Tugs Towing & Offshore Newsletter

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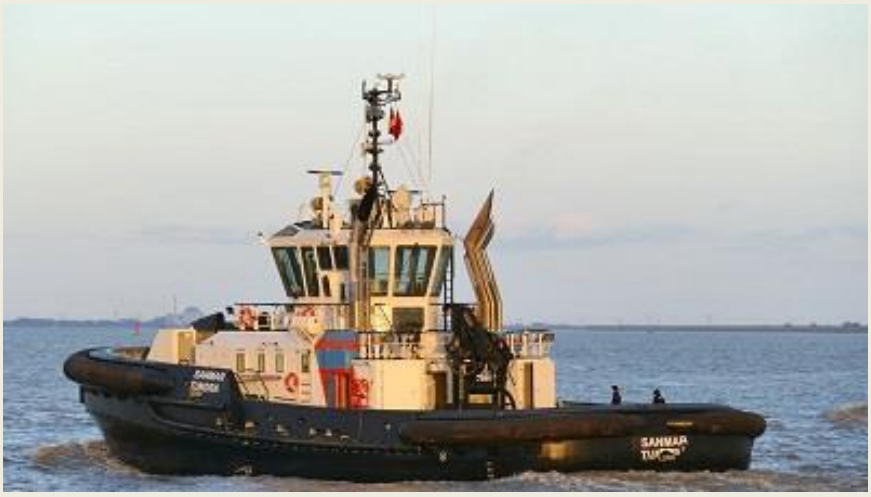
Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

Distribution twice a week 18,550+

MIDWEEK–EDITION

TUGS & TOWING NEWS

TUG BUILDERS ENJOY STRONG ORDERBOOKS



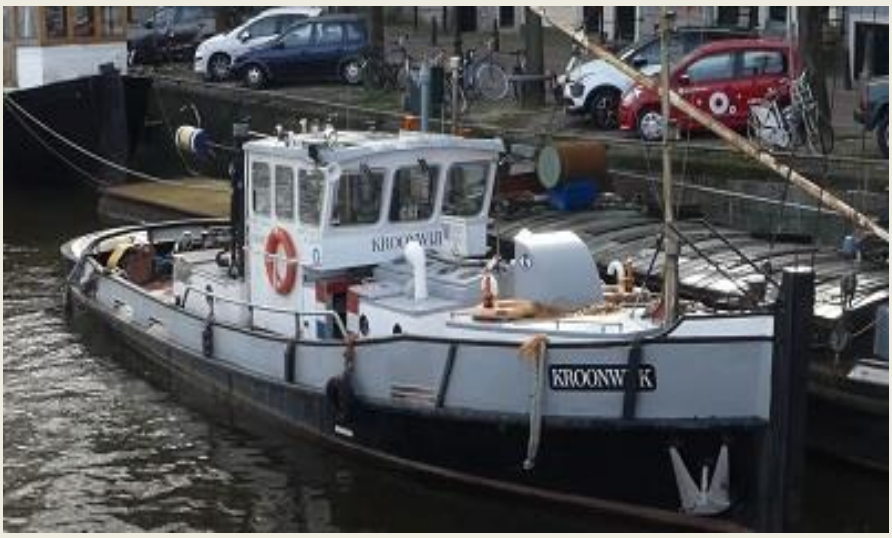
Growing shipping fleets and rising LNG trade is driving demand for tug newbuildings. Tug builders are experiencing strong demand for newbuildings with owners ordering new tugs to support LNG projects and port expansions. Owners are contracting more tugs to meet higher power requirements for assisting ultra-large container ships into more global ports. One owner has ordered multiple tug newbuildings in preparation for new gas import and export facilities opening in Canada, Latin America and Africa. According to BRL Shipping Consultants' data, the global orderbook for tugs of more than 20 m in overall length has risen to 341 at the end of Q2 2021, compared with 318 for end of the previous quarter. This is up from 333 tug newbuildings on the orderbook at the end of 2020 and up from 313 year-on-year. Forty-four tugs of over 20 m were ordered at shipyards worldwide in Q2 2021, up from 29 in the previous quarter and 37 ordered in Q2 2020. From this data, it is clear China, Indonesia and Turkey are key tugbuilding nations. Added to this is Damen's building programme in Vietnam for its own stock. Sanmar received large orders from HaiSea Marine Services for a series of escort and harbour tugs to support LNG carriers loading at a new production centre in western Canada. These will be electric-powered and LNG-fuelled to reduce emissions. Smit Lamnalco placed an order with Uzmar this year for three escort tugs to support gas carriers loading from the Coral South LNG export facility off Mozambique. A string of newbuilding orders continues to flow into Indonesian shipyards from local owners renewing and expanding their fleets. There is a similar demand in China for newbuildings from domestic shipyards as ports are expanded for further export growth. Rising newbuilding orders over the last few quarters has led to more deliveries of harbour tugs in Q2 2021. From available data, 65 tugs were delivered in Q2 2021, up from 50 in the previous quarter and 58 in Q2 2020. This data includes inland towboats and tugboats in the US, which are not included in the newbuilding data. US owners taking delivery of new vessels from domestic shipyards in Q2 2021 included Cooper Marine, Crowley, Florida Marine Transporters, Foss, Ingram, Kirby, Parker Towage and Vane Brothers. Indonesia and China are also major recipients of new harbour tugs from domestic shipyards. This data shows Damen, Med Marine, Sanmar and Uzmar are the main tug builders outside of these nations.

They are producing a stream of new tugs for owners worldwide, particularly in the Middle East, Europe and the Americas. Owners across Europe, including those headquartered in Italy, Spain and Germany have expanded their fleets with new tugs from shipyards. Scandinavian owners were active in Q2 2021 adding new tugs to their fleets, many being ice-class for year-round service. Deliveries are expected to continue to rise over the next six months based on the newbuilding contracting levels. Many tug builders have full orderbooks to the end of this year and some well into 2022. For owners needing a quick delivery, there will still be tugs built for shipyard stock to purchase. The next phase of newbuilding deliveries could be for tugs to meet IMO Tier III emissions requirements, and some could feature electric propulsion. *(Source: Riviera by Martyn Wingrove)*

CORRECTION

In the last Tugs Towing & Offshore newsletter regarding the picture of the **Svitzer Madelaine** in the Falmouth dry dock was mentioned that she was taken by Geoff Goatherd. The name was incorrect and must be Geoff Hoather. Sorry for this inconvenience.

ENGINEROOM LULLABY (12) - CATERPILLAR D343 ON THE KROONWIJK



Jim van Vliet, skipper-owner of the push tugboat **Kroonwijk**, is very satisfied with his slow runner, a Caterpillar D343. He praises the reliable German solidity, but also the nostalgic sound. "It's a super bike, the best I've ever had," said Van Vliet. In front of the Cat there was a Kromhout in the Kroonwijk, but such a fast-running 'marble pit' is no longer necessary for him. Give him his slow-running Cat. Watch the video click HERE *(Source: Heere Heeresma Jr.)* ***History:*** The tug is a so called 'Amsterdammer' built in 1955 by Werf 't Kromhout" (wed. J.L. Ceuvel) - Amsterdam; Netherlands under yard number 483. In January 1956 delivered to "Nieuwe Rijnvaart Mij. BV" – Amsterdam as **Kroonwijk**. In 1982 sold to J. van Vliet - Amsterdam and renamed **Anna**. In 1985 sold to J. & S. van Vliet - Amsterdam and re-renamed

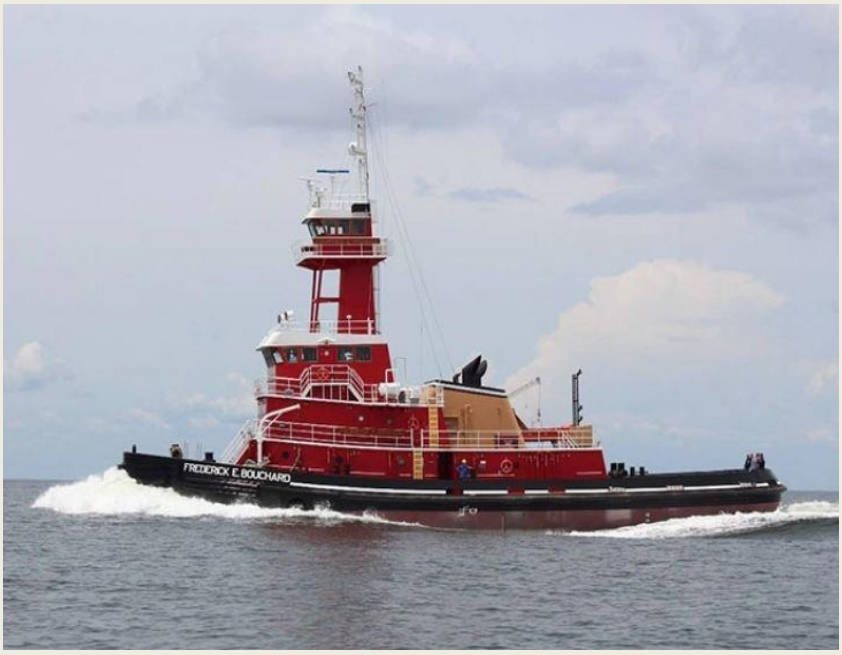
Kroonwijk. In 1996: re-engined diesel 4t 6cyl Caterpillar (nr.33B07106) type D.343, 365bhp-268kW @1800rpm. She has a length of 17.00 mtrs a beam of 4.18 mtrs and a draft of 1.85 mtrs. She was built with a 3 cylinder Kromhout engine of 120 bhp-88kW.

ZERO CARBON INLAND SHIPPING?

Despite more than 550 million tonnes of cargo transiting Europe's waterways by inland waterway tankers, barges and other vessels each year — almost as much as the U.S. — the sector remains underappreciated in some quarters for the value it provides. So it was very welcome recent news that both the European Union and the U.S. recently announced plans to promote and strengthen the competitive position of the inland waterways in the transport system. The U.S. Department of Transportation's Maritime Administration (Marad) cited the America's Marine Highway Program (AMHP) as efficient, sustainable, and cost-effective, and the EU noted similarly. The European Commission believes that by mid-century, "greenhouse gas emissions from transport will need to be at least 60% lower than in 1990 and be firmly on the path towards zero," and since the arrival of President Biden there is no shortage of people in his administration who believe that harmful transport emissions need to be drastically and rapidly reduced. Workboats, freight vessels and tugboats that work on inland waterways are more energy efficient than all other currently favored forms of transport. According to the Texas Transportation Institute, rail emits 39% more CO2, and truck transport 371% more. It's time to build upon that benchmark and take the next steps to a more profitable, more efficient, and more sustainable workboat industry. *Go Clean, Earn Green* The unfortunate reality is that while most inland waterways vessels are low emission in comparison with their modal competitors, they're still not sufficiently low emission to meet the emerging global standards that will be required. Currently, a large proportion of the vessels operating on the EU and on the vast U.S. inland waterways network

are driven by internal combustion engines. A popular method of propulsion due to lower costs and legacy infrastructure, the engines are noisy, produce large amounts of nitrogen oxide (NOx), sulphur oxide (SOx), and particulate matter (PM), as well as greenhouse gas emissions. With many of these vessels averaging a lifespan of around 30 years, this is a challenge that won't be solved overnight. *The Missing Link* I believe innovation and collaboration will be critical for greening the inland waterways' fleet and increasing the sustainability of the sector. It's an evergreen truth that has guided my thinking throughout my career at Seaspan, Teekay, and Pioneer Marine, and I firmly believe it's the only way we're going to unlock the potential we have as an industry. It is this mindset which we have applied to the development of our methanol-to-hydrogen technology. Safe, environmentally superior and cost competitive, the technology, when combined with a PEM fuel cell, enables the effective, economical delivery of hydrogen onboard inland waterway vessels. We use methanol because it's a cost-effective fuel and already widely used and transported by ships. Its chemically straightforward to convert it to hydrogen, while the vessel is in operation, and provides all the power a workboat requires. The hydrogen generated from the technology can be used to either produce electricity or as a source of propulsion on the vessel. With one-third of the hydrogen produced by the technology coming directly from water, the technology is able to reduce CO2 emissions by a minimum of 35% at a competitive price. Likewise, by eliminating NOx, SOx and PM emissions, the solution offers a sustainable and low-emissions replacement for traditional internal combustion engines, and an opportunity to upscale performance and future proof operations. The question of decarbonization in all transport sectors is no longer 'if' but 'when'. We formed e1 Marine and developed our methanol-hydrogen technology as a reaction to a market in need of affordable, easily applicable and effective decarbonisation solutions. It is through finding and implementing the 'missing link' that we as an industry will create a viable fleet in one of our most important transport sectors. *(Source: Workboat.com)*

