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

*Distribution twice a week 18,400+*

MIDWEEK – EDITION

## TUGS & TOWING NEWS

### *RIMORCHIATORI RIUNITI PANFIDO WELCOMED THE NEWLY PURCHASED TUG VORTEX*



The Rimorchiatori Riuniti Panfido company, concessionaire of the towing service in the ports of Venice and Chioggia, has just welcomed a new vehicle into the fleet. At SHIPPING ITALY the managing director Davide Calderan confirms the arrival just in the lagoon “of the tugboat **Vortex** purchased by the Norwegian company Ostensjo which,

according to the agreements signed on April 30th, was to deliver it here in Venice. It is a modern vehicle, built in 2010, 37 meters long, with 7,300 horsepower and 75 tons of fixed-point shooting capacity”. In the next few days the final formalities will be completed, he will be given his new name and he will be able to start operating in the port of Venice for Rimorchiatori Riuniti Panfido. Calderan then added: “With this further investment, our group's fleet has now reached 26 units. We are continuing our strengthening plan aimed at guaranteeing the port of Venice an increasingly effective and competitive towing service, also in relation to the particularity of the lagoon and the modern size of the users' fleets. The **Vortex** is intended to serve in Venice to reinforce the fleet of 13 tugs currently under concession, by virtue of the mandatory ordinances existing especially for cruise ships, which require high-powered tugs”. The number one of RR Panfido then recalled that his company is also awaiting “the end of the construction of the SBBT vehicle, consisting of 2 units: Power Unit and Cargo Unit. The Power Unit will be a dual-fuel tugboat with powers and sizes similar to those of the newcomer and the **Edda C** and **Elma C** (7,300 horsepower). This will make Venice one of the first Italian ports to have a tugboat in port operating on clean energy”. The new tug plus barge for supplying LNG to ships is currently under construction at the Rosetti Marino shipyard in Ravenna. "The completion should take place by the end of the year and the entry into service will be in the first two months of 2022" specified Calderan. *(Source: Shipping Italy)*

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## THE TOWING COMPETITION IN MARINA DI CARRARA IS COMING IN SEPTEMBER

The publication of the tender notice for the renewal of the towing service in the port of Carrara is scheduled for September 19th. This can be learned from a notice published by the local Harbor Master's Office which kicks off the investigation to limit the number of service providers to a single operator. In the document, the CP



explains that it had already requested in this regard, last December, the agreement of the AdSP of the Western Ligurian Sea and of the trade associations "without any observations on the matter having been received". The investigation for the limitation of the towing service to a single operator, necessary on the basis of EU Regulation 352/2017, represents the first step in the process for the new assignment under concession of the port towing activities that are expiring, a procedure that was caused by the Spring 2020 Relaunch Decree and then restarted earlier this year. To date, the ports in which the process has started are that of Livorno and that of Savona-Vado . In Marina di Carrara, the service is currently the prerogative of Fratelli Neri, which carries out it as a concessionaire also in Livorno and Piombino. (Source: *Shipping Italy*)

## SANMAR DELIVERS ITS FIRST TIER LLL TUGBOAT TO NORWEGIAN OPERATOR

Sanmar has delivered its first Tier III tugboat to Buksér og Berging AS, the first of two environmentally-friendly tugs ordered by the Norwegian operator. Built at Sanmar's purpose-built state of the art shipyard at Altinova in Turkey, the powerful, yet low emission tugboat has been named **Bamse** by its new owners. Based on the TRAKtor 3000-Z design from Canadian naval architects Robert Allan Ltd, the 30.45m LOA **Bamse** has a moulded beam of 12.8m and navigational

draft of 6.35m. It was delivered at the end of May and will carry out escort duties from Brevik, in



Norway. It is powered by two 2,200kW high speed engines driving CP propellers in an IMO Tier III emissions compliant installation. The state-of-the-art and technologically-advanced design was developed by Robert Allan Ltd, Buksér og Berging and Sanmar Shipyards working closely together throughout every stage of the project. The design features a new hull form and accordingly significant design verification was performed

using Computational Fluid Dynamics (CFD). Analyses included verification of ahead speed, astern speed, bollard pull, escort performance, and directional stability in order to help ensure the vessel will perform to the owner's requirements. The result is a vessel that perfectly matches the owner's performance, stability and seakeeping expectations. **Bamse** is the 6th tug delivered to Buksér og Berging by the busy Turkish builder and operator. In 2014 and 2015 Sanmar delivered five new-build tugs to the Norwegian operator, including **Borgoy** and **Bokn**, the world's first two purely LNG-fuelled tugboats. It was Sanmar's ability to offer ultra-modern, technologically-advanced and eco-friendly tugboats based on radical new CFD-tested designs, that led Buksér og Berging to once again choose the Turkish shipyard for its latest fleet upgrade. **Bamse** has an impressive bollard pull of 75 tonnes and is capable of generating a steering force in excess of 80 tonnes. It can achieve a speed ahead of 13 knots and has a fuel oil capacity of 126m<sup>3</sup>. As the tug will operate skeep/stern first for the vast majority of time, visibility over the stern has been optimized and the stern of the hull is ice strengthened for operations in light ice conditions. Accommodation is designed for a crew of up to seven with Master and Chief Engineer cabins located on the main deck and a single and two double crew cabins below. Ali Gurun, Vice President of Sanmar, said: "The TRAKtor 3000-Z tugs prove that minimising environmental impact does not have to come at the price of reducing power or performance. Here at Sanmar we are proud to be at the forefront of the drive to develop increasingly environmentally-friendly tugboats through technological advance and innovation." (*Press Release*)

*(Imo advertisement)*

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## HECTIC MONTH CULMINATES IN THREE CHINESE TUG DELIVERIES

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Jiangsu Zhenjiang Shipyard has been a hive of construction activity, delivering three harbour tugs in as many days at the end of May as domestic owners modernise their fleets. This culminated in the delivery of the first of two azimuth stern drive (ASD) tugs the Jiangsu Province shipyard is building for Tianjin South Port Co. **Nan Gang Tuo 9** has two



main engines with 1,912 kW of power and a top speed of 13.4 knots. This 38-m tug has bollard pull ahead of 63.2 tonnes, astern bollard pull of 57.5 tonnes, beam of 10.6 m and fire-fighting equipment to FiFi1 class. Jiangsu Zhenjiang Shipyard, which celebrated its 70th anniversary in May, was on a roll as it delivered two other ASD tugboats at the end of May. Ningbo Yonggang Tugboat Co added to its fleet with **Yong Gang Tuo 32** and **Yong Gang Tuo 33** on 29 May. These 39-m tugs have a beam of 10.6 m and speed of 13.2 knots. They each have power of 3,680 kW delivering bollard pull ahead of 64 tonnes and astern of 57.4 tonnes. Both Yong Gang Tuo tugs are fitted with four 85 m<sup>3</sup> tanks for transporting external water and have enough fuel to sail 1,200 nautical miles. Key milestones were passed during the latter half of May on other newbuilding projects, setting the stage for a busy Q3 and Q4 2021 of deliveries. At the end of May, Zhenjiang Shipyard laid the keel of two 3,730-kW ASD tugs, to be named **Zhougang Tou-39** and **Zhougang Tou-40**, for Zhoushan Haitong Port. After that, the shipyard launched 2,942-kW ASD tugboat **Yechang Tuo 9**, using its crane facilities, for Yangjiang Port Yechang Tugboat Co. Three days before, the shipyard started cutting steel on a new ASD tug for Zhenjiang Port Co. That followed steel cutting for an ASD tug on 17 May and keel laying of another on 22 May. On 14 May, Zhenjiang Shipyard launched ASD tugboat, **SuGangTuo 1**, with 3,234 kW of power and FiFi1 equipment for Jiangsu Sugang Shipping Engineering Co. On 7 May it laid the keel for an ASD tug with 3,880 kW of power and a FiFi system. In contrast to May's wave of newbuilding activity, Jiangsu Zhenjiang Shipyard had few construction milestones during Q1 2021 and April in what appeared to be a slow return to productivity after the Chinese New Year.

*(Source: Riviera by Martyn Wingrove)*

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## FOUR TUG NEWBUILDINGS ORDERED FOR BRAZILIAN TOWAGE

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Rio Maguari Shipyard won the contract to build four harbour tugs to a Robert Allan design for Svitzer to enhance its towage services in Brazil. It will build these azimuth stern drive (ASD) tugs to a RAmports 2300 series design with a bollard pull of up to 70 tonnes. Svitzer Brazil managing director Daniel Reedtz Cohen said these tugs will be important additions to the existing fleet and a vital element in the company's growth ambitions. "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," said Mr Cohen. "We are now taking this important step of expanding our fleet with four newbuild tugs from Rio Maguari. They will be vital to our ability to cater to our customers' needs for broad geographical coverage and to provide safe, reliable and

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efficient towage solutions.” Svitzer entered Brazil in 2015. It operates 14 ASD tugs to service shipping



requirements in the ports of Santos, Vitoria, Rio Grande, Sao Francisco do Sul and Paranagua. This contract with Rio Maguari is the fourth time Svitzer has ordered newbuild tugs from Brazil. Rio Maguari Shipyard commercial director Fabio Vasconcellos said these tugs are scheduled for delivery from October 2022 to April 2023. “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,” said Mr Vasconcellos. “With this contract awarded by an operator with such a significant role in the tug industry, Rio Maguari becomes an important option to be considered by tug operators in Brazil and around the world for future newbuildings.” This order comes as Svitzer strengthened its position in another South America nation in Q2 2021. It changed its company name in Argentina from Madero Amarres to Svitzer Argentina after securing a four-year contract to support Oiltanking. Svitzer serviced two mono-buoys, Punta Ancla and Punta Cigüena, in Puerto Rosales for Oiltanking’s terminal for crude oil movements. This Ebytem terminal has two single-point moorings for crude oil tankers at a depth of around 18 m. Svitzer has been operating in Argentina since 2016 with nine vessels in four ports – Buenos Aires, Bahia Blanca, Rosario and Necochea. *(Source: Riviera by Martyn Wingrove)*

