battery solutions. For smart operations KOTUG will use OptiPort, its advanced dispatching, route and reporting tool. KOTUG OptiPort is an automated dispatching system based on historical and real-time information bridging port and terminal information with ship operations. The tool supports fleet owners in optimizing expected departure- and arrival times, routing and speed control, leading to reduced energy usage and just-in-time departure and arrival. The system is active since 2017 and is currently in use by vessel operators in Australia, Japan, the United States, Canada, Belgium and the Netherlands. With KOTUG CityBarge B.V., KOTUG recently started activities in the municipality of Leiden with a 5,5 meter E-Pusher™



providing a zero-emission alternative for heavy truck transport in inner-cities. KOTUG CityBarge



BV. is a partnership of KOTUG with Circle Line Logistics B.V., aiming to make cities more liveable by restoring existing inner-city waterways by using them to transport garbage, construction materials and retail products. "The inland shipping market offers a great opportunity for sustainable logistical solutions", says ArdJan

Kooren, CEO of KOTUG International B.V. "As an innovative company we have created ready-to-market products for the inland shipping industry by combining our technical expertise of ship design and digitization of the marine industry. The start with activities for the inland shipping market is a natural development and a step forward in our ambition to be part of the solution of the transition towards a zero-emission maritime industry." Regional Inland Shipping Minister, Jeannette Baljeu: "The Province of South Holland is involved since the start of the project around reinstating waterways as a means of transport, with the development of the CityBarge (the smallest version of the e-Pusher). Clean transport is one of our priorities. By bringing together business and government to solve mutual challenges, solutions like the E-Pusher™ are no longer just paper ideas but market-ready products. I strongly believe in the E-Pusher™ concept; it improves the liveability in cities and boosts the growth of tech industries in the Province of South Holland and beyond." Watch the video [HERE](#) (*Press Release*)

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## SANMAR TO BUILD FIVE TECHNOLOGICALLY ADVANCED TUGS TO SERVE LNG CANADA

Sanmar Shipyards is proud to announce the contract signing with HaiSea Marine for the build and delivery of two (2) LNG Fuelled Escort Tugs and three (3) Electric Battery Powered Harbour Tugs which will provide ship-assist and escort towing services to LNG carriers calling at LNG Canada's new export facility in Kitimat, British Columbia, Canada. Following an initial tender process which began in 2018, HaiSea Marine has awarded the contract for all five (5) tugs to Sanmar plus an option for a 6th. The LNG tugs will be built in Sanmar Shipyards Altinova while the Electric Tugs will be built in Sanmar Shipyards Tuzla. The tugs have been designed by Vancouver-based Robert Allan Ltd.

(RAL). The larger **RAstar 4000 DF** vessels will be the most powerful Azimuth Stern Drive (ASD) escort tugs on Canada's west coast, and will rank among the world's highest-performing escort tugs. At 40 metres in length and with over 100 tonnes of bollard pull, they will generate indirect escort forces of approximately 200 tonnes. ASD tugs are equipped with two stern engines capable of generating a 360°, all-directional propulsion force. The **RAstar 4000 DF** escort tugs will perform the majority of their missions using natural gas as their primary fuel. This allows major emissions reductions compared to conventional diesel tugs of the same power, in compliance with the most stringent emissions standards in the international marine industry. In addition to these environmental benchmarks, the escort tugs will be capable of pollution response/oil spill recovery, fire fighting of marine terminal fires, person overboard response, and emergency towage of vessels. At 28 metres in length, with approximately 70 tonnes bollard pull and 6000 kWh of battery capacity each, the first-of-class **ElectRA 2800** battery-electric harbour tugs will perform all of their ship-berthing and unberthing missions on battery power alone. Bollard pull is primarily used for measuring the strength of tugboats, with the largest commercial harbour tugs having around 60 to 65 tonnes-force. With ample clean hydroelectric power available in Kitimat, the harbour tugs will be able to recharge from dedicated shore charging facilities at their berths between jobs, effectively resulting in zero emissions. Robert Allan Ltd. (RAL) President and CEO Mike Fitzpatrick welcomes the opportunity to work with this project, noting that his firm already has a long-standing relationship with Seaspan and Sanmar, and said, "Robert Allan Ltd. are thrilled that Sanmar has been chosen by HaiSea Marine to build these ground-breaking tugs for LNG Canada's new export facility. We are especially eager to see these tugs built because they will be operating in our local waters here in British Columbia. Both the dual fuel escort tugs and the battery electric shiphandling tugs will set the gold standard for reduced emission tugboats for the next decade. All of the significant steps forward in tugboat design made by Robert Allan Ltd. in the past several decades have come on projects like this where we have a challenging set of operational requirements, an experienced operator that is focussed on the total cost of ownership rather than just the capital cost, and a high quality shipyard like Sanmar that can build these technically advanced vessels right the first time." Ali Gurun, Vice President of Sanmar, said, "We are very excited that HaiSea Marine has chosen Sanmar for building and delivering the two technologically advanced dual fuel escort tugs and the three battery powered harbour tugs that will serve LNG Canada's new export facility in Kitimat, British Columbia. The 5 vessels, including the option for a 6th, will be among the world's most technologically advanced tugs ever built as a fleet. The bidding process included complexities in the tug designs which involve state-of-the-art new technologies. It is a sign of our on-going good relationship with Seaspan, who have previously bought two 24m 75-tonnes bollard pull tugs from our fleet, the second of which recently left Turkey for her 60-day maiden voyage to Canada. We were able to offer achievable proposals that matched their vision for future requirements at Kitimat, with powerful tugs operating with minimal impact on the



environment. Backed by more than 40 years of expertise and with unrivalled state-of-the-art facilities, Sanmar is proud to be leading the drive to a more sustainable and environmentally-friendly tugboat industry.” [About HaiSea Marine](#)



HaiSea Marine (HaiSea), a partnership between the Haisla First Nation and Seaspan ULC, is proud to be part of LNG Canada’s (LNGC) export facility in Kitimat, BC, providing ship-assist and escort services to the LNG carriers. HaiSea is a marine transportation company with a

diverse fleet of tugs and barges serving the over 200 km of scenic waterways in the Kitimat and the Douglas Channel region of British Columbia. The goal is to provide LNG Canada, the Port of Kitimat, surrounding communities, and the relevant partners unparalleled marine transportation services with industry-leading, state-of-the-art vessels. Seaspan and the Haisla have hundreds of years of combined experience in these waterways. HaiSea’s mandate is to operate at the highest level of safety and environmental standards, which will allow this legacy to thrive for generations to come. Frank Butzelaar, Seaspan Marine CEO said: “Signing this contract with Sanmar brings HaiSea one step closer to delivering on the promise made to the Haisla Nation when this partnership was conceived over a decade ago. These vessels represent the future - they are revolutionary in both their technology and their ability to create opportunity for the Haisla people. This remains HaiSea’s promise.” [About Sanmar Shipyards](#) With more than 40 years’ experience, Sanmar Shipyards has a worldwide reputation for innovation and excellence at its two custom-built state-of-the-art shipyards at Tuzla and Altinova in Turkey. Renowned for a wide portfolio of technologically-advanced tugs based on world-leading designs from naval architects such as Robert Allan Ltd (RAL), built on demand to customers’ specific operational needs and leads the world in the construction of RAL tugboats, with approx. 250 built to date. Range of tugs includes LNG-fueled, hybrid and autonomous vessels. The company, which also operates tugs, prides itself on focusing on the need to minimize or eliminate negative environmental impact. Sanmar Shipyards works in close partnership with customers at every stage of a project, and offers unrivaled after sales and post-delivery technological support. ([Press Release](#))

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## *MIKHAIL MISHUSTIN: ICEBREAKER "ARKTIKA" WILL ALLOW RUSSIA TO DOMINATE IN THE DEVELOPMENT OF THE ARCTIC*

