

22nd Volume, No. 53 *1963 – “58 years tugboatman” – 2021* Dated 07 July 2021

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

Distribution twice a week 18,450+

MIDWEEK-EDITION

TUGS & TOWING NEWS

OSD-IMT COMPLETES NEW FLNG SUPPORTING MPV4600 DESIGN FOR SMIT LAMNALCO



OSD-IMT recently completed the design of a new multipurpose vessel for operator Smit Lamnalco. The design contract for the MPV 4600 was signed with Turkey based Uzmar Shipyards. The design features a large working deck area of 185m² which, in combination with an offshore rated crane of 6.5 ton @18.5 m, offers a wide range of functionalities. The DP2 vessel will be equipped for deck-cargo runs, towing operations, diving support, facilitating

ROV operations and transferring crew and pilots. It will be able to perform standby and rescue tasks, emergency towing, firefighting and dispersant spraying operations and shall be fitted for oil recovery operations. The MPV 4600 offers spacious accommodation for 20 persons and is designed with great attention to crew comfort; Its forward hull shape has a deep forefoot with fine waterline entry angles to prevent slamming in head sea conditions. The hull-integrated sponsoons, a large skeg and a roll reduction tank reduce rolling motions in beam sea conditions. The multipurpose vessel will be equipped with two main engines, each delivering 2900kW at 1000 rpm to 3.0m CPP azimuth thrusters, allowing for a free running speed of 13.5 knots. An e-motor connected to a Power Take In on one of the main thrusters adds to fuel efficiency when the vessel is in stand-by mode. The overall configuration allows for the ship to be operational and remain offshore for up to 40 days. The IMO Tier III prepared MPV 4600 for Smit Lamnalco is scheduled for delivery in March 2022. Construction is underway in Turkey. OSD-IMT sales manager Wijtze van der Leij: “We are proud of the fact that Smit Lamnalco chose our design for this special project. We enjoy working with Uzmar Shipyards on the MPV 4600 and look forward to future projects with both ship owner and shipyard. OSD-IMT has a significant track record in the offshore support vessel market and this contract confirms our solid position. Given our extensive experience in the design of MPVs, we are confident that this vessel will become a valuable asset providing efficient and reliable services.” *(Press Release)*

Advertisement



CINTRANAVAL
Ship Design

Tailor-made Designs

600 innovative designs
30 different countries
Since **1964**

www.cintranaval-defcar.com • +34 944 631 600 • info@cintranaval-defcar.com

OSG STOCK SOARS AFTER SALTCHUK TAKEOVER NEWS

Shares of Overseas Shipholding Group (NYSE:OSG) soared almost forty percent in early morning trading after they announced that Saltchuk is interested in acquiring the company.

Overseas Shipholding Group, a public company focused on providing energy transportation services for crude oil and petroleum products primarily in the U.S. Jones Act market, announced today they received an indication of interest to acquire



all of the issued and outstanding shares of common stock of the Company for a price of \$3.00 per share. Yesterday's closing price stock was \$2.10. "By its nature, shipping has multidecade investment cycles and shorter-term economic cycles, both of which are better supported by a privately held family business versus being traded in the public markets," Saltchuk said in a statement. Saltchuk is a privately owned family of diversified transportation and distribution companies headquartered in Seattle. While the name Saltchuk is not widely known, many of the shipping and logistics companies they control are including Foss, Tote, Northern Aviation Services, Saltchuk Logistics, Tropical Shipping, and NorthStar Energy. Overseas Shipholding Group is the operator of a fleet of twenty-five oil tankers and oil tug-barges. It is based in Tampa, Florida, United States, and was founded in 1948. OSG was once a much larger company but in 2016, as part of a large restructuring plan, it spun off its large international fleet and business, into a new company, International Seaways. (Source: gCaptain)

ON BOARD (2) – STEAMSHIP CHRISTIAN BRUNINGS

In the engine room of the icebreaker **Christiaan Brunings**, built in 1900, there is a 2-cylinder compound steam engine of 375 ipk at a maximum of 160 revolutions per minute. Brunings has been owned by the Scheepvaartmuseum in Amsterdam since 1968 and is kept afloat by volunteers. We see the heating up of the two fire corridors under the boiler, the departure from the Maritime Museum