STALKING HORSE BIDDER NAMED IN BOUCHARD BANKRUPTCY CASE



According to a filing in the U.S. Bankruptcy Court for the Southern District of Texas, Hartree Partners LP has been selected as the stalking horse bidder in the Bouchard Transportation Company Inc. Chapter 11 bankruptcy proceedings. New York City headquartered Hartree Partners describes itself on its website as a "global energy and commodities firm. Its assets include the Channelview Refinery on the Houston Ship Channel. Hartree Maritime, a Hartree affiliate, owns a portfolio of recently constructed VLCCs. The filing says that the agreed consideration for the Bouchard assets is $110 million. Annex A of the filing lists 29 vessels as being included in the agreement. You can access the agreement HERE: *(Source: MarineLog)*

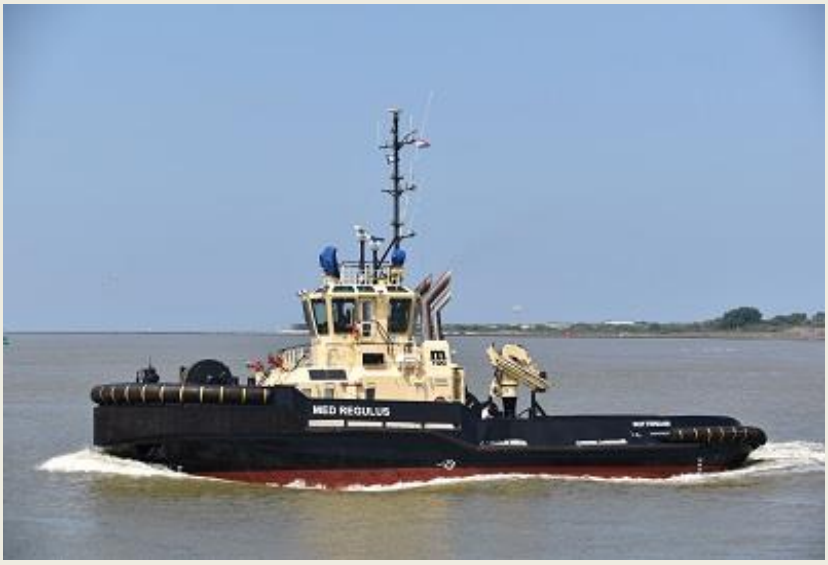
SMART ASD TUGBOAT OBTAINING ADDITION NOTATION

Recently, two units of ASD tugboats, which were built for Tianjin port and named "**JIN GANG LUN 31**" and "**JIN GANG LUN 32**", had obtained addition notation for smart vessel by CCS. It symbols the first ASD tugboat according with CCS AUT-0 notation and i-ship notation in China. The addition notation for smart vessel is i-ship (M),(E),(I). This innovation result is the effort made and cooperated by Tianjin port, CCS, Wartsila company, Zhenjiang SaierNico company and our company through 3 years. Tianjin smart ASD tugboat reaches highest level in international ship industry by virtue of automatic and intelligent technologies. It guides the industry and changes in aspect of ship use and management in port tugboat. Besides, the smart vessel, together with "**XUE LONG 2**" and 21K container vessel of COSCO Shipping, are listed as model ships in the formulation of the National Standard Smart Ship 2020. *(Source: Jiangsu Zhenjiang Shipyards)*

MED REGULUS

Med Regulus (Imo 9668025), today navigating Breeddiep from Gorinchem to 4e Petroleumhaven, Europoort. Build: 2014. Keel: 14-06-2013. Launched: 09-10-2013. Delivered: 2804-2014. Shipyard: Damen Shipyards Galati SA., Galati. Yardnumber: 1240 & 512319. Design or Class: Damen ASD Tug 2810 Hybrid. Main Particulairs: 28,67 x 25,79 x 10,43 x 4,95 x 4,60 meter, Register tonnage: 294GT 88NT Engine: 2x 16 cyl. M.T.U., nr. 527109999 & 527109994, type MTU16V4000M63R. Construction year: 2013. Build in hull: 2014. Output: 5004 bhp. = 3680 kW. Main Propulsion: Twin Azimuth Stern Drives. BP: 60 ton. ON: 23821 Z 2014 History: 28-04-2013 **Bernardus** (27.23821)/Svezia Tug B.V.,

IJmuiden. Manager: Iskestugs B.V., IJmuiden. 31-03-2017 **Adventure**/Damen Marine Services B.V., Hardinxveld-Giessendam. 06-04-2017 Intention to be sold or charted at Multraship B.V., Terneuzen and tempory renamed **Multratug 7** (2). Sale or charter cancelled. 15-06-2017 **Hampshire**/Damen Trading & Chartering B.V., Gorinchem. In charter at: Kotug Smit Towage NL B.V., Rotterdam. 16-06-2017 **Adventure**/Damen Trading & Chartering B.V., Gorinchem. In charter at: Kotug Smit Towage NL B.V., Rotterdam. 30-01-2018 **Hampshire**/Damen Trading & Chartering B.V., Gorinchem. In charter at: Kotug Smit Towage NL B.V., Rotterdam. 10-05-2019 **Adventure**/Damen Trading & Chartering B.V., Gorinchem. In charter at: Kotug Smit Towage NL B.V., Rotterdam. 01-08-2019 **Adventure**/Damen Trading & Chartering B.V., Gorinchem. In charter at: Boluda Towage Europe B.V., Rotterdam. 17-04-2020 **Adventure**/Damen Trading & Chartering B.V., Gorinchem. (Hybrid system removed) 15-07-2021 **Med Regulus**/MedTug Rotterdam B.V., Rotterdam. Part of: MSC – Mediterranean Shipping Company SA., Gèneve. *(Photo: Leen van der Meijden; History by Jasiu van Haarlem)*



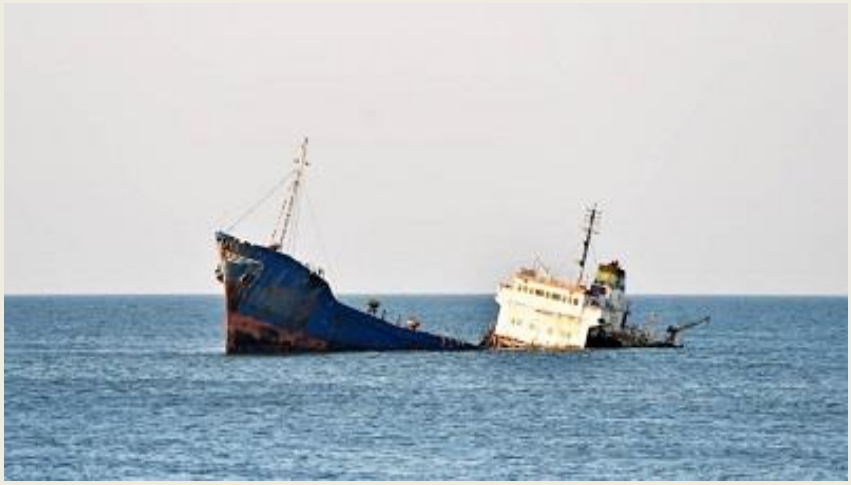
CDB "BALTSUDOPROEKT" WILL DEVELOP A NEW DOCKING SCHEME FOR THE ICEBREAKER "OB"

Specialists of the Baltsudoproekt Central Design Bureau (part of the Krylov State Scientific Center, KGNTs) will develop a new docking scheme for the **Ob** port icebreaker of project 30044. The corresponding agreement was concluded between KGNTs and FSUE Atomflot, follows from the procurement materials from a single supplier published in the EIS in the field of procurement on July 16. According to the terms of reference, the contractor will have to develop a new scheme for placing the icebreaker at the dock with two options for positioning and calculating the strength of the vessel when performing this operation. In particular, it is planned to change the arrangement of dock support devices with a decrease in their size and an increase in the number in the area of the flat bottom. Recall that the port icebreaker Ob was built in 2019 at the Vyborg shipyard by order of

Atomflot to operate in the port of Sabetta as part of the Yamal LNG project maintenance contract. The concept design of the **Ob** icebreaker was developed by the Finnish bureau Aker Arctic. Central Design Bureau "Baltsudoproekt" and Design Bureau "Vympel" were involved in the creation of technical and working documentation. *(Source: Sudostroenie)*

ACCIDENTS – SALVAGE NEWS

SEVERAL PEOPLE MISSING AFTER CARGO SHIP SINKS OFF LIBERIA



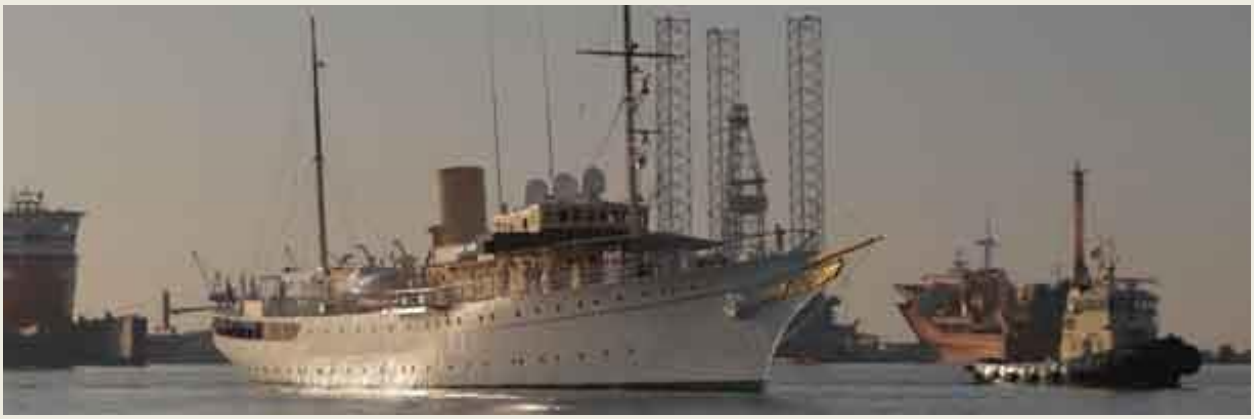
At least seven people are missing after a cargo ship that had been barred from sailing sank off the coast of Liberia, the country's Maritime Commissioner said on Sunday. The Liberian-registered **Niko Ivanka** left the capital Monrovia on Saturday morning for a port in the country's south, despite being under a Liberia Maritime Authority detention order for failing to meet basic safety requirements. The vessel sent out a distress signal that afternoon notifying the coast guard that it had taken on water, Maritime Commissioner Eugene Nagbe told a news conference. By the time authorities arrived, it had already partially sunk. "We are commissioning an investigation into how a vessel that was detained for failure to meet rudimentary safety requirements managed to get on the sea with passengers and cargo," Nagbe said. "But that investigation is subsidiary to the ongoing search and rescue effort," he added. The vessel's owner, a Chinese national, was arrested on Sunday afternoon and is now in police custody, Nagbe told Reuters. The search continued on Sunday afternoon as teams from Liberia's coast guard scoped nearby shores and riverbanks in collaboration with a ship from anti-whaling organization Sea Shepherd, Nagbe said. The precise number of missing passengers remains unknown, Deputy Information Minister Jarlaywah Tonpoe told Reuters. The ship's manifest showed 18 people on board at the time of departure but authorities suspect that more could have been on board, given that the vessel was not licensed to carry passengers in the first place, Tonpoe said. Among those listed on the

manifest was a Swedish captain, a Chinese crew member, and nine members of West Africa's regional school examinations body. "The vessel was not a passenger-authorized vessel and yet it had passengers on board," Tonpoe said. "So in the coming days, investigation will establish how many people were on board." *(Source: MarineLink; Reporting by Alphonso Toweh and Lucinda Rouse; Writing by Cooper Inveen; Editing by Hugh Lawson)*