Russian Prime Minister Mikhail Mishustin announced the primacy of Russia in nuclear shipbuilding and the development of the Arctic territories. This is reported by TASS. The creation of the atomic icebreaker **Arktika** was cited as an example: "The talented nuclear scientist and shipbuilder, chief designer of the Iceberg bureau, Vladimir Vorobyov, was at the origins of the creation of the icebreaker. Unfortunately, he passed away at the end of last year." Separately, it was emphasized that Russia is the only country in the world that has created its own nuclear icebreaker fleet, which makes it possible to unleash the potential and advantages of the Northern Sea Route. (*Source: Sudostroenie*)



## *H-13 PRZEMKO HANDED OVER, THE PROGRAM PK. THE TUG IS COMPLETE!*



On Monday, May 24 this year. Remontowa Shipbuilding SA in Gdańsk left **H-13 Przemko**, taking a course to Świnoujście. Thus, the implementation of the program p. The tug was completed. The deliveries of B860 auxiliary units are the result of the 2017 contract concluded between the Armament Inspectorate of the Ministry of National Defense and Remontowa Shipbuilding SA. Pursuant to its provisions - in 2017-2021, the

shipyard built and handed over to the Polish Navy six vessels prepared for the implementation of a very wide range of tasks under the program: "Technical support and conducting rescue operations at sea, pk. TOWBAR ", three ships each - up to the 3rd Ship Flotilla and the 8th Coastal Defense Flotilla. **H-13 Przemko** will join the 12th "Woliński" Minesweeper Squadron and together with **H-11 Bolko** and **H-12 Semko** will serve in the 8th Coastal Defense Flotilla in Świnoujście. The others: **H-1 Gniewko** , **H-2 Mieszko** and **H-3 Leszko** serve in the Support Ship Squadron, which is part of the 3rd Ships Flotilla, stationed at the Naval Port in Gdynia. The project, developed by the company Remontowa Marine Design & Consulting, was complex due to the fact that it was not only the

construction of the units, but also the supply of spare parts and specialized tool kits as well as a training package for the crew and technical service of the unit. The design and construction were carried out under the supervision of the Polish Register of Shipping classification society. We would like to remind you that the sheets were cut for the first **H-11 Bolko** unit , construction number B860 / 1, in November 2017, the keel was ceremonially laid in January 2018, and launched in October of the same year. These units are intended both for the performance of logistic support tasks at sea and in ports, as well as for activities related to technical evacuation, support for rescue operations, transport of people and supplies, neutralization of pollutants and taking hazardous materials from water. The ice class of the tugs will allow them to be operated in severe ice conditions with the assistance of icebreakers. The units have the option of transporting general cargo with a total weight of up to 4.0 tons on open deck, and for towing work they are equipped with towing lifts with a pull of up to 35 tons. Remontowa Shipbuilding implemented the program of building auxiliary units pk. Tug on time, despite the difficulties related to the coronavirus pandemic, which in 2020 paralyzed the work of shipyards around the world. Last year, the shipyard handed over nine fully equipped vessels to shipowners - four tugs for the Polish Navy, three hybrid electric ferries for Norled and two multi-vessel ships for the Polish maritime administration. In turn, in 2021, it handed over to the Polish Navy two tugboats, a hybrid electric ferry for Norled and two PSV specialized ships for Borealis / Viking Supply Ships. Watch the video [HERE](#) (*Source: PortalMorski*)

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**UZMAR**  
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The advertisement features a large ship spraying a massive amount of water or foam from its rear, creating a large white plume against a dark background. The text "UZMAR" is at the top left, followed by "FIRST IN THE WORLD" and "RAmpage 6000 Multi Purpose Oil Spill Recovery Offshore VESSEL".

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## *ENGINE ROOM LULLABY (20) - KROMHOUT 2H2 ON THE BORNEO*

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Maurice de Gruyter has been the owner of the tugboat **Borneo** for thirty years, built in 1938 for the Stoomvaart-Maatschappij Nederland at Fort G. de Vries Lentsch in Nieuwendam. The engine room of the Borneo still has the original engine, a Kromhout 2H2. De Gruyter explains in detail about the engine and the starting procedure.

Subsequently, a boat trip will be made on the IJ and the Amsterdam canals, in which he tells about the (war) history of the ship and her role in the American



action film Ocean's Twelve. She has a length of 16.10 mtrs a beam of 4.00 mtrs and a draft of 1.30 mtrs Watch the video [HERE](#) (*Source: Heere Heeresma Jr.; Photo: D.Henken*)

## MULTI CAT 1506 AND 1908 SPOTTED AT DAMEN



Last week was seen two new building Multi Cat vessel under construction at the Damen Hardinxveld Shipyard. The Multi Cat 1908 with yard number 518524 is named **Progress** and the Multi Cat 1506 with yard number 517512 is named **Neptune**. Both vessel are built for Brabo - Belgium. Brabo Cleaning Company is located in Antwerpen, Belgium and is part of the Solid Waste Services & Recycling Industry. The standard Multi Cat 1908 has a length of 19.70m and a beam of 8.06m. She has a power output of 714 bkW and performed a free sailing speed of 9.2 knots and a bollard pull of 12.3 tons. The Multi Cat 1506 has a standard specifications with a length of 15.05m and a beam of 6.06m with a power output of 328 bkW and performed a free sailing speed of 8.6 knots and a bollard pull of 6 tons. The Multi Cat has a proven design which has been thoroughly tested over the years. The Multi Cat has optimum deck space in relation to its deck equipment. This means maximum efficient operation with minimal crew. The wheelhouse has also 360 degree visibility which ensures the highest standards of safety on the deck.

(Photos: AB)

The Multi Cat 1908 is shown docked at the shipyard, featuring a yellow hull and superstructure, with a large yellow excavator arm mounted on its deck. The vessel is positioned next to a black barge or another ship.



## ACCIDENTS – SALVAGE NEWS

### TALL SHIP ZEBU DECLARED A WRECK



and been declared a wreck by her skipper. All heavy items had been removed from the vessel in an effort to re-float her, but then nature dealt the 1938-built brigantine the coup de grace as a powerful

The sail training vessel **Zebu** that went aground in Holyhead last week has suffered a further misfortune and been pummelled by a powerful storm. Despite the best efforts of her crew and salvors to move her off the sea wall in Holyhead after she broke her moorings last week, the TS **Zebu**, has suffered further heavy damage

storm rolled in from the Atlantic, pummelling her against the rocks. **Zebu's** website made the following statement: "It is with a heavy heart & great sadness that I must announce that Tall Ship Zebu suffered further heavy damage today. Further to our last official statement dated 19th May, where the situation was looking so much more positive, yesterday we faced yet another hurdle in our battle to save TS Zebu, namely a storm." (*Source: Maritime Direct*)

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## CARGO FIRE ERUPTS ON CONTAINERSHIP OFF SRI LANKA

A fire erupted in the cargo area of a containership anchored near Colombo, Sri Lanka on Thursday, and officials suspect chemicals could be to blame. The Sri Lankan Navy said it received a distress call Thursday (May 20) afternoon from the containership **X-Press Pearl** reporting a fire on board as the ship was at an anchorage about 9.5 nautical miles northwest of Colombo



harbor. The Navy said the ship carried 1,486 containers, with 25 tons of Nitric Acid, several other chemicals and cosmetics, which it had loaded at the port of Hazira, India on May 15. The container ship has a crew of 25, composed of Philippine, Chinese, Indian and Russian nationals. An inspection of the vessel indicated the fire likely started as a result of a chemical reaction. "A special team comprising Sri Lanka Navy and Ports Authority (SLPA) personnel got onboard the ship in the evening (20th) and inspected the situation onboard ship where they suspected that the fire was erupted due to a reaction to the chemicals being transported on the ship. Further, special teams of the Navy and Sri Lanka Coast Guard remain standby to respond to possible emergency situation and the SLPA tug is currently engaged to smother the flames erupted. The incident response has involved two Offshore Patrol Vessels, the Sri Lanka Naval Ships (SLNS) **Sagara** and **Sindurala**, and a Fast Attack Craft. A tug from the Sri Lanka Ports Authority was also engaged in firefighting efforts. The **X-Press Pearl** had arrived at the anchorage on Wednesday, May 19, and the ship was awaiting entry into Colombo harbor when the fire started. The Singapore-flagged **X-Press Pearl** was only recently delivered in February of this year. The ship's operator, X-Press Feeders, confirmed the incident in a statement posted to its website: "On 20th May 2021, an on deck container on board vessel "**X-Press Pearl**" (which is deployed in our Straits Middle East SMX service), caught fire whilst at Colombo Anchorage. "The vessel had taken all precautionary measures throughout the night. However,

firefighting is still underway with assistance of tugs sent by local authorities. "Together with local authorities, X-Press Feeders is actively working on various solutions to put out the fire/smoke on board the vessel, whilst maintaining the safety of our crew. "We are closely monitoring the situation and will duly inform affected customers of any developments. "In the meantime, we are also looking into alternative options to ensure minimal disruption to our SMX service." (*Source: gCaptain*)

