Tugs Towing & Offshore Newsletter

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TUGS & TOWING NEWS

PORT OF ANTWERP TO CONVERT A TUG TO METHANOL IN A 'WORLD'S FIRST'

The Port of Antwerp is converting a tug to methanol propulsion as part of the European Union-funded Fastwater project, which aims to demonstrate the feasibility of methanol as a sustainable marine fuel. The project was set up by a group of European maritime research and technology leaders, and is funded by the European research and innovation programme, Horizon 2020. Besides the Port of Antwerp, which is supplying the tugboat, partners involved in this project include Belgian engineering company Multi, which carried out the feasibility study for the project, Swedish shipbuilder Scandinaos, which designed the vessel's modifications, ABC (Anglo Belgian Corporation), which will be responsible for converting the engine and for installing the methanol tanks and pipes, while the German company Heinzmann is adapting the injectors. "This methatug is a further and also an important step in the transition towards a sustainable and CO2-neutral port that has enabled us to overcome a variety of technical and regulatory challenges. Thanks to projects such as this, we are paving the way and hope to be an example and a source of inspiration for other ports," Jacques Vandermeiren, CEO of Port of Antwerp, said. The European Commission approved the project this week, after an 18-month-long clearance process and detailed negotiations. Namely, Rhine-based inland navigation craft must comply with the Central Commission for Navigation on the Rhine's (CCNR) regulations, which had previously forbidden the use of methanol as a marine fuel. To receive the necessary dispensation, the methatug project was therefore submitted to the CESNI, the European committee that administers overall standards for inland navigation. The methatug project, described by the port as the world's first of its kind, is now expected to be operational in early 2022. "Just like with the hydrotug, the hydrogen tugboat, this project confirms our pioneering role in the field of energy transition. The ecosystem of the Antwerp port platform forms an ideal, large-scale testing ground for a project of this type," Annick De Ridder, port alderwoman, commented. The Port of Antwerp aims to have one hydrogen-powered tug in 2023 as part of its strategy of becoming a sustainable and CO2-neutral port. Antwerp-based Compagnie Maritime Belge (CMB) has been hired for the construction of the Hydrotug, which will be driven by combustion engines that burn

hydrogen in combination with diesel. The port of Antwerp, the fifth largest bunkering port in the world, has integrated LNG into its bunkering market in the past few years. By 2025, it aims to become a fully-fledged multi-fuel port, in which seagoing and inland vessels will be able to bunker, not only conventional fuels, but also low-carbon alternatives such as methanol, hydrogen or electricity. *(Source: Offshore Energy)*

CROWLEY COMPLETES FIRST U.S. DESIGN FOR FULLY ELECTRIC TUG

Crowley Engineering Services has completed the design of the first fully electric U.S. tugboat with autonomous technology — providing operators a sustainable and high-performing solution for ship assist and harbor services in any port. The Crowley design, powered by the expertise of recently integrated subsidiary Jensen Maritime, leverages a large electric battery system and power saving technology to operate in a fully electric mode while producing zero air emissions or greenhouse gases. The 82-foot tug will provide 70 short tons of bollard pull, featuring an Azimuthing drive propulsion system with two 1,800 kW motors and a 6 MWh battery. The new design is featured in an animated video available HERE *Electric Tug Offers Full Customization* The design also supports fully customizable features to meet the vessel design requirements with the future in mind. The platform design can be adjusted for alternate power capacities suitable for a standard hybrid framework if desired. The fully modular batteries allow for upgrades as electric technology changes. In addition, Crowley has developed an onshore charging station to fully support charging and reliable performance at the home port. "Crowley's design provides operators the tugboat solution to continue serving ships quickly and powerfully, while reducing their environmental impact by eliminating a carbon footprint," said Ray Martus, vice president, Crowley Engineering Services. "This new design sets the standard for innovation by showing that sustainability and power can work

together seamlessly in our maritime industries." With no exhaust stack, the tug has 360 degrees of visibility from the pilot's station, allowing the operator to see without obstruction. The electric tug has also been designed for future autonomous operation to increase the safety and efficiency of the operation including integrated automation and control systems. The intelligent maneuvering and control system offers more efficient vessel operations and allows masters to focus holistically on the overall control and positioning of the vessel in increasingly busy harbors. *(Source: MarineLink)*

PIRIOU SIGNS FOR THE ORDER OF A NEW TUG FOR CARAIBES REMORQUAGE

PIRIOU has just recorded a new order for the OST 30 of its tug range dedicated to towage. As the operator of Pointe-à-Pitre harbour in Guadeloupe -French Caribbean Island-, CARAIBES REMORQUAGE confirmed the construction of their 30.30 m tug with 60 tonnes bollard pull and two azimuth stern propellers. It will be built in Vietnam and its delivery is scheduled in the 3rd quarter of 2022. This new tug will strengthen the fleet operated in Guadeloupe in joining **Pointe Tali**, the 55 tonnes bollard pull OST 30 PIRIOU delivered in 2018. This tug is more powerful and fitted with integrated

slipping clutches for optimized operation. Vincent Faujour, PIRIOU Group General Manager declares: 'After delivering '**Pointe Tali**' at the end of 2018, we are happy to continue our relationship with one of the main operators in the Caribbean Islands. With nearly 20 years' experience building tugs, sea proven designs and a strong ability to customize our vessels to meet customers' requirements, we keep strengthening our position as a significant actor in this segment'. Felix RAMAYE, CARAIBES REMORQUAGE manager adds: 'We have been very satisfied with the tug **Pointe Tali** we have been operating for two years. This the reason why we very naturally called upon Piriou for this new tug more powerful and better equipped to answer the requirements of shipowners, shipping agents and of the Grand Port Maritime de Guadeloupe. It will expand our fleet and assist, in particular, the ever-larger container ships that call at the ports of Basse-Terre, Marie-Galante and Pointe-à-Pitre. We also provide assistance and rescue services in deep seas. The vessel will be named **POINTE VIGIE 2**. It is a tribute to the first tug in our fleet that got the company off the ground and continues to provide service today'. A versatile harbour and coastal ASD tug The OST 30 is a versatile tug designed for towing and push-pull harbour assistance as well as for high sea towing operations. Featuring a 30.3 m length, it can also provide assistance to vessels approaching access channels. It is equipped with 2 azimuth stern drive propellers and integrated slipping clutches. These propellers are driven by 2 high speed marine Diesel engines. On the bridge, the ergonomics of the unique control room allows the captain to perform all driving and manoeuvring tasks by himself thanks to a very good visibility both at horizontal and vertical over the working area and the environment. *In order to answer CARAIBES REMORQUAGE specific operating conditions, this tug features:* - A pneumatic starter system in order to limit the number of batteries on board; - Gasoil and fresh water systems for ship supply; - A 1/2 Fi-Fi equipment to perform fire-fighting; - A rear winch and a towing hook for deep sea towing; - Fenders adapted to push low freeboard barges; - An indirect refrigeration system involving all the vessel equipment with box coolers adapted to tropical conditions and no seawater circulation. This tug is designed to carry out every three years careening with special anti-fouling and ICAF system. Accommodation is compliant with the latest ILO 2006 standards and special care was taken to sound insulation and air conditioning. *Main characteristics* Overall length: 30.3 m; Overall breadth: 10.4 m; Depth at main deck: 4.45 m; Max. draught: 5.0 m; Bollard pull @ 100 % MCR: 60 t; Fuel oil capacity: 87 m3; Fresh water capacity: 26 m3; Speed: 12.5 kn; Propulsion: 2 x 1902 kW; Crew: 6; Hull / superstructure: steel. *(Press Release)*

GRÓBARCZYK: WE ARE PROPOSING TO MODERNIZE THE MARITIME SEARCH AND RESCUE SERVICE

The proposed modernization of the Maritime Rescue and Search Service is based on investments in equipment and improvement of working conditions, said Deputy Minister of Infrastructure Marek Gróbarczyk on Wednesday. Information on the salary situation of employees of the Maritime Search and Rescue Service (SAR) was the subject of a meeting of the Seym Committee for Maritime Economy and Inland Navigation. The increase in wages in the Maritime Rescue and Search Service is progressing successively every year, but is not at the level that employees would like to see - pointed out Gróbarczyk. We propose a solution for the modernization of the Maritime Search and Rescue Service, i.e. primarily a system (...), which is to serve huge investments in the field of equipment, improvement of working conditions, increasing the number of units and their modernization - said Gróbarczyk. As he emphasized, "on the other hand, we direct the conclusions from the SAR regarding the need to increase the salary with great emphasis on the Minister of Finance and we hope that it will gain approval in the nearest budget". We would like to return to the solutions that were previously prepared, but were not primarily accepted by the staff, ie the agency system - continued

