

22nd Volume, No. 44 **1963 – “57 years tugboatman” - 2021** Dated 06 June 2021

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

Distribution twice a week 18,400+

TUGS & TOWING NEWS

BUREAU VERITAS GRANTS FIRST TYPE APPROVAL FOR LTO BATTERY SYSTEM



Swedish energy system supplier Echandia Marine has obtained type approval from the classification society Bureau Veritas for its lithium titanium oxide (LTO) battery system. As disclosed, the solution aims to meet high international performance and safety requirements, as well as service life and reliability for at least 10 years of heavy operation without

interruption. “Echandia is the only company in the world to have a certified LTO battery system for marine use in **tugboats**. It is a breakthrough for safe LTO technology and as **tugboats** and ferries in local traffic increasingly become battery-powered, the future looks very bright”, said Magnus Eriksson, CEO and founder of Echandia. The requirements for workboats and passenger ferries showed to be higher than for leisure boats because they need to be charged quickly and in operation for long periods without interruption. “This is an important milestone for the new, stable, secure LTO battery technology. Certification for marine battery use is the most difficult to achieve, which is why LTO technology can now be expected to make an impact in several areas,” Jacob Zeidler, project engineer at Echandia commented. The Echandia’s LTO battery system is a light-weight, high-performance battery system based on Toshiba’s LTO (Lithium-Titanium-Oxide) cells. Echandia delivers batteries with a Battery Management System (BMS), which aims to ensure the full performance over the battery’s lifetime as well as suitable installation components, racks and cables. Zeidler added that the company already has “a type-approval for its E-LTO system from DNV.” As informed, the first to use the battery system was the **tugboat** manufacturer Damen Shipyards, which built one of the first full-size hybridized tugboats. Damen’s fully-electric ship-handling tug is a **RSD-E Tug 2513**, a zero-emissions derivation of the IMO Tier III-ready **RSD Tug 2513**, introduced in 2018. In December 2020, Echandia signed an agreement with Siemens to provide E-LTO battery systems for 23 modern electric ferries for the South Indian city of Kochi’s public transport. The project comprises a total of 78 zero-emission vessels, which is the world’s largest fleet of electric ferries. The initial 23 ferries, to be built by Cochin Shipyard Limited, will connect the city and its 10 islands via 38 different terminals. Echandia manufactures proprietary energy systems for high-power, zero-emission transport, including ferries, trains, and wind farms, at its facilities in Stockholm. *(Source: Offshore Energy)*

Advertisement



INTRODUCING THE ELECTRA SERIES

With the recent announcement of the HaiSea Marine's tug fleet, our industry gained its first glimpse of Robert Allan's Ltd.'s recent work in an electrifying new field, that of battery electric tugboats and their potential to significantly reduce or even eliminate exhaust emissions in ports. Robert Allan Ltd.'s first entry is a trio of zero-emissions 70 t BP **ElectRA 2800** harbour tugs for the aforementioned fleet. With clean hydroelectric power available from the local grid, these tugs' generous battery capacity of up to 6,102 kWh will allow them to perform a majority or perhaps even all missions on battery power alone,



demonstrating the exciting potential of leveraging battery technology to realize near complete elimination of CO₂ and other potentially harmful exhaust emissions from harbour tug operations. Each of the three **ElectRA 2800** are expected to eliminate approximately 1,700 tonnes of CO₂ per annum, thus resulting in total annual savings in excess of 5,000 tonnes compared to even the cleanest modern diesel-powered alternatives. This roughly equates to the carbon emissions of nearly 1,000 cars and is illustrative of the possibilities for some of the world's busiest marine hubs. The series has already been rapidly expanding since then, with **ElectRA 2100**, **2300**, **2500**, and **2600-T** concepts, with each offering a distinctly different take on battery electric propulsion. The most similar to the HaiSea tugs are the **ElectRA 2500**, which still deliver an impressive 70 t bollard pull and include backup diesel gensets for fire-fighting and extended endurance, but in a more compact hullform. Boasting approximately 3,200 kWh of batteries, these are still formidable battery electric tugs capable of a wide range of missions including escort. The **ElectRA 2300** recognizes that most battery electric tug applications will be harbour operations, and hence the need for full overnight accommodations is questionable. By sacrificing some of this overnight capacity, these compact tugs feature in excess of 3,500 kWh of battery capacity in a flush deck design, while still being capable of bollard pulls in excess of 60 tonnes and maintaining some backup diesel generator capacity. The **ElectRA 2100** go one step further by eliminating the main gensets altogether, thus also eliminating

many of the space consuming and costly diesel, exhaust, ventilation, and cooling systems. Although a small get-home generator remains in the deckhouse, these are pure battery tugs and their battery capacity is thus commensurately large, with a maximum installation in excess of 5,000 kWh, a truly remarkable number for a tug of this size. Designed to reduce costs associated with battery electric tugs to a minimum, the batteries on this 50 t BP design are of a special type that is also highly economic. Finally, the **ElectRA 2600-T** displays the versatility of the series, with nearly 4,000 kWh integrated into a 70 t BP tractor tug design. Fully capable of fire-fighting and escort, these tugs are effectively the tractor tug counterparts to their **ElectRA 2500** (ASD) cousins. As with any Robert Allan Ltd. series, the above are illustrative of the possibilities, but with each to be customized to individual clients' needs. Customization of a battery electric tug is especially critical to ensure that the battery capacity not only meets the energy needs of the specific operation, but also doesn't result in excessive investment compared to what is needed. To this end, Robert Allan Ltd. uses its proprietary Raptures program to analyze each individual operation, also calculating CAPEX and OPEX, payback periods, as well as CO2 reductions. No longer simply interesting demonstrations, battery electric tugs such as the ElectRA series are poised to play a major role in our industry's important contribution to reducing emissions of both greenhouse gasses and other airborne emissions. For more information on this electrifying new series, please visit the series page. (*Press Release*)

Advertisement



Smit Lamnalco

Dedicated to the extreme

Discover the possibilities at smitlamnalco.com

ROSMORPORT TO WRITE OFF ITS KAPITAN KHARCHIKOV ICEBREAKER



Icebreaker **Kama** not deployed last winter is also to be scrapped. The **Kapitan Kharchikov** icebreaker operating in the water area of the Azov Sea ports is to be written off, Andrey Vakhrushev, Director of Rosmorport's Azov Basin Branch, told IAA PortNews. "We are gradually upgrading our fleet. This year we are to write off the **Kama** icebreaker which was out of operation last winter. It is to be replaced by the

Georgy Sedov ship. The **Kapitan Kharchikov** icebreaker will be replaced with the **General Rayevsky** currently registered within the Azov-Black Sea Basin”, explained Andrey Vakhrushev. The **General Rayevsky** icebreaker was built in 2014. With its draft of up to three meters it will be deployed for operation in the port of Tagnrog. Andrey Vakhrushev also said Zvezda shipyard would build two shallow-draft icebreakers of Project 22740 by 2025 with one of them to operate in the Azov Sea ports. (Source: PortNews)

ROYSTON COMPLETES ENGINE OVERHAULS ON CALEDONIAN TOWAGE TUGS

Marine engineering specialist Royston has recently completed the extensive inspection, overhaul and service of the main and auxiliary engines and associated components, as well as both azimuth propulsion units, on two tugs operated by Caledonian Towage in the Cromarty Firth. A special survey was carried out on both the **Strathdon** and **Strathdee** coastal and harbour towage vessels. The scope of works involved the full overhaul and



inspection of the main Niigata propulsion engines and the Yanmar auxiliary and harbour generators, alongside the servicing and repair of the fuel injection systems and Z-Peller propulsion units. As an authorised agent for both Niigata and Yanmar, Royston was able to provide a highly effective single source solution to meet the needs of these overhauls through a combination of specialist on-board marine engineering teams and the ability to utilise its fully equipped engineering facilities for the fast turnaround of those engine parts requiring workshop-based cleaning, repair and maintenance. Royston utilised OEM trained teams on each vessel whilst they were docked at Peterhead to



successfully carry out the extensive range of dismantling, inspection and engine refurbishment tasks involved. The range of works included unit inspection of both main engines, top end overhaul of the auxiliary engines and a complete overhaul of the harbour set. The Z-Peller propulsion units were also overhauled in line with the OEM guidelines, with works also including the inspection and renewal of the propeller shaft seals and the inspection and measurement of clearances for both gearboxes. In support of the on-board engineering works, in the Royston workshop,

cylinder heads, fuel injectors and fuel pumps from the vessels were dismantled, cleaned and inspected

for any signs of wear or damage. Where necessary repairs were made, and parts replaced. With the completion of the works as scheduled, and after satisfactory sea trials, both tugs were able to resume their usual work providing harbour towage and support services to North Sea coastal offshore operators. Shaun Cairns, Royston's operations manager, said: "We're very pleased to have supported Caledonian Towage with this engine overhaul programme. "More than ever, service fleet owners need to have confidence in the availability of their vessels, meaning routine engine maintenance schedules must be optimised and planned very carefully. We are delighted to have achieved this, with the project illustrating how our mixed engine experience and marine engineering capabilities enable us to complete jobs like this efficiently and effectively to the required OEM standards." Caledonian Towage is a long-established fleet operator in the Cromarty Firth and surrounding North Sea areas providing towage and oilfield support services, principally to the Nigg Oil Terminal and Beatrice offshore platform, and also supporting offshore wind farm construction. (*Press Release*)