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### ENGINE ROOM LULLABY (48) - DEUTZ VM 145 OP DE JACOBA

Since 2011, Jack and Elise van Bekhoven have been living on the tugboat **Jacoba** with Woudrichem as berth. The **Jacoba** was built as the steam tugboat **Leiden** in 1918 by Piet Smit Jr. in Rotterdam and since 1954 there has been a Deutz VM 145 of 100 hp from 1923 in the engine room. How is sailing with such a two-cylinder engine? “A little stomping, but relaxed,” says Jack. “It's a beautiful sound when you're in here. You can do that all day long. A fast turner, that makes you a bit nervous. It is also very nice that people are dancing on the side to the sound of the engine.” How does Elise find the Deutz? 'Awesome. There are tears in my eyes every now and then when I watch it start.” Watch the video [HERE](#) *(Source: Heere Heeresma Jr.; Photo: H. Platje)* **History:** As **Leiden** built by NV Machinefabriek & Scheepswerf van P. Smit Jr" - Rotterdam; Netherlands under yard number 293 and delivered to Nederlandsche Stoomsleepdienst v/h van P. Smit Jr – Rotterdam. In 1950 transferred to

Vereenigde Onafhankelijke Sleepdienst – Rotterdam and renamed **Volharding 4**. In 1953 sold to B. Kamphuizen – Amsterdam and renamed **Henny**. In 1954: re-engined with a 4t 2cyl Deutz diesel of 99kW (120 bhp). In 1960 sold to J. Hofstra - Amsterdam and renamed **Indias**. In sold to D. Draaijer at Ijmuiden and renamed **Bik & Arnold**. In 1973 sold to BV Maatschappij tot Goederenvervoer Gebr. Los - Beverwijk and re-renamed **Indias**. In 1978 sold to Auto- en Boottransport Los BV – Beverwijk. In 1988 sold to M.A.C. Korstanje – Koedijk. In 1988 sold to P. Witteveen – Vlissingen and renamed **Tugela**. In 1997 G. Zomer – Vlissingen and renamed Phoenix. In 2001 sold to Rob J.N. de Haan – Koudekerke and finally in 2011 sold to J.J.J. Bekhoven & E.A.M. de Ridder - Lage Zwaluwe and renamed **Jacoba**. She has a length of 17.43 mtrs a beam of 4.37 mtrs and a depth of 1.90 mtrs.



## *ROSMORPORT'S ICEBREAKER VICTOR CHERNOMYRDIN TO TAKE PART IN ARCOP EXPEDITION*



Rosmorport and Arctic Marine Solutions signed an agreement at SPIEF 2021. FSUE Rosmorport and Arctic Marine Solutions (AMS) have signed an agreement at the 15th Saint-Petersburg International Economic Forum (SPIEF 2021). According to Rosmorport's media release, the document was signed by Aleksandr Smirnov, General Director of FSUE Rosmorport, and Henrik

Åke Rohlén, Managing Director of AMS. The ceremony was held in the presence of RF Transport Minister Vitaly Savelyev and Rosmorrechflot head Andrey Lavrishchev. Under the Agreement, Rosmorport's vessel Victor Chernomyrdin, the world's largest and the most powerful diesel-electric icebreaker, will provide assistance in the framework of the international scientific ocean drilling expedition to explore the Arctic Ocean in 2022. ArcOP will conduct scientific operations in challenging ice and weather conditions of the high latitude area of the Arctic, at the Lomonosov Ridge. The fleet consists of drillship Dina Polaris and two icebreakers, **Victor Chernomyrdin** and **Oden**, intended to support drilling in the area permanently covered with ice. The expedition will apply the best practice in polar operations and highlight the importance of a collaborative approach to maritime safety. "Participation of Russia's icebreaking fleet in the international scientific and research activities in the Arctic will let the Russian Federation strengthen its position as the leading Arctic power", says Rosmorport. The diesel-electric linear icebreaker of 25 MW on screws has a total capacity of 34,800 kW. It is intended for ensuring uninterrupted operation of ships in the Gulf of

Finland, including assistance to large tankers and dry bulk cargo carriers. The icebreaker can also operate in the Arctic and the Antarctic. The **Viktor Chernomyrdin** has an Icebreaker8 ice class and it can move at a speed of up to 17.8 knots in open water, pass ice up to 2 meters thick at a continuous running at a speed of 2 knots. Besides, the icebreaker can perform operations in ice up to 3 meters. The **Viktor Chernomyrdin** is one of the most powerful diesel-electric icebreakers in the world. The ship of 22,300 tonnes in displacement can sail with a speed of about 17 knots in clear water and break through ice of up to 3 meters thick with a 20-centimetre snow cover at 2 knots in both ahead and astern directions. The icebreaker features high maneuverability. The vessel is also fitted with an air-bubbling system that reduces friction between the hull and ice. The ship's crew – 38. Endurance (fuel) - 60 days. The vessel is intended for icebreaking assistance and towing of ships. With its special premises and laboratories for scientific equipment as well as ability to accommodate 90 special personnel it can service scientific expeditions in the Arctic and Antarctic. The icebreaker can also serve as a fire-fighting vessel. This is a modern, high-tech and maneuverable vessel. The icebreaker has the highest automation class and can be controlled from the bridge by just one person. The multifunctional icebreaker has two helipads. It is able to not only provide icebreaker assistance but also participate in scientific expeditions, transport containers and dangerous goods. ArcOP – A novel scientific ocean drilling expedition to explore Arctic Ocean paleoceanography and climate. The European Consortium for Ocean Research Drilling (ECORD), the Swedish Polar Research Secretariat (SPRS) and Arctic Marine Solutions (AMS) will jointly conduct an expedition of the International Ocean Discovery Program (IODP), focused on the Arctic Ocean - a key location in global climate change. *(Source: PortNews)*

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## *WORLD'S FIRST HYDROGEN-FUELLED TUG LAUNCHED*

The world's first hydrogen-fuelled tug was launched at the end of May, beginning a new era of green inland towage. Hermann Barthel's shipyard in central Germany launched €13M (US15.9M) **Elektra** to provide zero-emissions towage as part of its lighthouse project to produce a hydrogen-fuelled inland tugboat to operate from Berlin Westhafen. So



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far, **Elektra**'s hull is finished, the elevating wheelhouse is in place and the fuel cells are on deck. The control room has been set up and the battery room is equipped with 250 modules weighing more than 20 tonnes. **Elektra** is being further equipped and fitted out at the quay of the shipyard ready to commence operations in Q3 2021. Construction work continues in the wheelhouse and the control station is also being installed. The hydrogen tank system to supply the fuel cells will be commissioned in July. Meet the latest emissions regulations with our latest generator. After construction and commissioning is completed, **Elektra** will be inspected by the Waterways and Shipping Administration, then transferred to its home port of Berlin Westhafen at the end of August. The final ship's certificate or the joint certificate can be issued, and the testing can begin. **Elektra** will undertake voyages around Berlin's waterways in different pushed train configurations. The biggest challenge in the construction process was cabling the electrical components, power generators and monitoring and control technology. Almost 2 km of data and power cables were laid across the entire vessel. This project has a total expenditure of €13M, of which €8M (US\$9.8M) was funded by Germany's Federal Ministry of Transport and Digital Infrastructure. It was co-ordinated by Project Management Jülich and the National Organization for Hydrogen and Fuel Cell Technology. *(Source: Riviera by Martyn Wingrove)*

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### SVITZER ORDERS FOUR NEW TUGS FOR ASIAN LNG PROJECT

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Svitzer is investing in four new tugs in southeast Asia after winning a long-term contract to support a new LNG import terminal. The escort tugs will support gas carriers using First Gen Corp's floating storage and regasification unit (FSRU), which will import LNG into Batangas City from Q3 2022, providing a new source of gas into the Luzon grid to supplement gas from the offshore Malampaya field, where production is expected

to fall in the coming years. First Gen has contracted BW Gas to supply the FSRU on a five-year lease. First Gen said Svitzer will undertake the 10-year contract using a new fleet of four tugs, each with bollard pull of around 75 tonnes. These tugs will berth and undock LNG carriers, provide navigation assistance and pilot transfer. Fire-fighting, pollution control, port and vessel security services and fender management will also be provided by the new tugs. There are no details of where Svitzer has ordered these tugs from, but several shipyards in southeast Asia are capable of building these types of vessels. "FGEN LNG is developing the project to accelerate its ability to introduce LNG to the Philippines as early as Q3 2022," said First Gen, "to serve the natural gas requirements of existing and future gas-fired power plants of third parties and FGEN LNG affiliates." First Gen plans to build more gas-fired power plants in the Philippines in the long term. It plans to spend US\$530M this year, with US\$120M going to its offshore LNG terminal. In May, First Gen secured US\$308M in finance to pay back existing debt and fund its capital expenditure. *(Source: Riviera by Martyn Wingrove; archive picture)*

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## TPO "KRONSTADT" SUPPLIED PUMPING EQUIPMENT FOR THE TUGBOAT "KAPITAN SERGEEV" TO YAROSLAVL SHIPYARD