Gróbarczyk . - This is for the permanent security of financial income. Today I do not want to talk about it yet, because we do not have this program completely built. (...) We would like to propose it once again from the revised version based on the increase in technical means, first of all , added the deputy minister. These solutions are not satisfactory for us and I am convinced that they are not for the crew as well - said Gróbarczyk. However, it is the only form in which we are able to satisfy the wage differences. On the other hand, this year we will definitely prepare a program of solutions that I talked about in terms of the functioning of the SAR, and in this way we will try to balance the SAR wages along this double path so that they do not deviate from market conditions - he said. The lifeguards present at the commission meeting agreed that their wages were very low. They also pointed out that another problem is the age of people working there, as well as aging equipment. The tasks of the SAR include searching for and rescuing people in danger at sea and combating oil and chemical threats and pollution of the marine environment. *(Source: PortalMorski; author: Kacper Reszczyński)*

NEW ICEBREAKERS OFFICIALLY IN THE RZGW FLEET IN GDAŃSK

On June 18, two of the four new icebreakers built under the EU project called "Construction of icebreakers for RZGW Gdańsk" co-financed by the Operational Program Infrastructure and Environment 2014-2020, the aim of which is to build specialized vessels for the ice-breaking action on the Lower Vistula. The **Puma** frontal icebreaker and the line **Narwal** successfully passed the winter tests and started their service on the Lower Vistula. This is the next stage to replace, modernize the fleet and build strong Polish Waters, a strong maritime administration, equipped with equipment and people. I am very glad that we have the appropriate units to prevent and minimize the effects of the congestion flood - emphasized Grzegorz Witkowski , Undersecretary of State at the Ministry of Infrastructure. The embodiment of these two, and in the perspective of a total of four, is of great importance for the flood protection of the lower reaches of the Vistula River. The main task of icebreakers is to break a sufficiently wide chute in the ice, allowing the free flow of ice floes,

which prevents the formation of ice blockages, and protects the river infrastructure from damage. It is high time to introduce new technologies. Both when it comes to hull solutions, but also all communication and navigation systems related to the comfort of work, but most of all the safety of crews and the effectiveness of icebreaking operations, are as good as possible - emphasized Krzysztof Woś , Deputy President of the Polish Waters. Currently, apart from two new ones, RZGW in Gdańsk has five older (third) generation icebreakers: the front one - the **Tiger** (built in 1984) and the linear one: the **Shark** (1991), the **Orka** (1991), the **Seal** (1988) and the **Żbik** (1989). These are ships already worn out with many years of service, kept in good technical condition thanks to the dedicated efforts of the crew. There will be a total of four new icebreakers - one in front: **Puma** and three in line: **Narwhal**, **Manatee** and **Nerpa**. Our new icebreakers are, above all, strong and maneuverable machines that are to ensure our safety when it is needed. They must be kept at the ready by their reliable crews, both in winter to protect us from ice jams and in other seasons when they can be used for rescue operations. By building new icebreakers, we buy confidence and peace of mind that the power of their engines will be on our side. It is worth spending money on this - said Andrzej Winiarski , director of the Regional Water Management Board in Gdańsk during the ceremony. The equipment installed on the new icebreakers will allow them to be adapted to additional functions and tasks. It is planned to install devices for sounding the bottom of the river bed. These ships will be able to perform the functions of tugs as well as rescue operations. To perform the towing role, the icebreaker is equipped with a hook and additional equipment required for safe towing. For the fire extinguishing function, on-board connections are provided to supply the fire extinguishing system. The unit will be able to fight oil spills by installing a drum with a dam on board. The project is co-financed in the amount of 85% from the Cohesion Fund under the Operational Program Infrastructure and Environment 2014-2020 (OPI & E), Priority II, "Environmental protection, including adaptation to climate change", Measure 2.1 "Adaptation to changes climate along with securing and increasing resistance to natural disasters, in particular natural disasters and environmental monitoring ". The project's budget is PLN 74 million. *Technical data of the units:* **Frontal icebreaker Puma:** - Total length Lc = 33.45 m; - Total width Bc = 8.1 m; - maximum draft

Tmax = 2.0 m; - 1044 kW (1400 HP) main engine; - Drive: adjusting screw; - Bollard pull min. 10T; - Displacement at design draft 175 tons. **Line Icebreaker Narwal:** - Total length Lc = 28.07 m; - Total width Bc = 7.07 m; - maximum draft Tmax = 1.70 m; - Main combustion engine with a power of 597 kW (800 KM); - Drive: fixed screw; - Bollard pull min. 6T; - Displacement at design draft of 132 tons. *(Source: PortalMorski)*

NEW RAMPARTS 3200-SD TUG FOR THE ROYAL THAI NAVY

Robert Allan Ltd. is very pleased to announce the signing of a contract with Asian Marine Services Public Company Limited (ASIMAR) of Thailand for the design of a **RAmparts 3200-SD** tugboat for the Royal Thai Navy. ASIMAR signed the construction contract with the Royal Thai Navy on May 25th, 2021, with Admiral Chatchai Sriworakan, Commander in Chief presiding over the signing ceremony.

The RAmparts series of tugs are a well-proven, highly successful series of Z-drive tug designs with more than 180 RAmparts 3200 tugs having been built to date. Incorporated into this design are all the features that have distinguished the RAmparts 3200 tug designs including high speed, excellent stability and sea keeping, enhanced astern performance and manoeuvrability that enable the tugboats to successfully fulfill push and tow missions. The Royal Thai Navy currently operates two RAmparts 3200 tugs, and this third RAmparts 3200 tugboat will, similar to the previous two tugs, have approximately 55 Tons Bollard Pull and a speed of over 12 knots. This tugboat will support fire-fighting missions with a 2,400 m3/hr Fi-Fi pump with fire monitors capable of 120 meters throw distance and oil spill recovery missions can be accomplished with DESMI oil spill response solutions and environmental friendly – biological formular oil dispersant bioQ. This cooperation between Robert Allan Ltd. and ASIMAR will open additional opportunities in the future for the Thai shipbuilding industry to learn and develop new knowledge in ship design and construction. Asian Marine Services Public Company Limited (ASIMAR) is an international shipyard located in Thailand and has been in operation since 1981. Their experience with Ship Repair, Shipbuilding, Steel Fabrication and Engineering for

Marine, Offshore and Onshore sector along with many such services is extensive and specialised.

Robert Allan Ltd.'s business is centred on the design of commercial working vessels of all types, with a particular focus on the international tugboat market. In addition we design fireboats, research vessels, crewboats, barges, government service vessels (such as icebreakers and nav-aids tenders), shallow-draft vessels of all types for inland transportation, and a diverse range of specialized craft for almost any purpose as well as many other types of vessel design. *(Press Release Robert Allan Ltd.)*

ESCORT TUG INVESTMENT DRIVEN BY BRAZILIAN GAS TRANSFORMATION

Wilson Sons is investing in a new fleet of powerful escort tugs to service Brazil's growing liquefied natural gas (LNG) import and export sector. The Brazilian towage services provider is constructing six tugs at its own shipyards in Guarujá, near Sao Paulo over the next three years in partnership with Damen Shipyards to assist gas carriers and tankers loading and unloading LNG and crude oil at floating and onshore terminals along Brazil's coastline. These newbuildings are part of Wilson Sons' plans to expand its services in response to Brazil's government sanctioning a new gas law in April this year. "Today we have a fleet of 80 tugs, the largest in Brazil, spread across the Brazilian coast," said Wilson Sons towage division commercial director Elísio Dourado. "Four are high-power escort tug models, and we are waiting for a new series of six new units of this class which started to be built this year at our shipyard in Guarujá." These new 25-m tugs will have a bollard pull of 80 tonnes and will comply with IMO Tier III emissions requirements. Delivery of the first tug is scheduled for Q1 2022 and deliveries are expected to continue until 2024. This investment comes as Brazil's gas sector expands, with more LNG import and export facilities, LNG bunkering and small-scale projects expected to be commissioned as investment in floating production storage and offloading (FPSO) units at its deepwater oil fields continues. Wilson Sons is preparing to meet the growth in the LNG and FPSO servicing markets as it feels there will also be more opportunities in the port support sector. In the last year, its towage division carried out more than 25 special operations, which included services to the natural gas or LNG sector. Its tugs supported gas carriers at floating storage regasification units (FSRUs) and tankers loading crude from FPSOs. Its vessels also supported FPSO and FSRU moorings and offshore drilling rigs. Among the customers served by

Wilson Sons tugs in this segment is Centrais Elétricas de Sergipe (Celse), which operates the Port of Sergipe thermoelectric power plant. This plant generates 1.5 GW of power from a regasification terminal, capable of storing up to 170,000 m3 of LNG and degasifying up to 21M m3 a day. Wilson Sons' tugboats support ship-to-ship operations to supply the terminal. "These are highly complex operations and require a high level of security, with adequate planning and training," said Celse LNG terminal operations manager Lucas Buranelli. "Having a partner with Wilson Sons' experience is a plus," he said. Mr Dourado said the Brazilian natural gas market is undergoing a major transformation, with potential for investments in more thermoelectric energy generation to replace plants run on diesel and fuel oil. "Natural gas has a significant role in the diversification of the Brazilian energy matrix and is key to the transition to a low-carbon economy," Mr Dourado said. Which is why Wilson Sons is expanding its fleet of powerful escort tugs in the nation. *(Source: Riviera by Martyn Wigrove)*