Advertisement



SCHOTTEL EcoPELLERS FOR CHINA'S FIRST ICE-BREAKING BEACON VESSEL

SCHOTTEL has supplied main and auxiliary propulsion units for China's first ice-breaking beacon vessel. "**Haixun 156**", which will perform a wide range of tasks, has recently been launched by the contracted shipyard Wuchang Shipbuilding Industry Group, Hubei Province, China. It was



ordered by the Tianjin Maritime Safety Administration (MSA) and is scheduled to enter operation in September 2021. *SCHOTTEL propulsion package* The main propulsion of the beacon vessel consists of a pair of diesel-driven SCHOTTEL EcoPellers type SRE 460 (1,800 kW each) featuring a four-bladed propeller with a diameter of 2.4 metres. To enhance manoeuvrability and provide DP capabilities, the new build is equipped with a SCHOTTEL Transverse Thruster type STT 1 (500 kW). With this thruster configuration, it reaches a free sailing speed of 14.5 knots. The azimuth thrusters of "**Haixun 156**" are ice-strengthened according to Chinese ice class CCS 2 (corresponding to Finnish-Swedish ice class 1B). This enables the vessel to break through ice as thick as 0.6 metres, guaranteeing emergency responses in North China's waters even under extreme weather conditions.

Especially when operating in ice, maximum manoeuvrability is of particular importance. *Highly efficient, sustainable, versatile* Due to the particularly effective combination of powerful propeller thrust and course-stabilizing fin, the SCHOTTEL EcoPeller fulfils all the requirements of a modern high-performance propulsion unit. The hydrodynamically optimized design allows the EcoPeller to generate maximum steering forces and enables top values in terms of overall efficiency and course stability. This reduces fuel consumption and ensures both lower operating costs and emissions. *Operating for the Navigational Security Center* With a length of 74.9 metres and a width of 14.3 metres, the vessel has a displacement of 2,400 tonnes. “**Haixun 156**” will be deployed for setting up, removing, swapping and maintaining navigation aid facilities at ports and on navigation routes in North China. The Tianjin Port's aids to navigation (AtoN) system is fairly dense, and growing rapidly. The MSA Beihai Navigational Security Center's Tianjin Aids to Navigation system is responsible for the maintenance of all nav aids within the Tianjin area. *(Press Release)*

TUG ANGLIAN BE FOR & AFTER



Last week was seen the tug **Anglian** first photo the tug **Knigton** with **Anglian** at Lowestoft to go to Brooks shipyard yard, being laid up for 14 years now seen arriving at Great Yarmouth to come out of the water for Hull inspection and go back to work *(Photo: Paul Gowen)*

BOLUDA WILL CONCENTRATE ITS TRAILER FLEET IN LAS PALMAS

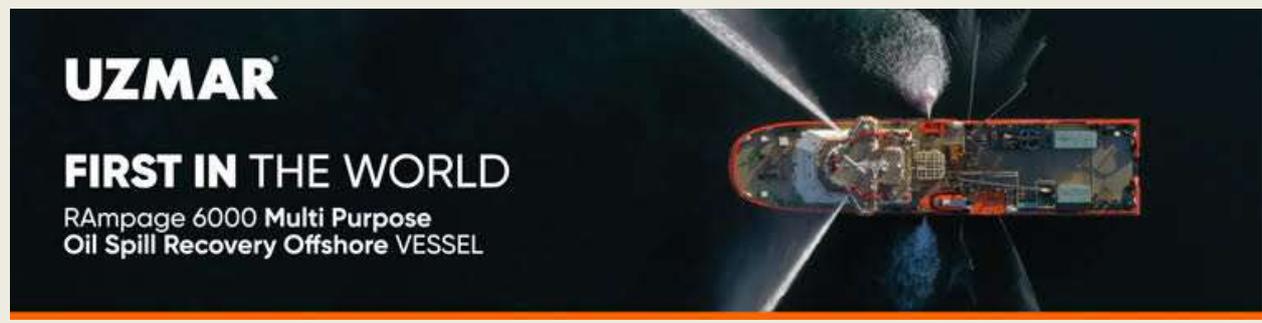


Boluda Towage Spain, through the company Remolcadores y Barcas de Las Palmas, negotiates with the Port Authority of Las Palmas the concession of a plot and a fixed berth at the Cambulloneros dock for its fleet of tugboats, which will be equipped with a facility electrical "cold ironing", so as to allow the disconnection of the auxiliary engines of the ships while they remain docked. Specifically, it is a 516 square meter plot adjacent to the OPCS terminal, where, in addition, the construction of an

office and warehouse building is planned. It is a strategic location from which tugboats gain time to

attend to auxiliary services. Currently, Boluda Towage Spain has a fleet of eleven tugboats of different tonnages and power positioned in the port of Las Palmas: "VB Alborán", "VB Adriatico", "VB Balear", "VB Mediterráneo", "VB Tamarán", "VB Brandy", "VB Achamán", "VB D. Quijote", "VB Don Quijote II", "VB Asterix" and "VB Obélix". The tugboat "VB Bandama" will arrive shortly, which we have already referred to, which will replace the "VB Brandy". (Source: *Puente de Mando*)

Advertisement



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

INGRAM BRINGS TWO NEW VESSELS INTO FLEET

Ingram Marine Group, along with Cenac Marine Services, Main Iron Works and other stakeholders, this week held a ceremony christening the M/V **Adrienne M. Moore** and honoring the M/V **Tom Cornwell**. Both vessels are named after long-time Ingram Marine associates. **Adrienne Moore** currently serves as AVP, Logistics and Customer Service. She has approximately 30 years of service, distinguishing herself both as a service provider and as a valuable mentor to her direct reports and the broader logistics team. Tom Cornwell



serves as Ingram Marine's Engineering Projects Manager, overseeing the construction of new vessels. He joined Ingram Marine in 1977 and has served in a number of different capacities over the years. The sister vessels are the latest additions to the Ingram fleet and are also the first of 10 new vessels that Cenac Marine and Main Iron Works are under contract to build for Ingram Marine. *Specifications are as follows:* **M/V Adrienne M. Moore** Hull designed by Main Iron Works, Ingram Marine Group, and Ashraf Degedy PE. Twin-screw vessel measuring 78- by 32- by 10-feet. Main engines are Caterpillar C32 Tier 3 rated at 1,000 hp. each. Generators are John Deere 99 kw Northern Lights C series. Propellers are 76- by 68-inch Michigan special propellers, furnished by Houma Machine and Propeller. Eagle Control Systems worked with Main Iron Works and Ingram Barge Company on the new construction of the Adrienne M. Moore that resulted in a very successful sea trial on March 19, 2021. Eagle Control Systems provided an Automatic Transfer Switchboard, Machinery Alarm System, Captain Down System, General Alarm System, Fire Alarm System, and a Full Electric Over Hydraulic Steering System to the vessel. **M/V Tom Cornwell:** The hull was designed by Main Iron Works, Ingram Marine Group, and Ashraf Degedy PE. Twin-screw vessel

measuring 78- by 32- by 10-feet. Main engines are Caterpillar C32 Tier 3 rated at 1,000 hp. each.



Generators are John Deere 99 kw Northern Lights C series. Propellers are 76- by 68-inch Michigan special propellers, furnished by Houma Machine and Propeller. *First of Ten* As the first two of the planned 10, these vessels will serve as the model for all future vessels constructed under the current contract. Plans currently include the delivery of two more tugs in 2021, three in 2022 and three in 2023, with the final vessel planned for delivery in 2024. Main Iron Works and Cenac

have a longstanding history with Ingram Marine Group and say they look forward to the construction of more vessels in the future. Ingram Marine Group includes two primary operating units: Ingram Barge Company and Custom Fuel Services. Ingram Barge Company operates a fleet of approximately 140 towboats and 4,100 barges. Custom Fuel Services operates 11 floating fueling stations on the Mississippi and Ohio River systems. (Source: *MarineLog*)

MARINE RESCUE SERVICE ANNOUNCES COMPETITION FOR CONSTRUCTION OF FIVE RESCUE TUGS OF NE025 DESIGN

The ship design was developed by Nordic Engineering. Marine Rescue Service has announced a competition for the right to sign a contract on construction of Arc4 multipurpose rescue ships of Project NE025. The ships will be built under the Plan for the Development of the Northern Sea Route Infrastructure until 2035 and the Federal Project “Northern Sea Route” foreseen by the transport part of the Comprehensive Plan for