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## NORTH KOREAN CARGO SHIP SUNK

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The North Korean cargo ship **Chong Bong** has sunk in the Sea of Japan after large amounts of water began to penetrate the ship on Friday. The captain issued an emergency call and ordered the 21-man

crew in the lifeboats. The crew was subsequently rescued aboard the similarly North Korean tanker **Yujong 2** in good condition. On Saturday, **Yujong 2** left the position after the cargo ship had developed such a sharp tilt that it could not be saved. On Sunday morning, **Chong Bong** no longer emits an AIS signal and is thought to have sunk. The reason why the North Korean cargo ship started taking in water is not known. Watch the video [HERE](#) (*Source: Maritime Denmark*)

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## SMIT SALVAGE TEAM LAND TO HELP OUT WITH X-PRESS PEARL BLAZE

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A salvage team from Smit flew into Sri Lanka yesterday to help out in the ongoing blaze onboard the brand new 2,700 teu **X-Press Pearl**. The ship, carrying 25 tons of nitric acid, caught fire on Thursday afternoon and while authorities thought they had sufficiently doused it, the Singapore-flagged vessel reignited over the weekend. The Sri Lankan navy and airforce have been helping the local port authority try to contain the fire which started in one of the containers and spread across many other boxes. Sri Lanka's Marine Environment Protection Authority (MEPA) has decided against demanding that the vessel move to deeper waters outside of Sri Lanka, reversing a decision reported on Saturday. Sri Lanka has recent memories of fighting fires on ships – having had to contain a massive blaze on a Greek VLCC last year that threatened its ecosystem. Watch the video [HERE](#) (*Source: Splash24/7*)

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## CHINESE COAST GUARD VESSELS VIOLATE JAPANESE TERRITORIAL WATERS

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Chinese Coast Guard ships reportedly entered Japanese territorial waters around the disputed

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Senkaku Islands in the East China Sea. Ships circling the controversial Senkaku Islands approached



the islands of Uotsuri and Taiṣo in the region, according to the 11th District Coast Guard Headquarters in the Naha district of the state of Okinawa in the southwestern part of the country. The Japanese Coast Guard warned that 4 ships belonging to China should leave the region. According to public

broadcaster NHK, Chinese-flagged ships entered Japanese territorial waters around Senkaku 16 times this year. *Authority to use weapons* The law, which came into force in China on February 1, authorizes its own coastguard to use weapons against foreign ships that do not comply with the rules. The Kyodo agency reported that this law authorizes China to target Japanese ships sailing around the disputed Senkaku Islands in the East China Sea. The archipelago, which Japan calls "Senkaku" and China as "Diaoyu" in the East China Sea, consists of 5 islands and 3 cliffs. (*Source: News2Sea*)

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An advertisement for MED MARINE. On the left, there is text: "Exceptional Craftsmanship", "Excellent Engineering", and "Exclusive Tugboats". In the center, a red and black tugboat is shown sailing on the water. On the right, there is a logo for MED MARINE featuring a stylized ship silhouette and the text "MED MARINE SINCE 1995". Below the logo, it says "SEA THE FUTURE..." and provides the website "www.medmarine.com.tr".

## X-PRESS PEARL FIRE FLARES UP, SHIP EVACUATED

The crew of the **X-Press Pearl** have been evacuated after a fire which has burned on board the ship since last week and previously reported under control has now flared up again. Photos released by the Sri Lanka Ports Authority show the ship's cargo engulfed in flames. The fire was first reported last Thursday, May 20, as the ship was awaiting entry



to Colombo harbor at an offshore anchorage, approximately 9.5 nautical miles from the entrance to the port. The Sri Lankan Navy has previously said the ship is loaded with 1,486 containers, including 25 tons of Nitric Acid and other chemicals which it had loaded at the port of Hazira, India on May 15. Preliminary investigations indicate the fire started due to a chemical reaction of the hazardous cargo. The ship's operator, X-Press Feeders, reported Monday that the fire had been brought under control as fire-fighting continued. Meanwhile, a salvage team from SMIT is on-site and was previously able to board the vessel for an inspection. With these latest developments, all 25 crew members and the salvage team have all now been evacuated. The Sri Lankan Navy reports the fire, which was exacerbated by strong winds, is now spreading towards the bridge. An Indian Coast Guard Maritime Pollution Preventive Ship is expected to arrive overnight while aircraft with fire suppressant and oil dispersants has been put on standby. "Also, due to the rough seas caused by the prevailing bad weather, the ship is now poised with a starboard list (lean to the right). As a result, some of the containers onboard have tumbled into the sea and some of which are believed to have sunk in waters. As such, the Navy cautions the fishing community engaging in fishing in the area to avoid this particular sea area," the Navy said in an update on Tuesday. The latest update from X-Press Feeders said special fire-fighting equipment has now arrived from Europe: "In the early hours of this morning, all crew and 12 firefighters disembarked from [X-Press Pearl](#) as a safety precautionary measure. "Fire and smoke still remain on board. The salvage team, with fire experts and fire fighters will continue to work on putting out the fire. Special fire-fighting equipment arrived from Europe last night, which will reinforce the salvaging efforts. "All crew are safe." (*Source: gCaptain*)

## REMEMBER TODAY

### [SS CARLOS DE EIZAGUIRRE 26<sup>TH</sup> MAY 1917](#)



SS [Carlos de Eizaguirre](#) was a steam passenger and cargo liner of the Compañía Transatlántica Española (CTE). She was launched in 1903 in England as [Léopoldville](#) for the Compagnie Maritime Belge du Congo (CMBC), sold in 1908 to the African Steamship Company, which renamed her [Landana](#), and sold in 1910 to CTE who renamed her [Carlos de Eizaguirre](#) after one of its former directors.

On 26 May 1917 a mine sank [Carlos de Eizaguirre](#) off the coast of South Africa, causing the deaths of 134 people. There were only 25 survivors. The UK Admiralty admitted mining the area but the United Kingdom denied responsibility and rejected a Spanish claim for liability. [Building](#) Sir Raylton Dixon and Company built [Léopoldville](#) at the Cleveland Dockyard in Middlesbrough on the River Tees, launching her on 5 December 1903 and completing her in 1904. She had a pair of three-cylinder triple-expansion engines, built by the Wallsend Slipway & Engineering Company, which drove her twin screws. She was the third of six CMBC ships to be named after the capital of the Congo Free State, which in 1908 became the Belgian Congo. She was also the first of a pair of sister ships that Sir Raylton Dixon and Co built for CMBC. Her sister was [Zungeru](#), which was launched on 19 March 1904 and completed that July. [Changes of owner and name](#) In 1908 CMBC sold [Léopoldville](#) to the African Steamship Company, a