END WITH SPECIAL REQUIREMENTS FOR DANISH TUGS

Since the 1980s, tugs on the Danish flag have had to live up to a number of national rules, which in several areas differ from international rules. Now the Danish rules are being harmonized, which according to Danske Rederier has made it more expensive to build a tugboat on the Danish flag. When the construction of a tugboat begins at a shipyard, the ship must be built according to an international classification in order to be approved as a tugboat. But in Denmark, since the 1980s, there have been a number of national requirements for tugs that will sail under the Danish flag. This has meant, among other things, that the ships had to be built with a different design of the chambers and tugs on board the ship, and a shipowner has therefore not been able to buy a standard series-built ship at a shipyard. This has made the construction of tugs more expensive in Denmark than in e.g. the Dutch or British rules. But the special Danish requirements are about to be abolished in

favor of the international rules, Danish Shipping Companies informs. And it is i.a. director of JA Rederiet in Nyborg, Jens Alfastsen, happy. "When we have to pay several million kroner more to build a ship than our competitors in the surrounding countries, we are behind on points before we get started," says Jens Alfastsen. Also at NH Towage in Svendborg, Niels Ove Henriksen looks forward to the rules now being harmonized. “There are many tasks for tugs in Danish waters at the moment. There is a need for tugs at the Fehmarnbelt, the Storstrømsbroen bridge and the expansion of several ports, just to name a few. Here we now have a fairer competition with foreign shipping companies when we play by the same rules, ”says Niels Ove Henriksen, owner of NH towage Danske Rederier has worked for several years to harmonize the rules, and here they are also very satisfied with , that they will soon be abolished: “Equal conditions of competition for everyone is a key issue for us at Danske Rederier. Therefore, I am pleased that in good dialogue with the Danish Maritime Authority and the industry's organizations, we can now change the Danish rules so that ships can be built on the Danish flag according to international standards, ”says Maria Skipper Schwenn, director of safety, environment and maritime research in Danish Shipping Companies. *(Source: Danish Shipping Companies.)*

CREWS MARK DAY OF THE SEAFARER BETWEEN A ROCK AND A HARD PLACE AS CREW CHANGE CRISIS CONTINUES TO BREW

As the shipping industry marks this year’s Day of the Seafarer, hundreds of thousands of seafarers continue to face challenges as a result of the COVID-19 pandemic with regard to repatriation, shore leave, and medical support. “After a year of seafarer mistreatment by governments and ineffective lobbying on their behalf by the shipping industry, stronger action is now needed as the industry marks Day of the Seafarer 2021 on June 25,” Captain Rajesh Unni, Founder and CEO of Synergy Group, commented. Based on the latest collective industry analysis, around 200,000 seafarers are currently affected by the crew change crisis, considerably lower than 400,000 that needed to be repatriated at the height of the crisis. Data from the Global Maritime Forum shows that the crisis is worsening: the number of seafarers working over their contracts has grown from 5.8% in May 2021 to 7.4% in June. What is more, seafarer abandonment cases have hit a record high during the pandemic, leaving crews without pay and in terrible working conditions on board ships for months and even years. “Seafarers cannot survive on platitudes. The ships sounding their horns today are letting national governments know that the world is watching,” Esben Poulsson, Chairman of the Board at ICS. Recent figures released by the ITF show that 60 new cases were lodged by the union of the record 85 cases which appeared in the International Labour Organisation’s (ILO) abandonment database in 2020. Just 34 cases were reported to the ILO in 2018, with a slight rise to 40 in 2019. Between 2019 and 2020, the number of cases more than doubled, with the 85 last year representative of hundreds of seafarers who were owed repatriation flights, more than two months’ wages, or both. Furthermore, the ITF and its

inspectors recovered almost $45 million last year for seafarers from employers who didn't pay them. The unprecedented crew change crisis remains a hot potato for governments across the world, with limited progress made to facilitate seafarers' travel as key workers, especially as new COVID variants continue to emerge. Furthermore, vaccination of seafarers remains sporadic with very few global nations offering inoculation for national and international seafarers, such as the U.S., Belgium, and the Netherlands, with many others lagging behind with the rollout, especially developing nations which account for around 900,000 seafarers. Captain Unni believes there are simple steps political leaders can take to uphold seafarers' human rights and bring some order to the Covid-related national rules that are now often making it difficult to ensure crews receive emergency treatment and vaccines. The ITF insists the world's governments can: **1.** start actively supporting the TRIPS vaccine patent waiver being considered by government representatives at the WTO. **2.** purchase and distribute enough vaccine doses to fully vaccinate all seafarers who are due to visit those ports by the end of 2021, offering every single seafarer the opportunity to be vaccinated. **3.** purchase and distribute enough vaccine doses to fully vaccinate all seafarers who work on vessels by the end of 2021. If a flag state can't get doses to all the vessels they are responsible for, they should partner with governments who can. **4.** introduce permanent 'green lane' exemptions for vaccine-certified seafarers to get to and from ships as part of crew changes. **5.** restore visiting seafarers' rights to shore leave and medical assistance. **6.** scrap bans on repatriating seafarers' bodies to their grieving families. **7.** publish accurate information about how seafarers can access both vaccines and their restored rights online, in plain English. Many countries are even banning the repatriation of the mortal remains of seafarers that pass away at sea, irrespective of the cause of death or the Covid-19 status of those on board the vessel. The problem became apparent with the tragic case of the Romanian captain of the Vantage Wave, who passed away on April 19 after suffering a suspected heart attack. There were no suspected Covid-19 complications. However, efforts to repatriate his body were thwarted by lockdown regulations. "Human Rights at Sea reported that efforts were made to disembark the captain in a number of Asian countries, but permission could not be obtained. Almost two months later and the body was still on the ship and crew were facing food and water shortages at anchorage off China. This is not right," he said. "And this was not a one-off event. According to the International Transport Workers' Federation, since March 2020 the bodies of at least 10 seafarers who died at sea have been held on ships and denied disembarkation to repatriate the remains, causing great additional grief for their friends and families. None of the seafarers died because of Covid-19." Finding the means of getting treatment for sick seafarers is often all but impossible, irrespective of any Covid-19 infections on board, he continued. "We have had several cases when Synergy-managed ships which have been made to wait for several days for emergency medical attention for crew," he said. Finally, the industry is urging the IMO to work with WHO to expedite vaccination programs for seafarers and enable health workers to distribute vaccines on board ships for places where shore leave is denied. *(Source: Offshore Energy)*

ANGLIAN

The tug **Anglian** was seen outbound at Great Yarmouth bound for Lowestoft. As it had been taken out of the water for three weeks for the Hull inspection and paint the hull as well at Alicat shipyard and Pass its Hull test only one pleat needed at the yard at Great Yarmouth. New Owner: East Coast Anchorage service (Lowestoft), *(Source & Photo: Paul Gowen)*

ACCIDENTS – SALVAGE NEWS

REPORT OF THE COMMISSION FOR INVESTIGATING MARITIME ACCIDENTS AFTER THE COLLISION OF THE UNITS FROM USTKA

The State Maritime Accident Investigation Commission has already issued the final report on the collision of two recreational units in Ustka, **Hunter** and **Amelia Max** . The accident happened at the end of December 2019, about 25-30 nautical miles northwest of Ustka. According to the investigators of the PKBWM, during the watchkeeping process, **Amelia Max** and **Hunter** were not navigated in accordance with the applicable provisions of the maritime law. The accident happened on December 20, 2019 around 7:30. The **Amelia Max** recreational boat with 19 anglers on board and 3 crew members struck the stern and then the side of the smaller **Hunter** vessel with 12 anglers and 2 crew members. **Amelia Max** struck her bow on the stern part of **Hunter** from his starboard side, approx. 70 cm from the stern, causing the **Hunter** to turn suddenly and lean heavily to the port side - we read in the final collision report. -Anglers on board **Hunter** grab the railings and other items on board for fear of tipping over or falling overboard. On the **Amelia Max** yacht, seconds before the collision, the skipper shifted the engine all the way back, but it was too late and it did not prevent the collision. As a result of the collision, **Hunter** turned around the bow of **Amelia Max's** yacht and ended up on her starboard side. Rubbing their starboard sides and heading in opposite directions, the yachts moved away from each other. At the time of the collision, when the **Hunter** yacht was tilted to the port side, it was likely that **Amelia Max's** bow stern protruding in