Modernization and Expansion of Core Infrastructure (CPMI) until 2024. According to the statement, it is the first case of Marine Rescue Service to act as the state customer for ship construction. The winner will build five ships of Project NE025 designed by Russian company Nordic Engineering. The first two ships are to be homeported in Murmansk, two more – in Petropavlovsk-Kamchatsky and one – in Arkhangelsk. The rescue towboat of Arc4 ice class is intended for participation in accident-prevention and rescue operations as well as for ensuring safe maneuvering of large ships in ports and harbors of the Northern Sea Route. Key particulars of the ship: LOA – 29.00 m, BOA – 9.40 m, midships depth – 4.20 m, midship draught at the summer load waterline (SLW) – 3.20 m, displacement at SLW draught (sea) - 482 t, light mass - 388 t, main engine continuous power max -

2x746kW, draw on the hook – at least 25 tf. (Source: PortNews)

Advertisement



MULTRATUG 5 ON HER DELIVERY VOYAGE



The Damen Stantug 1205 new building **Multratug 5** was spotted last week sailing on her delivery voyage from the building yard at Gorinchem to Hansweert (Source & Photo: Willem Kosten - www.maritimephoto.com)

ACCIDENTS – SALVAGE NEWS

X-PRESS PEARL PARTIALLY SINKS OFF COLOMBO

The MV **X-Press Pearl** has partially sunk off the coast of Sri Lanka during an attempt to tow the vessel to deeper waters, the ship's operator has confirmed. Salvors boarded the vessel today and successfully attached a tow wire to the bow of the burned out ship, but efforts to tow it failed. The ship's aft is now touching the seabed at a depth of 21 meters, X-Press Feeders said in its update. "As of 1500 Sri Lanka time, the forward area of the vessel remains afloat with smoke coming out of Cargo Holds No 1 and 2," the update said. Efforts to extinguish the fire on board have been ongoing since it was first reported May 20 one day after the **X-Press Pearl** arrived at an anchorage approximately 9.5 miles off the coast of Colombo with a container leaking nitric acid. While dousing the fire appeared to be successful initially, the fire exploded in intensity last week and all 25 crew members and a salvage team from SMIT were evacuated. All 25 crew members were eventually evacuated safely, although two suffered injuries but are expected to recover fully. One also tested positive for COVID-19. Prior to its partial sinking today, all salvage team members were evacuated from the vessel due to safety concerns. "An inspection team were able to board the vessel on the afternoon of Tuesday, June 1, and reported the engine room flooded. There are now concerns over

the amount of water in the hull and its effect on the ship's stability. Efforts to make a connection for towing failed after several attempts due to the tug's movement caused by the swell. The operation was aborted for safety reasons," X-Press Feeders reported today prior the sinking. The Sri Lankan Navy and Indian coastguard have remained on scene responding to the incident. The X-Press Pearl was 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, the Sri Lankan Navy reported previously. Preliminary investigations indicate the fire started due to a chemical reaction of the hazardous cargo. Before arriving in Sri Lankan waters, **X-Press Pearl** underwent discharge and loading operations at Hazira Port in India and Hamad Port in Qatar before continuing on its planned journey to Colombo. "Applications had been made to both ports to offload a container that was leaking nitric acid but the advice given was there were no specialist facilities or expertise immediately available to deal with the leaking acid," an earlier update said. (Source: gCaptain)

IRAN'S LARGEST NAVY SHIP SINKS AFTER FIRE IN GULF OF OMAN



Iran's largest navy ship the **Kharg** sank on Wednesday after catching fire in the Gulf of Oman, but the crew were safely rescued, Iranian media reported. No further explanation was given for the latest incident in a region of sensitive waterways, where there have been accusations of attacks on ships owned by arch-enemies Iran and Israel. State TV said the fire on Iran's

highest-tonnage naval vessel started around 2:25 a.m. on Wednesday (21:55 GMT) near the Iranian port of Jask, where it was on a training mission. The Gulf of Oman connects to the Strait of Hormuz where about a fifth of the world's oil passes. Rescue operations for the **Kharg** went on for hours, the statement on state TV said, with all the crew disembarking. "All efforts to save the vessel were unsuccessful and it sank," the semi-official Fars news agency reported. In April, Iran said one of its vessels, the **Saviz**, had been targeted in the Red Sea, after media reports the ship had been attacked with limpet mines. That came after Israel and Iran had blamed each other for a series of reported attacks on cargo ships since late February. Iran has refused to recognize Israel since its Islamic Revolution in 1979 that toppled the U.S.-backed Shah. Israel sees Iran's nuclear program as a threat to

its existence. The shipping incidents have occurred since U.S. President Joe Biden took office in January, pledging to rejoin Iran's 2015 nuclear containment deal with six world powers – abandoned by his predecessor Donald Trump in a move welcomed by Israel – if Tehran returns to full compliance with the accord. (Source: *gCaptain*; Writing by *Parisa Hafezi*; Editing by *Andrew Cawthorne* (c) Copyright Thomson Reuters 2021.)

Advertisement



THE FISHING VESSEL "VIRXEN DOS MILAGROS" RUNS AGROUND NEAR BURELA

Salvamento Marítimo reports on its twitter account that the fishing vessel "[Virxen dos Milagros](#)" ran aground last morning three miles SE of Burela. On board were 10 crew members, two of whom have been evacuated by the Pesca II helicopter to Hospital da Costa and the remaining eight in a raft, being picked up by the fishing boat "[A Costa](#)" from Lugo and disembarked in Burela. The coordination of the operation



corresponded to the Finisterre Center. Fishing captain José Pino says on his Facebook account that "Foz loses half of its purse-seine fleet in a few days. To the scrapping of the "[Siempre Jesús Dolores](#)", the famous lightning, which takes place these days in the Coruña dock of Oza, is added the unfortunate shipwreck tonight of June 3 at one o'clock in the morning of the "[Virxen dos Milagros](#)" On the coast of Nois (Foz) where his eight men were rescued by [A Costa de Lugo](#)". "The once prominent cerqueiro port of Foz is left only with the boats of the beloved owner Ton Rey," [Ollo do Mar](#)" and "[Mirando o Mar](#)" skippered by his sons Alberto and Germán. Two of the most emblematic and rare wooden boats that survived as heritage of the riverbank carpenters in A Mariña disappear, at least momentarily". (Source: *Puente de Mando*)

85 FLOATING TANKS TO REMOVE 79,000 LITRES OF BARGE'S OIL

A salvage team has started work on sponging out 79,000 litres of lube oil from the barge [Gal Constructor](#) which broke anchor, drifted and ran aground off Palghar during cyclone Tauktae about

a fortnight ago. Oil removal started after 1,000 litres leaked into the sea, which was contained using



booms within a radius of 400 metres around the barge. The oil was stored in the barge as lubricant for machinery. Diesel too was stored on the vessel for operations like generating electricity. The barge is about 2 km from Palghar's Wadrai Coast, where the depth of sea is up to three metres at places. Fifteen tanks of capacity 1,000 litres each have been sent to

the location for oil removal, and 70 more will reach within three days, said a shipping industry source. The tanks are being hauled by small mechanised boats. No oil spill has been reported onshore yet. "Neither has a breach of the oil tanks aboard the barge been reported. Work is on to recover the spilt oil, which has been contained around the grounded barge with the help of booms," a source from the Directorate General of Shipping told TOI. The oil captured within the boom radius is being removed by absorbent pads. The barge's operator had hired it from Tirupati Vessels and has engaged Smit Salvage and the firm Seacare for removal of oil from the barge. *(Source: Energy Infra Post)*

'ALLIANCE' TUG SHIFTING DELAYED - FISHERMEN LEADERS WARN OF AGITATION

Taking exception to the fact that shifting of the **Alliance** tug is getting delayed, Kadipatna Mogaveera Sabha has urged the officials to do the needful without further delay. Members of the Sabha conducted an emergency meeting at Padubidri on Monday May 31 and warned that if the tug is not shifted early, they will be compelled to carry out agitation to achieve their



objective. The fishermen leaders expressed the suspicion that if the tug is not taken to Mangaluru, it may get stranded here and a decision to break it up here may be taken. They said they are determined not to allow the tug breaking up activity to take place here. In the meantime, Bilal Moideen, who has been entrusted with the task of towing the tug away, said that the tug remains stranded at Padubidri as the New Mangalore Port Trust has not yet given it the clearance. The tug belonging to the Underwater Services organization, met with an accident and overturned on May 15. It was found deposited on the shore near Padubidri the next day. Engineer of the concern, Sankar Kumar Mondel, has filed a complaint about the accident at Panambur police station. Three of the staff of the company have died while three others could swim to safety. Two others, Pawan Chand Katoch and Mainuddin Sheikh, have been treated as missing as they or their mortal remains have not been traced so far. *(Source: Daijiworld)*

Advertisement



FFS
Fire Fighting Systems

Leader in the global firefighting market

fifisystems.com

MASTER DIES AFTER REFUSING TO LEAVE SINKING VESSEL IN RED SEA



The Egyptian master of the 5,200-hp **Inspecta7** has died after refusing to leave his sinking offshore support vessel until all his crew were evacuated. The body of an engineer was also found. Egyptian media said the 1999-built, 5200-hp **Inspecta7** was lost on Wednesday morning in the Red Sea off Ras Ghareb. Her master, Yousry Sultan, refused to leave the offshore support vessel until all his crew had abandoned ship. He drowned while overseeing the evacuation. The body of engineer Adal Nassar, who was reported missing after

the incident, has been found inside the hull of the vessel 18 hours after the sinking. Eleven other crewmembers were rescued. The survivors confirmed reports that the ship hit a submerged object — possibly the wreck of a submerged vessel — and started to take on water. Egyptian authorities have started an investigation. (Source: *Maritime Direct*)