UK shipping company that was one of the Elder Dempster Lines. The African Steamship Co renamed her [Landana](#) after the town of Lândana in the Cabinda exclave of Portuguese Angola. In 1910 the African Steamship Co sold [Landana](#) to CTE, which renamed her [Carlos de Eizaguirre](#) after Juan Carlos de Baily Eizaguirre (1817–1900), a Spanish banker who had been a CTE director. On 28 October 1910 the ship underwent sea trials before CTE bought her. She averaged 14.48 knots (26.82 km/h) with the current in her favour and 13.9 knots (25.7 km/h) against the current. CTE had her passenger accommodation refitted at Cádiz. CTE put [Carlos de Eizaguirre](#) on its route between Barcelona and Manila via the Suez Canal and Singapore. [Loss](#) In the First World War the UK and France closed the Suez Canal to non-Allied shipping. CTE therefore re-routed its Barcelona – Manila service via Las Palmas, Cape Town and Durban. On 21 April 1917 [Carlos de Eizaguirre](#) left Barcelona carrying 35 passengers. She called at Cádiz, where she embarked 15 passengers and left on 27 April. She reached Las Palmas on 30 April, where she bunkered before leaving on 5 May. After leaving Las Palmas she carried 50 passengers, including 11 or 12 women and five children aged between three and five years. On the evening of 25 May [Carlos de Eizaguirre](#) was off the Atlantic coast of South Africa, steaming at a reduced speed of 5 knots (9 km/h) because there was a heavy sea as her Master, Fermín Luzárraga, did not want to reach Cape Town before morning. At 0330 hrs on Saturday 26 May there was an explosion on the starboard side of the ship's number two hold, breaking her back. The wireless operator transmitted a distress signal and Captain Luzárraga gave the order to abandon ship. [Carlos de Eizaguirre](#) sank in only five minutes. Only one of her eight boats, lifeboat number six, was launched before she sank. It contained 24 survivors: the Second Officer, an apprentice, two passengers and 20 crewmen. Other passengers had boarded the two boats farthest aft, but the ship sank before they could be launched. Led by the Second Officer, Luis Lazaga Gómez, the crew rowed toward the light of Robben Island lighthouse and kept baling the boat as she shipped water. The heavy sea made it dangerous to approach the shore, but a tug took the lifeboat in tow and brought it to land at about 1330 hrs. There was one other survivor. Alejandro Fernández, a member of the engine room crew, had helped to launch boat number six but had been unable to board her. Fernández jumped into the sea and swam for about two hours until he found a large piece of wooden wreckage from one of the ship's coal bunkers. After the lifeboat reached Robben Island, tugs were sent to search for the other lifeboats but they did not see Fernández.

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On the morning of Sunday 27 May, Fernández sighted the coaster [Langebaan](#) and hailed her for help. [Langebaan](#) rescued him about 32 or 33 hours after [Carlos de Eizaguirre](#) was sunk. 50 passengers and 84 crew, including Captain Luzárraga, were killed. Allegedly sharks ate some of the victims. The dead included the Spanish Consul at Colombo. [Aftermath](#) 11 hours after the sinking CTE received the news by telegram. Privately CTE's management admitted that a mine was the most likely cause, but the company did not publish the news because it lacked insurance against acts of war, and was not sure it could meet potential claims of loss and damage. Instead CTE sent coded

messages to its offices that said: Termidor permutar transformado riel cerca de joya Robben ("Eizaguirre' totally lost near Robben Island"). On 28 May rumours of the sinking began to reach Barcelona. One of CTE's managers decided "we shall treat this with all reserve and we shall say that we are dealing with a normal accident". When news was finally published in the press it used the shipping company's version of events. In an internal company memo it was stated that "given the press censorship regime of the government, we can abstain of publishing details of the probable cause of the accident". Therefore, La Vanguardia and El Noticiero Universal published that "for the most part opinions coincide in not admitting the possibility that the ship collided with a drifting mine taking into account the enormous distance between the site of the accident and the mined areas. In general, it is believed that the **Carlos de Eizaguirre** must have found itself in one of those storms that are currently occurring at the Cape of Good Hope, foundering or striking against something underwater". On 9 March The Times had reported that the First Lord of the Admiralty, Edward Carson, stated that the Royal Navy had mined the area. On 2 June CTE representatives met the Spanish Prime Minister, Manuel García Prieto, in Madrid, privately admitted to him that they suspected the ship had been mined, and asked him to make a claim against the UK government. The UK Admiralty denied it, and alleged that the German merchant raider SMS Wolf, which had been in the area four months earlier, must have laid the mine. (*Source: Wikipedia*)

## OFFSHORE NEWS

### *TURKISH PETROLEUM SHIPS NAMED ‘CYPRUS MARTYRS’*

The names of 3 children of Doctor Major Nihat İlhan, who were martyred in the Greek massacre known as “Bloody Christmas” in Cyprus, were given to 3 ships of Turkish Petroleum that will perform drilling duty in Mavi Vatan. The Greek gang known as the EOKA organization carried out bloody attacks in December 1963 to wipe the Turkish Cypriots off the island. On



the night of December 24, 1963, Mürüvvet, wife of Medical Major Nihat İlhan, who was in charge of the Turkish Cypriot Forces Regiment at the time in the beach area of Nicosia, and their children Murat, Hakan, Kutsi, were shot in the bathtub by the Greeks who entered the house. Became a member of the scientific board. The murder of Nihat İlhan's wife and children has become a symbol of the deaths of 364 Cypriot Turks and 174 Cypriot Greek Cypriots. The single-storey house where the incident took place was later converted into the 'Barbarians Museum'. Gazi University Faculty of Medicine Dean Prof. Dr. Mustafa Necmi İlhan took part in the Ministry of Health Coronavirus Scientific Committee during the pandemic process. *Names are given to 3 ships* Prof. Dr. Mustafa Necmi İlhan announced that the names of his martyred brothers were given by Turkish Petroleum to 3 ships that will serve in the 'Blue Homeland'. İlhan said, "Our state is great and very big. Turkish Petroleum gave the names of my martyred brothers '**Murat İlhan**', '**Kutsi İlhan**', '**Hakan İlhan**' to 3 ships that will perform national drilling duty in Mavi Vatan. "God bless those who contributed to the

Bey and those who contributed" he said. (*Source: News2sea*)

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## TECHNIPFMC'S DEEP ARCTIC SPORTS HYBRID BATTERY POWER TO CUT EMISSIONS



TechnipFMC has upgraded its dive support vessel (DSV) **Deep Arctic** with hybrid battery power, which is expected to cut its fuel use and emissions by 20%. The hybrid battery conversion took place at the Remontowa shipyard in Gdansk, Poland, in January and February. Commissioning by Siemens and sea trials followed in March and April and the vessel was handed over early this month. The move comes as part of TechnipFMC's target to reduce its Scope 1 and Scope 2

greenhouse gas emissions by 50% by 2030. According to the company, using instant access electric battery power as the backup means fewer diesel generators are kept running, cutting engine running hours and maintenance costs by up to 50%. In addition, when in port, the vessel can be connected to shore power so that mobilization activities can be carried out with no direct emissions, where the infrastructure is available. (*Source: Offshore Energy*)

## USA: SANCTIONS ON THE RUSSIAN MARINE RESCUE SERVICE, THREE COMPANIES AND 13 VESSELS IN CONNECTION WITH NS2

The US has introduced sanctions against the Russian sea rescue service, three companies and 13 ships participating in the construction of the Nord Stream 2 gas pipeline, the website of the US Ministry of Finance (Treasury) informed. The list of sanctions dated May 21 includes: Maritime Rescue Service (Morspas), three companies - Mortsanssewiss, Samarskij Tieploenergeticzeskij Imuszczeńnyj Fond (Samara Heat and Power Property Found) and Koksochimtrans - as well as 13 ships, including barges, tugs , supply vessels, incl. **Academician Cherskiy** , **Baltiyskiy Issledovatel** , **Kapitan Beklemishev** , **Sivuch** and **Spasatel Karev** (full list below). Kremlin spokesman Dmitry Peskov said that the actions of the United States, which announced sanctions against Nord Stream 2, should be looked at in the context of the planned meeting of the presidents of both countries. "We have to look

at it. It's always the same with our colleagues. They say one thing, they do the other," Peskov told Interfax, when asked if Moscow would consider Washington's move as he worked on Vladimir Putin's meeting with Joe Biden. "We will see what will be best for us," he added. The State Department announced in a report submitted to Congress on Wednesday that it will not impose sanctions on the company overseeing the



construction of the Nord Stream 2 pipeline. The resort has confirmed that Nord Stream AG and its boss Matthias Warnig are involved in activities subject to sanctions under US law. However, he explained the withdrawal from them "on the grounds of the national interest" of the USA. Complete list of ships recently subject to sanctions / with recently confirmed or extended sanctions: Cherskiy dormitory (IMO no. 8770261); Artemis Offshore (IMO 9747194); Bakhtemir (IMO 9797577); Baltiyskiy Issledovatel (IMO 9572020); Finval (IMO 9272412); Captain Beklemishev (IMO 8724080); Murman (IMO 9682423); Narval (IMO 9171876); Sivuch (IMO 9157820); Spasatel Karev (IMO 9497531); Umka (IMO 9171620); Vladislav Strizhov (IMO 9310018); Yury Topchev (IMO 9338230).