The Yaroslavl Shipyard has received pumping equipment from TPO Kronshtadt LLC as part of the construction of the **Kapitan Sergeev** sea tug, the supplier's press service reports. This is another supply of equipment in the course of cooperation between the Kronshtadt company and the Yaroslavl Shipyard for Project 23470 vessels. Earlier, for tugs of this series, ballast-bilge pumps, pumps for the domestic fresh water system, for waste water, pumps for the fire



extinguishing and cooling system of condensers of refrigeration units, power plant seawater and pumps for the main power plant were supplied. Additionally, chain stoppers for anchor devices, pneumatic braided fenders and external fire extinguishing systems using foam (designed to work both in automatic and manual mode), equipped with an electronic control system and control over all processes during operation, were supplied. *Sea tug of project 23470* Project developer - Central Design Bureau "Balt sudoproekt" Overall length - 69.75 m; Maximum width - 15 m; Maximum draft - 5.2 m; Displacement - approx. 3200 t; Deadweight - approx. 700 t; Carrying capacity - 200 t; Autonomy for provisions stocks - approx. 30 days; Cruising range (at a speed of 14 knots) - 3000 miles; Mooring rods - approx. 80 t (Source: Sudostroenie)

## ACCIDENTS – SALVAGE NEWS

### SALVORS PREPPING TO RAISE SEACOR POWER IN GULF OF MEXICO

A salvage team is continuing preparations to raise the sunken **Seacor Power** lift boat in the Gulf of Mexico. Crews last month completed the removal of approximately 20,363 gallons of diesel fuel from the SEACOR Power using the hot tapping method, which involved drilling into the fuel tanks, making a hose connection, and transferring the fuel to portable tanks. Remaining on board is approximately 4,500 gallons of hydraulic fluid in tanks that are inaccessible but not comprised, so

therefore it will remain on board until after the vessel is raised. The Coast Guard reported Friday that



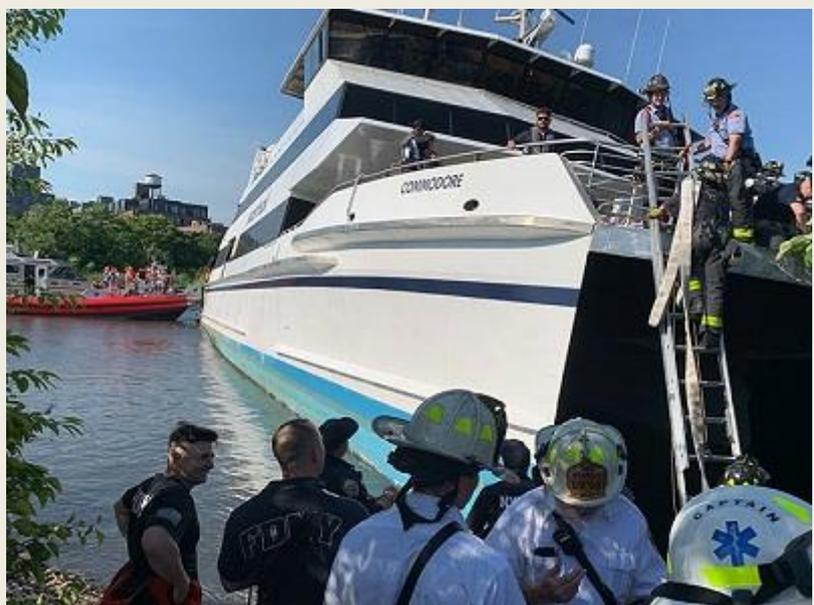
The Coast Guard reported Friday that a salvage crane was working to remove debris from the site while divers were prepping lift boat to be raised. The **SEACOR Power** capsized during a severe squall shortly after departing Port Fourchon, Louisiana on April 13 with 19 people on board. Six crew members were recovered safely following the accident. Seven people currently remain missing. The accident remains under investigation by

the National Transportation Safety Board (NTSB) and Coast Guard, however a preliminary report published in May by the NTSB revealed the **SEACOR Power's** crew decided to lower the vessel's legs to the seafloor 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. The lift boat is owned and operated Houston-based SEACOR Marine and was chartered to Talos Energy at the time of the accident. The **SEACOR Eagle**, another SEACOR Marine-operated lift boat, is being utilized for the salvage operation. There remains a Coast Guard safety zone covering a one nautical mile radius around the incident site in effect until June 15. A timeline for the refloating operation has not been provided.

*(Source: gCaptain)*

## SEASTREAK FERRY RUNS AGROUND IN BROOKLYN

The largest ferry in the Seastreak fleet, the 150-foot **Commodore** ran aground in Bushwick Inlet, in Brooklyn, New York, Saturday evening. Coast Guard, New York City Fire Department (FDNY), and New York City Police Department (NYPD) crews responded after watchstanders at Coast Guard Sector New York command center received a report at approximately 4:17 p.m. that the vessel had run aground and was taking on water in Bushwick Inlet in Brooklyn, New York, at approximately 4:17 p.m.



There were 107 passengers and seven crew members on board. Three boat crews from Coast Guard Station New York were launched and began rescue efforts with FDNY and NYPD crews. NYPD and FDNY safely evacuated all passengers and crew-members from the ferry, and Coast Guard Station New York members went aboard with FDNY members to conduct dewatering operations. "The team effort between the Coast Guard and our local first responders including FDNY and NYPD harbor units allowed for the safe evacuation of all passengers," said Capt. Zeita Merchant, commander of

Coast Guard Sector New York. “The Coast Guard will now work with Seastreak on the investigation and inspection of the vessel to prevent similar incidents from occurring in the future.” NYFD said that units from multiple agencies arrived in under four minutes. “We already had fire and police vessels in the water due to a jet ski incident.” the department said in an Instagram post. “It was a well-coordinated operation.” The passengers that were removed were taken to the nearby Navy Yard by multiple Fire Department Marine units and multiple NYPD Harbor launches.” According to FDNY, there were no injuries except for one member of the crew who was taken to hospital with non-life-threatening injuries. *Seastreak subsequently issued the following statement:* “Just after 4pm on Saturday, June 5th, while traveling along the East River to E. 35th St. in Manhattan from Highlands, N.J., the Commodore experienced an issue that caused the vessel to lose engine power and steering. The vessel drifted into Bushwick Inlet on the Brooklyn side of the East River and came to rest along the shore. The captain and crew were able to alert the passengers several times to be seated and hold on prior to the vessel going aground. With the assistance of the Coast Guard and the NYFD, the crew of the Commodore safely evacuated all 107 passengers on board and no injuries to passengers were reported. One crew member was taken for observation – not for injury from the grounding, but from what we believe may have been heat exhaustion. “We are appreciative of the prompt responses of both the USCG and the FDNY, who were calm and professional in assisting with an orderly disembarkation of our passengers to the shore. The safety of our passengers is our top priority and we are cooperating with the USCG to conduct an investigation as to what caused the mechanical or electrical failure. “While the hull of the Commodore did sustain some damage that allowed water to enter the port hull, temporary patches have been applied and pumps were used to pump out the water. The vessel is now floating freely and will be towed to a shipyard later today for repairs. We are sorry that this happened, and that our passengers had to go through this ordeal. All passengers will receive a full refund for their travel yesterday and will be provided complimentary tickets for future trips this season. If you were on the Commodore yesterday and have not yet received an email from Seastreak please contact us at [contact@seastreak.com](mailto:contact@seastreak.com) or 1-800-BOAT-RIDE.

(Source: MarineLog)

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## USCG NEEDS TO CHANGE RESPONSE PROVIDER VETTING

Issues with SMFF responder verification means there are gaps in actual capabilities, leading to inadequate response and increased pollution. The Oil Pollution Act of 1990 (OPA-90) was written to address response gaps realised after the 1989 Exxon Valdez oil spill in Alaska. The Act’s intent was to create a regulatory framework to prevent, respond to, and pay for oil spills in US waters. An immediate result was the formation of oil spill response organisations (OSROs), which provide shipowners and operators with response capabilities in all US captain-of-the-port zones. “The US is a global leader in spill response and preparedness with OSROs having significant caches of equipment, dedicated vessels on standby and large response teams spread across the nation,” says Resolve Marine

compliance services general manager Todd Duke. “A large part of this success is due to the US Coast



Guard (USCG)’s National Strike Force Co-ordination centre completing annual preparedness assessment verifications to ensure OSROs follow OPA-90 regulations.” In 2008 and 2013, the USCG completed Salvage and Marine Firefighting (SMFF) regulations under the OPA-90 umbrella for tank and non-tank vessels operating in

US waters. These regulations require shipowners and operators to identify resource partners that meet the 15 salvage and four marine fire-fighting response criteria in all captain-of-the-port zones. “Initially, there were hundreds of companies claiming to have salvage and marine fire-fighting capabilities and many were later exposed as shell companies without an office or equipment in the US,” says Mr Duke. “Soon after the passage of the final rule in 2008 only five companies remained capable of meeting the 19 SMFF criteria.” Today, due to commercial pressures, three companies remain with 99% of the SMFF market. *High efficiency marine cooling* As the USCG began drafting SMFF regulations, environmentally concerned industry participants hoped the USCG would require SMFF responders to achieve the same standard of readiness as OSROs. “It was expected that appropriate vetting of equipment and personnel would be carried out on a regular basis, to ensure effective response when a casualty occurred,” says Mr Duke. “Instead, the USCG put the responsibility for SMFF responder verification on the vessel response plan holder.” Mr Duke asks, is appropriate vetting taking place and are the spirit of the regulations being met? Are the SMFF providers continually investing in their personnel and equipment to meet the USCG regulation’s planning standards? “In general, vessel response plan holders are not conducting onsite verifications and are instead relying on SMFF provider capability claims,” he explains. “The result is an undetected gap in actual capability, leading to inadequate response, increased pollution, and a resultant drain on the Oil Spill Liability Trust Fund.” In the absence of proper vetting, some SMFF response providers are reaping the benefits of being a listed responder without carrying any overhead in the form of US-based response teams and assets. “The low overhead strategy allows some providers to waive retainer fees in the hopes of attracting market share,” says Mr Duke. “The more market share, the higher the probability of securing a lucrative response operation. Salvors should be involved in preventing incidents through quick response and early intervention, as opposed to being monetarily incentivised to see that they happen.” In contrast to the low-overhead, high-volume approach is the strategy of quality response, where response equipment is owned, maintained, tested regularly and response personnel are trained through regular exercises and actual responses. “Inadequate oversight and accountability frees vessel response plan holders to seek the least expensive SMFF provider option,” says Mr Duke, “and is driving the SMFF market towards minimal investment in capabilities in order to sell services at minimum cost.” He says a new verification mechanism is required to ensure SMFF responders can meet the USCG SMFF regulation response times. Otherwise, “the inevitable result is declining nationwide SMFF response capability and an increased probability of SMFF incidents and environmental damage” says Mr Duke. “Is there a better way to ensure the SMFF response industry avoids this downward spiral?” he asks. The two options that have succeeded in other maritime applications are requiring USCG on-site verification (the OSRO model) and using USCG-certified

third parties to conduct verifications (the Subchapter M model). “So far, the USCG has resisted the first option, although the second option of relying on third-party vetting certainly has its advantages,” says Mr Duke. One certainty is if the USCG begins identifying gaps in coverage, response companies will find themselves filling those gaps with additional equipment and personnel. “The nationwide SMFF response capability will increase, the waters around the US will be safer and the remaining SMFF providers will be better off in the end,” he says. “All these improvements will benefit the US maritime industry and Americans who value a clean environment and safe marine transportation system.” *(Source: Riviera by Martyn Wingrove)*