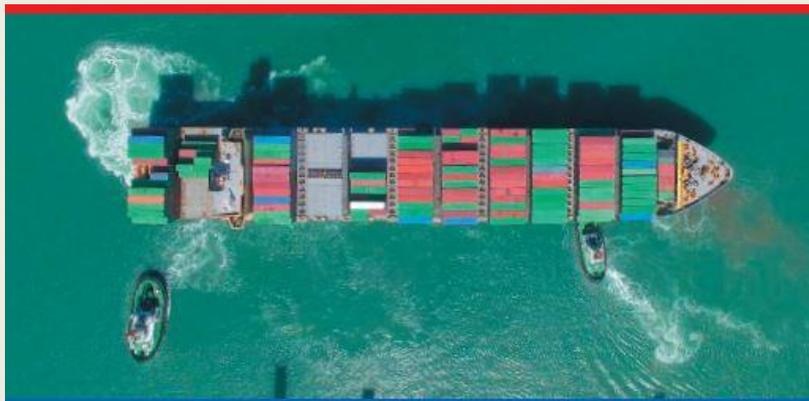
and the bunkering of coal in the Asia harbour. Watch the video [HERE](#) (Source: Heere Heeresma Jr.)



History Built in 1900 by Scheepswerf De Nachtegaal - Jan Frederik Meursing - Amsterdam and delivered to Rijkswaterstaat - Dordrecht; Netherlands as Chritiaan Brunings. In 1915 transferred to the Dutch Royal Navy. In 1918 she returned to Rijkswaterstaat - Dordrecht. In 1926 she received a new coal fired boiler at the Rijkswerf Willemsoord - Den Helder; Netherlands. In 1968 sold to Vereniging Nederlandsch

Historisch Scheepvaart Museum - Amsterdam. In 1998 she received a new boiler from Kreber. She has a length of 31.25 mtrs a beam of 6.66 mtrs and a depth of 2.40 mtrs. The compound engine delivers an output of 375 ihp. @ 185 rpm. (Photo: Willem Koper)

Advertisement



It's a people business

we make it personal!

Zoek je werk als Matroos of (H)WTK in de havenen/of zeesleepvaart?

Bel TOS
+31 10 436 62 93

TOR COMPLETES NEW FIRE-FIGHTING HARBOUR TUG

Tor Group International has finished a third fire-fighting harbour tug and has two more close to completion and available for purchase. The Turkish shipbuilder has finished a new 30-m tugboat, built to naval architecture by Macduff Ship Design and outfitted for harbour duties, berthing, towing and fire-fighting operations. It has two



Yanmar 6EY22AW main engines, each developing 1,330 kW of power at 900 rpm driving two Schottel Z drives of type SRP 1012 with controllable-pitch rudderpropellers. With a speed of 12.5 knots, it has bollard pull forward of 42 tonnes, aft bollard pull of 45 tonnes and Bureau Veritas notations of FiFi1 for fire-fighting, unrestricted navigation and unmanned machinery spaces. Tor built this tug with a beam of 11 m and design draught of 3.9 m. Electrical power comes from a Caterpillar C7.1 Acert generator, producing 200 kW of power at 60 Hz and 440 V at 1,800 rpm. A hydraulic-operated towing winch and windlass with 130 tonnes of break load and nominal pull of 20 tonnes at 20 m/min and a towing hook with two vertical warping heads, combined with a hydraulic anchor winch are installed. Macduff said Tor had two more 30-m tugs at advanced stages of construction with higher capabilities, such as bollard pull of 65 tonnes. These vessels are also up for sale and can be tailored to owners' requirements. Tor has already built two tugs to Macduff design, with one operating in Saudi Arabia and the other a stock vessel at the shipyard. *(Source: Riviera by Martyn Wingrove)*

HISTORIC TUG KENT



The Motor Tug **Kent** entering St Katherine's Dock in London for a Vintage Vessel Festival prior the lock-down in 2019. together with one of the main engine. Built in 1948, built at Richards Iron Works at Lowestoft for J.P.Knight Towage,, M.T. **Kent** worked on the Thames and Medway assisting in the berthing first tanker to visit the Isle Of Grain B.P. Refinery when it was commissioned. She then

moved on to work from Invergordon in Scotland and also Ireland, carrying out coastal and near continental duties for various civil engineering and other commercial companies. Laid up in the River Medway in 1988 she was acquired by the South Easter Tug Society in 1988 and a steady restoration programme embarked on. Based in Chatham Kent, she is of riveted construction and powered by an 880 HP, 5 Cylinder British Polar Direct Reversing Two Stroke M-45-M Diesel, possibly one of the oldest still running (certified by the Institute of Diesel and Gas Turbine Engineers (now The Institution of Power Engineers). **Kent** is considered to be one of the county's finest preserved vessels. Registered in Rochester, she has visited such diverse ports as Rotterdam, St Malo, Yarmouth and Thames and Medway ports, and appeared in numerous



marine publications, local news papers, at least two television programmes and The Wall of Sail at H.M. The Queens Diamond Jubilee Thames Pageant. *(Source & Photo: John Puplett - South Eastern Tug Society)*