"DON INDA" EMBARKS AN ROV TO RESCUE THE "MAREMI"

The rescue ship "**Don Inda**" set sail this afternoon from its base in Brens for Ferrol, where it will embark divers and an ROV. He will then go to a position west of Cabo Mayor to try to recover the body of the crew member who died in the shipwreck of the "**Marem**i" fishing boat, which occurred at dawn last Thursday and is at a depth of 140 m. *(Source: Puente de Mando; Photo: José R. Montero)*

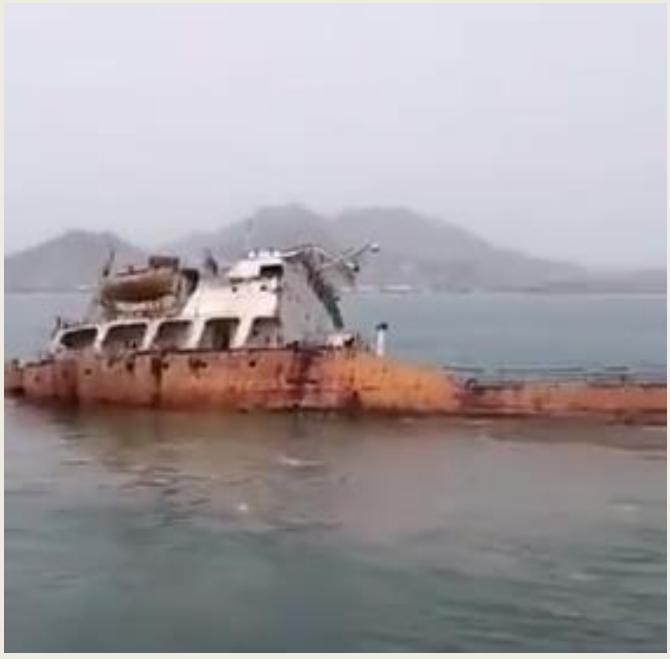
THE ROYAL SHIP WILL NOT COME TO GREENLAND



The Navy and summoned experts have not succeeded in finding the cause of the error, which on Saturday last week meant that the crew on board the **Dannebrog** had to stop the engines and give up sailing to the Faroe Islands. Instead, the Royal Ship was towed back to Frederikshavn by a frigate. There will be no Commonwealth cruise for **Dannebrog** this year. The Armed Forces has decided this after failing to find the fault that triggered the engine crash last week. Because the cause of the accident has not yet been determined, the Royal Ship will for the time being remain in the inland Danish waters, where the weather and water are calmer than outside Skagen. Here, the ship, while solving its tasks, must at the same time go through a series of operational tests which should reveal the cause of the technical challenges. "Everyone involved has done a great job. The technicians have worked non-stop to find the cause of the accident, repair the damage and subsequently test the engines, and in this connection a great deal of analysis work has been carried out. It is a pity that the ship can not participate in Her Majesty the Queen's visit to the North Atlantic, but safety has the highest priority in all matters ", says Commander Gorm Bergqvist, who is commander of the 1st

Squadron, to which the Royal Ship belongs. The aim is now for the King's Ship to be included as soon as possible in the classic task solution in Danish waters - at the same time as the continued tests of the ship are carried out. The Royal House's communications manager, Lene Balleby, tells Ekstra Bladet that Donningen understands the decision. "The queen has a great understanding of the decision. The visit to Greenland will continue, although the royal ship Dannebrog will unfortunately not be able to join. There will of course be some changes in the program, which we will announce as soon as possible ", says Lene Balleby. *(Source: Maritime Danmark)*

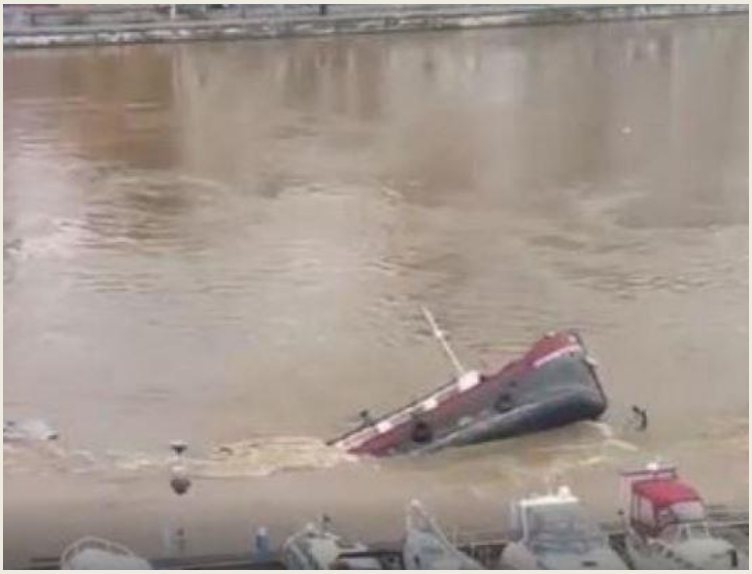
A MAJOR OIL SPILL AFTER A SHIP SANK OFF THE COAST OF ADEN



Yemeni media reported that a ship loaded with “diesel” sank off the coast of the Al-Bariqa region, west of Aden Governorate, leading to cargo leakage and contamination of large parts of the governorate’s coast. Al-Ain’s news website pointed out that “the ship is derelict and owned by the Overseas Company, which is affiliated with a Yemeni businessman named Ahmed Al-Issa.” The site indicated that the sinking of the ship caused major pollution on the beaches of the Brega area, before the oil spills spread to the Al-Haswa area, a few kilometers to the east. Yemen’s Transport Minister, Abdul Salam Hamid, has instructed two official memorandums to the Gulf of Aden Ports Corporation and the General Authority for Maritime Affairs to jointly visit the shipwreck, assess the damage, take the necessary measures and ship to avoid what might cause it by stopping and hindering the movement of ships to the docks. The memorandum demanded that the shipping agent of the “Overseas” company that owns the ship be sued to assume his responsibility in addressing the problem and the resulting damage. And it stressed that the necessary and urgent measures are being taken regarding the ships of the company “Overseas” anchored in the port area of Aden, due to their technical incompetence and the expiration of their permits. Activists on social networking sites shared videos on Twitter of the shipwreck and the pollution of the coast. On the other hand, the “Yemeni News” website quoted an environmentalist as warning of the danger of contaminating seawater with oil leaking from the sinking tanker for the life of marine animals, especially after the spills of oil appeared on the city’s

shores. Aden, who called for swift action and emphasized the need to besiege the floating quantity On the surface of the sea using oil booms in preparation for suction. *(Source: Algulf; Photo: Khalid shuba alshuba)*

SPITS VERZWOLGEN DOOR DE MAAS IN LUIK



Een spits die afgemeerd lag bij de jachthaven in het centrum van Luik is vrijdagmiddag gezonken. Het gaat om een woonspits die daar permanent ligt afgemeerd. Een omwonende zegt tegen de Belgische kranten dat de schepen door het hoge water deels op het talud terecht zijn gekomen. Daardoor zou dit schip een makkelijke prooi zijn geworden voor het kolkende Maaswater dat dwars door de stad dendert. De website van de regionale website Sudinfo meldt dat de bewoonster een 90-jarige Engelse vrouw is. Zij was volgens verschillende media al van boord gehaald. Overigens gaat het volgens mensen die het videofilmpje nauwkeurig bekeken hebben waarschijnlijk niet om een spits maar om een luxe motor. Na het zinken van de **Dove** is vrijdagmiddag in Luik nog een tweede tot woonschip verbouwd voormalig binnenvaartschip door de stroom gegrepen en gezonken. Het gaat om de **Quintus Quarter** die in de buurt van de **Dove** lag. Het schip diende als bed-and-breakfast. Op een video-opname die omstanders maakten is te zien dat ook dit schip nadat het van de kant is losgekomen binnen een minuut zinkt. De wrakken van beide schepen schip kunnen een probleem vormen als het water is gedaald en de scheepvaart weer op gang komt. Mogelijk zijn de wrakken onder de brug direct benedenstrooms blijven steken. Woordvoerder Hélène Thiébaut van de haven in Luik zegt tegen de krant L'Avenir dat er over het voorval direct contact is opgenomen met de Waalse vaarwegbeheerder SPW zodat die de scheepvaart kan waarschuwen. Meerdere teams van de Reddingsbrigade Noord-Holland zijn op weg naar Luik om daar te helpen. De autoriteiten hebben onmiddellijke evacuatie bevolen. De Maas treedt daar uit haar oevers en de dam van Monsin dreigt het te begeven. De dam is al een jaar in aanbouw, waardoor het niet de gebruikelijke hoeveelheid water kan verwerken. Een grote zorg is of een kraan dichtbij de dam niet op een hoogspanningslijn zal vallen. *(Source: Schuttevaer)*

SALVAGE UPDATE: SEACOR POWER MOVED TO RECYCLING FACILITY

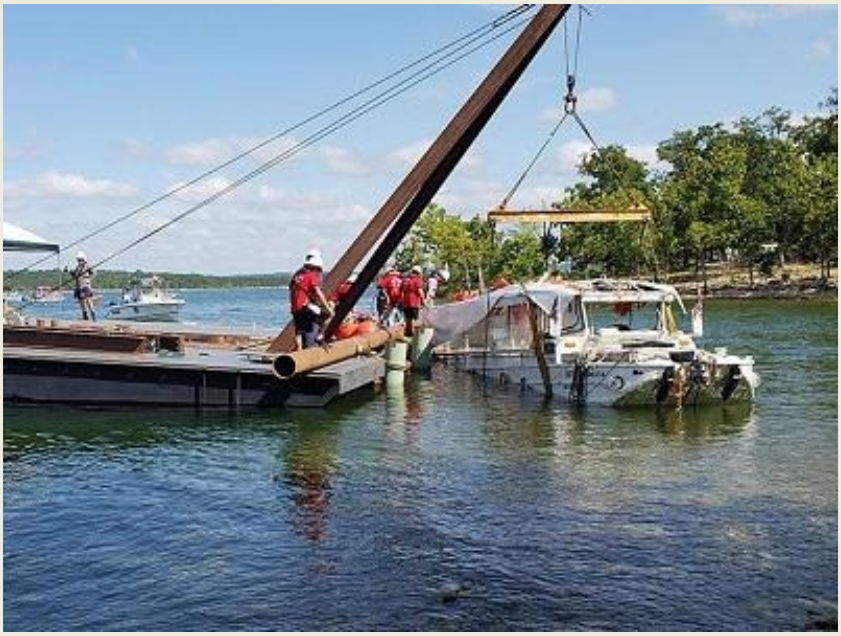
The United States Coast Guard (USCG) reported that a salvage team from Donjon-SMIT raised the bow section of capsized liftboat **Seacor Power** and transported it by barge to a recycling facility. Donjon-SMIT salvors moved **Seacor Power** on 17 July to the Modern American Recycling Services (MARS) facility in Houma, Louisiana. USCG said with the bow section removed, salvage work continued at the site, where crews conducted more acoustic surveys of the stern and accommodation sections. The updated surveys will be used to complete the rigging configuration to prepare the stern section for removal. Once the stern section is raised, the crews will continue the preparation and removal of the accommodation section. The USCG said a unified commander is monitoring the weather and adjusting operations when needed to ensure the safety of salvage crews.