FIRE IN CARGO SHIP HOLD, HONG KONG

Fire erupted in cargo hold of, understood, general cargo ship **Affluent Ocean** in the afternoon Jun 2, in Hong Kong. The ship is anchored south of Stonecutter island, undergoing cargo operations carried out with floating crane and barges, she's reportedly loaded with some 2,000 tons of steel products. A thick white smoke emanated from the ship, reaching Kowloon residential areas. As of



1500 UTC Jun 2, firefighting looked to be still under way, with deployment of water cannon tugs

and fire boats. **Update:** *fire out, heavy list, crew quarantined* It took 15 hours of continuous firefighting to put the fire out, was reported extinguished by 0820 LT (UTC +8) Jun 3. the ship developed heavy portside list, most likely due to water poured into cargo hold during firefighting. Understood – judging from photos – the ship was loading scrap to be shipped to Vietnam. No injuries reported. All crew including Chinese and Indonesian nationalities were evacuated and put under arr... sorry, under quarantine. Why? Because it's a new wonderful normal – you're rescued, you have to be isolated, just in case. (*Source: Maritime Bulletin*)

REMEMBER TODAY

HS KONINGIN REGENTES 06TH JUNE 1918



HS **Koningin Regentes** was a Dutch hospital ship that was torpedoed by the Imperial German Navy submarine SM **UB-107** on 6 June 1918 while returning to Rotterdam, the Netherlands, from Boston, Lincolnshire, England. **Construction** HS **Koningin Regentes** was built as the paddle steamer PSS **Koningin Regentes** at the Fairfield Shipbuilding & Engineering Co. Ltd. shipyard in Govan, Scotland, in 1895. She was launched on 9 July

1895, and completed later that year. The ship was 97.5 metres (319 ft 11 in) long, had a beam of 11 metres (36 ft 1 in), and had a depth of 4.9 metres (16 ft 1 in). She was assessed at 1.970 GRT and had triple-expansion engines driving her paddle wheel. The engine was rated at 1.305 nhp and the ship could reach a maximum speed of 20 knots. **Early career** The **Koningin Regentes** was used as a ferry boat between the Netherlands and the United Kingdom until the outbreak of World War I. She sometimes also carried mail as cargo. **World War I** After World War I began, **Koningin Regentes** was refitted with special accommodations and a new layer of paint for service as a hospital ship. Her name was therefore also changed to **HS Koningin Regentes**. The **Koningin Regentes** now served on a new route between Rotterdam, the Netherlands, and Boston, Lincolnshire, England, and operated on this route for nearly the entire war. **Sinking** On 6 June 1918 **Koningin Regentes** departed Boston bound for Rotterdam. When she was 21 miles east of Leman lightship, she was torpedoed by the Imperial German Navy submarine SM **UB-107** and sank shortly afterwards. Seven people lost their lives in the sinking and the survivors were saved soon after. **Wreck** The wreck of **Koningin Regentes** lies at a depth of 30 metres (98 ft 5 in) and is broken in several pieces. It lies close to an English drilling site, and the sea floor is level with only sand and shells; visibility is also very good. One of the ship's steam engines lies on top of the ship and her decks have collapsed and are under a lot of sand. (*Source: Wikipedia*) **Stichting Maritiem Historische Databank** The **Koningin Regentes**, which had served since January 1918 as a hospital ship in the exchange of wounded prisoners of war between England and Germany, departed on 6 June 1918 in convoy with the other two Dutch hospital ships '**Sindoro**' and '**Zeeland**', from Boston (Lincs.) to Rotterdam, with a doctor, three nurses and a crew of 56 people, but there were no prisoners of war or mail on board. At 1.05 pm that afternoon of June 6, 1918, a violent

explosion occurred behind the bridge of the **Koningin Regentes**, which was in position 21 miles east-south-east-east of the lightship 'LEMAN' (position is magnetic), after some those on board had seen the bubble path of a torpedo. The **Koningin Regentes** was, as it were, split in two and both parts sank so quickly that only 2 boats could be launched, so that the majority of the passengers ended up in the water. The ship had disappeared into the waves within four to five minutes. The other ships immediately came to the rescue, but one man turned out to have died shortly after he was removed from the water and six people on board were missing, so that the disaster cost the lives of 7 people. It was only much later that it was revealed that the **Koningin Regentes** had been torpedoed by the German submarine 'UB-107'.

OFFSHORE NEWS

SIEM DORADO TRAVELING TO SOUTH AMERICA AFTER NORTH SEA JOB

Siem Offshore has secured a contract for its multi-purpose support vessel (MPSV) **Siem Dorado** offshore Guyana. The work scope, on behalf of charterers, will consist of fibre optic cable lay, support and hook-up. The deal includes a 55 days firm contract, plus options, in addition to mobilization and demobilization fees, the Norwegian company said. Commencement of mobilization will take place



later this summer. "It is highly satisfactory for the company to see top tier clients coming back to further strengthen our relationship," Siem Offshore stated without revealing the name of the client. Most recently, **Siem Dorado** executed a contract for Dutch subsea services provider DCN Diving in the North Sea. The 93.6-meter long diesel electric-powered vessel features a 100-ton heave compensated offshore crane, specially designed for remotely operated vehicle (ROV) and light construction duties.

Advertisement

An advertisement for Redwise shipping services. It features a blue tugboat with white accents, moving through the water. In the background, there are mountains and a clear sky. The Redwise logo, consisting of stylized red and blue waves, is positioned above the company name 'Redwise' in red and blue text. Below the name, the slogan 'WE DELIVER' is written in large, bold, blue capital letters. At the bottom of the advertisement, the text reads: 'Hinewai, delivered from Hong Kong to Timaru, New Zealand'.

BRAEMAR AND WESTWOOD SEE OSV OWNERS FACING TOUGH MARKET



The offshore support vessel market continues to face a utilisation challenge, despite forecasted demand recovery this year, according to joint research from Braemar ACM Shipbroking and Westwood. The research found that over the course of 2020, estimates for total utilisation for the global OSV market fell from 55% in 1Q 2020 to a low of 49% in 3Q 2020 following a sharp decline in rig

activity, FID cancellations/deferments and significant logistical challenges posed by the global pandemic. In efforts to reduce operating costs, vessel owners have been quick to stack idle fleets, with global lay-ups accounting for almost 33% of total capacity. With effective utilisation estimated at 73% in 1Q 2021, Braemar and Westwood said that owners and operators who wish to remain competitive must consider future tactics for fleet rationalisation, factoring in ageing fleets alongside the financial and environmental costs associated with scrapping. Earlier this year, Fearnley Offshore Supply said that the tide has turned for the OSV sector, with good visibility in the market going forward. However, the Norwegian broker noted that this does not mean that the industry can be in any way declared a healthy one, but moving upwards from miserable levels. (Source: *Splash24/7*)

SOLSTAD INVESTS IN BATTERY POWER ON A CSV

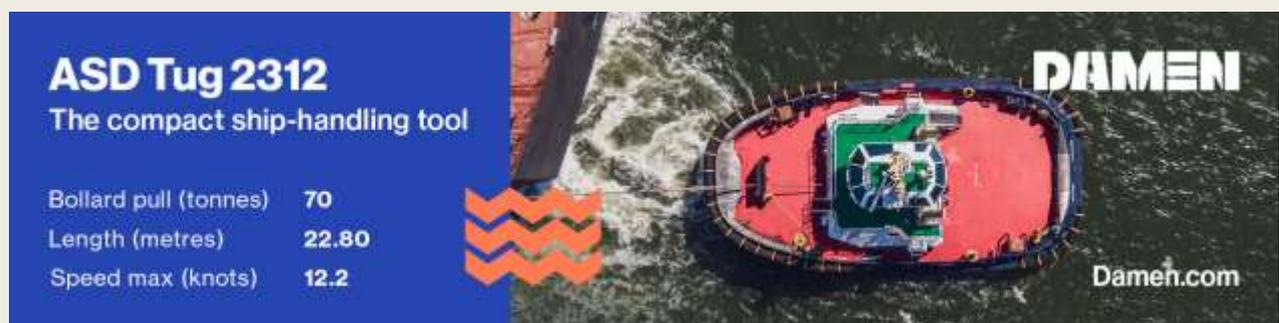
Solstad Offshore will upgrade 2014-built construction support vessel (CSV) **Normand Ocean** with a large battery installation after securing a long-term charter from DeepOcean in the North Sea. DeepOcean has signed a long-term contract to employ **Normand Ocean** (ex Rem Ocean) for subsea inspection, maintenance and repair work in the North Sea to the end of