Advertisement



C&C DELIVERS NEW TOWBOAT TO KIRBY



Belle Chasse, La. shipbuilder C&C Marine and Repair has delivered the new towboat **Bowling Green** to Kirby Inland Marine, L.P. The newbuild is the second in a three-boat series for Kirby, delivered six months after the first vessel. The triple-screw 6,600-horsepower towboat measures 170' x 50' with the pilot house eyeline measuring at 39'-3". The **Bowling Green** was designed by CT Marine, LLC,

based in Portland, Maine. The vessel's design includes three Cummins QSK60-M main engines, provided by Cummins Mid-South, that are paired with three Reintjes WAF 1173 H/V reduction gears, provided by Karl Senner, LLC. The service power is provided by three Cummins QSM11-DM, 275 kW generators, and the conventional steering system HPU was provided by EMI Marine. The towboat is outfitted with three 100" diameter stainless-steel fixed pitch propellers, provided by Sound Propeller Systems, Inc, and features double steering rudder system. The accommodations include a total of twelve beds (11 crew, plus one guest), and the



vessel's design includes a floating, spring mounted superstructure for additional crew comfort.
(Source: *MarineLink*)

STAALWERKZAAMHEDEN FURIE



van het schip mag dan van staal zijn, binnenin is er veel hout verwerkt en we willen zeker niet dat de machinekamer in rook opgaat. Het is mooi meegenomen dat alle brandblussers aan boord net weer gecertificeerd zijn, al hopen we ze natuurlijk niet nodig te hebben. En op dit project wordt tevens, waar mogelijk, een stagiaire van het STC ingezet. Het is dus een drukte van belang op de **Furie** en deze eerste staalwerkzaamheden vorderen gestaag. Als stichting mogen we ons gelukkig prijzen met de subsidies die we voor dit soort grote en dure projecten mogen ontvangen. Alle fondsen hebben zich coulant opgesteld, toen bleek dat de werkzaamheden later zouden worden uitgevoerd dan gepland, door de coronapandemie. Onze hartelijke dank gaat uit naar Fonds Schiedam/Vlaardingen e.o., Stichting 75 jaar NBB, Stichting Zeemanshuis, Mondriaan Fonds, De Groot Fonds en Prins Bernhard Cultuurfonds, voor hun bijdrage aan dit project!

Een ijzeren oude dame die al 105 jaar in het water ligt en al die tijd weer en wind heeft doorstaan, mag op een gegeven moment wel wat slijtageplekjes vertonen. Dat is ook helemaal niet erg, want er zijn nog vaklieden (en gelukkig ook vaklieden in opleiding) te vinden die haar weer in perfecte staat kunnen oplappen. Deze week ligt de **Furie** bij scheepswerf De Haas, waar een begin wordt gemaakt met de staalwerkreparaties. De verschansing, plekjes op het dek en de machinekameringang worden vernieuwd en gerestaureerd. Het klinkt allemaal simpel genoeg: een beetje bikken, een stukje slijpen, lassen en klaar. En dat is het in principe ook, maar met slijpen en lassen komen vuurspetters vrij! Als dat dus gebeurt aan boord, staan onze vrijwilligers met argusogen alles te volgen als 'brandwacht'. De omgeving wordt nauwgezet in de gaten gehouden dat er geen brand ontstaat. De romp



Met dit renovatieproject kan dit staalwerk van de

Furie weer vele decennia mee en wordt voorkomen dat we op termijn allerlei noodmaatregelen moeten treffen om de veiligheid aan boord te waarborgen. *(Persbericht)*