Smart Autonomy The USCG safety zone, extending one nautical mile around the site, and the Federal Aviation Administration's temporary flight restriction, covering a five nautical mile radius around the wreckage site and 2,000-ft minimum altitude, will remain in place until salvage operations are complete. A temporary flight restriction is in place around the MARS facility to ensure the safety of salvage crews working at the wreckage site and the facility itself, as well as boaters who could place themselves in danger by transiting through an active work site where debris and other underwater obstructions such as anchor wires, mooring ropes and navigational buoys may be present. The incident is under investigation by the National Transportation Safety Board and the Coast Guard. **Seacor Power** capsized on 13 April with the loss of 13 seafarers, as only six of the 19 crew were rescued. *(Source: Riviera)*

MANSLAUGHTER CHARGES IN DEADLY DUCK BOAT SINKING

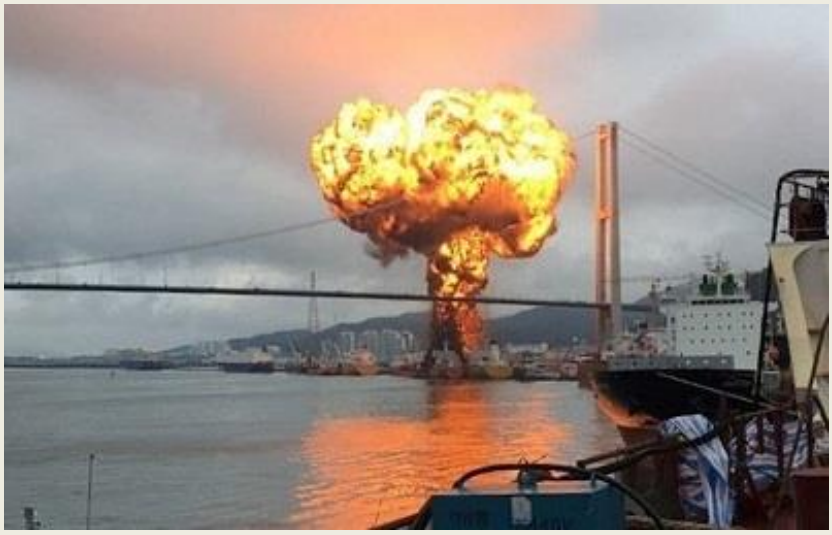
Missouri has brought state charges of involuntary manslaughter against three men in relation to the 2018 sinking of a duck boat in Branson, Mo., in which 17 people lost their lives. The three had earlier faced federal criminal charges, however those indictments were brought under admiralty law and were dismissed after U.S. Magistrate Judge David Rush concluded that Table Rock Lake is not considered a navigable waterway under admiralty law. He also recommended the case should be prosecuted at the state level rather than in a federal court. On Friday, Stone County Prosecuting Attorney Matt Selby and Missouri Attorney General Eric Schmitt announced charges against Kenneth Scott McKee, Charles Baltzell, and Curtis Lanham in relation to the sinking. According to the probable cause statement, on the afternoon of July 19, 2018, the vessel that sank, **Stretch Duck** #7, entered Table Rock Lake during a severe thunderstorm warning, encountered severe weather and rough winds, took on water and eventually sank, resulting in the death of 17 people. The statement alleges that Scott McKee, the captain of Stretch Boat #7, failed to exercise his duties as a licensed captain by entering the lake during a severe thunderstorm warning, and failed to follow policies and training by not having passengers affix flotation devices as the boat took on water. The

statement also alleges that Charles Baltzell, as operations supervisor of Ride the Ducks Branson and



Curtis Lanham, as General Manager, failed to communicate weather conditions and cease operations during a severe thunderstorm warning. McKee was charged with 17 counts of First Degree Involuntary Manslaughter, a Class C Felony, 5 counts of First Degree Endangering the Welfare of a Child, a Class A felony, and 7 counts of First Degree Endangering the Welfare of a Child, a Class D felony. Baltzell was charged with 17 counts of First Degree Involuntary Manslaughter, a Class C Felony. Lanham was charged with 17 counts of First Degree Involuntary Manslaughter, a Class C Felony. In total, 63 charges were filed against the three defendants. *(Source: MarineLog)*

MAIB ISSUES INVESTIGATION REPORT INTO 'CATASTROPHIC' STOLT GROENLAND EXPLOSION IN KOREA



The UK Marine Accident Investigation Branch has issued its investigation report on the 2019 explosion and and fire on board the chemical tanker **Stolt Groenland** in Ulsan, Korea. Footage of the explosion was captured on video that went viral online. On 28 September 2019, a cargo tank containing styrene monomer on board the Cayman Islands registered chemical tanker **Stolt Groenland** ruptured due to runaway polymerisation, a type a chemical reaction. At the time of the accident, the tanker was moored alongside a general cargo berth in Ulsan, and the Singapore registered chemical tanker Bow Dalian was moored outboard. The catastrophic rupture released a large quantity of vapor to the atmosphere, which subsequently ignited in a large fireball that reached the road bridge above. Both vessels were damaged, and two crew suffered minor injuries. Fire-fighting efforts by the emergency services took over six hours and involved more than 700 personnel and 117 units of fire trucks, pumps and fire tugs. Fifteen emergency responders were injured during the fire-fighting. The MAIB previously issued an interim report pointing to the chemical reaction involving the ship's styrene monomer cargo as a main focus of the investigation.

The interim report also alerted the chemical tanker industry to the circumstances of the accident and requested information about previous similar accidents or incidents. In the **Stolt Groenland** report, the MAIB revealed a similar dangerous styrene monomer polymerisation incident occurred a couple of weeks prior on board another Stolt Tankers ship, **Stolt Focus**. In that case, the heat generated by the polymerisation process was noticed before the critical runaway temperature was reached. The MAIB investigation found that the styrene monomer cargoes on board both tankers was loaded at a similar time from the same tank in Houston and were exposed to similar environmental conditions. Although the **Stolt Focus** incident was not reported to the ship's Flag State, Korea's Ministry of Oceans and Fisheries learned of the incident and prohibited ship-to-ship transfer operations for dangerous cargo on general cargo berths in Ulsan. The MAIB said Stolt Tankers took immediate action to ensure that the temperatures of all cargoes carried on board its ships were monitored and reported to its shore management, and it also took steps to enhance crew awareness on the hazards of inhibited and heat sensitive cargoes. Safety issues identified in the MAIB's **Stolt Groenland** investigation included that the styrene monomer was affected by other heated cargo tanks; heat transfer from other cargoes was not fully appreciated; and the styrene monomer temperature was not monitored. The MAIB has made six recommendations as a result of the investigation: - A recommendation (2021/122) has been made to Stolt Tankers B.V. aimed at ensuring the wider marine chemical sector benefits from the lessons learned from the Stolt Focus incident and research initiatives that were carried out as a result of this accident. - The Internantional Chamber of Shipping and INTERTANKO have been recommended (2021/118 and 2021/119) to promulgate our report to their members. - Recommendations (2021/117, 2021/120 and 2021/121) have also been made to the Cayman Island Shipping Registry, the Chemical Distribution Institute and Plastics Europe (Styrene Producers Association). These are intended to assist in ensuring that the guidance provided in certificates of inhibitor and styrene monomer handling guides is consistent and achievable given the limitations of equipment and testing facilities on board ships. The MAIB notes that the investigation was carried out on behalf of the Cayman Islands and is the first investigation report the agency has published as part of its Memorandum of Understanding with the Red Ensign Group Catergory 1 registries of Bermuda, Cayman Islands, Gibraltar and the Isle of Man, under which MAIB agreed to carry out investigation for Very Serious Marine Casualties involving ships in those registries. Watch the video HERE The full MAIB investigation report can be read HERE

REMEMBER TODAY

DODE 20TH JULY 1910

Dode was a steamboat that ran on Hood Canal and Puget Sound from 1898 to 1900. *Construction*

Dode was originally the schooner **William J. Bryant**. Prior to construction as the **Dode**, the **Bryant** had been one of a flotilla of Gold Rush ships sent to Alaska. Most of the vessels were older, some had been pulled off mud flats and given a paint job, which led a newspaper of the time to call them "floating coffins." In 1898, following return from Alaska, the **Bryant** was rebuilt into a propeller steamer for Capt Dan Troutman's Hood Canal service. The rebuilt vessel was named **Dode** after his nickname for his wife, Dora Wells Troutman, who was also a licensed captain. The Troutmans owned a farm at the small Hood Canal town of Lilliwaup. Captain Dan Troutman is reported to have mysteriously disappeared in 1899, forcing Dora Troutman to take over full management the **Dode**. *Hood Canal route* By 1900, **Dode** was the only boat on the Hood Canal route, which started at Seattle and included landings at Kingston, Port Gamble, Seabeck, Brinnon, Holly, Dewatto, Lilliwaup Falls, Hoodsport and Union City. **Dode** typically left Pier 3 (now Pier 54) on a Tuesday, made all the stops on the run on that day, and then returned on the same route the next day to Seattle. *Transfer to Bellingham interests* In 1902, Captain C.E. Curtis acquired **Dode**, with plans to run the vessel with another steamer, the Willapa, which Curtis had acquired from the Canadian Pacific steamship service. Curtis, doing business as the Bellingham Bay Transportation Company, renamed **Willapa** as **Bellingham**. During 1903, the rapidly growing Puget Sound Navigation Co. acquired Bellingham Transportation Company, but **Dode** and **Willapa** did not go to PSN operational control until the spring of 1904. *Collision and grounding* On December 6, 1903, in heavy fog, **Willapa**, by then renamed **Bellingham**, was towing **Dode** to Whatcom for repairs, the vessels still being run by the Bellingham Bay company. The fast steamer Flyer pulled away from the Seattle dock en route to Tacoma and five minutes later **Bellingham** collided with **Flyer**. **Dode**, under tow and unable to maneuver, also collided with **Flyer**. **Flyer** was badly, but not irreparably damaged. No one was injured. **Flyer's** passengers were taken off by boats from nearby vessels. Shortly after **Dode** was taken over by PSN, the company was hit by a seaman's strike. The workers, who were seeking pay

much. If he can live on less than a dollar I other story.

A PLUCKY WOMAN WHO WILL SOON BE A FULL FLEDGED SKIPPER.

PUGET SOUND has a daring young woman who wants to possess master's papers and will soon apply to United States Inspectors Cherry and Bryant for a pilot's license. She is Mrs. Dora Wells Troutman, wife of Capt. D. Troutman, who is finishing the new steamer Dode. Mrs. Troutman first began her nautical career in 1890, when she was given the position of stewardess on her husband's Hood canal steamer, the Delta. But this work was soon insufficient to tax the capabilities of the seawoman, who had been studying marine life, and in a short time mastered nearly all its details. Then she was promoted to be supercargo of the steamers T. W. Lake, Delta and other Sound vessels.

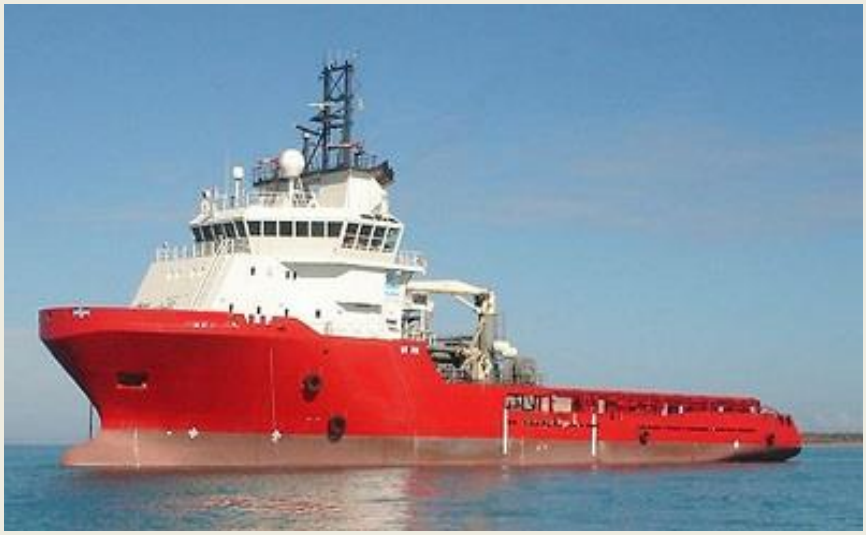
She developed such proficiency that she was given entire charge of the cargo, and attended to everything as ably as her husband, entering and clearing her ships from Victoria and other British Columbia ports. She studied piloting and the hydrographic charts until she possessed a thorough knowledge of these waters and how to navigate them. As soon as the Dode is finished Mrs. Troutman will go on with her husband and then apply for her license. The last few months she has been managing their ranch at Lilliwaup Falls. She is a resolute, courageous woman, and those who know her say that she will make as proficient and careful a skipper as can be found.

of $45 per month, shut down operation of all the company's boats for a while, but in the end they

obtained their raise and returned to work. In 1904, with PSN now fully in control of the Bellingham company's boats, **Dode** was placed on routes connecting the various lumber company ports. On May 4, 1907, while proceeding in a heavy fog, **Dode** ran aground on Marrowstone Island near Fort Flagler. This proved to be not serious, as **Dode** was gotten off with only minor damage. *Loss* On July 20, 1910, **Dode** was lost permanently, striking a rock and sinking, again off Marrowstone Island. *(Source: Wikipedia)*