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### *X-PRESS PEARL INCIDENT: STATEMENT BY KITACK LIM, SECRETARY-GENERAL, IMO*

On 7 June, IMO Secretary-General Kitack Lim issued the following statement: “I express my deep concern to all impacted by the incident involving the container vessel **X-Press Pearl**, which caught fire whilst at anchor near Colombo, Sri Lanka in May. “I wholeheartedly appreciate the efforts of the Sri Lankan and Indian authorities, for their successful rescue of the crew, bringing them to safety. I also thank the salvors for their



efforts. “We are closely monitoring the situation as it evolves, including reports of chemical pollution, debris coming ashore in the form of plastic pellets, and the potential for oil pollution. “I commend the Sri Lankan and Indian authorities, including the Department of Fisheries, the Marine Environment Protection Authority, the Navy, and the Coast Guard, who are responding to the incident at sea and onshore. “IMO is liaising with its UN partners (UNEP and OCHA) and with the South Asia Co-operative Environment Programme (SACEP), the regional organisation for South Asia, with regards to possible assistance. IMO is also in communication with the Sri Lankan Ministry of Environment (MEPA) for any specific technical assistance that IMO may provide. “I look forward to receiving the investigation report into this incident in due course.” *(Source: Ports & Ships)*

## SALVORS RECOVER "BLACK BOX" FROM SUNKEN CONTAINER SHIP X-PRESS PEARL



The Sri Lankan Navy has recovered the voyage data recorder (VDR) from the wreck of the container ship **X-Press Pearl**, which partially sank last week after a devastating cargo fire off the coast of Colombo. The **X-Press Pearl** was anchored before and during the fire, and her crew was evacuated from the ship May 25. Little (if any) navigation has

occurred on her bridge since, and the VDR may not have recorded substantial new information about recent events aboard the ship; however, it provides an additional resource for Sri Lankan officials as they begin an investigation into the fire. Sri Lankan Navy divers attempted to access the vessel last week, but low visibility and rough surface conditions hampered the effort. They returned Sunday and conducted a more thorough examination of the hull, and they reported no signs of oil pollution. The vessel had about 300 tonnes of fuel aboard when she arrived in the anchorage off Colombo; some reports have suggested it is possible that a portion of the fuel may have burned off in the fire. As is common after a large-scale container spill, plastic pellets (nurdles) from a cargo of raw plastic are washing up on nearby beaches in drifts. Operator X-Press Feeders has agreed to contribute to the cost of cleanup to remove the waste. To date, no oil pollution has been reported on the surface or on shore. The company's CEO, Shmuel Yoskovitz, has apologized for the disaster. "I'd like to express my deep regrets and apologies to the Sri Lankan people for the harm this incident has caused to the livelihood and to the environment of Sri Lanka," Yoskovitz told Singaporean outlet CNA. The cause of the fire is still under investigation, but suspicion centers on a leaking cargo of nitric acid. The crew had attempted to offload the damaged cargo for re-packing (rework) at two prior ports but was denied permission, according to X-Press Feeders and the Sri Lankan Ports Authority. At the time of the fire, **X-Press Pearl** was waiting out a period of rough weather at anchor, with plans to berth in Colombo to deal with the leaking acid. *(Source: Marex)*

## RESCUE CREWS SAVE HISTORIC TALL SHIP FROM SINKING OFF KIEL

On Friday morning, a lifesaving crew from the German Sea Rescue Society (DGzRS) worked with German police to save a historic sailing vessel from sinking in Eckernförde Bay, located on Germany's Baltic coast north of Kiel. At about 0925, the master of the workboat **Nok 1** contacted the Bremen branch of the DGzRS over Channel 16 and reported an emergency. The **Nok 1** had the traditional sailing vessel **Carmelan** in tow, and the vessel's bow was sinking noticeably deeper into the water. After investigation, the workboat reported that the **Carmelan** was taking on water and threatening to sink. At the time of the call, the tug and tow were about four nautical miles northwest of Kiel lighthouse. The DGzRS dispatchers alerted assets from two nearby stations, including the larger rescue vessel **Fritz Knack**. The German Federal Police vessel **Bayreuth** was first on scene, followed by **Fritz Knack**. "When we got to the distressed ship at around 0950, the ship was already two-thirds full of water. It would not have been much more and it would have sunk," said

DGzRS responder Henry Hildebrandt. Luckily, conditions were calm, and they were able to come alongside quickly and deploy emergency bilge pumps. With a total of five pumps on board, they managed to bring the flooding under control. With the pumps running and first responders providing an escort, the **Carmelan** was towed safely into a shipyard in Kiel-Friedrichsort for repairs. **Carmelan** is a 1927-built motor-sailing fishing vessel with a gaff ketch rig.



She had a 50-year career in fishing in the North Sea, extending long after the Age of Sail had ended. After a refit in the 1970s-80s, she re-entered service as an educational vessel. (Source: Marex)

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### THE “RIVER THAMES” SHIP EMBARKS IN FORMENTERA



Salvamento Marítimo reports that the ship “**River Thames**” (IMO 8601563) has run aground on a sandbar south of Formentera. Inspectors attending the incident indicate that there is no fault or flooded compartments, for the moment. The shipowner has committed to submitting a refloating plan to the Ibiza Harbor Master's Office and has hired a tugboat. The aforementioned ship, flagged in Vanuatu and with nine crew members on board, is

stranded on Migjorn beach, although in the initial communication with the Maritime Captainty, the captain reported that it had anchored. In its warehouses it transports a shipment of wood pulp and clay. (Source: Puente de Mando)

## PROGRESS ON US AND ASIAN SALVAGE PROJECTS

Salvors pass milestones on **Golden Ray** and **Seacor Power**, tow a stricken VLCC in Singapore and save Indian offshore workers. In the US, salvage crews on the **Golden Ray** wreck removal project have restarted cutting and removing section three after tackling a fire on board and removing oil from the shore. Crews are cutting through the wreck in St. Simons



Sound, Georgia, and preparing to lift it on to a drydock barge for stowage and transport. A cutting chain is slicing through the hull of the wrecked car carrier along a pre-cut groove between section three and section four. Teams will continue to monitor and evaluate the cutting process. Inspection and maintenance checks of the cutting apparatus and cutting chain were completed prior to this operation. Assessments of the wreck's topside and lifting lugs will continue throughout the wreck removal process. Cutting operations were hampered in May by a fire on the wreck. Work was postponed as fire-fighting teams controlled and extinguished the fire on 14 May. At least three tugs used fire monitors to help douse the fire and cool the structure. Infrared cameras were used to assess the cooling and fire suppression operations around the wreck. Response engineers started assessing the wreck and removal equipment on 16 May and heavy-lift unit **VB-10000** was unhooked from section three. It was moved away from Golden Ray to allow for damage assessments. Cutting operations restarted on 27 May. Once section three is separated, a drydock barge with a custom-fabricated cradle will be towed to the wreck site to receive the section. Environmental teams identified and cleaned up oil pollution along the shorelines of St. Simons Island and Jekyll Island and in marsh grass adjacent to St. Simons Sound while on-water response teams maintained a 24-hour watch around the **Golden Ray**. They have deployed equipment and personnel to mitigate any oil discharges, sheens and debris. Response vessels have cleaned oil sheens, towed a current buster to collect any oil that escapes the environmental protection barrier around the wreck and installed a sorbent boom near the orange barrier boom at the entrance of Clam Creek. This sorbent boom is hydrophobic and can absorb any oil material floating on the water's surface. In the Gulf of Mexico, Salvage crews removed fuel from capsized lift boat **Seacor Power** and are preparing to refloat it. According to the US Coast Guard (USCG), teams working from lift boat **Seacor Eagle** removed 92,500 litres of diesel fuel from **Seacor Power**, which overturned in a hurricane-force squall at the end of April. Salvors from Donjon-Smit and Phoenix International have worked on the project 13 km off the coast of Port Fourchon, Louisiana since the beginning of May. They used a hot tapping method to remove the fuel, drilling into the fuel tanks, making a hose connection and transferring the fuel to portable tanks. The salvage team were preparing to raise **Seacor Power** from the seabed in June, including removing debris in preparation to refloat the vessel. "The timeline for raising the vessel depends on many factors including primarily the safety of salvage crews, the weather, and addressing any new structural changes that may occur," said USCG in mid-May. "The priority is to salvage the vessel in a safe and efficient manner. Raising the vessel is not expected to occur before June." 20,450 litres of hydraulic fluid remain on **Seacor Power** until the vessel is raised, as the tanks are currently inaccessible. USCG said it would continue to monitor for any oil discharges and Seacor Marine has an