Advertisement



YOUR PROPULSION EXPERTS

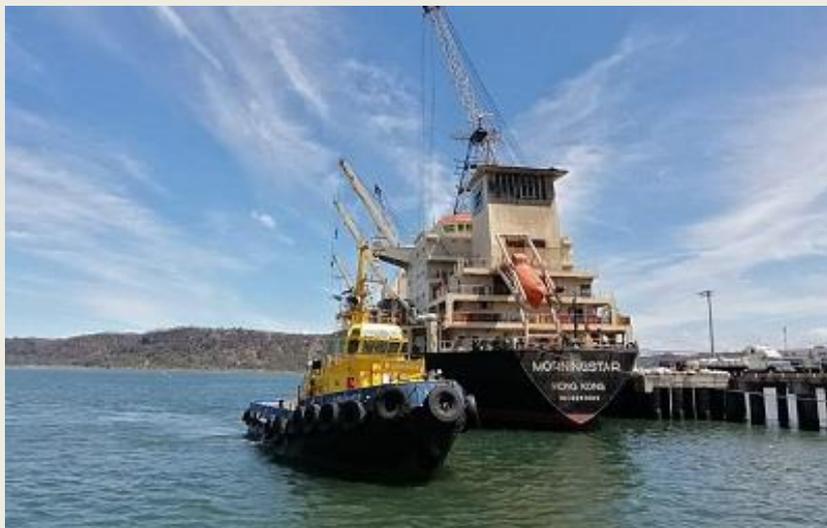
100 SINCE 1921

WE KNOW WHAT MOVES VESSELS

www.schottel.com

SCHOTTEL

SAAM TOWAGE COSTA RICA RECEIVES RECOGNITION FOR ITS ENVIRONMENTAL MANAGEMENT



The award was given by the 2020 Ecological Blue Flag Program, in the Climate Change category. AAM Towage Costa Rica received from the hands of the Ecological Blue Flag Program (PBAE), in its Climate Change category, a white star and a silver star, awards that reflect the progress of its sustainability policy and its efforts to reduce the impact of your processes. The country manager of SAAM

Towage Costa Rica, Joaquín Dueñas, pointed out that “receiving this recognition is a sign of the important effort we have made to make our processes more efficient and ensure a culture focused on caring for the environment. Thanks to the commitment of our collaborators, we have managed, for example, to reduce the use of fuel, water, energy and also strengthen waste management, all this accompanied by a robust environmental education within the company”. The results were delivered after the evaluation carried out by a technical team from PBAE, specialists in the Climate Change category, who verified actions carried out to reduce the use of fuel, water, electricity, water treatment, atmospheric pollutants, use of products with lower environmental impact, among others. The PBAE is an award that promotes the organization of local committees, healthy competition and community organization for the care of the environment, for the benefit of present and future generations. It is an award in which more than 5,000 companies participate in different categories and that evaluates hygienic and environmental conditions, to mitigate and adapt to Climate Change.

(Press Release)

THOMAS AN AMERICAN VISITOR FOR ROTTERDAM

The United States registered with call sign WYR2960 tug **Thomas** (Imo 7512026) arrived this

morning towing the barge **Oslo** in the port of Rotterdam. Built in 1976, by McDermott Shipyard Incorporated of New Iberia, Louisiana (hull #103) as the **Ocean Voyager** for L and L Marine Services Incorporated of St. Louis, Missouri. A subsidiary of the Apex Oil Company of St. Louis, Missouri. In 1986, the tug was acquired by Weeks Marine Incorporated of Cranford, New Jersey. Where she was renamed as the **Thomas**. Powered by two, EMD 16-645-E2 diesel engines. With Falk MR-47445-1 reduction



gears, at a ratio of 4.174:1. Turning two, 110(in) by 81(in), five bladed, fixed pitch, stainless steel propellers. She is a twin screw tug, rated at 4,000 horsepower. Anf performed a free sailing speed of 13 knots. Her electrical service is provided by two, 90kW, generator sets. Driven by two, Detroit Diesel 6-71 diesel engines. The tug's capacities are 120,000 gallons of fuel, 2,052 gallons of lube oil, and 11,200 gallons of water. The towing equipment consists of a double drum, Markey TDSD-32 towing winch. Outfitted with 2,200(ft) of 2(in) towing wire on each drum. Driven by a single, GM 6-71 diesel engine. Length: 118.7ft; Hull Depth: 14.6ft; Hull Breadth: 34ft; Gross Tonnage: 197 and Net Tonnage: 134 (*Photo: Leen van der Meijden*)