OFFSHORE NEWS

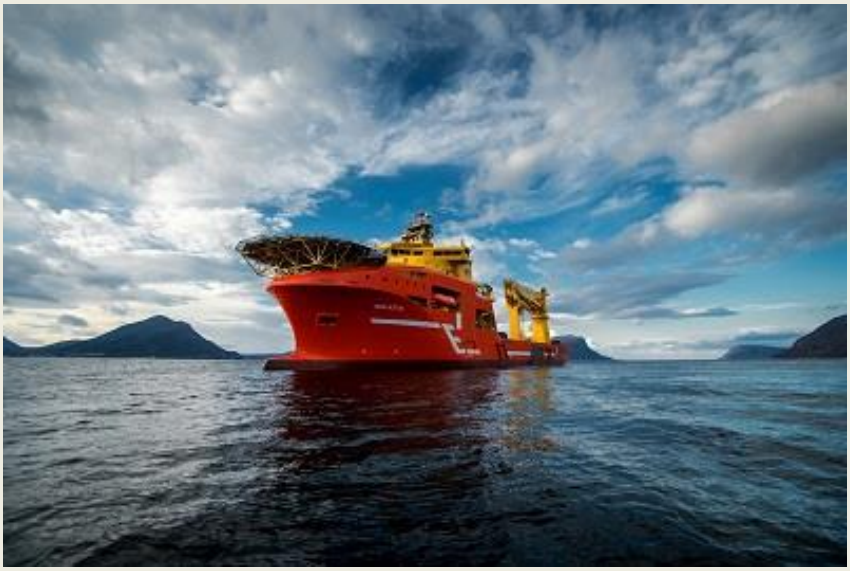
ENI MAXI-CONTRACT FOR OFFSHORE VESSELS: THE SECOND LOT WAS ALSO AWARDED



The second lot (of five) of the 97.2 million euro maxi Eni contract for the provision of assistance by ships to its offshore wells in the Mediterranean was also awarded. This portion of the activity - it is learned - has a value of 20 million euros and concerns the use of a "multi-purpose support vessel for offshore activities" which will be used for activities off the coast of the provinces of Ravenna, Fano, Pesaro, Ancona, Pineto, Ortona, Crotone and Gela. The identity of the successful

bidder is unknown at the moment, just as the duration of the contract is unknown - which appears to have been signed as early as May -, although in all probability multi-year (given the presence of two time extension options, each of the duration of 12 months each). Just a few weeks ago the news broke out the award of the first portion of the contract - prepared by Eni before the outbreak of the pandemic and accessible to operators who had previously qualified as its suppliers - which in that case concerned the use of an Ahts off the coast of the provinces of Ravenna, Venice, Ascoli, Macerata, Rimini, Pescara, Fano and Ancona. As part of the mining and similar activities conducted in the Mediterranean, a few months earlier the San Donato company had also awarded those relating to the transport of crews to offshore platforms. The procedure, with a tender amount of 66.99 million, had seen as the winners of the first lot (relating to the district of Ravenna) several ships from the fleet of Bambini and Righetti Navi, while the second, which instead concerned the transport by mare in the district of Crotone, had been awarded to a unit of Vremar. *(Source: Shipping Italy)*

VIKING NEPTUNE GETS MORE WORK WITH HAVFRAM



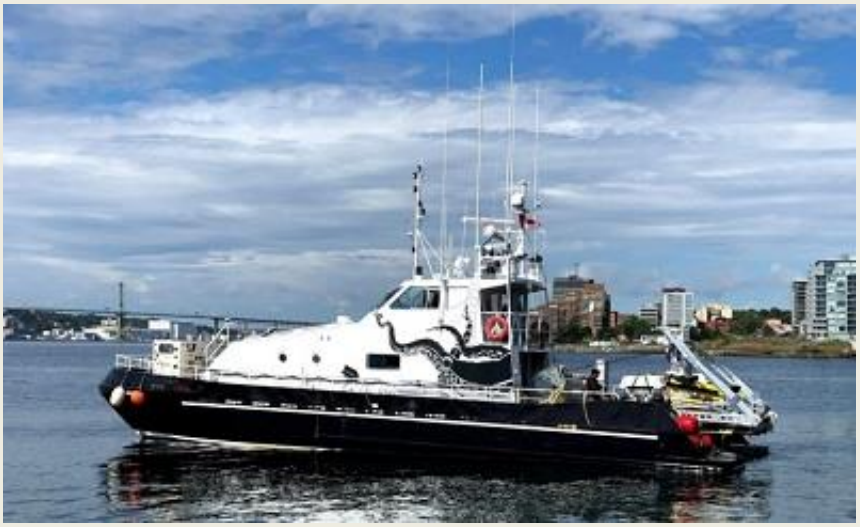
Eidesvik Offshore has secured a contract with Havfram for the subsea construction vessel (CSV) **Viking Neptun**. The contract will commence in early January 2022 with a firm period towards the end of the third quarter of 2022. In addition, Havfram stated it had been granted options for further extension. "We look forward to continuing our good cooperation with Havfram and welcome our clients' increasing focus on environmentally friendly vessel solutions," said Jan Fredrik Meling, Eidesvik CEO and president. "This trend is fully aligned with Eidesvik's long-term dedication to pioneering new emissions-reducing technologies onboard our vessels. The combination of these technologies and our seafarers ability to operate the vessels in a safe and efficient manner, is becoming increasingly important to secure new work for our vessels." Havfram, formerly known as Ocean Installer, booked **Viking Neptun** in December 2018 for campaigns set to start early 2020 and 2021 respectively. The Norwegian company hired the vessel again in April 2019 for a period exceeding two months with further options. **Viking Neptun** is equipped with two remotely operated vehicles (ROVs), 4,500 Te carousel and one 400t and one 100t active heave compensation (AHC) crane. The 145,6-meter vessel is built for performing SURF (Subsea structures, Umbilicals, Risers, Flowlines) operations. *(Source: Offshore Energy)*

GASNOR AND WINTERSHALL DEA SIGN LNG BUNKER SUPPLY DEAL

Norwegian natural gas supplier Gasnor has signed an LNG supply deal with German oil and gas company Wintershall Dea. Gasnor will supply LNG to the offshore supply ship Viking Princess that serves on the Norwegian Continental Shelf. The vessel is owned by Eidesvik Offshore, and is contracted to serve to Wintershall Dea as of September 2020. The LNG will come from the bunkering

terminal at Mongstad Base, Norway. The 90 meters long and 21 metres wide vessel is equipped with technology that makes it possible to reduce CO2 emissions by up to 2400 tonnes per year, corresponding to emissions from approximately 1200 cars. **Viking Princess** is equipped with dual-fuel engines that can run on both marine gasoil and LNG as fuel, with a battery pack for efficient energy management. Gasnor estimates that the vessel would emit 30 per cent less CO2 annually. *(Source: Offshore Energy)*

KRAKEN TO CONDUCT STRAIT OF BELLE ISLE SUBSEA CABLE SURVEY



Kraken Robotics has secured a Robotics as a Service (RaaS) contract with Newfoundland and Labrador Hydro, formerly Nalcor Energy, to perform the marine inspection of the Strait of Belle Isle (SOBI) submarine cable. Kraken will inspect three HDVC cables using its KATFISH towed Synthetic Aperture Sonar (SAS) system including the Automatic/Remote Launch and Recovery System (ALARS) deployed on the research vessel **Ocean Seeker**. The **Ocean Seeker** will head out of the company's facilities in Dartmouth, Nova Scotia and perform 12-hour daily operations of the SOBI submarine cables. According to Kraken, data will be instantly viewable onboard the vessel during the survey and any cable or rock berm anomalies identified will be geolocated providing the ability to collect additional data as needed. This $598,871 contract will be executed in

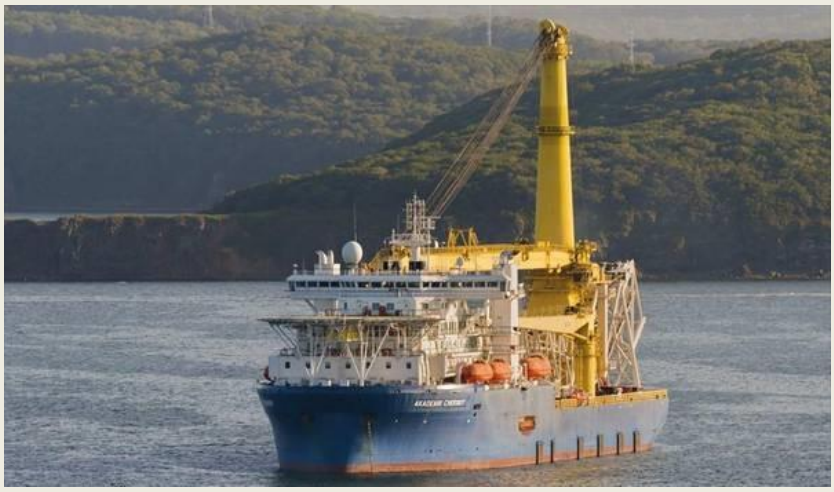
Q3 of 2021. The SOBI submarine cable is a key element in the overall Lower Churchill Project, which includes the construction of an 824 MW hydroelectric generating facility and more than 1,600 kilometres of transmission lines across the province. Approximately 100 km of subsea HVDC cable and accessories installed in 2018 provide power to Newfoundland from Labrador. *(Source: Offshore Energy)*

SEAIOCMA EXTENDS CABLE MAINTENANCE CONTRACT WITH GLOBAL MARINE

Global Marine, a leading provider of subsea fibre optic cable installation and maintenance solutions to the telecommunications sector, and part of the Global Marine Group, has been awarded a contract extension of SEAIOCMA (South East Asia and Indian Ocean Cable Maintenance Agreement) for another five years, running until 31st December 2025. Global Marine has been providing maintenance services continuously to SEAIOCMA since its inception in 1986. During that time, Global Marine has completed more than 600 repairs, and the fibre network included within the zone has expanded from 34,000 kilometres of cable maintained to today, where it encompasses more than 120,000 kilometres. The SEAIOCMA zone agreement, a co-operative club managed by 45 cable owners, provides the repair of submarine cables that carry international telecommunications traffic. SEAIOCMA spans the area between Djibouti in the west, Perth in the south, Guam in the east and the northern tip of Taiwan. A depot constructed in 2019 by Global Marine located in Subic Bay, Philippines, provides a strategic base for Global Marine's cable maintenance vessel, Cable Retriever, which serves the zone year-round. The depot is ideally situated to facilitate rapid response times for vessel mobilisation within 24 hours of call-out, with spare cable and other essential kit on hand to complete system repairs. The extension of the SEAIOCMA agreement, renewed on 1st January 2021, demonstrates the continued customer recognition of Global Marine's reliability in support of long-term contracts, as well as its ability to deliver leading subsea maintenance to customers globally. "There is no greater endorsement of success than a contract extension from an existing customer," said Bruce Neilson-Watts, Managing Director of Global Marine. "We are delighted that SEAIOCMA has again placed confidence in our capabilities to deliver a high standard of operational repairs. Over our long and successful history together, Global Marine has established an impressive track record as a trusted, reliable partner with SEAIOCMA. This is primarily due to our resilient, flexible approach to fibre optic cable system maintenance and repairs, as well as our innovative subsea engineering solutions that deliver results against technical challenges, ensuring minimal disruption to operations." Joshua Ang Joon Ping, Chairman of SEAIOCMA said: "I am extremely pleased that it has been possible to agree terms and conditions with Global Marine, ensuring the SEAIOCMA region will continue to receive a high level of maintenance

cover. This is particularly key given the ongoing global pandemic, and the increasing dependence placed on the subsea telecommunications network to enable digital connectivity." *(Press Release)*