oil spill response organisation standing by to respond to any situation. The National Transportation Safety Board and USCG are investigating the accident which claimed the lives of 13 seafarers. Only six of the 19 crew were rescued when **Seacor Power** capsized on 13 April. *Asian casualties* Outside of the US, several salvage operations were progressing to save lives and ships, while preventing environmental damage. During March and April, salvors prevented a very large crude carrier from colliding with other ships or grounding. Tsavliris Salvage was contracted to assist **VLCC Nave Buena Suerte** as it experienced main engine problems off Myanmar. This 297,491-dwt tanker was on passage from Kuwait to Myanmar in ballast condition. Tsavliris despatched anchor handling tug supply vessel **Maersk Logger** with 252 tonnes of bollard pull to assist the casualty, which was drifting off Munaung Island. This 23,500-bhp vessel arrived on 29 March, established a towage connection and started its tow to Singapore. Due to heavy traffic in the Singapore/Malacca Strait area, Tsavliris arranged for two pilots and another two tugs to assist the convoy. It employed anchor handling tug **Lanpan 26** and escort tug **PSA Valkyrie**. Pilots boarded **Maersk Logger** and the VLCC at the rendezvous position off Brothers Islands on 9 April. **Lanpan 26** made fast astern of the casualty and towage continued by **Maersk Logger** across the Singapore traffic separation scheme, escorted by **PSA Valkyrie**. **Maersk Logger** disconnected its tow line and delivered the casualty to five powerful harbour tugs, which towed and escorted **Nave Buena Suerte** to a designated anchorage area. **Lanpan 26** and **PSA Valkyrie** were released, while **Maersk Logger** and a pilot were on standby. Tsavliris said the salvage operations lasted over four weeks and were successfully completed on 16 April. In India, a cyclone caused multiple maritime and offshore casualties in mid-May in the Arabian Sea, with the loss of 74 seafarers. Cyclone Tauktae caused havoc in India's offshore oil and gas industry leaving the Indian Coast Guard to assist offshore support vessels (OSVs) and tugs, rescue barges, rigs and ships in peril. Three workboats operated by Afcons Infrastructure were cast adrift by the cyclone while working on the Mumbai High oilfield complex, on contract to India's Oil and Natural Gas Corporation (ONGC). Offshore work barge **Papaa-305** (P305) became unstable and subsequently sank with 273 people on board. Indian Coast Guard rescued many of the seafarers serving on **P305**, but at least 74 are still missing. Naval vessels **INS Beas**, **Betwa**, **Teg**, **Kochi** and **Kolkata** and ONGC-operated vessels were involved in subsequent searches. Other barges, **Gal Constructor** and **Support Station-3** (SS-3), were also set adrift fully manned in waves of up to 8 m. By 19 May, Indian Coast Guard had rescued all 202 people on **SS-3** and 137 personnel on **Gal Constructor**, which had grounded off Palghar, India.

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MARINE FIRE FIGHTING SOLUTIONS

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Cyclone Tauktae caused ONGC-operated drillship **Sagar Bhushan** to break its moorings and drift with 95 people on board. It was brought under control by an SCI-operated tug. During the storm, jack-up rig **Valliant Driller** lost part of its superstructure and jack-up **Sagar Kiran** lost power when its emergency generator failed. Tug **Coromandal Supporter IX** was forced aground off Karnataka in high winds. Indian Coast Guard said OSV **Greatship Aditi** and tanker **Desh Bhakt** were stricken with power and propulsion issues. In June, a salvage team from Smit and Seacare started to remove lubricant oil from **Gal Constructor**. By 6 June, they had contained around 1,000 litres of oil that leaked into the sea using booms set around the casualty at a 400-m radius. Salvors are sponging out

79,000 litres of lube oil from the barge. More than 85 tanks are being deployed to the site on vessels to hold this oil. *Fires tackled in Sri Lanka and Hong Kong* Off Sri Lanka, container feeder vessel **X-Press Pearl** sank after smouldering for two weeks. X-Press Feeders said the vessel's aft section sank after attempts by salvors, assisted by the Sri Lankan Navy, to tow the vessel into deeper waters failed. An inspection team boarded the 186-m vessel on 1 June and reported the engine room flooded, prompting concerns over the amount of water in the hull and its effect on the ship's stability. Towing efforts were then halted due to a heavy swell and safety concerns for the salvors on board. In Hong Kong, emergency response tugs tackled a fire in the cargo hold of general cargo ship **Affluent Ocean** on 2 June. This ship was anchored and undergoing cargo operations when the fire started. Fire-fighting tugs and vessels extinguished the fire on 3 June, but **Affluent Ocean** had developed a heavy portside list. (*Source: Riviera*)

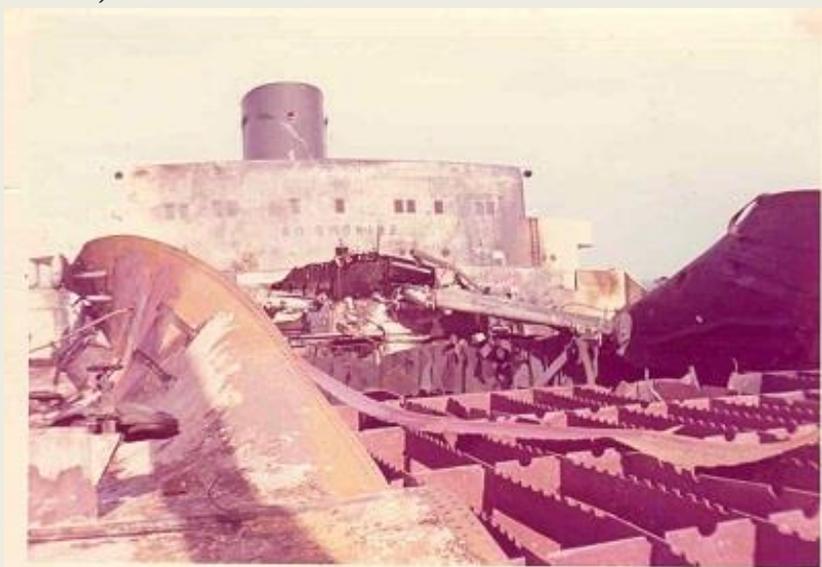
## REMEMBER TODAY

### THORLAND 09<sup>TH</sup> JUNE 1970



JUNE 9 marked one of the saddest days in the life of South African shipping line Safmarine, once noted for its large 'great white' container ships and two cruise liners **SA Oranje** and **SA Vaal**. For it was on this day, 51 years ago, that disaster struck one of its managed tankers en route to the Persian Gulf, and it had devastating consequences for one small family on the Island. During the late 1960s, Safmarine had a small fleet of

tankers all on charter to various oil majors, and the 50,000 ton Thorland was on charter to the American oil giant Mobil, from whom she'd been bought a few years before. In 1969 and early 1970, a number of very large tankers had suffered tank explosions during cleaning maintenance, and this had sparked concerns in the oil industry. The **Thorland** mainly carried crude oil, and the usual process was for tankers to clean their tanks en route to the next loading port, and a particularly thorough clean was required if changing the type of crude oil



to be loaded. A standard tanker construction then was ten rows of three cargo tanks, somewhat akin

to an ice cube tray in a fridge. Above the deck was accommodation, with deck officers catered for in the middle of the ship and engineer officers and crew in the aft. Connecting the two was the flying bridge — a small walkway above the main deck allowing movement between the two quarters. On the morning of June 9, 1970, the **Thorland** was undergoing tank cleaning. At 9.35am local time, she was heading north about 435 miles off Mombasa. The chief engineer was inspecting the port side aft winch which had suffered a malfunction, and he sent the third engineer to get some tools. The chief officer was with a cadet in the vicinity of the after tanks, and the second officer was on watch on the bridge. A few of the East Pakistani crew were assisting in maintenance and tank cleaning. Suddenly, and without warning, the ship exploded. Hundreds of tons of steel, over a distance of around 200 feet, were rolled back like a sardine can, crashing on top of the midship's accommodation and crushing the bridge where the second officer was on watch. Tanks exploded, too, creating a space six times the size of an individual tank. Massive deck plates were heaved up and curled over, a 60ft by 30ft hole was punched into the port side, and the starboard side of the ship was severely damaged. *The Thorland started to burn.* The ship went to emergency stations, but soon the order was given to shut down engines and abandon ship. She was steaming at around 12 knots. In the race to abandon ship, the starboard amidships lifeboat would not fall correctly, and there was difficulty in getting the crew into one of the after lifeboats. The ship's butler slipped into the sea and was never seen again. Officers and crew did their best to get away, and after a couple of hours, a Swedish ore-bulk oil carrier — the **Bjorne Ragne** — came to their assistance. A headcount revealed that out of a compliment of 61, nine men were missing, including the ship's chief engineer, Gordon Carr, who hailed from the IW. Meanwhile, thousands of miles away, Kathleen Carr and her son Richard were settling into their new home in the village of Brighstone — a house Gordon had never seen finished. That evening, Mrs Carr was outside brushing gravel off the driveway when a neighbour appeared with a telegram.