PROFESSIONAL GRADE FIRE BOAT FOR LUCERNE



The Swiss lake town of Lucerne has welcomed a state-of-the-art aluminium-hulled fire and rescue launch to replace a 28-year-old outgoing boat. The Finnish builders of the boat, Kewatec, participated in the recent hand-over of their new Serecraft W14 FiFi fire- and

rescue boat. Named Thor in a festive ceremony held in the presence of numerous honorary guests, the boat will be maintained by Shiptec AG from Lucerne, with whom Kewatec cooperates closely. The 13.9m vessel is powered by a pair of Volvo Penta D6-380 diesels, giving a maximum speed of 35 knots. The new fire and rescue boat will replace an earlier 28-year-old boat called Donner, which had large traces of wear and use and outdated equipment. Paul Winiker, a member of the Board of Directors, and a fire brigade pastor symbolically baptized the new boat with water. Martin Merki, Director of Social Affairs and Safety says: "With this procurement, our fire brigade will once again have a modern and needs-based emergency boat at its disposal." "The fire- and rescue boat is not only used for rescue and firefighting work in the event of fires on ships or boats," says Fire Brigade Commander Theo Honermann. "It is also used to put out fires in buildings near the area's beach." In addition, fire and rescue boat is used to control water pollution, such as spilled oil. Markus

Magnusson, Project Manager at Kewatec said: "We are proud to have delivered this boat to the fire brigade in the city of Lucerne. We have long experience in building fire- and rescue boats and are convinced that it meets all the necessary requirements." After delivery, training for boat drivers will begin. The old fireboat will remain operational until all boat drivers have completed their training by October 2021 and thus the new fire- and rescue boat's operational readiness is achieved. Oy Kewatec AluBoat Ab specialises in professionally designed work boats, passenger boats, Fire Fighting and Oil Recovery boats, pilot boats and patrol vessels, which can be easily modified to meet the customer's specific needs. Turnover is approximately EUR 27 million and employs approximately 100 people. The locations are Kokkola, Porvoo and Bergen. The company is headquartered in Kokkola. *(Source: Maritime Journal by Jake Frith)*

Advertisement



chartering@hermansr.com • **+31(0)78 619 25 07** • **www.hermansr.com**

Tug & Workboat company
Herman Senior b.v.
 Shoalbusters & Multicats for charter
 on a worldwide basis

HARBOUR WORKBOAT IS BERGEN'S SILENT WORKHORSE

When acquiring a new workboat, both range and environmental credentials were important factors, says Johnny Breivik, Harbour Director at the Port of Bergen. The speed and range of the new **Sydnes**, an Alusafe 1500 MPV from Maritime Partner, meet the first requirement and the battery pack ensures the second requirement are met. -We are taking an important step towards an emission-free port. "From now on we will be able to



work in the inner harbour and along the quays on batteries only. The boat will be able to operate silently and run completely emission-free", said Breivik. "When sailing in the fjords, **Sydnes** will engage the diesel engines, and the range increases considerably. We have a large district that stretches from Fedje in the north to Bjørnafjorden in the south, so getting there quickly means a lot". The Alusafe 1500 MPV is fitted with a large work deck in front, bow ramp and crane as well as a spacious wheelhouse. It is suitable for most tasks a modern port requires. The boat will operate in a large area, so it needs to have both speed and capacity to cover the necessary distances. With the crane and hydraulic winch, the vessel is equipped to handle a variety of tasks: maintenance of port

installations, towing of boats, personnel transport, rescue missions, as well as the possibility to assist in oil spill operations. The boat is equipped with 110kWh batteries from Corvus Energy and 2x510hp diesel engines connected to water jets. Using batteries only will give the boat a two-hour range at 4-5 knots. Running conventional engines gives a further 5 hours of sailing at 27 knots. *(Source: Maritime Journal by Jake Frith)*

DUTCH MARINE CONTRACTORS WILL MANAGE 'HST HAZEL' WHEN DELIVERED LATER THIS YEAR



Dutch Marine Contractors (DMC) has been selected by HST Marine to handle the commercial management of its newbuild Multi Cat due later this year. The Damen Multi Cat 2309, reportedly to be named **HST Hazel** is currently under construction at the Damen Shipyards facility at Kozle in Poland with delivery scheduled for Q4 2021. DMC state the cooperation with HST

Marine will strengthen the position of both companies in the workboat and offshore market, providing the opportunity to increase its client base and service level. Hinting at further ambitions DMC adds that this agreement underlines its joint ambition to build further on this cooperation. *(Source: Maritime Journal by Peter Barker)*