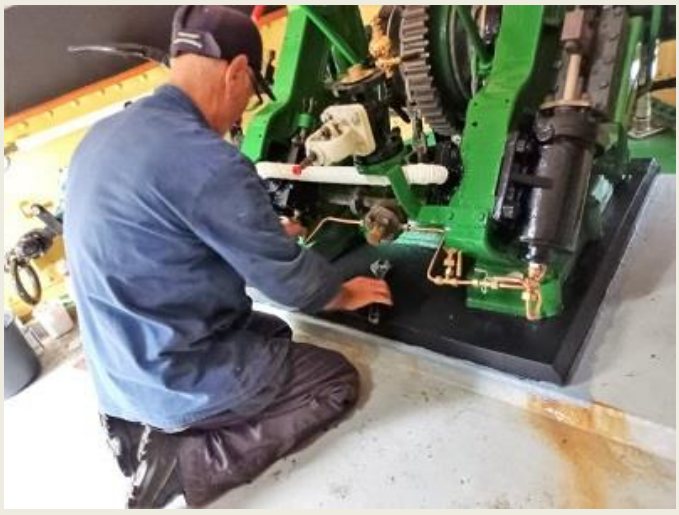
NORD STREAM 2: RUSSIAN VESSEL MOVES INTO GERMAN WATERS FOR PIPELAYING WORK



Russian pipe-laying vessel **Akademik Cherskiy** will move to German waters to build a 2.6 km (1.6 miles) stretch of the Nord Stream 2 pipeline, the pipeline operator said on Monday. The vessel had previously been in Danish waters. *(Source: Offshore Engineer)*

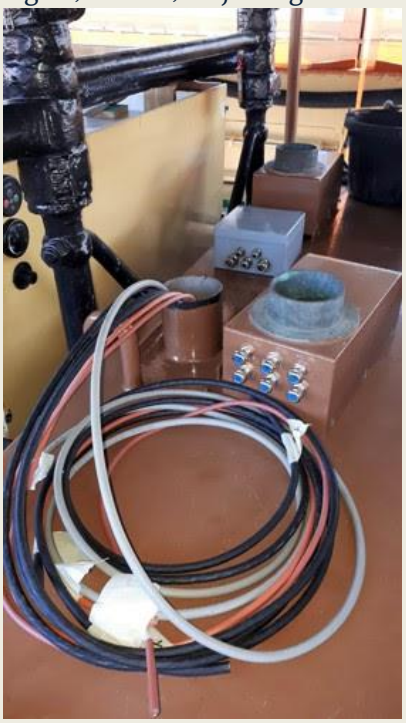
MUSEUM NEWS

NIEUWSBRIEF VAN DE STICHTING STOOMSLEEPBOOT NOORDZEE

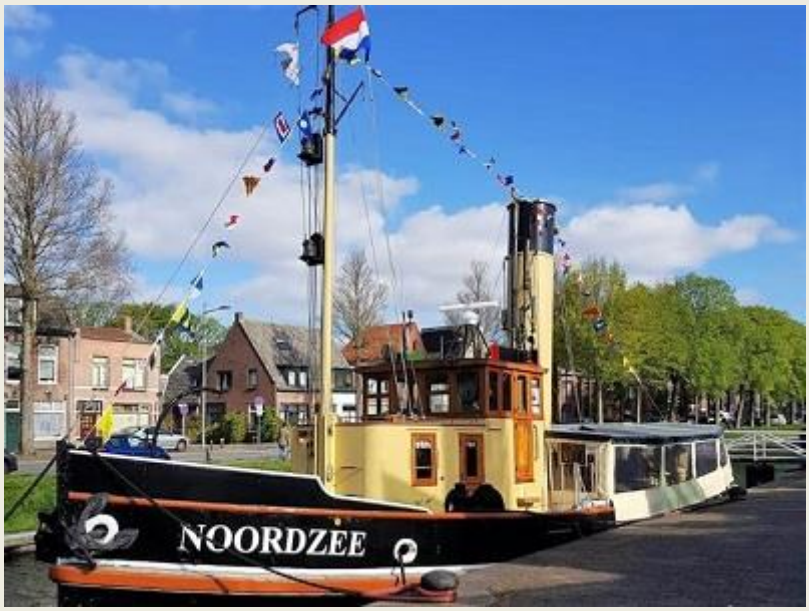


Net als in 2020 was het vanwege corona niet mogelijk om in de eerste helft van dit jaar vaartochten met de **Noordzee** te organiseren. Wat gelukkig wel gewoon kon doorgaan, was de verdere restauratie van de stoomsleper. Onverstoord werd belangeloos door onze trouwe vrijwilligers veel werk verzet. Steeds in kleine groepjes en met inachtneming van de geldende regels en voorschriften. Hieronder een overzicht van de belangrijkste projecten. *Ankerlier onder handen genomen* Een groot project dat begin dit jaar aan boord al van start is

gegaan, omvat de complete renovatie van de ankerlier. Om hieraan onafhankelijk van de weersomstandigheden te kunnen doorwerken, is over het voorschip een tent geplaatst. Inmiddels is de ankerlier grotendeels gedemonteerd en zijn onderdelen zoals schijven, krukpennen, excentrieken, lagers, krukas, drijfstangen en dergelijke overhaald. Al met al een heel complex project dat, zoals het er nu naar uitziet, binnenkort kan worden afgerond. *Noordzee heeft audio-installatie* In de eerste helft van dit jaar is ook een ander bijzonder project van start gegaan. Dit betreft de aanleg van een complete geluidsinstallatie. Als eerste zijn hiervoor diverse kabels getrokken naar verschillende punten aan dek. Hier komen demontabele speakers te hangen. Verder is op het dekhuis een waterdichte kast met stekkeraansluitingen geïnstalleerd. Vervolgens zijn aan boord alle benodigde componenten ingebouwd en getest. De audio-installatie is nodig om aan boord presentaties te kunnen geven als een bedrijf of organisatie met personeel of relaties met de **Noordzee** wil varen. *Werk boven- en onderdeks* Naast aan de ankerlier en de audio-installatie is ook gesleuteld aan het lager van de hoofdstoommachine om zo de hieraan ontstane speling op te lossen. Verder is laswerk verricht aan de vuurgang van de ketel en leidingwerk geïsoleerd. Ander werk betreft het schuren en lakken van de gratings (houten roosters) en het construeren van een speciale houder en pijp om eenvoudig met de heftruck het deksel op de schoorsteen te kunnen plaatsen of verwijderen. Tot slot zijn in de machinekamer en het ketelruim ruim 100 afsluiters van genummerde messing penningen voorzien. *Sponsortafel wordt blikvanger* Ook is veel werk verzet om een mooie sponsortafel aan boord van de Noordzee te realiseren. Deze houten tafel is te vinden op het achterschip, bovenop het aggregaat. Naast het logo van de sleepboot zijn hierop de logo's zichtbaar van de bedrijven en organisaties die de restauratie van de **Noordzee** mede mogelijk hebben gemaakt. De logo's zijn als zogeheten spuitstickers op het tafelblad aangebracht. Een heel secuur werkje. Na het aanbrengen van de logo's is het tafelblad van diverse laklagen voorzien. *Virtuele tour in drie talen* De productie van de virtuele tour door de Noordzee heeft diverse personen aardig beziggehouden. Zo zijn alleen al ruim tachtig verschillende tekstblokjes geschreven. Naast een Nederlandse versie zijn nu ook een Duitse en Engelse versie beschikbaar. Naast de standaard virtuele tour is een speciale versie gemaakt voor bezoekers van restaurant Stoom, waar de Noordzee als absolute blikvanger voor de deur ligt afgemeerd.



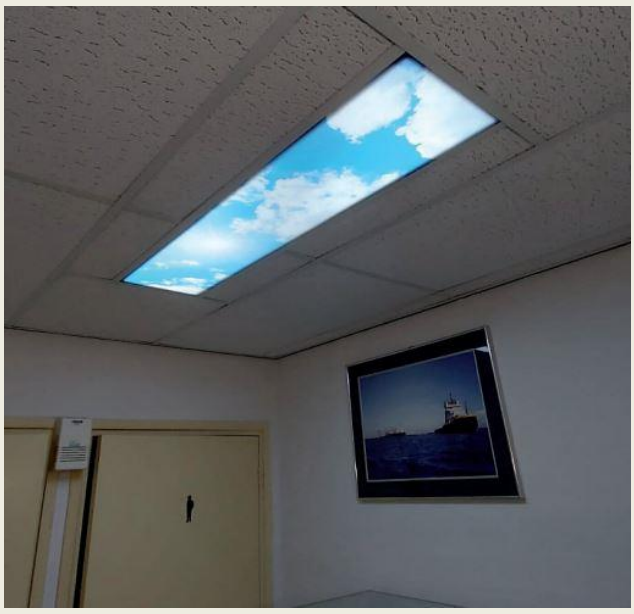
Om deze te kunnen bekijken kan vanaf de menukaart van het restaurant een speciale QR-code worden gescand. *Regelmatig vlaggen in top* Als dynamisch onderdeel van de unieke schepencollectie van Museumhaven Willemsoord neemt de **Noordzee** ook deel aan tal van evenementen. Hiervoor wordt aan boord op bepaalde dagen regelmatig gepavoiseerd. Zo ook op Koningsdag, Bevrijdingsdag en donderdag 20 en vrijdag 21 mei ter gelegenheid van de European Maritime Days. Een grote internationale maritieme manifestatie die op het Willemsoordcomplex is gehouden. Dankzij haar prominente afmeerplek kan de gepavoiseerde **Noordzee** dan bijna niet over het hoofd worden gezien. Wat nog op stapel staat Zoals het er nu naar uitziet, zal de Noordzee in de tweede helft van dit jaar weer gaan varen. Plan is om dit eerst met de bemanning te gaan oefenen. Dit moet dan op 6, 7 en 8 augustus tijdens een vaartocht naar Medemblik gebeuren. Dan kan gelijktijdig worden deelgenomen aan de in dat weekend in deze haven te houden stoomsloepenevenement. In 2019 heeft de Noordzee deze haven tijdens haar maidentrip ook al eens bezocht. De officiële ingebruikname van de **Noordzee** staat gepland voor zaterdagmiddag 11 september op het Willemsoordcomplex in Den Helder. Op stapel staat verder nog de opzet van een geheel vernieuwde website. Tevens wordt al nagedacht over de viering, in 2022, van het 100-jarig bestaan van de Noordzee. Als laatste een oproep aan onze donateurs om, voor zover dit nog niet is gebeurd, hun jaarlijkse bijdrage aan de penningmeester over te maken. Bij voorbaat onze dank hiervoor. *(Persbericht)*



NIEUWSBRIEF JULI 2021 NATIONAAL SLEEPVAART MUSEUM

In deze nieuwsbrief wordt aandacht besteed aan de volgende onderwerpen: Voorwoord van de voorzitter, waarin hij zijn voldoening uitspreekt over de steeds verdergaande versoepelingen van de corona maatregelen, waardoor ons museum door meer mensen tegelijk kan worden bezocht en er minder voorzorgsmaatregelen nodig zijn. Onze huidige wisseltentoonstelling "**Sleepboten in**

oorlogstijd II" is nog steeds ingericht en te bezichtigen. Ondanks dat die tentoonstelling al is geopend op 25 juli van het vorig jaar, hebben door de lange periodes van sluiting nog niet veel bezoekers deze tentoonstelling kunnen zien. Ideeën voor de nieuwe tentoonstelling zijn er wel, maar pas wanneer we eindelijk zeker zijn van een definitieve volledige heropening, zullen die plannen verder worden uitgewerkt. In de Nieuwsbrieven, die zijn verschenen in de afgelopen 15 maanden, werd regelmatig verteld over de activiteiten en werkzaamheden welke in het museum door de vrijwilligers werden uitgevoerd. Leuk is het om dit keer te vermelden dat in de toiletgroep van het museum de zon nu permanent schijnt. Onder de bezielende leiding van Kees Koree hebben