(Source: [PortalMorski](#))

## *RUSSIAN SHIP MOVES TO GERMAN WATERS FOR NORD STREAM 2 CONSTRUCTION*



Russian vessel **Fortuna** has started laying pipes for the Nord Stream 2 gas pipeline in German waters, the gas project said on Sunday, citing Germany's Waterway and Shipping Authority. Nord Stream 2, which runs on the bed of the Baltic Sea from Russia to Germany, bypassing Ukraine, has faced criticism from the United States, which claims it will increase European reliance on Russian

gas. **Fortuna** and other vessels taking part in the project have been added to a U.S. sanctions list. "All works are performed in accordance with the available permits," Nord Stream 2 said in an emailed comment. Fortuna will be working in German waters from May 22 to June 30, having earlier laid pipes in Denmark. The Kremlin says the \$11 billion venture led by Russian state energy company Gazprom is a commercial project, but several U.S. administrations have opposed the project.

(Reporting by Oksana Kobzeva; Writing by Andrey Ostroukh; Editing by Jan Harvey)

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### MAERSK SUPPLY SERVICE TO ENTER NORWEGIAN MARKET

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Maersk Supply Service will reflag one of its anchor handling vessels to the Norwegian flag, hire Norwegian crew, and set up an office in Bergen as part of the expansion of its business activities in the country. The company said the plan is to have its first vessel ready for operation in Norwegian waters during the summer of 2021. Its activities will be conducted in support of clients in the local offshore wind and oil and gas industries. Maersk will steadily expand its fleet in Norway through the deployment of additional vessels in the coming years. (*Source: Baird*)



### FPSO VESSEL LAUNCHED AT ARMON GIJON SHIPYARD

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Inocean designed the vessel's hull, while Kanfa designed the FPSO's topsides. The hull for **Blue Eagle**

Work on the FPSO **Blue Eagle** for Mexico's Blue Marine is progressing, following the launch of the vessel in May at Spain's Armon Gijon Shipyard. A dynamic positioning 3-capable vessel, FPSO **Blue Eagle** will serve as a well intervention/well treatment floating production storage and offloading vessel for Mexico state-run oil company Pemex in the Mexican Gulf. Norway's

was built at Turkey's Sedef Shipyard. With an overall length of 106 m, beam of 25 m and depth of 12 m, the vessel is being constructed to DNV class, with the notations DNV reg +1A Production and storage unit ship shaped, Tanker for oil, CLEAN, DYNPOS(AUTRO), E0, ESP, HELIDIK, Fire Fighter 1, PROD. Armon Gijon Shipyard, meanwhile, recently signed a US\$25M contract with Grupomar to construct an 80 m x 13.65 m tuna vessel with the capacity to transport 1,200 tonnes of fish. The Spanish shipyard recently delivered the high-speed LNG dual-fuel fast ferry Eleanor Roosevelt to Baleària. Designed by Australian ship designer Incat Crowther, Eleanor Roosevelt has a capacity for more than 1,200 passengers and 21 crew members, 220 cars and 570 truck lane metres. The 123-m aluminium-hulled catamaran can reach 40 knots using its four waterjet propulsion units. Wärtsilä has engineered, manufactured and installed four dual-fuel 16V31DF engines with 8,800 kW each and four LGX1500SRI steerable reversible hydraulic waterjets. (*Source: Riviera by John Snyder*)

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### *WINTERMAR VESSELS TO SUPPORT FPSO OFF INDONESIA*

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Indonesian offshore services company Wintermar has been awarded a five-year contract to provide two offshore support vessels (OSVs) for a multinational oil and gas company in Indonesia. Wintermar will supply two anchor handling tug supply vessels to support production off the northern coast of East Java for a period of five years. The vessels will support an FPSO unit in a producing field. The total contract value of the contract for this project amounts to \$22 million,



Wintermar said in a statement on Tuesday. "We are pleased to have been selected to support this project by a leading multinational oil and gas company. This affirms our clients' recognition of Wintermar's committed efforts to ensure high standards of quality, health and safety", said Sugiman Layanto, Managing Director of PT Wintermar Offshore Marine Tbk. "This long term contract underlines the Indonesian government commitment to invest heavily to raise the country's output of oil and gas after some years of decline. Wintermar as the leader in the domestic offshore vessel industry is ready to play our role". As of 24 May 2021, the company's contracts on hand amount to \$76.7 million. Wintermar noted it has been studying some potential projects to position for a recovery. During the past two years, the company has sold many older vessels and reduced gearing to 31 per cent by the end of December 2020. (*Source: Offshore Energy*)

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### *DOF SUBSEA TO WORK WITH SHEARWATER ON PETROBRAS' FIELDS*

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DOF Subsea has secured multiple contracts to support the ocean bottom node (OBN) seismic surveys that Shearwater GeoServices will conduct on three Petrobras' fields offshore Brazil. DOF Subsea will provide vessel and remotely operated vehicle (ROV) services for the survey campaigns on the Jubarte, Tupy and Iracema fields. The vessel **Skandi Neptune** has been allocated for the project and is getting

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ready for transit to Rio de Janeiro to begin the Jubarte survey in Campos Basin which will take place over a three-month period. The Tupy and Iracema surveys should start in the third quarter of the year in the Santos Basin and are expected to last approximately nine months. Shearwater won a contract with the Brazilian oil and gas giant Petrobras in November 2020 for the OBN 4D baseline survey over the Jubarte field. At the beginning of the year, the company secured a contract for deepwater OBN seismic acquisition for the Tupy and Iracema projects. (*Source: Offshore Energy*)



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## WINDFARM NEWS - RENEWABLES

### *CONSTRUCTION BEGINS ON NEW CREWBOAT FOR GUANGDONG JINGIN OFFSHORE ENGINEERING*

China's Jianglong Shipbuilding has begun construction on a new windfarm crewboat ordered by local operator Guangdong Jingin Offshore Engineering Company. The all-aluminium catamaran vessel will have an LOA of 19.58 metres, a beam of 8.2 metres, and space for five crew and 12 passengers. Two main engines will propel the vessel to a speed of 25 knots even in wave heights of



up to 2.5 metres. The vessel will also be equipped to perform surveys and search and rescue (SAR) missions in the South China Sea. (*Source: Baird*)

## ISLAND OFFSHORE BAGS WALK-TO-WORK VESSEL CONTRACT AT UK WIND FARM

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Norwegian offshore vessel firm Island Offshore said Tuesday it had won a vessel contract at the Moray East offshore wind farm in the UK. With its **Island Crown** vessel, Island Offshore is providing the wind farm operator MOWEL with Walk-to-Work services. The Island Crown has already started the project for Moray East, operating out of Peterhead, north-east in Scotland. The vessel is used to accommodate and

transfer technicians and equipment for work on the windfarm's three offshore substation platforms. "These operations are scheduled to last until the last part of June 2021, with potential extensions into July 2021," Island Offshore said in a social media post. Built in 2013, 96.8 meters long Island Crown can accommodate 100 crew members aboard. It is equipped with a gangway system, subsea crane, a helideck, and a large tank capacity. The 950MW Moray East offshore wind farm is being developed by Moray Offshore Windfarm East Ltd (MOWEL), which is a joint venture company owned by Ocean Winds (56.6%) Diamond Green Limited (33.4%), and CTG (10%). (*Source: Offshore Engineer*)