ACCIDENTS – SALVAGE NEWS

AFTER 106 DAYS, GIANT BOXSHIP EVER GIVEN IS FREE TO LEAVE SUEZ CANAL

The giant boxship **Ever Given** is finally set to sail out of Egypt, ending a 106-day period of captivity imposed by the Suez Canal Authority for blocking the busy waterway and causing a massive traffic jam. Egyptian authorities, together with Ever Given's owners, lawyers and insurers, announced that the vessel will leave the Great Bitter Lake section of



the canal on Wednesday. "Following the agreement in principle between the parties, and after further meetings with the Suez Canal Authority's negotiating committee and numerous court

hearings, good progress has been made and a formal solution has now been agreed,” said The UK Club, a protection and indemnity insurer for **Ever Given**. On Sunday, Suez Canal Authority chairman Osama Rabie told a private TV channel that the compensation settlement contract will be signed on Wednesday. The signing will be followed by a formal ceremony marking the end of **Ever Given's** detention in Egypt. Although Rabie did not reveal the exact payment that SCA will receive, he said the canal will get a tug boat with a pulling capacity of about 75 tons as part of the settlement. “We preserved the rights of the authority in full, preserved our relationship with the company and also political relations with Japan,” he said. SCA was demanding \$550 million in compensation, a 40 percent reduction from its previous push for \$916 million. The authority had said that it will accept \$200 million in advance to allow the vessel to leave, with the remaining \$350 million to be paid as letters of guarantee. The final settlement amount has not been disclosed. “Preparations for the release of the vessel will be made and an event marking the agreement will be held at the Authority’s headquarters in Ismailia in due course,” said Faz Peermohamed of Stann Marine, which represents owner Shoei Kisen and its insurers. The conclusion of an agreement and subsequent release of the giant boxship is a big relief for cargo owners, who will be looking forward to receiving the 18,300 TEU of containerized goods on board the vessel - including some perishable goods. The ship, with cargo worth a total of \$780 million, was bound for the port of Rotterdam from China when she ran aground and became lodged sideways across the Suez Canal, blocking the path of dozens of other vessels. It took SCA salvage teams six days to free the ship. **Ever Given** is owned Panama-based Luster Maritime, a subsidiary of Japanese shipowner Shoei Kisen Kaisha. She is chartered to Taiwanese carrier Evergreen, with ship management by Japanese firm Higaki Sangyo Kaisha and technical management by the Hong Kong division of BSM. Egyptian authorities have been adamant in demanding compensation, claiming that the mega ship caused significant losses by blocking the busy Suez Canal, which is the quickest maritime link between Asia and Europe. About 12 percent of the world trade volume passes through it, making it one of the world's busiest waterways. Nearly 19,000 ships - or an average of 51.5 ships per day - with a total tonnage of 1.17 billion tons passed through the canal last year. Despite the disruption of the Ever Given incident, the canal earned revenue of \$3 billion in the first six months of 2021 - up 8.8 percent compared with the same period last year, according to Rabie. *(Source: Marex)*

(Imo advertisement)



+31 10 8208905

M

MARINE STEEL
WORKS & SUPPLY BV - ROTTERDAM

info@marinesteel.nl

FERROUS & NON FERROUS WHOLESALER

We can offer hydraulic pipes and fittings in stainless steel and steel etc.
Also for tailor made products, according to your drawing.

WWW.MARINESTEEL.NL

TSAVLIRIS SALVAGE IN ACTION

Tsavliris Salvage has reported another active period responding to a collision leaving two vessels locked together and assisting disabled vessels. Tsavliris Salvage is known for its global emergency response activities, particularly involving Lloyd’s Open Form (LOF) contracts and the first incident to report followed a classic ‘T-Bone’ collision around 10 miles NW of Kythira Island Greece between the

bulk carrier **Kiveli** while underway from Morocco to Bulgaria laden with 36,100t of Khouribga rock



phosphate and another bulk carrier **Afina I** also laden, with 12,069t of hot briquetted iron on passage from Russia to Spain. A LOF was agreed with Tsavliris and a fleet of tugs assembled along with associated equipment and divers. **Kiveli's** bow was embedded into the port side of **Afina I** forward of the accommodation and as common in such situations the two ships were not immediately separated. The following day the two vessels,