2023. The MT 6022-design, 107.6-m vessel will also be used for light construction projects in the region during its charter period, which could be extended to the end of 2024 under an option. Solstad will install a 1-MWh battery system on the CTV and deploy a shore-power connection for recharging. Solstad said Normand Ocean's upgrade is part of its and DeepOcean's common goals to reduce CO2 emissions from operations. The 1-MWh battery system will allow the vessel to operate with same efficiency but with less emissions. More commitments from both companies could be on the cards. "Through this agreement Solstad and DeepOcean are committed to jointly exploring and initiating new steps to reduce emissions further by utilising new technology that will be available over the next years," said Solstad. It is not the only Oslo-listed owner to gain contracts for its

offshore support vessels in June. Siem Offshore has clinched a contract for its multipurpose support vessel **Siem Dorado** for work off South America. This contract includes 55 days of charter, mobilisation and demobilisation fees and extension options. The 2009-built vessel will sail to Guyana to commence the contract during Q3 2021. On 1 June 2021, it was located in Ijmuiden, the Netherlands according to automatic identification system data. Its work scope when it arrives in Guyana will consist of fibre optic cable lay, support and hook-up. Oslo-listed Petroleum Geo-Services (PGS) has won a contract for its seismic survey vessel **Ramform Vanguard** to keep it employed well into 2022 if extension options are taken. This contract will begin mid-August 2021. **Ramform Vanguard** will acquire seismic data in the Black Sea for 3D survey using its spread of 12 streamers of hydrophones. PGS president and chief executive Rune Olav Pedersen said this contract “is a solid contribution to our orderbook”. He said Ramform Vanguard was reactivated from warm layup for the North Sea summer season because of increased seismic acquisition activity. “Sales leads and active tenders remain healthy, and this contract award is evidence of a continued positive market sentiment, which we believe will extend into the winter season,” said Mr Pedersen. (*Source: Offshore Energy by Martyn Wingrove*)

advertisement



ASD Tug 2312
The compact ship-handling tool

Bollard pull (tonnes)	70
Length (metres)	22.80
Speed max (knots)	12.2

DAMEN
Damen.com

NORMAND OCEAN TO UNDERGO UPDATE AS IT SCORES NEW DEEPOCEAN CONTRACT



Solstad Offshore has signed a new contract with DeepOcean for its construction support vessel (CSV) **Normand Ocean**. **Normand Ocean**, which has been on contract with DeepOcean since 2014, will now be on firm contract until the end of 2023. The CSV will be utilized on DeepOcean’s inspection, maintenance, and repair (IMR) and light construction projects in the

North Sea. In addition, there is an option to extend the contract for one more year. As part of the companies’ common goal to reduce CO2 emissions, **Normand Ocean** will be upgraded with a 1 MWh battery system and shore power connection. This is expected to allow the vessel to operate with same efficiency but with fewer emissions, Solstad stated. (*Source: Offshore Energy*)

BOURBON OFFSHORE TAKING OVER FRENCH SUBSEA RESEARCH DUO

Bourbon Offshore Surf has won a tender to supply and manage the crew and nautical activities of two deep-sea vessels owned by the French Department of Underwater Archaeological Research (DRASSM). Bourbon will support DRASSM with risk management (QHSE), crew and technical management for the **André Malraux** and **Alfred Merlin** vessels. The vessels share the same specificities as those of Bourbon Offshore Surf, including dynamic positioning,



acoustics, subsea operations and lifting capacities, the company said. The plan is to deploy digital tools that are expected to enable DRASSM to receive operational data to monitor the performance of its vessels in total transparency. “We are very pleased to support the DRASSM and hope to establish a long-term partnership with this major player of underwater archaeology,” said Yannick BELEY, CEO of Bourbon Offshore Surf. “The crisis in the offshore sector has committed us to diversifying and offering new services with the same requirement for operational excellence that has made BOURBON a leader in the sector. We are thus deploying our strategy by offering a shipmanagement service on vessels that do not belong to BOURBON. This is a step further in our transition from shipowner to marine service provider.” (Source: *Offshore Energy*)

SHEARWATER KICKS OFF SECOND PHASE OF NORTH SEA SEISMIC SURVEY



Shearwater GeoServices has begun the second, larger phase of the Mid North Sea High (MNSH) 3D seismic survey program in the UK for ION Geophysical. Shearwater will employ the **Oceanic Vega** to acquire data from the site over the five-month

period. Upon completion in mid-October, the survey area included in the program will have increased six-fold. Final data for the first and second phases remains on track for delivery in Q2 2021 and Q2 2022, as reported recently. “The second phase of the Mid North Sea High program builds on the success of last year’s survey where advanced acquisition and processing by Shearwater and ION produced outstanding subsurface images revealing fresh insights into this promising, underexplored UK province”, said Irene Waage Basili, CEO of Shearwater. Last year, ION selected Shearwater for the first phase of the 3D seismic survey for the MNSH program. The work was completed in October

2020. The MNSH is said to be one of the last remaining underexplored regions on the UK Continental Shelf and a recent well confirmed one of the first new plays in recent years. (*Source: Offshore Energy*)

Advertisement



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

AUSTRALIA - EUROPE - WORLDWIDE

IMS.
Ship delivery and management
Always delivering.

Phone +61 8 9331 2566
Email commercial@inationalmaritime.com
inationalmaritime.com

PROSAFE STRIKES A DEAL WITH LENDERS OVER RESTRUCTURING PLAN

Following an agreement with lenders over its financial restructuring plan, offshore accommodation rig provider Prosafe expects to reduce its debt significantly and improve the balance sheet and financial flexibility. Prosafe presented its business plan and a restructuring proposal to its lenders last year and, in the meantime, continued to operate on a going concern basis while



working on an agreement for a long-term financial solution with lenders. The company has now received support from lenders of Prosafe SE and Prosafe Rigs on a comprehensive and material restructuring of the financial indebtedness of the group. The company informed on Friday it has received acknowledgement of credit approval, which is subject to certain conditions, in support of the transaction from ca. 79 per cent across the \$1.3 billion facility and the \$144 million facility with additional credit approvals expected by mid-June 2021. The terms of the transaction will result in significant de-leveraging of the balance sheet with ca. 75 per cent debt reduction, a corresponding reduction in annual debt service, a sufficient cash balance and in sum a significantly improved balance sheet and improved financial flexibility. Jesper K. Andresen, Prosafe CEO said, “The support for a comprehensive restructuring from our lenders is a key milestone in the process to implement a sustainable financial solution. We are pleased to have achieved this consensually among our lenders which reflects the strong support we have enjoyed from them throughout the process and which has enabled us to continue our business as usual and protect and generate value. “Pending remaining credit approvals and a possible Singapore Scheme of Arrangement combined with other arrangements to complete the implementation, Prosafe will continue to position the company and focus on protecting and creating value for all its stakeholders”. Namely, to the extent Prosafe does not receive unanimous support for the restructuring from all stakeholders, the company intends to implement

the transaction using a Singapore Scheme of Arrangement combined with other arrangements if required. The transaction will also require approval from the company's shareholders in an extraordinary general meeting. (Source: *Offshore Energy*)

WINDFARM NEWS - RENEWABLES

DUDGEON OFFSHORE WIND FARM RECOGNISES LIFE-SAVING ACTIONS IN RESCUE OF SEVEN FISHERMEN



Equinor, operator of Dudgeon offshore wind farm, has presented those aboard the **Esvagt Njord** vessel with a Safety Award, to honour their life-saving actions in the rescue of seven fishermen. The **Esvagt Njord** is a Service Operations Vessel (SOV) servicing Dudgeon offshore wind farm off the Great Yarmouth coast. A bit like a floating hotel, with workshop and storage, the vessel is

home for the teams of technicians as they stay offshore in the wind farm, two weeks at a time. The incident occurred on 15 December 2020, when HM Coastguard received an emergency beacon alert from the fishing vessel GALWAD-Y-MOR and initiated a Search and Rescue response for those on-board. The crew had abandoned to their life-raft following a report of an explosion and the vessel taking on water. The **Esvagt Njord** responded to the signal, utilising their fast rescue boat, and those onboard the **Esvagt Njord** rescued all seven crew within 22 minutes of being notified. Having received immediate medical attention and further treatment at hospital, all seven males recovered well. Pete Lawson, Offshore Energy Liaison Officer at HM Coastguard, said: "I would like to pass on my thanks to the crew of the **Esvagt Njord** for their support during this incident, particularly to the medic and those who treated the crew for their injuries. It is another example of the excellent resource which can be provided by the offshore renewables industry to support maritime search and rescue." Equinor, which operates the wind farm, has awarded all employees and contractors involved in the rescue from the Dudgeon windfarm with a safety award to acknowledge their exemplary handling of the situation. Sonja Chirico Indrebø, Plant Manager for Dudgeon offshore wind farm, said: "We wanted to present this Safety Award to recognise all involved, including the crews from **Esvagt Njord** and Green Storm, the International SOS paramedic, the coordinator, the warehouse operator and technicians, for their life-saving actions. With our operations out at sea, it's incredibly important that both our technician teams and the vessel crews are highly trained to deal with any kind of incident that could happen whilst offshore. This rescue operation goes to show that a trained team, highly skilled in emergency response and first aid can also create a safer environment for other users of our oceans. It really is thanks to those onboard the **Esvagt Njord** at the time that this story has a happy ending." Since 1981, ESVAGT has rescued 148 people from a life-threatening situation at sea. Kristian Ole Jakobsen, Deputy Chief Executive Officer in ESVAGT, said: "We are indeed very proud of our colleagues at **Esvagt Njord**, who clearly demonstrated ESVAGT's vision of providing "Safety and Support at Sea" in the best way possible. "Safety remains the very essence of our core values, and we are very proud of this instant and highly professional

performance by the colleagues and the team onboard **Esvagt Njord**, which ensured a positive outcome of this severe situation.”