the underwater part hit the propeller of the **Hunter** yacht, which caused the propeller shaft to be torn out and slipped out of the clutch. Immediately after the collision, the ship's captain **Amelia Max** spoke to the Hunter's captain about the possible damage. At that time, however, it was not known how big these damages are. Only after some time it turned out that the propeller and the shaft had been torn out of the engine and there was a risk of flooding the ship after the shaft line slipped out uncontrolled. Therefore, at At 08:37 the captain of the ship **Hunter** asked through the VTS for a towing aid. At. At 08:42, two SAR units **Huragan** and **Orkan** were ordered to go into action to assist the yacht. At 10:55 am SAR **Orkan** took the yacht **Hunter** in tow, and the other SAR **Huragan** was sailing alongside, assisted by which it was released at 12:00. At 4:05 p.m. the **Hunter** yacht moored to the wharf in the port of Ustka - the members of the committee write in the report. None of the anglers and members of both crews were injured. However, since the collision, **Hunter** has been on land in the Ustka seaport. In the opinion of the Commission, during the watchkeeping, **Amelia Max** and **Hunter** were not navigated in accordance with the applicable provisions of the maritime law. When there was a risk of a collision, the lack of decisive and timely actions by drivers to avoid a collision led to a collision of units. It resulted from poor observation on both vessels and bad risk assessment during navigation. A major limitation in conducting proper visual observation could have been the fact that the light inside the wheelhouse on the **Amelia Max** yacht was turned on, which was noticed by the angler who was on board the yacht before the collision. The same angler also observed the situation between the two units. He saw **Hunter** from the port side, following a slightly convergent course to **Amelia Max** and not changing its course and speed until the end , the report reads. Carrying out the risky maneuvers consisting in approaching short distances while overtaking, which was observed earlier, also proves that the rules of MPZZM (international regulations for preventing collisions at sea) are not being complied with, especially by the skipper of the **Hunter** yacht . Failure to use the option of calling a second unit on VHF or sending a sound signal to warn about a dangerous situation also proves ignorance of the MPZZM regulations. Upon completion of the research, the safety recommendations were sent by members of the marine accident investigation commission to the owners of both vessels. The State Maritime Accident Investigation Commission recommends that both shipowners carefully select and select crews for the yachts in use, approved for sailing as commercial yachts and adapted for cruises with anglers on board , the report reads. -The standard of units offered to anglers should also include the highest safety standard offered by the crew that supports them. Apart from having the required qualification documents, the crew should be aware of the responsibility for the life of the anglers being transported during commercial fishing trips and guarantee respect for their profession. Shipowners should constantly remind the crews that they are responsible not only for the routine activities of yacht guidance, but also for the lives of the people they transport and often unfamiliar with the sea. *(Source: PortalMorski; Text and photo: Hubert Bierndgarski)*

EVER GIVEN OWNERS, SUEZ CANAL AUTHORITY HAMMER OUT COMPENSATION DEAL

Owners of the 20,000 TEU containership **Ever Given**, which has been stuck in Egypt for months following its grounding in the Suez Canal, have reached an agreement in principle with the canal authority over the compensation claim. "Together with the owner and the ship's other insurers we are now working with the SCA to finalise a signed settlement agreement as soon as possible. Once the formalities have been dealt with, arrangements for the release of the vessel will be made," the UK Club said. The agreement has been reached following long and arduous working sessions between the two sides which have lasted for over 15 days. Details on the amount of compensation the two parties agreed upon were not disclosed. The deal is being announced on the back of a new offer proposed by Japanese company Shoei Kisen Kaisha to SCA to settle damages caused by the ship's infamous March grounding. Initially, the Suez Canal Authority sought a compensation worth $916 million, which the owners turned down as too high. Subsequently, the claim was reduced to $550 million, provided that $200 million is paid in advance, while the remaining $350 million is paid as letters of guarantee issued by an "A class" bank in Egypt. The deal comes after the ship spend almost three months anchored in the Great Bitter Lakes, awaiting for the legal dispute between the duo to be resolved. *(Source: Offshore Energy)*

SHAPED CHARGES APPROVED FOR USE IN GOLDEN RAY CUTTING OPERATIONS

In a new development, explosives—in the form of low hazard flexible linear-shaped charges (LH FLSC)—are set to be used in the dismantling of the wreck of the capsized car carrier **Golden Ray**. The St. Simons Sound Incident Response reports that conventional cutting operations on the wreck resumed today after being paused for required maintenance on the equipment being used by the heavy lift vessel VB-10000 to chain-saw the wreck into section. Meantime welding technicians continue to make repairs to the side plates of the lifting lugs for Sections Four, Five and Six on the topside of the Golden Ray wreck. The side plates of the lifting lugs deformed due to heat generated from the fire, which occurred inside the wreck on May 14, 2021. Response engineers will reinspect the lugs using non-destructive testing once the repairs are complete. ***Shaped charges*** Today, the Unified Command (UC) reported that it had a approved a plan permitting the use of the low hazard flexible linear-shaped charges (LH FLSC) to execute precise cuts through reinforced steel brackets obstructing the cutting chain path on an as-needed basis by the response engineers and the salvage master. The UC consulted with engineering and environmental experts from federal and state agencies during the planning and permitting process prior to approving the use of the cutting charges. Federally licensed and qualified personnel will follow strict safety protocols for the storage,

transport and handling of the cutting charges and fire suppression systems will be energized before, during and after charge cutting operations. Any potential environmental impacts will be minimal because all cutting charge detonations will be confined to the interior of the wreck above the water line and remotely fired from a safe site on the topside of the wreck. Response safety personnel will monitor ambient noise levels during any cutting charge detonations. “Low hazard flexible linear-shaped charges are another industry-standard, high-precision cutting tool,” said lead salvage contractor T&T Salvage President Mauricio Garrido. “We’ve added it to our list of approved pre-cutting methods in order to sever any heavily-reinforced steel obstructions from the cutting chain path on an as-needed basis.” “Safety is our highest priority,” said U.S. Coast Guard Cmdr. Efren Lopez, federal on-scene coordinator. “By using the cutting charges, we can greatly reduce any safety risks to our personnel when accessing the interior of the wreck to clear any obstructions while continuing a removal operation that safeguards the community and the environment.” *(Source: MarineLink)*

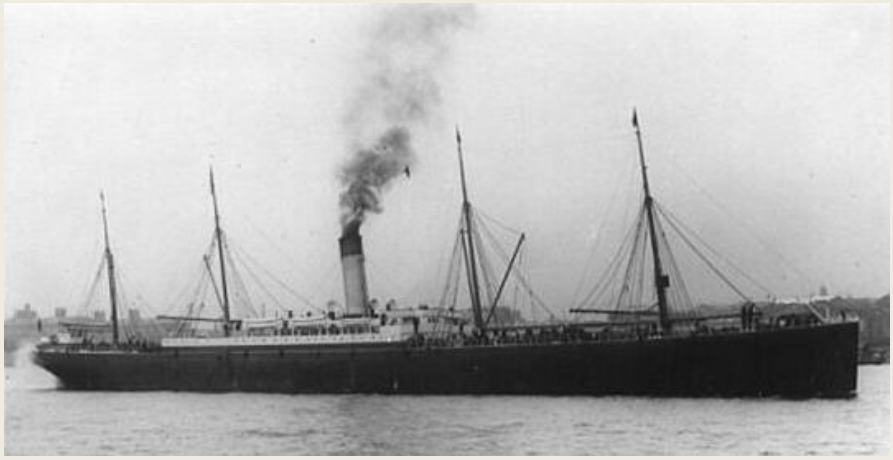
ROSPRIRODNADZOR LAUNCHED AN INVESTIGATION INTO THE POLLUTION OF THE VOLGA WITH OIL PRODUCTS FROM A SUNKEN SHIP

Due to the leakage of residues of fuels and lubricants on the water, a spot of about 200 square meters was formed. The Volga-Kama Department of Rosprirodnadzor is conducting an investigation after the pollution of the river. Volga with oil products from a sunken ship. It is reported by the press service of Rosprirodnadzor well. Information about the ship that sank at the pier of Lesnaya harbor at 1311 km. Volga, entered management on June 19, 2021. During the visit to the scene, it was established that the decommissioned vessel project 911 B partially sank at the Volga berth. As a result of the leakage of residues of fuel and lubricants on the water, a slick with an area of about 200 square meters was formed. TsLATI specialists took samples of surface water at the place of pollution. EMERCOM employees organized and carried out work to eliminate the consequences of the

incident. On June 21, a repeated field survey of the water area of the Kuibyshev reservoir (Volga river) was carried out. The initial contamination of surface waters has been eliminated. At the time of inspection, 2 pumps were in progress to pump water out of the hold. In the water area adjacent to the vessel, booms are installed to exclude secondary pollution of the water body. On this incident, the Office of Rosprirodnadzor has opened an administrative investigation under Part 4 of Art. 8.13 of the Code of Administrative Offenses of the Russian Federation, materials are being collected to calculate the harm caused to a water body. *(Source: PortNews)*

REMEMBER TODAY

S.S. ARMENIAN 28TH JUNE 1915



SS **Armenian** was an 1895-built British cargo liner built for the Leyland Line, but managed by the White Star Line from 20 March 1903. She was employed on the cargo service between Liverpool and New York City, with the passenger service between the two ports having been previously withdrawn. In 1910 she was repainted in the Leyland livery (a pink funnel with black top). *War service - Second Boer War* The **Armenian** was fitted out to transport horses and used as a transport in the South African War. In 1901, the ship was briefly used as a prison ship for Boer prisoners of war in Simon's Town in the Cape Colony. In the same year was she used to transport 963 Boer prisoners of war to Darrell's and Burt's Islands in Bermuda, and 1017 Boer prisoners of war to India. In 1902, the **Armenian** transported a further 150 prisoners of war to India. *First World War* The **Armenian** made a last sailing on 3 March 1914 before being briefly laid up prior to deployment as a horse and mule transport to France. Although no longer fitted as a passenger vessel, the Armenian, and the SS Turcoman, were used to transport the Grenadier Guards to Belgium on 7 October 1914. *Sinking* On 28 June 1915 she was engaged by the German submarine **U-24** captained by Rudolf Schneider off Trevose Head, Cornwall. After a failed attempt at escape the crew were allowed to abandon ship and the vessel was sunk by two torpedoes fired into her stern. Twenty-nine members of the mostly