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She showed it to Richard and he immediately broke down — he knew. The following morning, Gordon was missing, but Richard had gone to school with the news that if anything had ‘happened’ his mother would come to get him. Sure enough, at around 11am, the school secretary knocked on the door of the classroom and young Richard made the lonely walk from the back of the class to the door, knowing in his heart he would never see his father again. In the Indian Ocean, a salvage tug was called in to assist, and the captain of the **Thorland** took some of the engineers and other officers back onboard to see if they could assist in restarting the engines, and because an unattended ship of that size would be a serious threat to navigation. Fortunately, the fire soon burned itself out, and upon re-boarding the ship, the full horror of what had happened was revealed. The bodies of the second officer and the deck cadet were found, as were those of two crewmen, who were all buried at sea. *The others were missing — presumably blown overboard.* The ship was in a parlous state, and over the next weeks, a pitiful drama played out as she was towed first to Mombasa and then to Tanzania and finally Mozambique — no country would allow her entry. This was particularly traumatic for those relatives back home that had no body, and there was that faint hope that a

relative, although gone, might be trapped somewhere. Back on the IW, arrangements were made for



a memorial service in the same church that Kathleen and Gordon had been married, 13 years before. Richard was a choirboy and had to show some composure. On July 25, the ship broke in two and the majority of the **Thorland** sank about eight miles south of Mozambique Island, some 22 miles offshore. The stern half was beached and eventually went to sea again as the tanker **Achillet**, plying most of its trade to Canada. But that day will live forever — the

tragedy played out to families across the world. Those who lost their lives that date are never forgotten. Gordon Owen Carr, 37, Peter Leonard Lucas, 27, John Richard Meadley, 23, Robert Sinclair, 21, C P S Noronha, 57, Amir Sultan, 47, Faizullah Pumpman, 31, Kasim Jan, 29, and Zoor Mohd Shah, 22. (Source: *Isle of Wight County press*)

## OFFSHORE NEWS

### *TURKEY UNVEILS NEW GAS DISCOVERY IN BLACK SEA*

Turkey, through its national oil and gas company TPAO, has discovered 135 billion cubic meters (bcm) of natural gas in the Amasra-1 well in the North Sakarya field located in the Black Sea. TPAO started drilling operations at the Amasra-1 well exploration well in the North Sakarya field in April 2021. The well was drilled using the **Fatih** drillship. TPAO bought the 6th generation **Fatih** drillship in 2017, under its original name



**Deepsea Metro II**. With the addition of the 135 bcm to the previously discovered volume of 405 bcm in the Sakarya gas field, the total gas reserves discovered in the Black Sea reached 540 bcm, TPAO said in a statement on Friday. The Tuna-1 ultra-deepwater exploration well in block AR/TPO/KD/C26-C27-D26-D27, Turkey's largest discovery, is now called the Sakarya gas field. The new discovery at the Amasra-1 well, with a 1938 meter water depth and 3850-meter total depth, in the North Sakarya field will also be included in the Sakarya gas field development project. The project includes the construction of seabed gas production systems, a gas processing centre within the Filyos Industrial Zone, and pipelines to connect these two units. Turkish energy minister, Fatih

Donmez, said that the first step has been taken for the construction of the natural gas processing facility in Filyos, the first point where the Black Sea gas will land. The minister also said that the Fatih drillship is now drilling the Türkali-3 well. In the first phase of the Sakarya Gas Field Development Project to be completed in 2023, 10 million cubic meters (mcm) gas will be delivered per day to the onshore processing facility. TPAO plans to increase the project capacity to 40 mcm per day in the following years. “New discovery in this world-class Western Black Sea basin, Sakarya field has the potential to support additional developments”, said Melih Han Bilgin, Chairman and CEO at TPAO, regarding deep-sea exploration, drilling and production activities within the scope of the Sakarya Gas Field Development Project. “State of the art inversion technologies used by our Sakarya subsurface team continues to help us better define our discovered resource with additional discoveries which will follow and move rapidly to the development phase”. (Source: *Offshore Energy*)

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WITH MARKET IMPROVING, ISLAND OFFSHORE ADDS NEWBUILD PSV



Norwegian offshore supply vessel owner Island Offshore took delivery of the UT 717 CDX design platform supply vessel (PSV) **Island Discoverer** on 1 June. The Norway-flagged newbuild had been delayed “due to difficult market conditions”, said Island Offshore in a press release. Part of a newbuilding programme from 2014, Island Discoverer was originally

scheduled for delivery in October 2015 before poor market conditions in an oversupplied offshore oil and gas sector forced a delay in the vessel’s construction. “We look forward to putting Island Discoverer to work in a market that is showing signs of improvement after many demanding years,” said Island Offshore Management chief executive Tommy Walaunet. *Trust Chevron to keep you on course* Designed by Kongsberg Maritime and built to DNV class, **Island Discoverer** will transport and supply both liquid and dry cargo in tanks, as well as containers and pipes on deck. The dynamic positioning class 2-capable PSV has a length overall of 86 m, beam of 18.5 m, with accommodation for 26, crew of 13 and a deck area of 900 m<sup>2</sup>. “It is a pleasure to arrange a name-giving ceremony together with Island Offshore once again, and I would like to take this opportunity to thank Island

Offshore for the assignment. This is a result of a good relationship over decades, with several dozen ships delivered in this period,” said Vard general manager offshore and specialised vessels Fredrik Mordal Hessen. Claudia Hessen served as the godmother during the christening ceremony for Island Discoverer at Ulsteinvik. *(Source: Riviera by John Snyder)*

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## *PGS, TGS EXPAND SURVEY CAMPAIGN OFF CANADA. ANOTHER VESSEL SET TO BE DEPLOYED*

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Norwegian seismic surveyor PGS has, with its Ramform Titan seismic vessel, started the Cape Anguille seismic survey program offshore Canada, in partnership with seismic data firm TGS. The program expands the PGS-TGS joint venture with another 10 000 square kilometers of GeoStreamer 3D coverage in Newfoundland’s prospective Orphan Basin. The survey covers existing lease blocks and



open acreage. The survey is scheduled to be completed in mid-September 2021. PGS will deliver fast-track results in November 2021, and final imaging and interpretation products in Q1 2022. "In addition to the [Ramform Titan](#), [Ramform Atlas](#) is currently steaming towards Canada where it will start another MultiClient campaign in the first half of June," PGS said Monday. AIS data shows the vessel actually reached Bay Bulls, Canada on June 4, having departed from Setubal, Portugal mid-May. PGS plans to keep the Ramform Atlas in Canada until mid-September 2021. Rune Olav Pedersen, President and CEO of PGS said: "Canada remains a good investment for explorers, and for the 11th year we experience solid industry interest for expansion of our high-quality MultiClient library offshore Newfoundland." "We will deploy two Ramform Titan-class vessels for the full season with GeoStreamer technology, a tailored towing configuration and advanced imaging workflows to deliver data that can provide significant insights to help de-risk the prospects and plays offshore Canada." Kristian Johansen, CEO at TGS said: "The TGS and PGS joint venture offshore East Canada has successfully and consistently provided the industry with the highest quality data in advance of scheduled lease rounds. The Cape Anquille 3D survey will be instrumental in assessing potential prospects that have initially been identified from our comprehensive 2D library in the region. Leads have been identified from seismic and work supported by amplitude variations (AVO). Our combined seismic, well log and interpretation datasets provide the industry with invaluable subsurface insight. This data will enable our clients to provide improved geophysical and geological insights to de-risk their exploration activities and prepare for upcoming licensing rounds. TGS is working with our partner PGS to build on this project to make this part of a two-vessel season." *(Source: Offshore Engineer)*

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## *HANDIN TIDE ENTERING VALLETTA FOR THE FIRST TIME*

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The 2012 built Vanuatu registered with call sign YJQK3 platform supply vessel [HANDIN TIDE](#) (Imo 9533672) was seen entering Grand Harbour, Malta for the first time from Alexandria, Egypt on

Saturday 5th June, 2021. The vessel was built by Fujian Mawei shipyard. She has a Length, Overall:



285.8 ft 87.1 m; a Beam: 61.8 ft 18.8 m; a Depth: 24.3 ft 7.4 m; a Maximum Draft: 19.8 ft 6.1 m; a Light Draft: 7.5 ft 2.3 m; a Minimum Height: 91.2 ft 27.8 m; a Freeboard: 4.6 ft 1.4 m; a Displacement: 7,600 Lt 7,720 mt and a Deadweight: 5,050 Lt 5,130 mt. She is classed American Bureau of Shipping with notations ABS: +A1, (E), +AMS, +DPS-2, FFV-1, OSV, UWILD. Her total diesel electric driven propulsion 10,200 hp. And

perform a sailing speed of 11 knots. (Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))

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## *EX-OCEANEERING MANAGER JOINS HARVEY GULF SUBSEA SOLUTIONS*

Harvey Gulf International Marine has hired Steve Olmos from Oceaneering International to manage and continue to grow Harvey Gulf's Subsea Solutions installations group. Olmos spent 40 years at Oceaneering International where he performed various roles. Most recently, he supervised umbilical installations, flexible pipe and jumpers as well as various decommissioning projects. "I am honored to receive this opportunity from Mr. Guidry



to join Harvey Gulf Subsea Solutions talented team", Olmos said. "Harvey Gulf's excellent jones act vessel fleet, outstanding safety and quality record, combined with the expansion into subsea services,

will provide operators a premier light construction and IMR provider”. Harvey Gulf CEO, Shane Guidry, stated: “Steve brings a wealth of knowledge in the subsea construction environment and will be able to step in and keep operations seamless while continuing to grow the business”. “I have invested over 500 million dollars building the best in class subsea vessels in America, all of which are Jones Act compliant, I will continue to invest in the best people to run my assets, ensuring we continue to execute projects with a focus on safety, operational excellence and, commitment to the environment”. In October 2020, Harvey Gulf Subsea Solutions appointed two members to its subsea solutions team, Brad Brister and Mark Scott. Most recently, the company secured two scopes of work for Marubeni Oil & Gas and Shell Oil in Gulf of Mexico. *(Source: Offshore Energy)*

## *McDERMOTT GETS NEW BOSS AS DICKSON HEADS OUT*



U.S. offshore engineering and construction services player McDermott International has revealed that its CEO David Dickson has decided to resign. McDermott announced on Monday that Lee McIntire, an independent director on the McDermott board of directors, will assume the responsibilities of interim Chief Executive Officer effective immediately.