Dr Louise Slaney, Medical Director Health Advisory Services and Medical Advisor to Equinor in the UK states:

“International SOS would like to express their gratitude to our Medic and his first aid team for their life saving actions following this incident. It is thankfully very rare that our medics would have to deal with a Multiple Casualty Incident, but despite

the chaos of the situation his training took hold and he achieved this seamlessly. He is a real credit to us and Equinor; not to mention the entire crew for responding so quickly to the Mayday.” *(Press Release)*



Advertisement



TWO MORE CSOV CONTRACTS CONFIRMED FOR WORLD'S LARGEST OFFSHORE WINDFARM



Edda Wind has been awarded a contract for a commissioning service operation vessel for the Dogger Bank offshore windfarm in the UK, as has Integrated Wind Solutions' business unit AWind. Edda Wind said it would provide a commissioning service operation vessel (CSOV) for use during the commissioning and

construction of the first two phases of Dogger Bank and has entered into a contract with Dogger Bank Wind Farm for Edda TBN C490, which is currently under construction at Astilleros Gondan in

Spain. Edda Wind's CSOV contract will commence shortly after delivery of the vessel in Q2 2023, with a firm period of two years and an additional option of one year. The vessel will have 100% utilisation during the two-year period. Edda Wind chief executive Kenneth Walland highlighted what he described as "the advanced and environmentally friendly vessels" the company has developed that "will help our clients reduce operational expenditure and reduce the carbon footprint of their windfarm projects." *Build a brighter future* In a related development, Integrated Wind Solutions has confirmed a contract it first announced in late April for its subsidiary AWind – the company's first charter – is for the Dogger Bank project. AWind's contract will commence Q2 2023 and is also to provide support for the first two phases of the windfarm, Dogger Bank A and B. The firm contract duration is 546 days in total. In addition to 60 optional days on Dogger Bank A and B, the deal also includes an option for 331 days at Dogger Bank C. AWind has two CSOVs under construction at China Merchants Industry. Integrated Wind Solutions chief executive Lars-Henrik Røren said the contract is an important milestone for IWS. "Being chosen by Dogger Bank Wind Farm for the world's largest offshore windfarm demonstrates the attractiveness of our vessels' capabilities and environmental features, our HSE and quality standards and our team's ability to deliver on tight deadlines," he said. The windfarm is being built in three consecutive 1.2-GW phases, Dogger Bank A, B and C. Each phase of the project is expected to generate around 6 TWh of electricity annually. The first two phases, Dogger Bank A and B, are a joint venture between Equinor (40%) SSE Renewables (40%) and Eni (20%). The third phase, Dogger Bank C, is being developed on a different timescale and is owned by Equinor (50%) and SSE Renewables (50%).
(Source: Riviera by David Foxwell)

MMA REVEALS CONTRACT WINS IN ASIA PACIFIC

MMA Offshore has secured a new contract to carry out survey work at an offshore wind project in Taiwan, as well as a contract extension for the Australian Ichthys natural gas field. MMA will use two third-party chartered vessels to undertake geophysical and visual surveys to understand elements such as seabed sand wave migration and local bathymetry data at the



undisclosed Taiwanese wind farm. The scope of work is expected to commence in July 2021 and conclude in September. MMA has also been awarded a contract extension with Inpex for the [MMA Plover](#) to continue providing drilling rig support services for the Ichthys field in Australia's North West. The contract extension is for a firm period of two years, with further options to extend on a per well basis. The field covers an area of around 800 square kilometers in water averaging depths of around 250 meters. A final investment decision for Ichthys LNG was reached in 2012 and production started in July 2018. "We are delighted to continue our positive working relationship with INPEX and look forward to continuing to deliver safe and efficient operations for the Ichthys LNG project," said MMA's managing director, David Ross. "The award of a further offshore wind survey scope and our second HIPP hydrographic survey project are strategically important to the execution of our diversification strategy. I am pleased to see us growing our presence in the offshore wind market in

Taiwan.” MMA recently secured a contract with OMV New Zealand for the **MMA Vision** to provide field support duties for the Maari and Maui gas fields in the Taranaki Basin. The deal is for a period of three years firm, with a further two one-year option periods. *(Source: Offshore Energy)*

Advertisement



BOGAZICI

NEW SHIPYARD IS READY FOR YOUR ORDERS

www.bogazicishipyard.com - info@bogazicishipyard.com

DREDGING NEWS

JAN DE NUL'S LARGEST CSD STARTS ITS FIRST PROJECT



Largest cutter suction dredger in Jan De Nul fleet, the **Willem van Rubroek** has started its very first assignment in Mauritania. In the port of the capital Nouakchott, the vessel is working for developer ARISE Mauritania, on the deepening of the access channel, the port basin and the new berth alongside the new ARISE port terminal. CSD **Willem van Rubroek** is pre-cutting the hard seabed, after which the trailing suction hopper dredger

James Cook can dredge up the cut material. The duo, assisted by the barges **Pinta**, **Boussole**, **L'Aigle** and **Le Guerrier**, will remove a total of 3 million m³ of hard soil. *Round trip to Nouadhibou* During the summer months of July and August, **Willem van Rubroek** and **James Cook** will briefly move to the more northerly port city of Nouadhibou to dredge rock banks in the 3-kilometre-long outer channel for the mining company Société Nationale Industrielle et Minière (SNIM). In September and October, both vessels will return to Nouakchott to complete the works for ARISE. *Dredging in challenging weather conditions* Both projects are largely carried out in the open sea, and that is exactly why the **Willem van Rubroek** is the best option. This powerful cutter suction dredger is the largest in the Jan De Nul cutter fleet with a total installed power of 41,346 kW, three 8,500 kW dredge pumps, 8,500 kW of cutter power and a cutter reach up to 45 metres water depth. **Willem van Rubroek** was built to dredge very hard rocky soil, and thanks to its size, this vessel can also withstand more difficult conditions, such as higher waves and more challenging weather conditions.

(Source: Dredging Today)

PHASE ONE OF THE PEENESTROM DREDGING WRAPPED UP

Earlier this year, Rohde Nielsen A/S successfully completed phase one of the Peenestrom maintenance dredging project in Germany. The first phase of works included removal of 140.000 m³ of dredged material. Works on the project started in early January with the arrival of hopper dredger 'Thor R'. This versatile and highly efficient dredger completed the phase one of this dredging project in February 2021. The contract



for the Peenestrom maintenance dredging was awarded to Rohde Nielsen A/S last December. *The dredging works were split in two phases:* * phase one with dredging of 140.000 m³ which was completed this winter; and; * phase two that will be carried out in July/August 2021 with a quantity of 100.000 – 110.000 m³. The reason for the splitting is to protect the population of fish in the River Peene. *(Source: Dredging Today)*

JULONG DELIVERS ELECTRIC CSD TO EUROPE



Julong Environment Technology has successfully delivered one set full electric 14/12" cutter suction dredger (CSD300E) to a contractor from the European Union. According to Julong, the CSD already started the sand mining operations. The dredger is fully controlled by Simens PLC control system. The dredge pump is driven by 355kw marine electric motor through frequency converter, and the cutter head, winches,

spuds are driven by separate 120kw marine electric motor. With electric motors powering the dredge system, the CSD300E makes zero emissions during the dredging works. The electric power provides a significant reduction in noise, adding an extra tier of sustainability and ensuring the dredger's suitability for projects in densely populated and environmentally sensitive areas, Julong said. "Another advantage is that the operational costs of electric dredger are much lower when

compared with other kinds of dredging equipment,” the sales director Mr. John Xiang said. The electric driven CSD is a modular dredger, dismountable for transportation by road, allowing easy assembly in remote locations. The dredger’s low voltage system equals easy maintenance with no requirement for special crew training. Also, the associated reduction in vibrations during dredging ensures a comfortable experience for those on board, Julong said. *(Source: Dredging Today)*

Advertisement



Pro Line A total wheelhouse package for the marine workboat professional

ALPHASAT Marine

alphasatmarine.com

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

YARD NEWS

CONCORDIA DAMEN SIGNS HISTORIC CONTRACT WITH LENTEN SCHEEPVAART FOR FIRST EVER INLAND HYDROGEN VESSEL

Concordia Damen has signed a historic contract with Lenten Scheepvaart. The contract, signed on 18th March by Harm Lenten and Concordia Damen CEO Chris Kornet, is for the construction of the first ever inland waterway vessel to run on hydrogen. The vessel, to be named MV Antonie, will be 135 metres long, weigh 3,700 tons and boast a revolutionary fuel cell propulsion. She will be used to transport salt between Delfzijl in the north of the Netherlands to Botlek in the Port of Rotterdam for Nouryon – a leading global chemical supplier.