American crew were lost in the sinking, along with the vessel's cargo of over 1,400 mules. Following on from the sinking of the **RMS Lusitania** 52 days earlier, the sinking caused a second crisis to develop between Germany and the United States as the majority of the men who died were Americans. The survivors were picked up the following day by the Belgian steam trawler **President Stevens**, although four of the survivors later died. *Wreck* The 2002 discovery of the wreck turned out to be incorrect, with the wreck of the auxiliary cruiser **HMS Patia** being misidentified by amateur divers. SS **Armenian** was featured on the History Channel in an episode of Deep Wreck Mysteries entitled Search for the Bone Wreck where it was successfully located and identified by the wreck hunter and archaeologist Innes McCartney. The wreck of the "mule ship" sits upright in 95 metres of water, forty five miles from the reported sinking location given by the British. McCartney used German archival documents located in Freiburg-im-Breisgau to pinpoint the location of the site. *(Source: Wikipedia)*

OFFSHORE NEWS

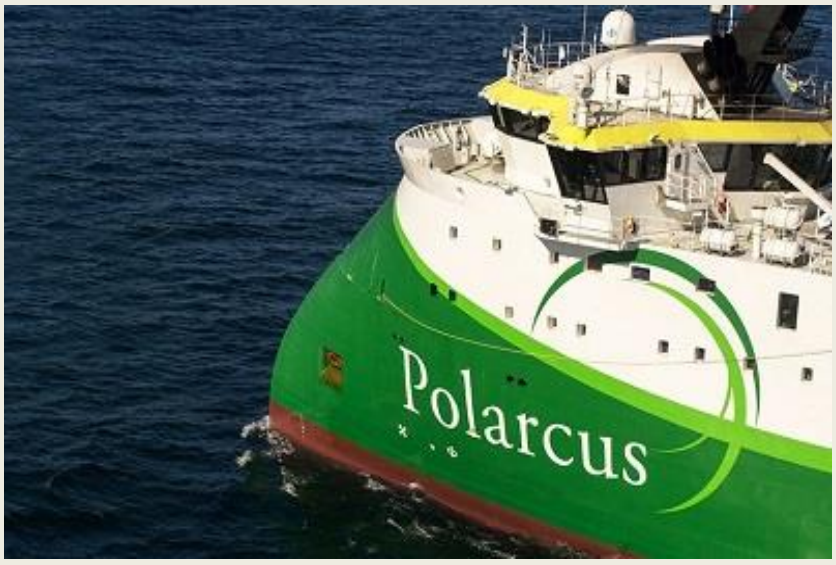
SIEM OFFSHORE SECURES CABLE LAYING WORK OFFSHORE NORWAY

Siem Offshore has secured a contract for its OSCV **Siem Day** to undertake cable laying activities on the Norwegian continental shelf. The vessel will carry out cable laying activities during 2022 for a period potentially reaching up to 150 days. Siem Offshore did not reveal the name of the client but did state it is an "internationally recognized client" and that it is the first-ever contract between the parties. The 120-meter long **Siem Day** is designed for subsea operation duties such as construction and installation work, inspection and maintenance for the offshore wind and oil & gas markets. Siem Offshore was in the headlines earlier this week with the announcement that it had sold two of its anchor handling tug and supply (AHTS) vessels to an undisclosed buyer. The Siem Garnet was delivered to the buyer on 18 July while the **Siem Diamond** is scheduled for delivery this week. *(Source: Offshore Energy)*

SOLSTAD SECURES NORTH SEA JOB

Norwegian offshore vessel owner Solstad Offshore has secured a contract for one of its platform supply vessels (PSVs) in the UK North Sea. Solstad said on Wednesday that the PSV **Sea Falcon** had been awarded an 18-month term contract plus a one-year option, with a UK operator to support its assets in the UK North Sea. The start date of the contract will be during the third quarter of 2021. The vessel owner also added that the **Sea Falcon** would join its sister vessel **Sea Forth** and work for the same unnamed UK operator. Back in March 2021, Sea Falcon was contracted on a one-well firm basis, starting within 2Q 2021, to support the semi-submersible drilling rig West Hercules, with one option well thereafter. In related news, earlier this week, Solstad sold one of its platform supply vessels, making it the third vessel sale in two months. *(Source: Offshore Energy)*

TGS ACQUIRES THREE POLARCUS 3D MULTI-CLIENT SEISMIC SURVEYS



Norwegian energy data and intelligence provider TGS has acquired three 3D multi-client seismic surveys of Polarcus offshore Australia.The acquired surveys cover a total of 12,200 square kilometers. In addition, Polarcus has permanently waived the revenue share rights associated with the multi-client library that TGS acquired in 2015. The company has been eligible to 50% revenue share from the relevant datasets after accumulated revenues reached TGS' minimum return requirements. "The transaction further enhances TGS' position in certain prospective basins in Australia where many of our customers are actively exploring", said Kristian Johansen, CEO at TGS. "Over the past six years, TGS has taken advantage of its strong financial position to acquire several multi-client libraries and single assets that have formed the basis for further development of the relevant basins, creating significant value both for our customers and our shareholders". At the beginning of the year, Polarcus defaulted on debt payments, halting all interest and installment payments to finance providers, and the company's assets were taken over by its lenders. In April, the company informed it had agreed

standstill and settlement terms with its lenders who have committed to refrain from exercising any further security interests over the Polarcus Group or their assets. *(Source: Offshore Energy)*

NORWEGIAN DESIGN FIRM SECURES TWO VESSEL CONVERSION CONTRACTS

An existing MT6000 design that was a PSV will be converted to operation within Special Offshore Service for a large international customer, and another MT6009 design will be converted to Aqua Service vessels. Both renovations help to ensure the company important work, and it is also very positive and gratifying for Marin Teknikk to take part in taking existing MT design into new future-oriented Markets. This also shows that our designs are very flexible and can be Adapted to new work tasks and new market segments. Marin Teknikk thinks it is gratifying to be able to assist customers in developing good and fuctional solutions for existing MT-Design. We are also working on several other exciting projects. Earlier this spring, MT also entered into an agreement with Frøy Aquaressurs at Design & Engineering work in connection with the conversion of an MT-designed vessel from Offshore to a treatment vessel for de-lice salmon *(Press Release)*

PGS OPTIMIZING VESSEL SPEED WITH COGNITE

PGS and Cognite have systemized data to increase PGS vessel speed without jeopardizing the seismic acquisition operation or the vessel integrity. PGS is using Cognite's Industrial DataOps to give seismic vessel operators an overview of the factors determining a vessel's optimal operating speed. The solution is said to cut production time for PGS' current fleet by more than 15 days, save the company more than $2 million a year and reduce manual reporting by approximately one month.

Through its vessel digitalization initiative, PGS aims to increase operational efficiency by using and combining available data. The company stated it had seen an opportunity to combine the factors that influence a vessel's optimal operating speed into a single easily accessible tool which would provide transparency and the ability to identify which factors have the largest impact on the production speed. PGS and Cognite worked together to streamline data ingestion pipelines between Cognite Data Fusion and the systems containing data relevant to calculate the optimal speed of seismic vessels. Using the Cognite Power BI connector and self-service training provided by Cognite Academy, PGS developed Power BI reports combining vessel sensor and operational data. The dashboards are used in onshore project planning. "PGS vessel crews have for years been monitoring and pushing production speed upwards," PGS stated. "With the vessel dashboard in place, the crews' job has become easier, removing parts of the manual process and supporting decision-making. The input data for further analysis has also improved in consistency." *(Source: Offshore Energy)*