David Dickson, Chief Executive Officer, has decided to resign. “Lee is a strategic and pragmatic leader”, said Nils Larsen, Lead Director. “He brings extensive experience leading successful engineering and construction firms and will work closely with McDermott’s executive leaders. McDermott has outstanding capabilities, resources, and talent, and we are confident in the company’s future. I also want to thank David for his service and wish him the very best”. McIntire said, “I have admired McDermott’s project execution and customer focus for years and was pleased to join the board last year. I have confidence in the organization and am committed to staying focused on safety, efficiency, the environment, and our customers”. McIntire was recruited to join McDermott’s board of directors in July 2020. He brings more than 35 years in customer-focused construction engineering and executive leadership. McIntire most recently served as Chief Executive Officer of Terrapower from August 2015 to October 2018 and was previously Chairman, Chief Executive Officer and President of CH2M HILL, a global engineering services company, from 2006 to 2014. At CH2M HILL, McIntire doubled company revenue, grew the workforce to more than 30,000, and expanded the company’s international presence. McIntire was also a Partner and Executive Vice President and a member of the board of the Bechtel Corporation from 1989 to 2004. Back in 2018, McDermott merged with Chicago Bridge & Iron Company N.V. (CB&I) and Dickson had continued in the CEO role of the combined company. Last year, McDermott completed its restructuring process by shedding nearly all of the company’s \$4.6 billion of funded debt. The company emerged from bankruptcy with \$2.4 billion in letter of credit capacity and \$544 million of funded debt. The exit was enabled through the \$2.7 billion sale of Lummus technology to a joint partnership between Haldia Petrochemicals and Rhône Capital. *(Source: Offshore Energy)*

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## NAMING THE CLV VESSEL 'NEXANS AURORA'

The DP3 Cable Laying Vessel, **Nexans Aurora**, was named at Ulstein Verft on 8 June 2021. The lady sponsor is Mrs Anne Lise Aukner, former Managing Director of Nexans Norway. Despite the Covid-19 pandemic, the project progress has been steady, and the vessel was delivered on time on 31 May 2021, three years after the signing of the shipbuilding contract. "We are grateful to have been awarded this contract from



Nexans. The successful completion of the project fortifies Ulstein's position as a world leader within construction of this type of specialised vessel. This achievement is also a result of the complete maritime cluster in this area. The close dialogue and cooperation within this highly competent

environment results in reduced lead time and are important elements to ensure good progress. "In addition, the cooperation between Ulstein, Nexans and the designer, Skipsteknisk, has been crucial for a successful project," says CEO Ulstein Group, Cathrine Kristiseter Marti. The 149.9m long and 31m wide vessel boasts over 10,000 tons of cable load capacity and is fitted with state-of-the-art instruments for cable transport, installation, and protection.

Ragnhild Katteland, Executive Vice President, Subsea & Land Systems Business Group at Nexans,

says: “The delivery of the “**CLV Nexans Aurora**” is an important step to fulfil our purpose “Electrify the Future”; creating a safer, more sustainable, renewable and inclusive global energy system. The “**CLV Nexans Aurora**” will contribute to unlocking the huge potential of offshore renewable energy for our customers worldwide. We are impressed by the effort done by the Ulstein Group, MAATS Tech Ltd and Skipsteknisk to deliver the “**CLV Nexans Aurora**” on time despite the uncertainties and difficulties created by the Covid-19 pandemic.” Once launched, “**CLV Nexans Aurora**” will lay export cables for offshore wind farms and interconnectors around the world like for the Seagreen OWF in Scotland, the Crete-Attica interconnector in Greece and the Empire Offshore Wind project in US. *(Press Release)*



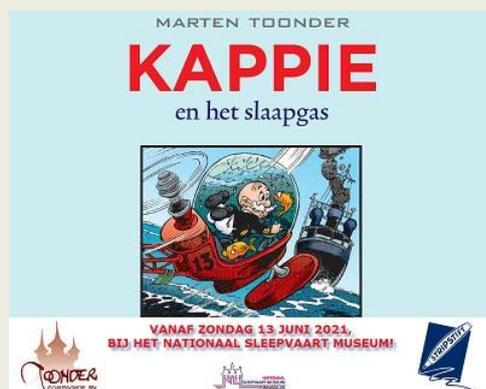
## BE FOR AND AFTER GRAMPIAN EXPLORER



**Grampian Explorer** (Imo 9223473) in North Star Offshore Colors to Putford Offshore Colors, The United Kingdom registered with call sign VQIE6 offshore supply vessel is built in 2003. She has a grt Of 2,244 tons and a dwt of 3,100 tons. *(Photo's: Paul Gowen)*

## MUSEUM NEWS

### KAPPIE VERVOLGT ZIJN AVONTUREN BIJ HET NATIONAAL SLEEPVAART MUSEUM!



Op zondag 6 juni 2021 hebben wij de laatste strook geplaatst van het stripverhaal '**Kappie en de wrakker**'. Met ingang van zondag 13 juni 2021 zal de Facebook-pagina van het Nationaal Sleepvaart Museum, dus elke week (ook weer op zondag) worden gesierd met een strook van het stripverhaal '**Kappie en het slaapgas**'. Vanaf die zelfde datum zal dit verhaal ook wekelijks geupdate worden via de website van het Nationaal Sleepvaart Museum. Deze strip, over een sleepbootkapitein, maakt deel uit van de nalatenschap van Marten Toonder en de auteursrechten zijn

en blijven dan ook eigendom van de 'Stichting het Toonder Auteursrecht'. Dankzij de medewerking en ondersteuning van die stichting is het ons museum mogelijk gemaakt om deze strip te gaan plaatsen, en het museum wil via deze weg graag haar dank daarvoor kenbaar maken.' Ook danken wij de 'St Uitgeverij Stripstift' voor het leveren van het prachtige beeldmateriaal. Wij hopen dat u veel plezier zult beleven aan de (wellicht hernieuwde) kennismaking met deze stripheld uit vroeger tijden, dus wij roepen u graag op om elke zondag even langs te komen op onze Facebook-pagina: <https://www.facebook.com/NationaalSleepvaartMuseum>

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## WINDFARM NEWS - RENEWABLES

### *DEME TAKES DELIVERY OF ITS FIRST-EVER SOV*

Cemre Shipyard has delivered Groene Wind, DEME's first-ever service operations vessel (SOV), to its owner. "DEME's first dedicated and world's first SWATH type service operation vessel **Groenewind** that will serve 3 different windfarm sites is delivered to her client", the Turkish shipbuilder said via social media on 6 June. **Groene Wind** (green wind) features a Small Waterplane Area Twin Hull (SWATH) design making the vessel the first DP2, twin-hulled SOV in the world. The 60-metre SOV, equipped with a motion compensated gangway and daughter craft, can accommodate up to 24 technicians and a nautical crew, and is expected to enable crew transfers in significant wave heights of up to 2.5 metres. The vessel has been directly chartered



to Siemens Gamesa for maintenance activities at the Rentel and SeaMade offshore wind farms in Belgium. According to DEME, **Groene Wind** is the first SOV to serve three different wind farm sites, as the SeaMade offshore wind project comprises Seastar and Mermaid offshore wind farms. The Rentel offshore wind farm, located some 40 kilometres off the coast of Oostende, comprises 42 Siemens Gamesa 7.35 MW wind turbines, which have been in operation since January 2019. The 487 MW SeaMade comprises the 252 MW Seastar and the 235 MW Mermaid offshore wind projects, which feature 58 Siemens Gamesa 8.4 MW turbines. *(Source: Offshore Wind)*

## DEME JACK-UPS TEAM UP ON WORLD'S LARGEST OFFSHORE WIND FARM



DEME Offshore's jack-up **Sea Installer** has arrived at the Port of Hull in the UK to load the first set of turbine components to be installed on the 1,386 MW Hornsea Two offshore wind farm. **Sea Installer** is joining her sister vessel **Sea Challenger** on the project which has already installed the first batch of the Siemens Gamesa 8.4 MW wind turbines at what will be the largest operating offshore wind farm once completed in 2022. In

total, the two jack-ups will install 165 wind turbines at the site some 89 kilometres north-east of Grimsby. **Sea Challenger** worked on the 1.2 GW Hornsea One, currently the largest operating wind farm in the world, as well. DEME Offshore is also in charge of the installation of the monopile foundations at Hornsea Two which is currently ongoing. The foundations are being installed by DEME's Innovation and Cadeler's **Wind Orca**. Hornsea Two will also comprise an offshore substation, and a reactive compensation station (RCS). The wind farm is being developed by Ørsted. *(Source: Offshore Wind)*

## DREDGING NEWS

### DAMEN CSD500 YANTRA NAMED IN BULGARIA

Last Thursday the official naming ceremony of the Cutter Suction Dredger (CSD) 500 **Yantra** took place in Ruse, Bulgaria. The CSD is part of an important modernisation programme of the Danube dredging fleet, and will have the prominent task of keeping the Danube at the required depth. Damen supplied the modular dredger following a successful European tender. The naming ceremony was performed by the Dutch ambassador to Bulgaria, Ms Bea ten Tusscher. As Godmother of the dredger she stated that the task to be performed by the dredger – keeping the Bulgarian stretch of the Danube navigable – is an important one. Even more so as the ceremony took place in Ruse, the largest inland port of Bulgaria. The Bulgarian Vice Minister of Transport, Ms Nelly Andreeva, also stressed the importance of river transport for local trade. The CSD was added to the fleet of the Executive Agency for Exploration and Maintenance of the Danube River (EAEMDR). This agency is responsible for maintaining the navigable depth in the Bulgarian stretch of the Danube river. The constant

maintenance of the Danube is vital to keep the river navigable even in the dry spells in summer. The locally required depth for the inland transport is -3 metres. The delivery of the **Yantra** is part of the modernisation of the local dredging fleet. Damen was successful in winning EAEMDR's European tender as the CSD500 best fitted the requirements. After signing of the contract in July last year, Damen undertook the challenging job of delivering the fully customised dredger in a short time span. The dredger is given BV classification and works under Bulgarian flag. Moreover, it is fitted out with anchor booms, a spud carriage system, a deck crane, an accommodation unit and various extras such as a navigation package. Mr Pavlin Tsonev, the Executive Director of EAEMDR, is satisfied with the swift delivery of this fully customised dredger