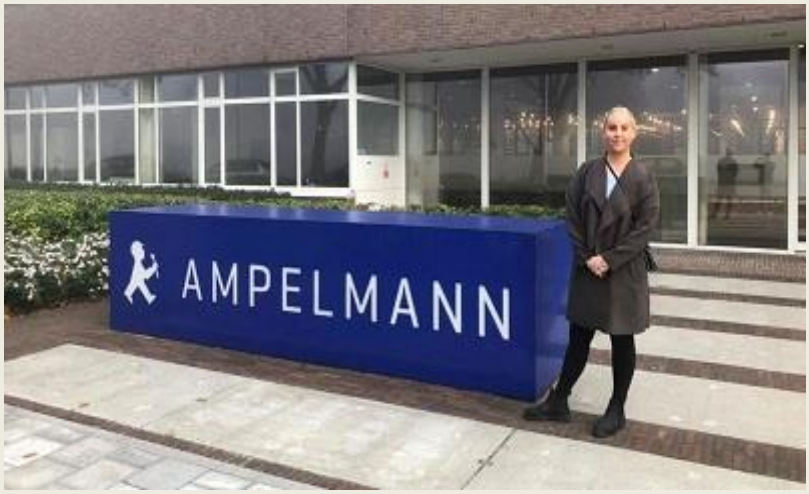
de technici een mooie hemelverlichting aangebracht. Van de hand van Nico Ouwehand is deel drie over de geschiedenis van de Rotterdamse havensleepdiensten. In het kader van de opknapbeurt van de burgemeesterskamer is een andere, meer stijlvolle vergadertafel met stoelen aangeschaft. Via onze penningmeester mocht het museum van de firma Ruitenburg een groot videoscherm ontvangen, dat voor het afspelen van films tussen de nog nieuw aan te schaffen kasten zal worden gehangen. In deze Nieuwsbrief een bijdrage van Nico Giltay, die verhaalt over (het verschil tussen) schepen en boten. Hans van der Ster is een regelmatig terugkerende publicist in onze nieuwsbrief met zijn lezenswaardige artikelen. Ditmaal handelt het over een Godvrezende zeeman. Wij wensen u veel leesplezier met deze nieuwsbrief, die u kunt openen door op onderstaande link te klikken. Indien u daar prijs op stelt, kunt u van de mogelijkheid gebruik maken u te abonneren op de nieuwsbrief. U krijgt deze voortaan dan per e-mail toegezonden. U kunt dit kenbaar maken door ons een mailtje te sturen via de contactpagina van de website. Nieuwsbrief juli 2021

WINDFARM NEWS - RENEWABLES

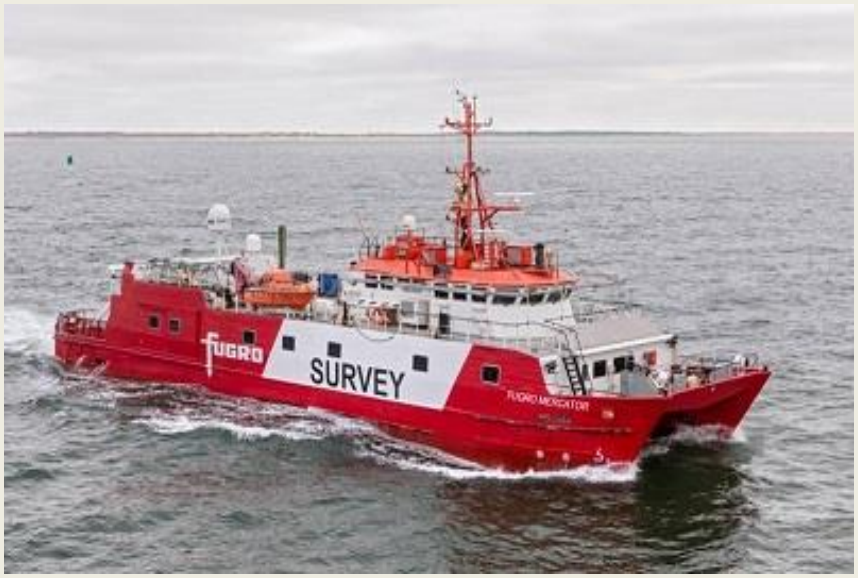
IDA IS THE WORLD'S FIRST AMPELFRAU!

'Esvagt Froude's' Ida Teglgaard is the first woman to be trained as person in charge of an Ampelmann operation. When wind turbine technicians at the Knoll Offshore Wind Farm need to get to work safely, they walk from vessel to turbine using a gangway system from Ampelmann. Ida Teglgaard, 23-year-old able seaman, will often be the one responsible for the job. And she knows her stuff – Ida is the first and currently only woman who has been trained to be in charge of an Ampelmann and she has already transferred several thousand people using the system. "Being the first woman to be trained as person in charge feels quite special and I am of course enormously proud to have worked my way up to this. First and foremost, it is great to be even more trained to do an important part of

my work and be in the position to take on more responsibility," she says. As person in charge, Ida needs to control Ampelmann operations, be responsible for training colleagues and to manage maintenance. Her male colleagues on board have joked that she deserves a pink Ampelmann helmet, and the captain also thinks she has done well. "It is great to be recognised, especially when it is down to your professional and technical skills. It is not good enough for me or for anyone else to be good at something "as a woman". That is not something we say at ESVAGT; here you just have to be good at your job," Ida emphasises. *(Press Release)*



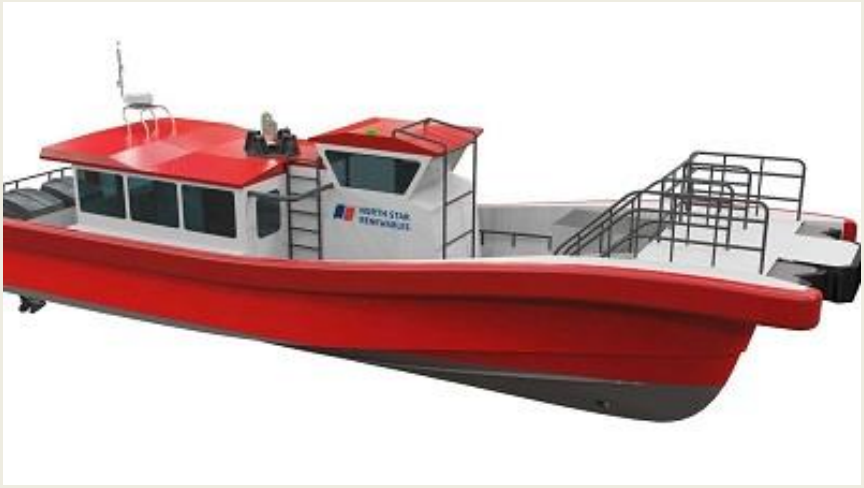
FUGRO TO SURVEY GALLOPER OFFSHORE WIND EXTENSION



Fugro has secured a contract to conduct geophysical and environmental site investigations at the Five Estuaries project, the extension of the operational Galloper offshore wind farm. **Fugro Mercator** has been appointed to carry out the geophysical survey at the UK project, which will start on 5 August and have a duration of approximately 14 weeks. The vessel will be conducting operations across the main array and export cable route areas. **Fugro Seeker** will perform the nearshore geophysical operations on the Five Estuaries export cable route for some 6-7 weeks, starting from 1 August. Additionally, dive support vessel (DSV) Curtis Marshall will conduct the environmental survey from 2 November

for two weeks at the main array and export cable route both offshore and nearshore. The Five Estuaries offshore wind extension has a potential capacity of up to 353 MW. *(Source: Offshore Wind)*

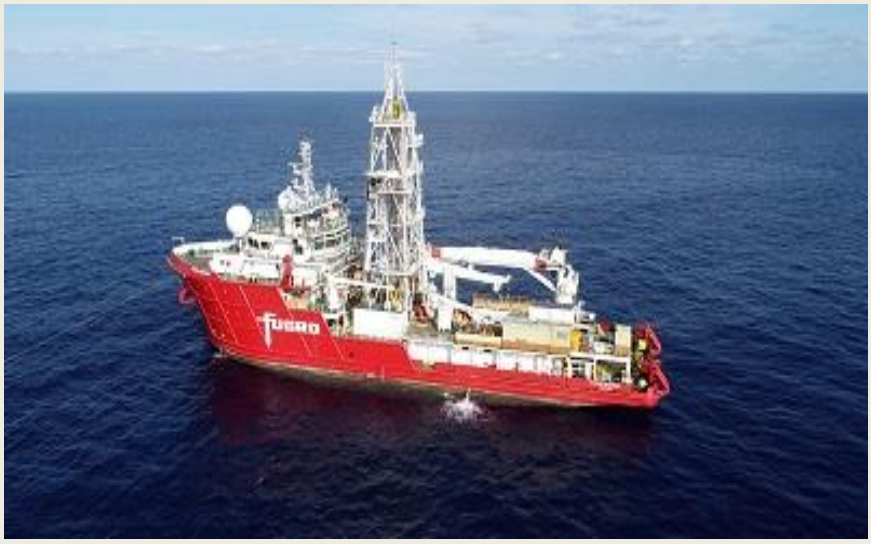
NORTH STAR SERVICE OPERATION VESSELS TO HAVE WORLD-FIRST HYBRID DAUGHTER CRAFT



The world's first hybrid daughter craft vessels designed to support the offshore wind market are to be built in the UK through a new multi-million pound deal. Aberdeen-headquartered North Star Renewables has confirmed that the contract for its game-changing design, developed in collaboration with Southampton-based naval architects Chartwell Marine, will be awarded to a UK shipyard. The hybrid daughter craft for the vessels were first highlighted by OWJ here. The newly designed hybrid vessels will be built to complement North Star's fleet of service operation vessels (SOVs) and will be delivered in 2022 and 2023. The hullform, equipment selection, innovation features and comfort are all focused specifically to suit the demands of offshore wind operations. Daughter craft are used by the offshore wind industry to safely transfer technicians between an in-field SOV to wind turbines to undertake routine or remedial maintenance. They are also used to support trips to shore and making deliveries in-field. In addition, daughter craft also provide essential emergency safety and rescue cover. This is a core 24/7 service that North Star has been delivering to the oil and gas sector in the North Sea for 40 years. The firm, which employs 1,400 personnel across the UK, has the world's largest daughter rescue fleet, with 63 vessels on its books, often operating twin daughter crafts from a single vessel. It also has the largest wholly owned British fleet providing infrastructure support and currently services more than 60 locations and mobile installations in the North Sea. Over the last two years, North Star's teams in Newcastle, Lowestoft and Aberdeen have worked in close partnership with Chartwell Marine to produce a high-performance, comfortable and sustainable daughter craft vessel design. The company said the new design introduces hybrid propulsion into the daughter craft market for the first time while setting a new standard for safe operations with an increased sea state operability at wave heights of up to 1.7 m Hs. North Star said this is 33% higher than anything else currently available. The vessel also carries green technologies to reduce carbon emissions, configured for further improvements in green technologies as the sector evolves. North Star has previously stated the hybrid craft will be partly powered by batteries, but a statement issued by the company on 19 July 2021 did not confirm that or provide details of the other green technology that might be used in future. A spokesperson for Chartwell Marine subsequently confirmed to OWJ that the daughter craft will use independent diesel and electric drives, and could be made fully electric if necessary. It will use diesel and electric stern-mounted propulsion technology, with the ability to be refitted to full-electric configuration. A spokesperson for North Star Renewables said, "The new design's propulsion package has both outboard diesel engines and electric outboards. "At present, the daughter craft can be powered by batteries for up to two hours at a speed of 6 knots without producing any carbon emissions. "In future, when battery technology catches up, we will switch-out the diesel outboards

for larger electric ones to deliver a completely zero-carbon emissions solution." North Star renewables director Andrew Duncan said, "Our relationship and collaboration with Chartwell Marine has ensured we are bringing a transformational daughter craft design to the industry, using the latest available technologies to increase safety, performance, reliability, comfort and reduce emissions. "This is an exciting period for our business, as we continue on this journey with Chartwell Marine towards becoming the first SOV operator in the world with a fleet of hybrid daughter craft." Chartwell Marine managing director Andy Page said, "We are pleased to progress the next stage of the daughter craft design with North Star. "The design builds on learnings from our low-emissions research and development project funded by the Carbon Trust's Offshore Wind Accelerator. Working with North Star, we have been able to develop an effective hybrid vessel that will live up to the demands of offshore wind operations. "Above all, we aim to furnish the sector with vessel designs that are safe, cost-effective, and sustainable in equal measure – making the most of advances in propulsion technology, but also preserving the key ingredients that constitute effective performance for offshore wind developers and operators." *(Source: Riviera by David Foxwell)*