WORK BOAT WORLD OFFSHORE PROJECTS ROUNDUP

This latest succession of ongoing and recently awarded offshore projects focuses on the subsea segment, with activities such as installation and surveys becoming more and more frequent in western Europe, the Mediterranean, and the Americas. Rohde Nielsen's newest multi-purpose vessel secures first project. Danish marine contractor Rohde Nielsen has confirmed that its newest multi-purpose vessel has been awarded its first project. **Grane R** will perform boulder removal, trench maintenance dredging, and backfilling for the EU's Baltic Pipe Project, which will allow the transport of gas from Norway to Danish and Polish markets as well as end users in neighbouring countries. For the boulder removal operations, the vessel's crane is equipped with a peel grab supplied with video camera for visual monitoring. It can also install large amounts of rock at depths of up to 60 metres using its adjustable fall pipe system. The vessel can also perform surveys via its hull-mounted multi-beam system. *TechnipFMC awarded EPCI work offshore Brazil* TechnipFMC has been awarded an integrated engineering, procurement, construction, and installation (EPCI) contract in Brazil by Karoon Energy for the Patola field development. The contract covers EPCI of subsea trees, flexible pipes. and umbilicals. The project will take place at

water depths of 300 metres and will tie back to the existing Baúna floating production storage and offloading (FPSO) vessel Cidade de Itajaí. *Jan De Nul completes subsea 135km cable installation between Crete and mainland Greece* Jan De Nul Group has completed cable installation work on behalf of Hellenic Cables and Greek grid operator ADMIE. Two subsea cables measuring around 135 kilometres each were installed at a depth of one kilometre to supply the island of Crete with electricity sourced from mainland Greece. The installation took place near the Hellenic Trench fault line, which is characterised by rough seabed and steep cliffs. Jan De Nul also installed several types of protective material to protect the cable, ensuring its stability and durability. *Shearwater kicks off phase two of North Sea 3D survey for ION Geophysical* Shearwater GeoServices has commenced the second and significantly larger phase of ION Geophysical Corporation's 11,000-square-kilometre UK Mid North Sea High 3D seismic survey program. Shearwater said the Mid North Sea High's proximity to shore and existing energy infrastructure makes it an attractive development region for companies both within the oil and gas and the low carbon energy sectors. The acquisition of this large data set prioritises acquisition before wind farm installation and covers areas with potential for carbon storage. The seismic survey vessel **Oceanic Vega** is being used to serve the project. The five-month second phase builds on the initial survey last year. Upon completion in mid-October, the survey area included in the program will have increased six-fold. *Equinor selects MMT for offshore wind cable route surveys* MMT has been awarded the 2021 export cable route surveys for the Beacon Wind offshore wind farm. The project is led by MMT US, the company's office based in Providence, Rhode Island. Completion is scheduled for mid-July. The surveys consist of a combination of geophysical, geotechnical, environmental, and benthic surveys along the export route of Beacon Wind sites one and two. The Beacon Wind offshore wind farm is located 20 miles (32 kilometres) south of Massachusetts and 60 miles (96 kilometres) off the coast of New York. When complete, Beacon Wind 1 will provide 1,230 MW of offshore wind power to the State of New York. Beacon Wind is being developed by Equinor and BP through their 50/50 strategic partnership in the US. *(Source: Baird)*

BIBBY MARINE SERVICES AND BIBBY MARITIME COMBINE

Service operation vessels provider Bibby Marine Services and floating accommodation specialist

Bibby Maritime will merge their operations into one business, Bibby Marine. Combining the services

has been driven by growing synergies within the marine sector, typically supporting construction and maintenance activities and government/hospitality needs globally. Operating the two businesses as one, and as a direct subsidiary of the Bibby Line Group, will allow greater efficiencies in all areas of the business, Bibby Marine said. "Based on internal and external feedback, we felt the time was right to reposition under a single strong entity to bring a renewed focus to our goal. We could find no better name than that of Bibby Marine given its historical importance to the team, our clients and the wider Bibby Line Group," said Nigel Quinn, CEO of Bibby Marine. *(Source: Splash24/7)*

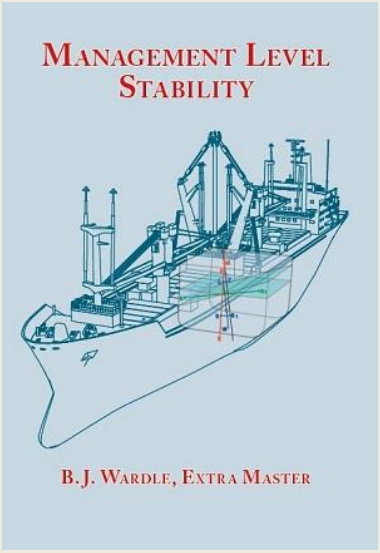
TWO VESSELS IN TWO DAYS FROM HAVYARD LEIRVIK

Havyard Leirvik has handed over two vessels in two days. Both were delivered by the agreed date despite major logistical challenges due to the coronavirus pandemic. The first vessel was a wellboat and the other is a windfarm service vessel for the Danish shipping company ESVAGT. *Adaptable* Project manager Vegard Skår says that the coronavirus pandemic led to significant challenges in relation to workers and service personnel from subcontractors, in addition to deliveries of equipment, and presented completely new problems in resource and material planning. 'But we have proven that we are adaptable and managed to solve these challenges. We have cooperated very well, and all parties have been flexible and gone the extra mile. Lots of good work has been delivered by the yard, the suppliers and in the project organisation. This has enabled us to deliver excellent quality on time.' The vessel will be delivered to ESVAGT, and Vegard Skår also emphasises the good cooperation they have enjoyed with the shipping company. 'We have worked with ESVAGT on many projects, so we are very familiar with both their systems and their expectations. We are happy to be able to hand over yet another good vessel, which will be a useful tool in their work in the offshore wind park segment. *Quality* The windfarm service vessel is the fifth such vessel built at Havyard Leirvik and the second in the HAV 831L SOV design series. 'Nevertheless, there are always developments and improvements to be made, and everything has to be tested and work before we can hand it over.'

Skår says that the sea trial was intended to take one week, but it was concluded ahead of schedule because the testing went so well. 'Everyone involved has made an impressive effort to deliver such good quality in this challenging time.' There'll be a high level of activity at the yard throughout the summer, and the third windfarm service vessel in this series is ready to be fitted out. The handover of this vessel will take place in autumn. This means that Havyard Leirvik will have delivered six windfarm service vessels, which gives it a very strong position in this segment. *HAV Group* The vessel is designed by HAV Design and is the ninth HAV design to be handed over to the offshore wind pioneer ESVAGT. The vessel is developed to have optimal positioning qualities and excellent seaworthiness, which are important to ensuring the operability of the offshore wind farms. Norwegian Electric Systems has delivered the energy design, control systems and complete propulsion system for the vessel. *(Press Release)*

BOOK REVIEW

MANAGEMENT LEVEL STABILITY, 1ST EDITION

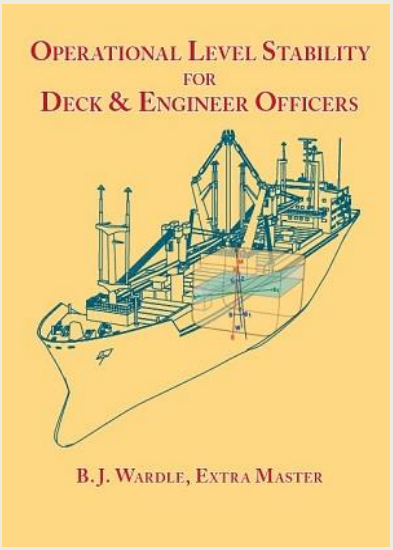


For students undertaking marine examinations in IMO Model Course 7.01 and 7.02. Brown, Son & Ferguson, Ltd. is proud to announce the launch of our new title Management Level Stability is now available. Written by B.J. Wardle, this brand new title has been written to meet the needs of students who may be studying in their spare time at home or at sea or attending nautical schools before undertaking marine examinations for career advancement. This books covers all learning outcomes regarding stability contained in the 2014 Editions of:

- IMO Model Course 7.01, Master and Chief Mate
- IMO Model Course 7.02, Chief Engineer Officer and Second Engineer Officer

The requirements of students unable to obtain the help of qualified lecturers have been kept in mind throughout. Available in hardback and digital formats, both have a retail price of £45.00 per copy. More information can be found on our website www.skipper.co.uk, alternatively please contact us directly for more information. Brown, Son & Ferguson, Ltd. is a leading publisher in the maritime sector and continues to produce premium books across a wide range of subjects. Our books are suitable for both students and experienced officers. For more info: www.skipper.co.uk Unit 1A, 426 Drumoyne Road, Glasgow, G51 4DA, UK +44 (0) 141 883 0141 | simon@skipper.co.uk *(Press Release)*

OPERATIONAL LEVEL STABILITY, 1ST EDITION



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- IMO Model Course 7.03, Officer in Charge of a Navigation Watch
- IMO Model Course 7.04, Officer in Charge of an Engineering Watch

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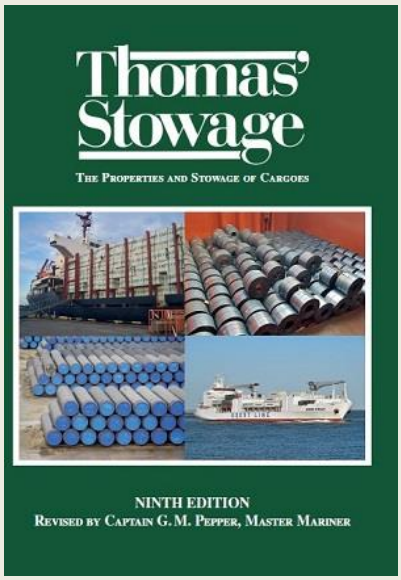
THOMAS' STOWAGE, 9TH EDITION