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## SAE'S TIDAL TURBINE PASSES PRE-USE INSPECTIONS TEST IN JAPAN

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Simec Atlantis Energy's (SAE's) tidal energy generation system in Naru Island, Japan, has passed the Japanese government's pre-use inspection tests. As a result, the site with the AR500 tidal turbine has been recognised as an official power generation facility, the company informed. Working together with its client Kyuden Mirai



Energy (KME), the SAE teams in the UK and Japan have taken the tests administered by the Ministry of Economy, Trade, and Industry (METI). *Some of the tests involved in the process included:* \* meeting the turbine's stated performance characteristics during peak tidal flow conditions; \*

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demonstration of the ability to shut down the system safely during the highest annual flow rates; \* temporary resilience to an auxiliary power loss from shore event and safe shutdown in the instance of an extended outage; \* full testing of the turbine's rapid shutdown capability in response to an emergency stop trigger from shore. The turbine tests, which were passed during one of the strongest tides expected this year, follow the process of inspection and verification of both the onshore facility and offshore equipment against national electrical standards. AR500 tidal turbine has been generating electricity since it was installed in January 2021 and has generated more than 90MWh of power. "I am extremely proud of the entire team who worked tremendously hard to get the project to where it is today", said Graham Reid, CEO at SAE. "We are all delighted to have achieved this accreditation from METI as this confirms the capability and reliability of our technology and is a huge step forward in paving the way to the next phase of this exciting project and other future projects in Japan."

*(Source: Offshore Energy)*

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## TIGER SPOTLIGHTS TIDAL POWER PROGRESS



selected tidal sites across the English Channel area. Led by Offshore Renewable Energy (ORE) Catapult, TIGER will gather hard evidence to verify the cost reduction pathway for tidal stream energy, and also confirm how tidal stream can contribute to the 2050 net-zero targets that both UK and France are working towards. Over the past 18 months, TIGER has been supporting French tidal

The EU-backed cross-border Tidal Stream Industry Energiser Project (TIGER) project has informed about the progress made over the past 18 months. The €45.4 million project, Interreg's biggest ever project to date, is a cross-border partnership between 18 UK and French organisations set out to develop, test and further demonstrate tidal stream technologies at

developer HydroQuest, which has been operating its OceanQuest device installed at Paimpol-Brehat for two years. In Raz-Blanchard, TIGER has supported two partners to acquire two commercial scale tidal stream sites and is in the process of applying to vary consents for them. These variations will enable cutting edge tidal technologies to be deployed at these locations in the near future. Both these sites will be vital for proving the commercial viability of tidal energy, according to the project. TIGER project developers have also informed they are hoping to recover the DeltaStream device from Ramsey Sound in summer 2021. Also, TIGER project partner QED Naval will be relocating its Subhub community scale device from Northern Ireland to Pembroke Dock for refurbishment and fitting of new turbines later this summer before deploying at Yarmouth. Furthermore, TIGER partner Morbihan Hydro Energies is also applying for consent for the Gulf of Morbihan. This will enable a three-year research and development campaign, so the company can start testing and operating the latest tidal turbine technologies at this site. "All of this should help to develop the evidence and knowledge base needed to kick start the tidal energy sector commercialisation and prove it can significantly contribute to net-zero targets and green recovery through the creation of a new industry and skilled jobs", TIGER project developers said. While currently the technology is expensive when compared to wind and solar energy, tidal stream comes with unique benefits which we are only just starting to be understood, such as predictability. For example, tidal streams can be known with a high level of accuracy 1,000 years in advance. Therefore, TIGER will investigate how this predictability may form an important piece of the puzzle when looking at the future renewable energy dominated energy systems. TIGER said it is also working together with the UK Marine Energy Council to try and secure a viable route to market for tidal stream projects from UK and French governments. This will be crucial for providing investor confidence in tidal stream and for supporting further innovation within tidal energy, according to TIGER. "A tidal stream industry, with the right support, can and will grow into a global market with roots here in Europe with cumulative benefits including industry jobs and exports of technology and expertise", the project developers said. To remind, TIGER project has six development sites – three in the UK (Ramsay Sound in Pembrokeshire, and Yarmouth Harbour and Perpetuus Tidal Energy Centre – PTEC both off the Isle of Wight) and three in France (Paimpol-Brehat and Gulf of Morbihan, both in Brittany, and Le Raz-Blanchard in Normandy). The demonstration sites are focused on harvesting performance and operational data which will help define the value of the tidal energy sectors in the UK and France. TIGER will also help technology developers to understand the behaviour of marine life around turbines, as well as confirm the technical performance and economic cost/benefit. (Source: Offshore Energy)

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## DREDGING NEWS

### *FINAL UPDATE ON OCEANSIDE HARBOR DREDGING*

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The City of Oceanside Harbor has just released the final update for the Oceanside Harbor dredging program. All land based pipe and equipment have been successfully removed, the city said. Due to weather, the floating dredge crane vessel and steel pipe that is currently stored in the DelMar basin were towed out



of the Harbor on Sunday, May 23. According to the update, Lot 12 was reopened on Friday, May 21, after Harbor Maintenance staff restripes all parking spaces. Manson Construction calculated the removal of 350,000 cubic yards of fill from the Harbor channel inlet. The inlet was dredged to a depth of minus 30 feet. Most of the dredged sand this year was used to fill in deep erosion that was caused by the winter storms. USACE indicated that much of the dredged sand that has drifted into the surf line will move onshore over the summer months. Timing for next year's dredge cycle is likely to start early April 2022, depending upon who is awarded the next four year contact. (*Source: Dredging Today*)

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## DUTRA WINS WEST COAST DREDGING CONTRACT



Hopper dredge project by July 10th. The projects involves dredging the deep draft channel on the Mouth of Columbia River and the Lower Columbia River on various locations from Astoria OR to and above Longview, WA. In addition the contact will include dredging works in the San Francisco Main Ship Channel (SF MSC) at the entrance of San Francisco Bay, approximately 5-6 miles offshore from the Golden Gate Bridge. "As per option on the contract we will also be taking the dredge spoils for beneficial use and pump directly onto Ocean Beach within the City of San Francisco. Beach renourishment is schedule for July 15th when we can access the beach itself," said one of the company's managers, Tim Ekren. Mr. Ekren added that the West Coast contract also includes option to dredge Humboldt main ship channel in Eureka, CA, which Dutra is expecting to win as well.

The U.S. Army Corps of Engineers, Portland District has awarded a \$19.6 million contract to Dutra Group of San Rafael, California, for West Coast dredging works. According to Dutra, the company intends to perform the West Coast project by using their trailing suction hopper dredger **Stuyvesant**. The **Stuyvesant** is expected to be ready for the West Coast

Overall the project will last until the late fall of 2021. (*Source: Dredging Today*)

## JULONG CSD550 PROVES SUCCESS IN JIANGSU PROVINCE

Julong Environment Technology has successfully delivered a new Julong **CSD550** cutter suction dredger to a Chinese Government owned company – to be used in a dredging project in Jiangsu Province. The 21 meter long dredger is equipped with a 1.700hp Weichai marine engine for driving the dredger pump and 600hp Weichai marine engine for hydraulics and electrics.