Concordia Damen CEO Chris Kornet said of the contract, “At Concordia Damen we have always been at the forefront of bringing increased sustainability to our industry. Greening the inland shipping sector is something which we feel passionate about and we will continue to work towards this goal. I believe there will not be one single way to reduce emissions in our sector, but a number of approaches. Hydrogen is likely to play an important role in the achievement of zero emissions in inland shipping. Lenten Scheepvaart are to be commended for taking this leading role.” Lenten Scheepvaart has received a subsidy for the construction of the vessel to the value of 4 million euros. The subsidy, from the Netherlands Governmental department of Infrastructure and Water Management, aims to stimulate the development the use of hydrogen as a fuel on the path towards

zero emissions inland shipping. Likewise, the vessel and its operation will benefit from the subsidised hydrogen bunker station in Delfzijl. Concordia Damen has a long track record in the development of sustainable vessel technology for the inland shipping sector, including a number of hybrid propulsion vessels. *(Press Release)*

NEW SOFTWARE FOR DESIGNING SHIPS AND SHIPS AT PGZ STOCZNIA WOJENNA



A well-known Spanish consulting company and software producer for ship design and construction offices, SENER Marine, has signed a contract with PGZ Stocznia Wojenna from Gdynia for the implementation of the FORAN CAD / CAM system for the design and production of new vessels. The scope of the contract covers the installation of FORAN permanent licenses for each design area (hull shape, overall spatial layout

and preliminary design; construction; equipment and utilities; electrical design and generation of plans). The services provided by SENER include implementation, maintenance, training and local technical support. The use of the FORAN system will help the PGZ Naval Shipyard in the implementation of a wide range of repair, modernization and construction services for the Polish Navy. The official announcement did not reveal whether PGZ Stocznia Wojenna purchased the latest version of the system - FORAN V80R 4.0, which SENER made available on the market on May 18 this year. The new version of the V80R4.0, which is the result of almost two years of development, includes important new functionalities in all design disciplines, enhances many existing ones, while facilitating the digitization of the shipyard and its design and production processes. ensure: - dynamic highlighting of elements; - new selective mode; - new navigation mode integrated with the mouse; - compatibility with most modern graphic libraries; - new editor for user preferences files; - HLR and HLD representation methods; - availability of snap points; - transparent mode for real boundaries; - raytracing display mode. *New functionalities and improvements are available in all modules. Among them you can mention:* - new definitions of intact and damaged stability criteria for special ships; - automatic generation of the fault status; - definition of the friction coefficient for dynamic ditching calculations; - the so-called usability for applicability (sister ship management); - automatic simplification of imported CAD models; - new module for generating cutting sequences; - new context for preview cutting sequence; - management of welding seams; - new module for generating and editing isometry; - bent tubular elements with variable radius; - impact control for modifications; - interactive route comparison for cables; - verification of the efficiency of cable routes; - detection of overcrowded or too heavy sections of cable routes; - fourth generation Integration (interoperability) with PLM systems; - API that provides external, remote, read-only access to FORAN data for user applications; - extending the capabilities of the FORAN Assistant (AI). V80R4.0 also includes tools to migrate projects from previous versions to help you upgrade your installation. With over fifty years of continuous use in shipyards and design

offices around the world, FORAN is now a design tool for the most advanced naval projects, such as the SSBN Dreadnought and S-80 submarines and the T26, CSC, HCF and F110 frigates, says SENER. (Source: *PortalMorski*)

Advertisement



W
Van Wijngaarden Marine Services BV
The Right Partner...
all over the world.
T +31 (0) 184 490 244 | www.wijngaarden.com
KILSTROOM • MultiCat
3013 • DP1 • 39.8 Ton BP

DAMEN SHIPYARDS GALATI LAYS KEEL OF COMBAT SUPPORT SHIP

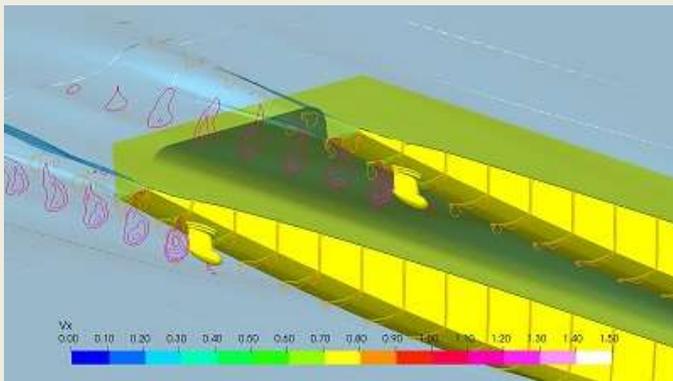
On the 2nd of June Damen Shipyards Galati has performed the keel-laying ceremony on the Combat Support Ship (CSS) **Den Helder**. This marks an important milestone in the construction of this new supply ship for the Royal Netherlands Navy. The keel laying ceremony was performed by the Director Defence Material Organisation (DMO), vice admiral Arie Jan de Waard and vice admiral



Rob Kramer, Commander Royal Netherlands Navy (RNLN). The yard carried out the steel cutting for this new vessel in December last year. Following the keel-laying, all the building blocks for the actual construction of the ship in Romania are now ready. The engineering of the CSS has been largely carried out in the Netherlands. Damen Naval division director Hein van Ameijden emphasizes that it is mainly the cooperation with companies from the existing naval construction chain that makes the innovative construction of Dutch naval ships possible: “More than a year after signing the contract for this ship, Damen Naval has concluded 116 purchase contracts, of which 82 are with Dutch suppliers. These are with companies coming mostly from the Rijnmond and Zeeland areas. It is this entire chain of companies that contributes to the construction of this new ship for the RNLN.” Besides emphasizing the close cooperation between all parties involved, the keel laying also has a traditional value. In the past, a coin was placed under the wooden mast for prosperity. Nowadays, with the ships made of steel, the coin is placed under the keel block. Both admirals performed this operation for the CSS, placing a coin from 1822 for the occasion. This was an important year for the RNLN, in which, after various plans and initiatives for fort building in the Napoleonic era, the marine establishment with drydock in Den Helder was transferred to their ownership. The next important ceremonial milestone is the naming of the vessel, but not before the

building of the ship is completed in 2023. After commissioning, testing and shipyard trials the ship will sail to Den Helder, where the accessories and the combat management system will be installed before the ship is transferred to the navy in 2025. The ship was designed in close collaboration with the DMO and the RNLN. It is based on the Joint Support Ship [HNLMS Karel Doorman](#), previously built by Damen. The nearly 180-metre-long ship will have a 75-person standard crew and can take an additional 85 people on board. In addition to space for fuel and munition to supply other ships, there is room for several helicopters and twenty containers. *(Press Release)*

DAMEN AND HYDROMASTER DEVELOP NEW FERRY THRUSTER FOR BLUE AMIGO



In 2020, Damen signed a contract with Blue Amigo for the delivery of nine passenger vessels. The ferries will operate services between Rotterdam and the Drecht cities in the Netherlands in a service known as the Waterbus. Damen identified that six of the vessels – hybrid carbon fibre water buses that will operate fast, inter-city routes – would require a thruster that had not been seen before. What was needed was a fully azimuthing, 360-degree thruster that would make docking easy and propulsion fast. “It’s actually the kind of thruster you would expect to see on a pleasure craft,” says Damen design and proposal engineer Ferries Jan van Ooijen. “On a passenger vessel, though, we needed something more manoeuvrable and robust.” Damen approached the experts of Hydromaster, a company with decades of experience in the field of steerable propulsion. Renowned for their sturdy, fully-mechanical design, Hydromaster thrusters propel hundreds of ferries, ships, barges and pontoons every day – all over the world. The two companies joined forces to develop this new thruster, as Hydromaster commercial manager Jan Terlouw explains. “We had already been working on something that would meet these requirements. A 375kW thruster, able to operate at speeds of up to and beyond 25 knots and durable enough to cover over 4,000 hours each year. But we had never built it. Once Damen signed its contract with Blue Amigo, we got the green light to go ahead.” Before that, however, Hydromaster went to MARIN. The Maritime Research Institute Netherlands worked together with Hydromaster to develop the hydromechanics necessary to produce the thruster. MARIN was able to provide the detailed calculations that would facilitate a computational fluid dynamics (CFD) study and the fine-tuning of Hydromaster’s design. Jesse Slot project manager ships at MARIN: “It’s always a challenge to strike a balance between efficiency and vibration. Because of the high speed required in this instance, to

require



took us some time to get where we needed to be.” Using its extensive experience and conducting a thorough assessment of Damen’s hull design, MARIN was able to come up with the solution – a propeller of 840mm diameter with a clearance of 23% diameter from the hull -reducing vibration to a minimum and allowing for increased efficiency. For control of the thruster, Damen has developed in-house a single joystick controller that is intuitive to use and fulfills the circle of efficiency offered by the thruster. Jan van Ooijen: “This is a compact installation that takes the concept of standardised shipbuilding and applies it on another level. The result maximises the performance of the vessel and offers the reliability required for a ferry service. We can see a future for this type of thruster.” Jan Terlouw agrees, “We have already started to extend this range of High Speed Azimuth thrusters with a higher power output towards the 900 kW mark. We see a good potential for this type of thruster, not only for fast ferries, but also for example on crew transfer vessels for the offshore wind sector, supporting the production of sustainable energy, and other fast craft.” (*Press release*)