The Properties and Stowage of Cargoes. Brown, Son & Ferguson, Ltd. is proud to announce that the 9th Edition of Thomas' Stowage is now available. As with previous editions of Stowage, revisions will be found in all parts of the book. Part 2 has revised and / or expanded sections while Parts 3A and 3B contain both new commodities and revisions of others. Similarly, there are additions to Appendix 5 (Solid Bulk Cargoes Which May Liquefy or Have Hazardous Properties) and Appendix 8 (A Glossary of Cargo Handling and Shipping Terms). The value of Thomas' Stowage continues to lie in being able to draw on the wisdom and experience of colleagues, experts, contacts, organisations and friends to ensure that the information contained in the book reflects current knowledge and good practice. Available in hardback and digital formats, both have a retail price of £110.00 per copy. More information can be found on our website www.skipper.co.uk, alternatively please contact us directly for more information. Brown, Son & Ferguson, Ltd. is a leading publisher in the maritime sector and continues to produce premium books across a wide range of subjects. Our books are suitable for both students and experienced officers. For more info: www.skipper.co.uk Unit 1A, 426 Drumoyne Road, Glasgow, G51 4DA, UK +44 (0) 141 883 0141 | simon@skipper.co.uk *(Press Release)*

WINDFARM NEWS - RENEWABLES

TPC's 109.2 MW Offshore Wind Farm in Full Array

All 21 wind turbines have been installed at Taiwan Power Company's Changhua Phase 1 offshore wind farm in Taiwan. Jan De Nul reported on 23 June that the company completed the installation of all the Hitachi 5.2 MW turbines for the project and installed all subsea cables. The 21st and final wind turbine was installed by the jack-up vessel **Taillevent** on 12 June. The project teams of Jan De Nul and Hitachi now proceed with the termination and commissioning process of the complete offshore wind farm, the offshore construction company said. Construction of the TPC Changhua Phase 1, officially known as Taiwan Power Company Offshore Windfarm Phase 1 Project – Demonstration, started in September 2018 with onshore cable works. Jan De Nul started installing the wind turbines in September 2020. *(Source: Offshore Wind)*

DREDGING NEWS

ROHR-IDRECO: Moving into the future with continuous innovation

ROHR-IDRECO ended last year with the successful launch of the cutter wheel suction dredger, built for Colombian gold mining specialist Mineros Aluvial – the largest they have built to date. Many were involved in the final assembly and launching of this 53-meter long, 255-ton dredger. Equipped with the proprietary iPump and a max digging depth of 28 meters, she has a production capacity of 270 m3/h. According to the dredge equipment manufacturer, 2021 started with five bucket ladder dredgers for different German customers. *Two vessels are now ready for operation.* The first floating bucket ladder, for a CEMEX Group company, has a production capacity of 400 tons

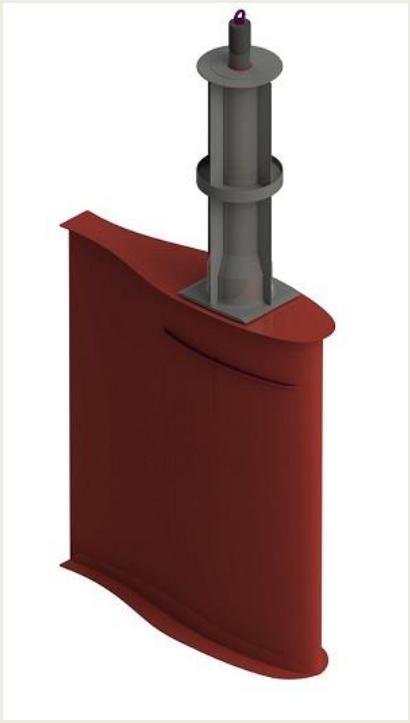
per hour and a digging depth of up to 15 meters. A dewatering screen and fine sand recovery system are included, said ROHR-IDRECO. The second bucket ladder, a KS255 designed for gravel extraction, has a capacity of 622 tons per hour. The bucket ladder is extended in two stages: the 35-meter ladder with a conveying depth of 15 meters can be extended to approximately 47 meters, which then allows it to operate at a conveying depth of 23 meters. The buckets are moved via a tractor chain to ensure a long lifespan. New orders for the coming months include suction dredgers for the German and French markets and a land-based bucket ladder dredger with tractor chains for an Austrian customer. Also, ROHR-IDRECO joined forces with SL Pumping Solutions GmbH recently. The German company is now a dealer of the ROHR-IDRECO proprietary iPump ranging from 200 to 1100 mm suction diameter. *(Source: Dredging Today)*

BOSKALIS' TSHD FREEWAY BUSY AT TEXEL

Boskalis' hopper dredger **Freeway** is currently engaged in a very important work near the Dutch island of Texel. The project involves replenishing the foreshore near the northern and middle part of the island to dampen the waves as well as nourishing the beach on the southern part. The **Freeway** has been fitted out with a dedicated Selective Catalytic Reduction system that reduces the emission of nitrous oxides, a significant greenhouse gas, in the exhaust of the vessel. According to Boskalis, this technology helps reduce the climate and environmental impact of the project. "To protect coastlines from severe weather and the impact of climate change, we regularly execute replenishment operations at various locations around the world. Coastal maintenance is particularly crucial in our low-lying home country of the Netherlands to protect millions of households and businesses against flooding," Boskalis said. Texel is one of the Dutch Wadden Islands, off the coast of the Netherlands. It's known for the bird-rich Dunes of Texel National Park, with its sandy beaches, grass-topped dunes and forest trails. *(Source: Dredging Today)*

YARD NEWS

DAMEN MARINE COMPONENTS DELIVERS HIGH-LIFT RUDDERS FOR TEN ARKLOW VESSELS



Damen Marine Components has made a significant contribution to ten ships for the Irish shipping company Arklow Shipping, the latest of which, the **Arklow Artist**, will be put into service in the foreseeable future. To be able to generate high lifting forces, the ships are equipped with Van der Velden® MASTER rudders and BARKE® high-lift flap rudders. The **Arklow Artist** is currently being outfitted at the Ferus Smit shipyard in Westerbroek, the Netherlands. This vessel is part of Arklow Shipping's 8,500DWT series. The first five ships in this series, **Arklow Abbey**, **Accord**, **Ace**, **Archer** and **Arrow**, are now in service. This also applies to the 16,500DWT series, which consists of four ships: the **Arklow Wave**, **Wind**, **Willow** and **Wood**. Initially, both series were going to be equipped with NXA fishtail rudders. Arklow Shipping, with offices in Arklow, Ireland and Rotterdam, the Netherlands, asked its captains and superintendents for feedback, which revealed a strong need for the capability of crabbing; the ability of a ship to move sideways without moving forwards. "An understandable wish," says Marnix de Bruijn, sales manager of Damen Marine Components. "Especially the ships from the 8,500DWT series need a lot of lateral movements, because they commute from port to port and have to manoeuvre a lot." Damen Marine Components has adopted this wish. In consultation with the management boards of Arklow Shipping and Ferus Smit, it was decided to replace the NXA rudders from the original design. The 8,500DWT series has therefore been fitted with Van der Velden BARKE® high-lift flap rudders. With the progressive rotating flap, the BARKE® rudder generates

high lifting forces at large rudder angles and low drag at small rudder angles. This aids in sideways shifting. Because there was no time for this with the 16,500DWT series due to the delivery time of the BARKE® rudders, the best alternative was sought for this series. These four ships are equipped with Van der Velden® MASTER rudders. With rudder angles of up to 65°, this fishtail rudder provides high lift. The design can be optimised for many different types of ships. Arklow Shipping is very pleased with the conversion of the rudders and the behaviour of the ships, which are now used to great satisfaction. In addition to the rudders, the ten Arklow vessels are also equipped with the Van der Velden® COMMANDER™ Rotary Vane steering system, including hydraulic power unit (HPU) and the Damen Marine Components control system. The four 16,500DWT series ships are 145.5 metres long and 19.25 metres wide. The six ships from the 8,500DWT series have a length of 116.89 metres and a width of 14.99 metres. Bureau Veritas has classified all ten ships as Ice class 1A, one of the highest ice classes. *(Press Release)*

CUTTING OF THE FIRST SHEETS FOR THE CONSTRUCTION OF A FIRE SHIP FOR ZMPSIŚ SA

On Tuesday, 15th June. at the Remontowa Shipbuilding SA shipyard in Gdańsk, the production process of the **Strażak -28** (B-861-1) fire ship was officially started by cutting the first sheets . In the fall of 2022, the vessel will add to the fleet of the Szczecin and Świnoujście Seaports Authority. Agreement for "Purchase of a fire vessel for the Szczecin and Świnoujście Seaports Authority", April 28 this year. in Szczecin, signed by: Krzysztof Urbaś - President of the Management Board of ZMPSiŚ SA, Kazimierz Drzazga - Vice President for Infrastructure at ZMPSiŚ SA, Marcin Ryngwelski - President of the Management Board of Remontowa Shipbuilding SA and Dariusz Jaguszewski - Member of the Management Board of Remontowa Shipbuilding SA. Supervision over the construction of the Strażak-28 was taken over by the Polish Register of Shipping. On behalf of the company, the document was signed by Grzegorz Pettke - Director of the Ship Division. The new fire vessel, 29.2 m long and 10.47 m wide, will be used, among others, by to perform fire protection tasks during reloading, transport of hazardous materials by tankers carrying gases and flammable liquids, requiring assistance from a fire unit and tasks related to rescue and safety at work in the port of Szczecin and Świnoujście. As, apart from the fire ship functionality, it will also perform towing functions, it will obtain the L2 ice class. The **Strażak-28** will be ready in October 2022 and will join the other two units in the ZMPSiŚ SA fleet. Currently, **Strażak -24** is moored in Szczecin , and Strażak-26 in Świnoujście. The new fire vessel, 29.2 m long and 10.47 m wide, will be used, among others, by to perform fire protection tasks during reloading, transport of hazardous materials by tankers carrying gases and flammable liquids, requiring assistance from a fire unit and tasks related

to rescue and safety at work in the port of Szczecin and Świnoujście. As, apart from the fire ship functionality, it will also perform towing functions, it will obtain the L2 ice class. The **Strażak-28** will be ready in October 2022 and will join the other two units in the ZMPSiŚ SA fleet. Currently, **Strażak -24** is moored in Szczecin , and Strażak-26 in Świnoujście . *(Source: PottalMorski)*