According to Julong, the CSD can reach a production of 4,000m<sup>3</sup>/h and 3000m discharge distance. The dredger is also equipped with a spud carriage system, anchor boom, DGPS monitoring system, accommodation room for the crew, etc. The dredger, successfully commissioned recently, already started its work on a land reclamation project. “There is a huge requirement of dredging equipment in domestic and international markets after COVID-19, and our company makes all efforts to produce and deliver dredging equipment to customers as soon as possible, ensuring the highest level of quality,” said Julong sales director, Mr. John Xiang. (*Source: Dredging Today*)

## YARD NEWS

### DELMAR SYSTEMS ACQUIRES VRYHOF



Delmar Systems, Inc. ('Delmar') is pleased to announce the acquisition of Vryhof, consisting of Deep Sea Mooring and Vryhof Anchors. The combined company, with its global footprint and enhanced asset portfolio, will continue as Delmar Systems and as Vryhof. "We are excited to welcome Vryhof to the Delmar family. Vryhof's

Team has built a world-class organization and we look forward to continuing that tradition," says Nick Patterson, Delmar's CEO. "With over a century of combined company experience, Delmar and Vryhof will offer unrivalled personnel, equipment, engineering, mooring solutions and comprehensive project management to the global offshore energy industry." "We are pleased to have reached this agreement with Delmar. This transaction is in line with our strategy to divest capital-intensive businesses to allow us to focus our energy on transition and growth plans," commented Jan Erik Rugland, Moreld's CEO, the former owner of Vryhof. "Delmar is a great home for our

companies. The combination of the individual strengths and complementary offerings of the companies will be a key benefit to our mutual and new customers," explained Wolfgang Wandl, Vryhof's CEO. "Our dedicated professionals look forward to continuing the tradition of providing the very best service and quality that has led to our global success. Together we will pursue the same objectives and ambitions to foster a collective sense of pride in a successful Delmar Systems and Vryhof." (*Press Release*)

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## *DESIGN BUREAU "PETROBALT" HAS DEVELOPED A PROJECT FOR AN AUTONOMOUS MARINE COMPLEX FOR RESCUE SUPPORT*

During the XIII International Salon of Security Means "Integrated Security-2021" held from 12 to 16 May in Kubinka near Moscow, the project "Autonomous Maritime Rescue Complex" (AMK ASO) debuted. The complex was presented at the joint stand of LLC PKB "Petrobalt" and LLC "Arctic Marine Technologies", the design bureau told Sudostroenie.info.

*The purpose of the complex:* \*



icebreaking operations with ice thickness up to 1.5 m, rescue duty in the areas of navigation, fishing, offshore oil and gas fields; \* provision of technical support and assistance in areas dangerous for navigation, seafood production, maintenance of transport operations in ports; \* search and assistance to ships in distress; \* search, rescue, evacuation and temporary accommodation of people, providing them with medical assistance; \* removing emergency vessels from the shallows and reefs, pumping water from flooded compartments; \* towing damaged vessels and objects to the place of shelters, as well as performing sea towing of vessels, floating objects and structures in ice and on clean water; \* rendering assistance to ships and performing rescue operations in ice conditions and on clean water; \* assistance in extinguishing fires on floating and onshore facilities accessible from the sea; \* logistics and technical support, including the performance of underwater technical work; \* extinguishing fuel burning on water, liquidation of emergency spills of oil and oil products (OSR); \* survey and cleaning of the underwater part of the hull of ships, floating and coastal objects; \* survey of the seabed and

damaged objects. According to preliminary technical specifications, the length of the complex at design waterline is 143 m, width - 25 m, draft - 10 m, displacement - about 28 thousand tons, cruising range - 22 thousand miles, autonomy - 120 days. The crew consists of 30 people, special personnel - 100 people, the number of rescued people - 150 people. The complex has an ice class Icebreaker7. *(Source: Sudostroenie)*

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## EASTERN SHIPBUILDING GROUP ANNOUNCES KEEL AUTHENTICATION FOR UNITED STATES COAST GUARD OFFSHORE PATROL CUTTER CHASE (WMSM-916)

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Today, Eastern Shipbuilding Group, Inc. (ESG) hosted the keel authentication ceremony for the U.S. Coast Guard's future Offshore Patrol Cutter (OPC), **USCGC CHASE** (WMSM-916), at the Nelson Street facility. Admiral Karl Shultz, the 26th Commandant of the U.S. Coast Guard, and Chairwoman Lucille Roybal-Allard (CA-40), House Homeland Security

Appropriations Subcommittee Chair and ship sponsor, delivered remarks to mark the occasion along with ESG President Joey D'Isernia. "Here at Eastern we start each day with the recognition that we are building a new era of cutters for the young women and men of the United States Coast Guard who will sail in them on critical National Security missions for decades to come. From our thirteen hundred family members to your nearly 60,000 active duty, reserve, and civilian workforce... our pledge remains the same – these cutters will always get you home," said ESG President Joey D'Isernia. The ship's sponsor is Chairwoman Lucille Roybal-Allard (CA-40). As chairwoman of the House Homeland Security Appropriations Subcommittee, the congresswoman leads the effort to ensure homeland security personnel have the resources and guidance they need to keep the country safe and has a vital role in supporting the acquisition of the OPC program. The cutter honors previous namesake vessels including those named after Salmon Portland Chase, former chief justice of the U.S. Supreme Court, governor, and antislavery leader. "To the Coast Guard, our employees, and the community we call home, this is another milestone and moment of pride. We understand that you are depending on us to produce the absolute best workmanship and deliver a modern cutter that will stand-the-watch for up to 40 years. And much like Salmon Chase, we are up to the challenge," said D'Isernia. Joey D'Isernia was accompanied on the podium by Admiral Shultz and Cory Brooks, the expert welder charged with welding the sponsor's initials onto the ceremonial keel authentication plate. The keel authentication, also known as keel laying, represents the ceremonial start of a ship's life by commemorating the assembly of the initial modular construction units. Historically, to attest that the keel was properly laid and of excellent quality, the shipbuilder would carve their initials into the keel. This practice is commemorated by welding the ship's sponsor's initials into the keel authentication plate. Last month, ESG was awarded contract modifications to begin construction of hull three, future USCGC Cutter INGHAM, and to purchase long lead materials for hull four. The OPC is designed to conduct multiple missions in support of the nation's maritime security and border protection. The OPC will provide a capability bridge between the national security cutter, which

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patrols the open ocean in the most demanding maritime environments, and the fast response cutter, which serves closer to shore. The OPC design includes the capability of carrying an MH-60 or MH-65 helicopter and three operational Over The-Horizon small boats. The vessel is also equipped with a highly sophisticated combat system and C5ISR suite that will enhance capabilities to execute the service's missions. (*Press Release*)

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## *KEEL LAYING FOR 6,800HP ASD TUGBOAT*

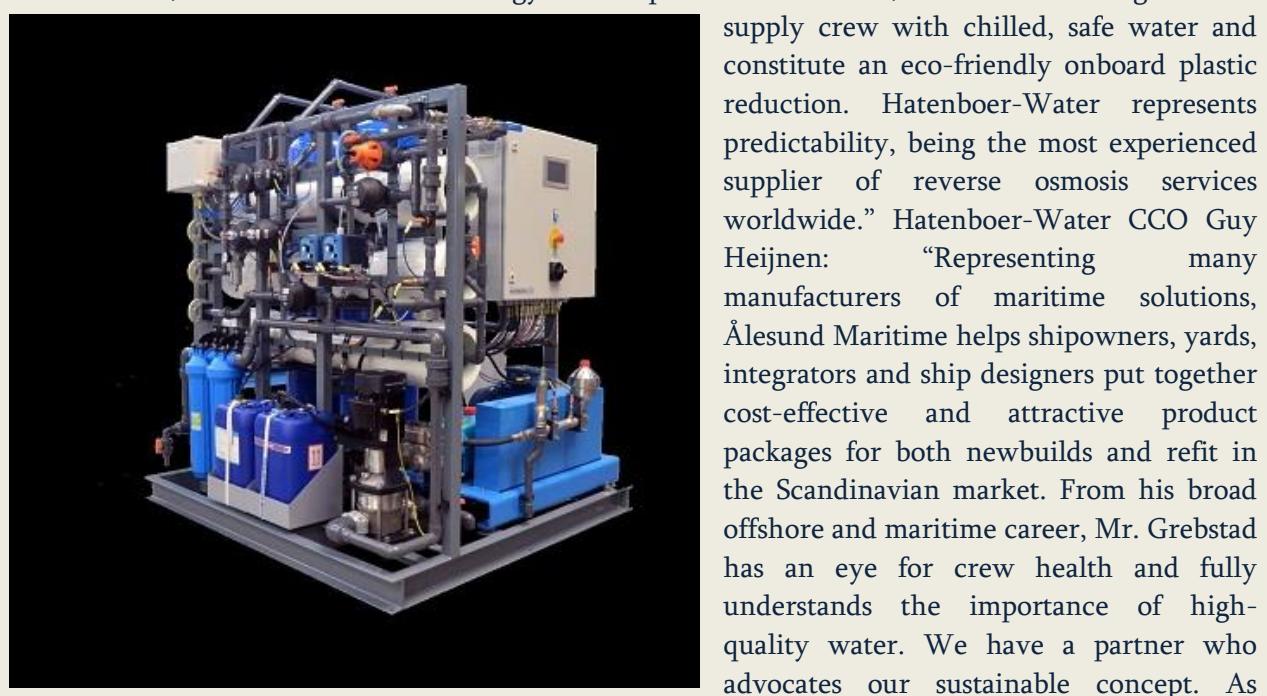
On 22nd May, 2021, at the Jiangsu Zhenjiang Shipyard a 6,800HP ASD Tugboat, which was built for Zhoushan Haitong Port, was keel laid successfully.  
(Source: *Jiangsu Zhenjiang Shipyard*)