still in the locked position were moved by tugs to Vatika Island, Elafonisos where they were separated without any environmental impact. Six weeks of salvage work followed including during spells of bad weather involving moving the vessels within the anchorage, diving operations, offloading of cargo and vessel towage to Piraeus. When the 76,619dwt bulk carrier **Navios Sun** became disabled in ballast condition SE of Kuril Islands, Asia, Tsavliris mobilised the 132tbp tug **Koyo Maru** to assist along with three salvage personnel. Within two days a towing connection was established but the passage to a safe port was hampered by spells of bad weather along with a fishing net entangled in the towing wire. With the assistance of local tugs, **Navios Sun** was safely berthed at Fujian Huadong Shipyard, China three weeks after the initial breakdown. A calmer operation for Tsavliris saw the tug **AH Liguria** tasked from Malta to assist the MV **Solstice N** immobilised in Genoa, Italy with rudder problems, the ship was safely delivered to Piraeus Roads. An unusual call for assistance resulted when the bulk carrier Master reportedly ran low on fuel due to bad weather during a westbound transpacific crossing. **Koyo Maru** was again tasked and after escorting the vessel towards Muroran, Japan established a towing connection when it did run of fuel. The operation was completed when **Koyo Maru** delivered the bulker to Muroran anchorage to replenish its bunkers.

(Source: Maritime Journal by Peter Barker)

MORE OIL SPILLS FROM GOLDEN RAY SALVAGE

For almost two years residents of Brunswick Georgia have enjoyed court-side seats to one of the most botched salvage operations in recent memory. With a simple pair of binoculars, they could see fire, injuries, structural issues, lawsuits, and delays unfold aboard the now-infamous ship M/V **Golden Ray**. Today local residents no longer need binoculars. Today they can step into the water at local beaches and feel oil between their toes. A large amount of oil has escaped under the barrier surrounding the **Golden Ray**, the Coast Guard said yesterday. US Coast Guard Petty Officer Michael Himes said it was hard to estimate how much oil leaked from the wreckage but it has affected marsh grass along the shoreline. Helicopter footage of the spill shows a large oil sheen moving directly inland. Salvage crews began noticing the leak around 8 a.m. yesterday while cutting away the 5th section of the **Golden Ray**. "A significant amount of oil leaked from the shipwreck," said local news reporter Larry Hobbs. "The wreck sent large fuel sheens speckled with oil globules into the inland

waters as the Fourth of July weekend opens in the resort community.” The salvage operation’s flotilla of oil response boats is trying to clean up the oil leak with oil-skimmer equipped vessels and absorbent boom, Himes said. There is no word yet on how oil will be removed from the inland waterways and beaches or what wildlife will be affected. This is not the first oil spill at the site. Early last month a spill occurred during cutting operations. At that time mitigation efforts focused on the shoreline and the vicinity of the wreck site. It is unclear why work was allowed to resume without a better oil spill containment plan in place.

(Source: gCaptain)



Advertisement

	 <p>WWW.CFBV.COM</p>	<p>SOV's DP Gezina & DP Galyna</p> <p>This is what clients say:</p> <ul style="list-style-type: none"> -Good vessel, good crew. We recommend both! -I believe Chevalier Floatels is doing a great job in the industry 	
---	--	--	---

CSAV TYNDALL SUFFERS FIRE IN INDIAN OCEAN — ATTACK SUSPECTED



Israel suspects Iran is behind incident involving former Zodiac Maritime vessel. Iran has been blamed by Israel for a suspected attack on a containership formerly owned by Eyal Ofer’s Zodiac Maritime. Fire broke out aboard the 8,704-teu, 2014-built vessel on Saturday in the northern Indian Ocean,

Middle Eastern media reported. The ship was en route from Jeddah in Saudi Arabia to Jebel Ali in the UAE. There were no injuries reported and the vessel suffered minor damage. Initial media reports suggested the vessel was owned by Zodiac Maritime, but the company said in a statement: “We can confirm that the vessel **CSAV Tyndall** is not owned or operated by Zodiac Maritime, which is a UK

ship management company.” (Source: *Maritime Direct*)