Advertisement



Nav-Light[®]

The bright spot in the marine world | www.wkmcornelisse.com | +31 (0)34 55 17 122

CONRAD HOSTS STEEL CUTTING CEREMONY FOR GREAT LAKES DREDGING & DOCK



Conrad Shipyard hosted a Steel Cutting Ceremony for Great Lakes Dredge & Dock Company, LLC (GLDD) at its shipyard in Morgan City, Louisiana. The steel is for three 7,100 cubic yard dump scow barges. Conrad will be utilizing multiple strategically located facilities to support GLDD’s operational needs. Delivery for all three vessels is scheduled between the second and third quarters of 2022. Each identical barge will measure 277’ by 63.5’ by 27.25’. Dump scows are barges which have hopper type cargo carrying compartment and a split hull design to facilitate bottom dumps to discharge dredged material. Addressing an audience of Conrad and GLDD managers, Brett Wolbrink, Conrad Executive Vice President and Chief Operating Officer said: “GLDD has awarded Conrad multiple contracts over the past year along with numerous repair and conversion projects. These contract awards and projects re-enforce GLDD’s

confidence in Conrad and continues to build on our longstanding partnership that we have enjoyed over the years. We sincerely thank all the GLDD and Conrad project team members that work together on a daily basis for their professionalism, teamwork and dedication to helping us make these projects successful for both Conrad and GLDD. *(Press Release)*

OSM CHOSEN AS OCEAN INFINITY'S NEW BUILD SITE SUPERVISION PARTNER

OSM has been awarded the New Build Site Supervision project of Ocean Infinity's Eight new build vessels project. The Vessels will contain a unique multi-purpose platform with custom design and technology features allowing onshore remote control, light crew or un-crewed operations, and the introduction of alternative fuels such as green ammonia. With a length of 78 meters, the vessels will be the



first of their kind and represent a giant leap forward for the Maritime sector, providing sustainable services to all corners of the industry from offshore energy, to logistics and transport. The series of eight vessels will expand Ocean Infinity's newly launched Armada fleet, comprising the latest in technology and marine robotics including autonomous underwater vehicles and remotely operated surface vessels. The new vessels are specially developed to serve as multi-role vessels and will support Ocean Infinity's operations worldwide from its control centers. "We are honored to be chosen as Ocean Infinity's New Build Site Supervision partner in such a prestigious and technically innovative and Challenging project" – Douglas Dalli, Managing Director in OSM Project and New Building Supervision. "We are pleased to be working with OSM, an industry-leader in ship build management. Sharing our passion for innovation and operational excellence, they are ideally placed to oversee the build of these highly innovative, first-in-class vessels" – Andy Holt, Fleet Director, Ocean Infinity. The vessel's design is developed with a customer committed to, and with high ambitions, for delivering low environmental impact marine services. In close cooperation with regulatory bodies, the vessels are designed for an ultra-low carbon footprint and they are among the first vessels to be prepared for green ammonia as a fuel with fuel cell and battery technology. Furthermore, the vessels will provide safe launch and recovery platforms for ROVs and other robotic systems through two large moonpools arranged with an optimized and well-proven damping system. The series of eight vessels will be built at VARD's shipyard, Vard Vung Tau in Vietnam, with the first vessel expected to be delivered from mid-2022. *(Press Release)*

LUUK VROOMBOUT STEPPED ASIDE IN ALPHATRON

After 50 years being daily active in the exiting world of Marine electronics, started as jr service engineer ending up as Co-founder President of the world wide active Alphontron Marine group Luuk decided at an age of 68 it is now time to step aside leading the beautiful company Dick Slingerland

and myself created in 1989. Mr Reiji Miwa my Japanese colleague who I know for more than 20



years will take over the daily responsibilities in the position of CEO supported by me in my new position as Co founder executive adviser (Commissaris) commencing 01-06-2021 .Together we will make sure the unique DNA of Alpatron Marine will continue with the Human touch as guide line. I would

like to thank all business friends customers as well as suppliers for your continuous support over all this years and look forward meeting you again sometime some place.

Advertisement



NEW BUILDING

- Harbour Tug; Owner: Russian Federation. Tenders close 2 June 2021 for five multi-purpose sea going tugs under Project T3150. Ice class Arc4 design. Total cost US\$57 million. Dimensions 30-35m long x 10-12m beam and draft of 5m. Commissioning of all vessels by 20 December 2024. Port positioning Archangelsk (3), Petropavlovsk-Kamchatsky (1) and Murmansk (1). Project is spearheaded by Directorate of State Customer of Sea Transport Development.
- Harbour Tug; Owner: Haisea Marine Services Turkey; Option retained at Sanmar, Turkey for one battery electric 100t bollard pull harbour tug. Three already ordered. Option may be for LNG dual fuel tug in five ship series; Remarks: Option. Total Vessels: 1.
- Salvage Tug Flag: Delivery: 06-2023; Russian Federation; Builder: Okskaya Sudoverf Russian Federation; Owner: Morspassluzhba Russian Federation; Length (OA): 80. Draft: 4.5. Beadth: 17. Notes: MPSV12 design. 2 x 2,600 kW engines. Ice classed.
- Harbour Tug; Delivery: 05-2023; Flag: Canada; Builder: Sanmar Denizcilik Turkey; Owner: Haisea Marine Canada; Length (OA): 40. Battery-electric harbour tug. To serve LNG Canada export terminal in Kitimat, Canada. Construction at Tuzla. Option one more giving possible total of four tugs. Robert Allan RAstar 4000-DF escort tug. Dual fuel.
- Harbour Tug; Delivery: 05-2023; Flag: Canada; Builder: Sanmar Denizcilik Turkey; Owner: Haisea Marine Canada; Length (OA): 40. Battery-electric harbour tug. To serve LNG Canada export terminal in Kitimat, Canada. Construction at Tuzla. Option one more giving possible

total of four tugs. Robert Allan RAstar 4000-DF escort tug. Dual fuel.

- Harbour Tug; Delivery: 09-2023; Flag: Canada; Builder: Sanmar Denizcilik Turkey; Owner: Haisea Marine Canada; Length (OA): 40. Battery-electric harbour tug. To serve LNG Canada export terminal in Kitimat, Canada. Construction at Tuzla. Option one more giving possible total of four tugs. Robert Allan RAstar 4000-DF escort tug. Dual fuel.
- Harbour Tug; Delivery: 10-2023; Flag: Canada; Builder: Sanmar Denizcilik Turkey; Owner: Haisea Marine Canada; Length (OA): 40. Battery-electric harbour tug. To serve LNG Canada export terminal in Kitimat, Canada. Construction at Altinova. Option one more giving possible total of four tugs. Robert Allan RAstar 4000-DF escort tug. Dual fuel.
- Harbour Tug; Delivery: 12-2023; Flag: Canada; Builder: Sanmar Denizcilik Turkey; Owner: Haisea Marine Canada; Length (OA): 40. Battery-electric harbour tug. To serve LNG Canada export terminal in Kitimat, Canada. Construction at Altinova. Option one more giving possible total of four tugs. Robert Allan RAstar 4000-DF escort tug. Dual fuel.
- Crewboat; Delivery: 04-2022; Flag: St. Vincent & Grenadines; Builder: Grandweld United Arab; Owner: Stanford Marine United Arab; Yard number: H181/21. IMO: 9940150. GRT: 253. DWT: 105. Length (OA): 42. Depth: 3.5. Draft: 1.5. Beadth: 7.3. Engine: 3 x Caterpillar C32 RPM: 2100 HP: 1115 KW: 831 Speed: Builder: Caterpillar.
- Crewboat; Delivery: 04-2022; Flag: St. Vincent & Grenadines; Builder: Grandweld United Arab; Owner: Stanford Marine United Arab; Yard number: H182/21. IMO: 9940150. GRT: 253. DWT: 105. Length (OA): 42. Depth: 3.5. Draft: 1.5. Beadth: 7.3. Engine: 3 x Caterpillar C32 RPM: 2100 HP: 1115 KW: 831 Speed: Builder: Caterpillar.

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Introducing the ElectRA Series*
 - *Med Marine successfully delivers second Unique Ice Class tug Svitzer Edda*
 - *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.*
2. Several updates on the Broker Sales page posted last week
 (*New page on the website. If you are interested pls contact jvds@towingline.com*)
 - *Pair of Ramparts 2500 ASD Tugs for Sale (New)*
 - *2 units AHTS available for sale in the UAE*

- [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

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

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense howsoever caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.