## *HATENBOER-WATER AND ÅLESUND MARITIME START NORWAY/SCANDINAVIA PARTNERSHIP*

*Marked 12-month acceleration of Hatenboer's global representation with partners and offices in Brazil, Saudi Arabia, Turkey and USA.* Hatenboer-Water BV and Ålesund Maritime AS have concluded a partnership, offering the company a solid foothold in Norway and Scandinavia as a whole. The dealership agreement further strengthens the 115-year-old Dutch water production and treatment specialist's acceleration. In the past 12 months, Hatenboer-Water has extended its global network with four partnerships and one branch office on four continents. These five latest network extensions all dominantly feature the maritime and offshore industries. This is Hatenboer's historical stronghold in which it aims to be the industry reference, providing full-scope water treatment products and services, such as (drink)water makers, pressure sets, sampling services and training courses. Ålesund Maritime's Managing Director, Ole Andre Grebstad: "Hatenboer-Water fits well into our portfolio of true green products. Their reverse osmosis technology benefits the shipowner

with reliable, safe water with low energy consumption. Furthermore, their Bottle Filling Stations supply crew with chilled, safe water and constitute an eco-friendly onboard plastic reduction.



Hattenboer-Water represents predictability, being the most experienced supplier of reverse osmosis services worldwide.” Hattenboer-Water CCO Guy Heijnen: “Representing many manufacturers of maritime solutions, Ålesund Maritime helps shipowners, yards, integrators and ship designers put together cost-effective and attractive product packages for both newbuilds and refit in the Scandinavian market. From his broad offshore and maritime career, Mr. Grebstad has an eye for crew health and fully understands the importance of high-quality water. We have a partner who advocates our sustainable concept. As

Hattenboer-Water is serving a worldwide clientele and pursues a prompt response to any water related questions, we are convinced that Ålesund Maritime will adequately support our installed base in the Scandinavian region.” *Global network acceleration* Hattenboer-Water’s four other recent network extensions include (in chronological order): • The Al Estagamah Group has become Hattenboer’s official partners in the Kingdom of Saudi Arabia, acting as the stock point and distributor for the entire Hattenboer scope of products and spare parts, including the Hadex® chlorination range. The group’s extensive expertise in the offshore and maritime industries perfectly matches Hattenboer’s high standards. In addition, Al Estagamah is licensed to stock and supply both Hattenboer’s water treatment chemicals and the regular products within the Kingdom. This is an important factor, given the In-Kingdom Total Value Add (IKTVA) Program in Saudi Arabia. • Altomar has become the official partner for Hattenboer-Water in Brazil, also covering other countries in South America. Edward Verweij, Managing Director of Hattenboer-Water Americas: “Quite a few of our customers have ongoing operations in Brazil. Altomar is one of them, and were looking for further growth of their already successful offshore distributor business with A-brands only. This perfectly fitted our bill. Altomar and our new Houston office and warehouse together significantly increase our presence throughout the western hemisphere.” Altomar’s Sales Supervisor Rebeca Santanna: “Hattenboer-Water perfectly fits our ‘dream team brands’ checklist. Above all, we both sell solutions, not just products.” • Pe-Gu has become Hattenboer’s new partner in Turkey, tapping into the company’s strong relationships with Turkey’s major shipyards and its acknowledged record of timely and efficient sales and service support. Anas Edacherry, Managing Director of the Hattenboer-Water Middle East branch: “Pe-Gu is a proven player of marine equipment sales through the dealership of some very well-known brands. They have already secured three system orders in the initial months of our partnership. As they cover the water treatment process all the way from seawater intake to the final water distribution points. • Hattenboer-Water Americas. Through its Houston based own office and warehouse, the company is now able to support its installed base even better, with local spares and consumables available from stock. Americas Managing Director Edward Verweij said: “Proximity to our customers – anywhere – is of the utmost importance. We already have many installations in operation throughout the Western Hemisphere and we expect this new Americas office to contribute to further growth.” In conclusion, Willem Buijs, CEO Hattenboer-

Water emphasised: "Our campaign to extend our global representation, and geographical spread, doesn't end with these latest five extensions. This was an acceleration, not the finish. In an earlier stage, we set up offices in Singapore and Dubai. With these additions we take another step in getting closer to our clients and supplying water solutions to them more efficiently. (*Press Release*)

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## DAMEN MAASKANT REACHES MILESTONE IN REDERIJ LONG SHIPS TRAWLER CONSTRUCTION

Damen Maaskant Shipyards Stellendam has reached a major milestone in its construction of a 38-metre trawler for Belgium-based Rederij Long Ships. The hull has been launched into the water in Poland and has been transported to Stellendam for further outfitting. Speaking on the occasion of the **Z91 Franson**, Rederij Long Ships owner Eddie Cattoor thanked the personnel of the Gdansk yard for all their efforts throughout a hard winter. He said, "I expect a lot from



**Franson**. First and foremost to bring in food from the wide seas. Food that will supply a growing world population. She will also play an economically important role, contributing to the Flemish economy and employment in the ports and fish trade and especially in creating a livelihood for our Flemish fishermen. "They will experience job satisfaction in the **Franson**, which is a safe, efficient and ergonomic ship. A ship that meets all modern and contemporary requirements and that will be further completed with the best accommodation for the crew, who have to work hard for many days at sea." **Franson** is a new design, the BT3808. She features the maximum tonnage and length permitted by the Belgian Maritime Inspectorate. Maaskant have modified the vessel in order to realise a 12% increase in bollard pull during trawling. Rederij Long Ships was founded in 1934 by the current owner's grandfather. This latest addition to the company's fleet will replace the vessel **Z90 Francine**. It will be used to fish year round in the waters of the North Sea and the Skagerak and, in the summer, the Bay of Biscay. (*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:

- *Kotug International launches inland shipping division*
- *Sanmar to build five technologically advanced tugs to serve LNG Canada*
- *Med Marine delivers super ice class tier III tugboat Sulina 2 to A.F.D.J.*
- *Sanmar completes second of two unique custom-designed ice-breaking tugboats*
- *Damen awarded contract by Engage Marine for three ASD Tugs 3212*

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](mailto:jvds@towingline.com))*

- *Pair of RAMparts 2500 ASD Tugs for Sale (NEW)*
- *68tBP ASD Tug for Sale in Japan*
- *4000HP Ocean Tug from 2011*
- *High Ice Class ASD Tug for Sale in Ukraine*
- *DP2 PSV for sale in West Africa*

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

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