JRC/ALPHATRON MARINE AND NAVIS ENGINEERING SIGN A MOU PARTNERSHIP TO CO-DEVELOP SHIPS MOTION CONTROL SYSTEMS

Alphatron Marine in Rotterdam the Netherlands and Navis Engineering in Vantaa Finland, agreed to a Memorandum of Understanding (MoU) on a partnership to develop a highly innovative range of Ship Motion Control Systems based on Autopilot and Dynamic Positioning technologies which can become an integrated part of the JRC navigation system.

Alphatron Marine, a JRC (Japan Radio Co.,Ltd) company and Navis already co-created the very successful MFM adaptive autopilot and have cooperated on many DP projects for various ships types. “We wanted to formalize our cooperation for more future developments in Motion Control Systems. An increasing number of customers, mainly from the cruise, ferry and offshore segments, as well as the domestic cargo ships, are requesting us to combine autopilot and joystick control functions with the navigation system” says Reiji Miwa, CEO of the Alphatron Marine Group. Alphatron Marine and Navis aim to provide a comprehensive solution to support safer and efficient navigation, from optimum route sailing of merchant ships by the ECO-pilot to automated harbor approach and docking operation for special vessel types. The JRC Smart Decision Support System, currently in development, can support ships navigators by calculating the safest route in crowded sailing areas. After the officer’s waypoint-change-acknowledgement, on the JRC multifunctional workstation, the proposed route containing information with course and speed, can be directly executed by the Motion Control System. This is a large step forward into supported sailing and semi-autonomous ships. “The last 15 of almost 30 years in development of Motion Control Systems, Navis Engineering successfully cooperates with Alphatron Marine. Our companies have the same dedication and

strategy to make shipping safer and more efficient by supporting the crew in operations and decision

making, that's why the partnership makes so much sense allowing our companies to create new, most innovative and complex products following the latest industry trends and customer demands" says Petr Opekunov, CEO of Navis Engineering. The Dynapilot, a combination of autopilot, joystick control and DP functionality will be the first new system of the partnership that will go to the market soon. Sales promotion will start in Q4, we will keep you informed. For more information, please contact your local sales representative or contact JRC/Alphatron Marine. *(Press Release)*

THE SHEARER GROUP, INC. WELCOMES CORRIN SOUDERS!

The Shearer Group, Inc. (TSGI) is pleased to announce a new addition to its naval architecture, marine engineering & marine surveying firm, Corrin Souders! Corrin has joined TSGI as a naval architect. She graduated as an officer from the U.S. Coast Guard Academy in CT. with a B.S. in Naval Architecture and Marine Engineering. Corrin's Senior Design Project was geared towards the design of a Double-Acting Duel Fuel Arctic Support Vessel. She accumulated six years of experience as a USCG Lieutenant and field marine inspector. Before working at TSGI, she was the Chief of Inspections at the Marine Safety Unit in Lake Charles, LA., where she supervised domestic and foreign vessels at the nation's 11th busiest port by tonnage. Corrin completed her internship in 2014 at the U.S. Coast Guard Marine Safety Center in Washington, D.C., where she proposed regulatory updates to improve the assessment of nonmonohulls using Righting-Arm instead of GM. She also received the CG Humanitarian Service Medal in 2017 for Hurricane Harvey and the Commendation Medal in 2020 for Hurricane Laura. We are happy to have Corrin join the TSGI team! *(Press Release)*

EASTERN SHIPBUILDING INKS MATERIAL AND LABOR DEAL FOR OPC BUILDS

Eastern Shipbuilding Group, Inc. (ESG) said it has signed an exclusive partnership agreement with Louisiana's Bayou Metal Supply to provide material and labor in support of the production of the U.S. Coast Guard Offshore Patrol Cutter (OPC) Program. ESG is the prime contractor of the OPC program and landed this exclusive materials and labor relationship to strengthen its bid for Stage II of the program which will be awarded in early 2022. "As the prime contractor for the Offshore Patrol Cutter Program, we choose partners who offer superior product and labor to deliver industry

leading vessels to the United States Coast Guard. Bayou has been a valued partner in the production

of the OPCs and this exclusive agreement provides the United States Coast Guard a reliable supply and labor chain that will keep the program on budget and on schedule as we build future vessels. It's a great partnership that will secure jobs in the Gulf Region and benefit our two states," said Joey D'Isernia, President, Eastern Shipbuilding Group, Inc. "Bayou Metal Supply is honored to partner with ESG to supply the Aluminum and Modular panels used in the construction of the OPC. With the agreement, we (Bayou) were able to apply our Advanced Manufacturing practices to provide superior quality Aluminum panels to the project. Our talented, dedicated and focused workforce in Louisiana & Mississippi are working closely with ESG to provide the Best Superstructure to ESG and the United States Coast Guard," said Christopher Fernandez, Owner, Bayou Metal Supply. ESG awarded Bayou Metal Supply a contract in 2019 to provide material and labor to cut and fabricate aluminum superstructure subassembly panels for the OPCs. The panels are then assembled by ESG into units that are erected onto the ship by ESG production crews. This exclusive partnership provides materials and labor needed to expedite the construction of future vessels and supports ESG's ability to increase production rate to multiple vessels per year. Bayou's highly specialized aluminum fabrication facilities improve fabrication costs, quality and throughput. The agreement includes the ability to router cut aluminum and utilize friction stir welding techniques in fully enclosed fabrication facilities. ESG has on-site QA personnel at the Bayou facility to ensure seamless integration and quality. The geographically separate workforce allows ESG to tap into another labor market and execute core ship construction capabilities with greater efficiency while expanding the job market potential throughout the Gulf Region. *(Press Release)*

NEW BUILDING

- Harbour Tug; Delivery: 03-2022; Flag: Singapore; Builder: Uzmar Shipyard Turkey; Owner: Smit Lamnalco Netherlands. Length (OA): 42.

- Harbour Tug; Delivery: 06-2022; Flag: Singapore; Builder: Uzmar Shipyard Turkey; Owner: Smit Lamnalco Netherlands. Length (OA): 42.
- Harbour Tug; Delivery: 09-2022; Flag: Singapore; Builder: Uzmar Shipyard Turkey; Owner: Smit Lamnalco Netherlands. Length (OA): 42.
- Harbour Tug; Delivery: 12-2022; Flag: Singapore; Builder: Uzmar Shipyard Turkey; Owner: Smit Lamnalco Netherlands. Length (OA): 42. Notes: Robert Allan design multi-purpose rescue vessel known as MPV 4600 type.
- Offshore Support; Delivery: 06-2023; Flag: USA; Builder: Moran Iron Works USA; Owner: Green Shipping Line USA; Name: **ELEANOR**. Length (OA): 121.3. American operator Green Shipping Line (GSL) has teamed up with Dutch based DEKC to construct Jones Act compliant offshore vessels to serve the wind farm industry for operation in US waters. GSL has concluded several deals for construction of more ships and has teamed up with Moran Iron Works for this prototype 1 first vessel taking the name and title as the **ELEONOR** project. It will operate out of all US East Coast ports. Operating owner will be Keystone Shipping Company, USA

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Last week there have been new updates posted:

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

   - *Piriou signs for the order of a new tug for Caraibes Remorquage*
   - *Port of Antwerp to convert a tug to methanol in a 'world's first'*
   - *Batteries included: Damen reaches major milestone in fully-electric tug project*
   - *C&C Marine delivers first towboat for Parker Towing*
   - *Metal Shark Alabama delivers third inland towboat to FMT*

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**)

   - *Tugboat – MARJAN for sale* ***(New)***
   - *Tugboat – MANIFA for sale* ***(New)***
   - *Tugboat – ABU HADRIYAH for sale* ***(New)***
   - *Tugboat – ABQAIQ for sale* ***(New)***
   - *Maintenance Boat – Safaniya 3 for sale* ***(New)***
   - *Maintenance Boat – Rimthan 2 for sale* ***(New)***
   - *Docking Tug (ASD) – Misfah 7 for sale* ***(New)***

- *Tugboat – Al Hawtah for sale**(New)***
- *Dive Support Barge – DSB Fadhili 1 for sale **(New)***

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

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