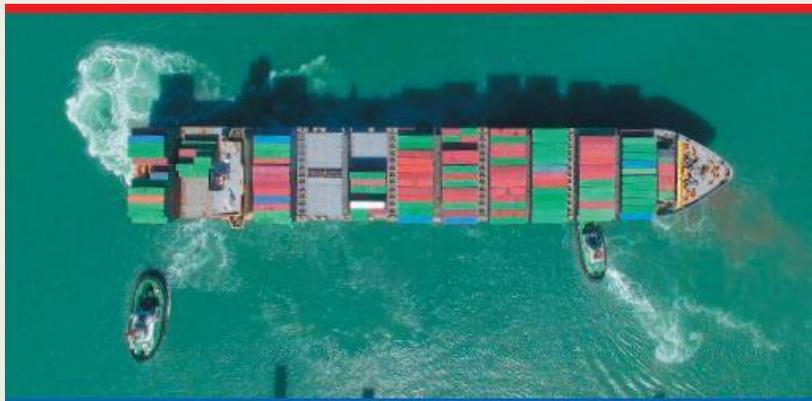


“We are extremely pleased with the acquisition of this new, modern and efficient facility.” The timely delivery of the dredge includes local assistance by a Damen Field Service Engineer. The re-assembly of the dredger was done together with the dredger's crew. Upon completing, all systems of the dredger have been tested to familiarise the crew with all elements. The **Yantra** is now



ready to start her first dredging job. (Press Release)

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## YARD NEWS

### FIRST OF 40 CONCORDIA DAMEN INLAND WATERWAY TANKERS LAUNCHED

The first of 40 inland waterway barges that are being built by Concordia Damen has been launched at the casco yard in Serbia. Concordia Damen signed the contract for the environmentally friendly vessels late last year. The vessels, known as the Parsifal Tankers, will be chartered by Shell and operated by the VT Group/Marlow. The vessels will be 110 x 11.45 metres and will feature low emission LNG propulsion and extreme shallow draft capabilities. They will carry mineral oils between Antwerp, Amsterdam, Rotterdam and Rhine network. The VT Group is specialised in the inland shipping of minerals, chemical products, bio fuels and lubricants. Concordia Damen CEO Chris Kornet said, “We are pleased to have reached this milestone in this important project. The Parsifal Tankers represent a new generation of eco-conscious vessels that will play a significant role in the maritime energy transition. We are looking forward to continuing to develop this project in the coming months.” *(Press Release)*



### AUSTAL USA WINS CONTRACT TO DESIGN U.S. NAVY T-ATS



Austal USA has taken a step forward in its plans to build steel vessels. It has won a \$3.6 million functional design contract to prepare for construction of Navajo-class Towing, Salvage and Rescue Ship (T-ATS) for the U.S. Navy. Austal USA will prepare a functional design for the T-ATS, a 263-foot steel monohull vessel with multi-mission capability to support a variety of towing, salvage, search and rescue, oil spill response, humanitarian assistance and surveillance

activities. The T-ATS can also embark containerized systems including cyber, electronic warfare, and decoy and surveillance packages. Paddy Gregg, CEO of parent Austal Limited (ASX: ASB) called the

award another major milestone in the continuing evolution of the Mobile, Alabama, shipyard. “In June 2020, Austal announced our intention to invest approximately \$100 million in steel shipbuilding capability at Mobile, Alabama, co-funded by the United States Government. In March 2021, the Austal USA team broke ground on new steel shipbuilding facilities and now, we have received the first contract to design the steel-hulled **Navajo-class T-ATS** ships for the United States Navy,” said Gregg. “Austal USA is now well on the path to delivering steel ships for the United States Navy and we couldn’t be prouder of the hardworking team in Mobile, Alabama; now the 5th largest shipyard in the United States.” As part of the design contract, Austal USA will define detailed requirements to construct, test, and deliver T-ATS ships in accordance with United States Government ship specifications. *(Source: MarineLog)*

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### *HALTER MARINE GETS T-AGS 67 CONTRACT*

Halter Marine, Pascagoula, Miss, has been awarded a \$149,053,160 fixed-price-incentive (firm target) modification to definitize contract number N00024-19-C-2208 for the detail design and construction of one oceanographic survey ship (T-AGS 67). The shipyard delivered the previous ship in the T-AGS series, **USNS Maury** (T-AGS 66) in 2016. Work will be performed in Pascagoula, Miss. (76%); Harahan, La., (8%); Belle Chase, La/ (4.5%); Alpharetta, Ga., (4.5%); Mathews, La. (2.3%); Axis, Ala., (2%); Houston, Texas., (1.5%); and Sherwood, Ore., (1.2%).



Fiscal 2018 shipbuilding and conversion (Navy) funding in the amount of \$149,053,160 will be obligated at time of award and will not expire at the end of the current fiscal year. The Naval Sea Systems Command, Washington, D.C., is the contracting activity. *(Source: MarineLog)*

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## CELEBRATING 30 YEARS OF AZIPOD® ELECTRIC PROPULSION

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As Azipod® propulsion enters its fourth decade of production, the latest episode of the ABB DECODED podcast explores the technology that is revolutionizing the maritime industry beneath the waves, with engineers Jukka Varis and Ole-Jacob Irgens. ABB's Azipod® propulsion system has brought huge advances to the maritime industry, thanks to its efficiency gains, sustainability benefits and the increased maneuverability it offers any ship to which it's fitted. Jukka Varis – responsible for this

technology globally, who has worked with the system from the very beginning – and Ole-Jacob Irgens – an engineer by training, who now leads the sales and marketing initiative for ABB's Azipod® system – share their experiences and knowledge. *What is the Azipod® propulsion system and how does it work?* Azipod® propulsion is a gearless steerable propulsion system where the electric drive motor is housed within a pod outside the ship hull. Originally developed for icebreaking vessels, the Azipod® system can be adapted to suit almost any kind of ship. Today, over 25 different vessel types rely on Azipod® technology – from cruise ships to cargo carriers, icebreakers, ferries and superyachts. Jukka explains: “Azipod® system looks similar to an outboard motor but is much bigger – the large unit weighs as much as a fully loaded Jumbo Jet. It can turn 360 degrees around its axis, creating thrust in any direction and resulting in much better maneuverability of the vessel.” Electrical power minimizes engine noise and vibration, ensuring a smoother, quieter ride. *Efficiency and sustainability benefits* The true efficiency benefits of Azipod® propulsion have become more and more apparent over the past three decades, bringing higher performance, reliability and sustainability for vessels. Azipod® system cuts fuel consumption by up to 20 percent compared to conventional shaftline propulsion. Ole-Jacob adds: “Since the first installation on a cruise ship 25 years ago, we have estimated that the industry has saved more than 1,000,000 tons of fuels from these cruise ships alone.” Azipod® propulsion has also opened opportunities for new shipping lanes that weren't feasible before, such as the Northern Sea Route, cutting fuel consumption while negating the need for separate icebreaker assistance. Ole-Jacob explains: “Vessels can have a shorter route between Europe and Asia, saving many days in transport. To do that, you need vessels which can go through ice, something the unique features of Azipod® enable.” The success and future of Azipod® propulsion With the varied benefits and many applications possible for Azipod® propulsion, the team is currently working on some interesting concepts. Ole-Jacob says: “One concept is to use Azipod® on floating power plants, which require thrusters to put them in position, keep them there and then be able to move again as required. Another interesting prospect is in the fish farming industry. Traditionally, fish farms have been quite fixed but with these installations becoming bigger and bigger, they need to be more flexible and move around. There are definitely lots of groundbreaking applications coming in the future.” *(Press Release)*

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## CELEBRATING 30 YEARS OF AZIPOD® ELECTRIC PROPULSION

After it in recent months acquired MMT and Abyssal, marine robotics and offshore survey company Ocean Infinity has now acquired maritime services company, Ambrey for an undisclosed fee. UK-based Ambrey offers offshore services including, security, crisis and risk management, intelligence, insurance, fleet operation, and vessel design and build. With a management team of over 150 full-



time staff globally together with over 1350 contractors and crew, Ambrey operates a fleet of over 40 patrol, logistics, and accommodation vessels for its shipping and offshore clients. "The acquisition combines Ocean Infinity's robotic vessels, data, cyber, artificial intelligence, and low emission operations with one of the leading brands in the maritime security sector. Ocean Infinity's data and software capabilities will revolutionize Ambrey's intelligence and insurance services, whilst its robotic surface and sub-surface vessels have huge potential for Ambrey's shipping and offshore client base," Ocean Infinity said. Also, Ocean Infinity said that Ambrey's vessel manufacturing and fleet management capabilities will bring meaningful operational advantages as Ocean Infinity moves closer to mobilizing its 'Armada' fleet of robotic vessels, set to be the largest fleet of its kind in the world. "Ambrey's and Ocean Infinity's highly complementary competencies will enable the enlarged group to expedite its strategy of becoming the world's leading marine robotics company, with technology and sustainability at its core," Ocean Infinity said. *(Source: Offshore Engineer)*

## WEBSITE NEWS

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Last week there have been new updates posted:

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

- *Sanmar delivers its first Tier III tugboat to Norwegian operator*
- *Introducing the ElectRA Series*
- *Med Marine delivers super ice class tier III tugboat, Covurlui to A.F.D.J.*
- *Damen signs with Groote Eylandt Mining Company for ASD Tug 2312*
- *Med Marine successfully delivers second Unique Ice Class tug Svitzer Edda*

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*

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