FUGRO WINS WORK ON 3.5 GW OFFSHORE WIND PROJECT IN VIETNAM



A consortium between Vietsovpetro, PTSC G&S and Fugro has won a contract for offshore geotechnical survey services for the 3.5 GW La Gan offshore wind project in Vietnam. As part of the contract, Fugro will carry out offshore geotechnical surveys using its geotechnical vessel **Fugro Mariner** and deliver onshore soils laboratory testing and engineering studies. The initial scope of work will focus on geotechnical boreholes to expand understanding of the La Gan site's geological features and to build up the geological ground models. The contract was awarded by La Gan Wind Power Development Corporation (La Gan Wind), owned by Copenhagen Infrastructure Partners (CIP), Asiapetro and Novasia, who entered into an agreement to jointly develop the La Gan offshore wind project a year ago. The 3.5 GW wind farm, located off the coast of the Binh Thuan

province, is planned to be built in two phases, with the first 500 MW to 600 MW phase to be up and running until 2024, and the remaining 3,000 MW being added between 2026 and 2030. *(Source: Offshore Wind)*

DREDGING NEWS

NEW DUTCH AMBASSADOR TO BANGLADESH VISITS DAMEN'S GLOBAL DREDGING HEADQUARTERS

Damen's Global Dredging Headquarters in Nijkerk has had the honour of receiving His Excellency Anne van Leeuwen, the new Dutch Ambassador to Bangladesh, who will be starting in his new post in Dhaka, Bangladesh, next month. The ambassador was there on a fact-finding mission to learn about dredging, including the latest technology now in use, as well as the training and other services that Damen provides to its clients. Damen has a long history of dredging in Bangladesh – a vital activity in a country that is the exit point of the River Ganges, the world's third largest river, and where two-thirds of the land area is less than five metres above sea level. In the years since the country's independence in 1972, Damen has not only delivered a number of Cutter Suction Dredgers (CSDs), tugs, high speed crew vessels and Multi Cat workboats, but also a comprehensive lifecycle support package that includes spare parts, training programmes and innovative remote access applications. During his visit, Ambassador Van Leeuwen expressed his appreciation both for Dutch maritime companies supporting the economic and environmental strategic Delta Plan 2100 launched by the Bangladesh government in 2018, and the positive contribution made by Damen Shipyards to the country over the years. To conclude his visit, the ambassador visited a number of different CSDs available for direct delivery. *(Press Release)*

DEME: OPTIMIZING BUSINESS PROCESSES WITH DELAWARE PLATFORM

To stay competitive and to continuously offer the best possible solutions to clients, DEME Group continually invests in new vessels and new technologies. In recent years, they have invested a lot in the digitalization of many processes, as well as in tools to improve collaboration between their employees. The result of the collaboration with Delaware,

is a hybrid platform that can be used locally on board of the vessel. *DEME focuses on four key areas:* – the automation of vessels; – a digital workplace for employees; – the further standardization and digitalization of processes, as part of a focus on operational excellence using Microsoft Dynamics ; – and the further centralization of data platforms to allow advanced data analytics. "Delaware supported our pragmatic approach for the implementation of new technologies. The combination Microsoft, Delaware and Deme works great to stimulate innovation, not for the sake of innovation, but to create value in our business processes," said Kenneth De Feyter from DEME. *(Source: Dredging Today)*

DREDGING COMPLETED IN THE WATER AREA OF THE SEAPORT VOSTOCHNY

Repair dredging works have been completed in the water area of the Vostochny seaport. This was reported by the press service of the FSUE "Rosmorport". The activities were carried out using the **Sakhalinets** clamshell dredger, as well as the **Posietskaya** and **Nevskaya** self-propelled dredging scows. The volume of excavated bottom soil during the repair dredging operations amounted to more than 10 thousand cubic meters. m, which made it possible to bring the depth to the design marks - 16.5 m. The implementation of the planned work is aimed at ensuring safe navigation, maneuvering and approach to berths of vessels with a cargo draft of up to 16 m. *(Source: Sudostroenie)*

YARD NEWS

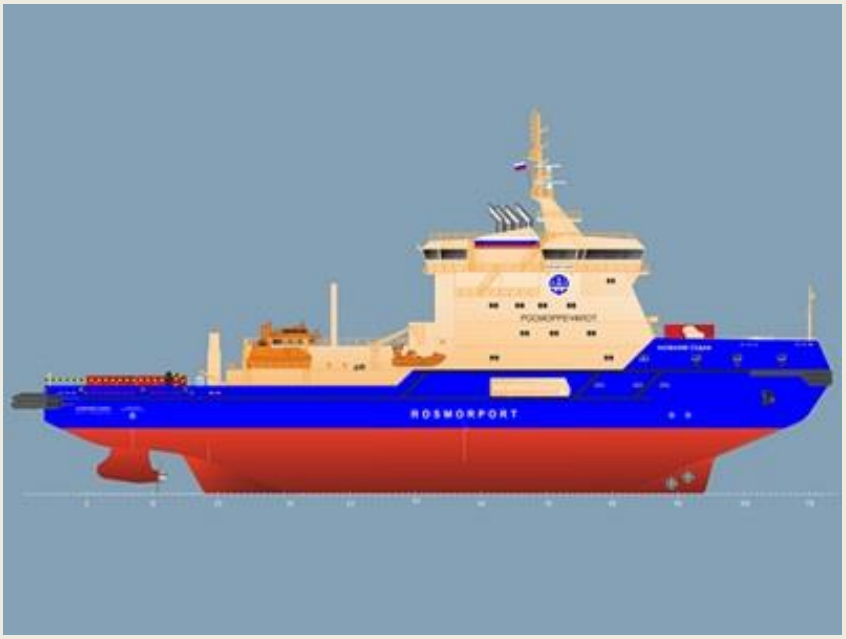
A NEW CABLE SHIP ASN MARINE - PART OF THE NOKIA GROUP - IN GDAŃSK

Alcatel Submarine Networks Marine (formerly Alcatel-Lucent), part of the Nokia group, announced

the acquisition of two ships at the end of June: the **Ile de Molène** and the larger **Ile d'Yeu**. This purchase is part of a strategy to modernize and increase installation capacity in the context of the growth of the subsea telecommunications market. The **Ile d'Yeu** cable building is in Gdańsk. The ships joined the Alcatel Submarine Networks Marine (ASN) fleet on May 7, 2021 for Ile de Molène and June 17, 2021 for **Ile d'Yeu**. **Ile de Molène** (ex GSP Phoenix , ex Caledonoan Vision ; IMO no. 9329928) is an offshore mining supplier (PSV) built in 2006. The ship is currently moored in the port of Dunkirk. **Ile d'Yeu** (ex Seven Mar , ex Polar Queen , ex Knight ; IMO no.9230414) was towed to Gdańska Stocznia Remontowa SA at the turn of June and July from a place in Gdańsk where it was part of the landscape for the last few years, being one of the two ships shut down due to the market crisis, which the shipowner Subsea 7 left "on a string" at the quays of the Gdańsk Shipyard. As Seven Mar, he was moored most of the time - since he arrived in Gdańsk in March 2017 - at the Kashubian Quay. It is a ship that was built as a cable ship. With the completion of its construction, the market experienced a difficult time of crisis, which meant it was immediately put on a string (in the so-called lay up). Later, the new owner was looking for a job for him on the offshore oil and gas market , after extending the vessel's capacity under reconstruction, during which additional functional equipment was installed, allowing the vessel to also lay flexible (small diameter) pipelines using the J-lay method. Now, with the next new owner - ASN Marine - it will become a "clean" cable carrier again. As stated in the official announcement by ASN, a subsidiary of Nokia, both newly purchased ships will now undergo an intensive engineering, design and modernization program to meet the expectations of ASN's customers and the missions they will perform. Ile de Molène will be dedicated to the maintenance and repair of ASN customers' telecommunications cables in the Atlantic and North Sea. It is expected to start operating in the first half of 2022. The larger **Ile d'Yeu**, in turn, will join the ASN's installation fleet at the end of 2022 and will be immediately assigned to lay the trans-oceanic telecommunications system. Both vessels will be equipped with state-of-the-art equipment enabling ASN to offer the level of performance and efficiency expected by customers, telecommunications operators and GAFAM. The cable carriers will be operated by Louis Dreyfus Armateurs (as the managing shipowner) under the French flag. ***Ile d'Yeu*** *- basic characteristics:* total length - 147.00 m; construction width - 27.00 m; gross tonnage - 14 520; net capacity tonnage – 4357; main propulsion power - 9000 kW; azimuth thrusters in the bow - 5320 kW. ***Ile de Molène*** *- basic characteristics:* total length - 98.00 m (before the planned reconstruction - 93.45 m); construction width - 22.00 m; lateral height - 8.50 m; draft - 6.50 m; load capacity (before reconstruction) - 4,312 t; gross tonnage - 5,729 (before the planned reconstruction - 5,448); net capacity tonnage - 2,080; main propulsion power - 6,000 kW; azimuth thrusters in the bow - 2,860 kW; *By the end of 2022, the ASN Marine fleet of cable ships is to consist of the following vessels:* - installation: **Ile de Sein**, **Ile de Batz**, **Ile de Bréhat**, **Ile d'Aix**, **Ile d'Yeu.** - maintenance / repair: **Ile d'Ouessant**, **Ile de Molène**. Not so long ago, at the turn of 2019 and 2020, Gdańska Stocznia Remontowa rebuilt, for the needs of ASN Marine, the cable ship **Ile d'Ouessant**, a multi-purpose offshore service provider. In the past, ASN Marine (formerly Alcatel-Lucent) had two twin cable

carriers rebuilt for it from ro-ro ships in Gdańska Stocznia Remontowa SA. They were: Lodbrog (in 2001) and Ile de Re (2002). At the end of 2020, the first was in the fleet of the Malaysian operator Optic Marine Asia Ltd, and the second - since 2017, has been working for Pelayaran Lintas Optik PT in Indonesia. Alcatel Submarine Networks (formerly owned by the French-American Alcatel-Lucent group) has been part of the Nokia group since 2016 and one of the global leaders in submarine communications installations in terms of capacity and length of cables with over 650 thousand kilometers of submarine fiber optic cables installed (length this one would allow it to circle around the globe 15 times). *(Source: PortalMorski)*

ONEGO SHIPYARD TO BUILD PROJECT 23620 LNG-FUELED ICEBREAKER DUO FOR ROSMORPORT



FSUE Rosmorport says that it has signed with Petrozavodsk, Karelia based ONEGO Shipyard (OSSZ) an agreement for the construction of two innovative icebreakers with dual-fuel propulsion (Project 23620). The icebreaker newbuilding project is part of the Comprehensive Plan for the modernization and expansion of main infrastructure (CPME). The contract is valued at RUB 18.5 billion. The Icebreaker 7 class 12-14 MW vessels will be able to sail in the 1.5-m thick ice, with unrestricted navigation and will be able to operate year-round in the Baltic, White, Barents and Pacific seas. Such types of vessels have not yet been built in Russia. This is the first Russian project of an icebreaker with LNG powered propulsion. The use of LNG as marine fuel will cut CO2 emissions by 20-30%, of NOx - by more than 90%, SOx and particulate matters - by 100% compared to ships using conventional heavy fuel oil. The Project 23620 icebreaker is also the world's first LNG-fueled icebreaker outfitted with DP2. FSUE Rosmorport is the world's largest owner of icebreakers fleet. Under the CPME plan Rosmorport will build 10 icebreakers by 2030, reducing the average age of the icebreaking fleet to an average of 25 years. *(Source: PortNews)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - *Barkmeijer Shipyards successfully delivers a series of 3 dieselelectric shallow draft pushers to Chemgas Shipping*
   - *Abu Dhabi Ports' Safeen Group and Med Marine signed a second deal for State-of-the-art MED-A2360 tug*
   - *Sanmar delivers high-performance VSP tugboat*
   - *Damen & Conrad Shipyard enter license agreement to build first US Multi Cats for Great Lakes Dredge & Dock*
   - *First of new Damen Shoalbuster 3514 SD DP2 class named in ceremony at Damen Shipyards Hardinxveld*

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)

   - *Damen exclusive broker for Herman Sr. B.V. m.v. "Yogi"* ***(New)***
   - *Tugboat – MARJAN for sale*
   - *Tugboat – MANIFA for sale*
   - *Tugboat – ABU HADRIYAH for sale*
   - *Tugboat – ABQAIQ for sale*

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

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