ITALIAN OFFICIALS DETAIN NGO RESCUE VESSEL AFTER PORT INSPECTION

A ship chartered by the international medical humanitarian organization Doctors Without Borders (Médecins Sans Frontières - MSF) has been detained by Italian authorities after a coast guard inspection identified numerous safety issues aboard the Norwegian-flagged vessel. While saying that it is ready to make the necessary steps to



get the vessel back to sea, the medical NGO is also accusing the authorities of pursuing political objectives under the guise of inspections as a means to interrupt their work with migrants and refugees in the Mediterranean. The charity arranged a charter of the 1,293 dwt research survey ship Geo Barents in May 2021 from the Norwegian shipping company Uksnoy Barents. Built in 2007, the vessel is classed by Bureau Veritas and records show that its certificates have been amended to include a class notation for up to 300 survivors. A review of previous inspections shows no recent violations and a history of minor violations such as expired charts, worn or missing safety gear. MSF reports that the current contract for the vessel is registered and fully compliant with the standards of national, international, and maritime regulations. The Geo Barents, they said in their statement meets all the technical and legal requirements to sail and perform SAR at sea and has been fully equipped to perform SAR, with a medical clinic and recovery rooms. Following a 14-hour inspection in the port of Augusta on the island of Sicily, on July 2, the Geo Barents was detained. MSF admits that it was after 22 deficiencies were identified, 10 of which were reportedly grounds for the ship to be detained. In addition to a series of minor irregularities that are easily rectifiable, MSF says the Italian authorities disputed the ship's suitability to carry out systematic search and rescue activities and allege that the ship had too many people on board. "International law does not stipulate specific international classification for humanitarian rescue ships," MSF said in a written statement. "Such a disingenuous interpretation of maritime law disregards the fact that rescue operations, as per the duty of shipmasters to provide assistance to people in distress at sea, are uncontrollable situations. Therefore, the number of people on board should not be taken into account for the purpose of ascertaining the compliance to other provisions of the International Convention for the Safety of Life at Sea." The [Geo Barents](#) has been operating in the Mediterranean since June. Between June 10 and 12, MSF says the ship performed a series of rescues. A total of 410 people, all of whom showed signs of extreme exhaustion and various vulnerabilities, were taken aboard according to the NGO. They said this included 16 women, of whom six were traveling alone and one was pregnant, as well as 101 unaccompanied children. Most people were from war-torn countries, including Syria, Ethiopia, Eritrea, Sudan, and Mali. "While port state controls are legitimate maritime procedures, developed to ensure the safety of navigation at sea, these inspections have been instrumentalized by state authorities to target NGO ships in a discriminatory way," said Duccio Staderini, MSF search and rescue representative. "We can therefore only conclude that this is politically motivated. Inspections of NGO vessels in Italian ports are long and thorough, aiming at finding irregularities in order to

prevent the ship from returning to sea to save lives. We are faced with a crushing reality: while humanitarian NGO vessels are detained, lives continue to be needlessly lost in the Mediterranean." The group alleges that since 2019, the Italian authorities have conducted 16 Port State Controls on humanitarian rescue vessels, leading to administrative detention on 13 occasions. In total, they said that these vessels had been detained for a total of over 1,000 days. At present, MSF says the Ocean Viking, run by the organization SOS Mediterranee, is the only rescue ship operational in the central Mediterranean. Five NGO search and rescue vessels (Sea-Watch 4, Sea-Watch 3, Sea-Eye 4, Louise Michel, and Geo Barents) are all currently under administrative detention. MSF said it is dedicated to its mission and is calling upon the Italian authorities to swiftly facilitate the release of its search and rescue ship, to enable its return to sea as soon as possible. *(Source: Marex)*

Advertisement



A VIOLENT MUD VOLCANO ERUPTS IN THE CASPIAN SEA



King Neptune must be angry. Last week a crazy fire-eye ignited in on Mexico's gulf coast, and last night a towering pillar of fire erupted in Azerbaijan's Caspian Sea. The Caspian eruption, which continues to smolder, was caused by a mud volcano, according to the country's Emergencies Ministry. Mud volcanoes, also known as mud domes, are new landform created by the eruption of mud or slurries, water and gases. The fire occurred about 6 miles from the Umid gas field, south of Baku, the Azerbaijani capital, and didn't affect nearby oil and natural gas platforms, the

ministry said in a statement. "Azerbaijan has basically the perfect geological conditions for mud volcanoes," said Mark Tingay, a geophysicist from the University of Adelaide in Australia, in a tweet. "The fireball was a major eruption of



the Dashly Island (aka Ignatiy Stone Island) mud volcano! This mud volcano also had major eruptions in 1920 and 1945.” Tingy also reports that the main eruption lasted 8 minutes and was associated with a small magnitude 2 seismic event at ~1.5km depth. A state oil company ship has been sent to investigate. (Source: gCaptain)

MARIN SHIPWRECK WILL BE REFLOATED AND TOWED AWAY



A wrecked fishing vessel that many feared would be left to break apart on the rocks off the northern Marin coast is to be salvaged after all, removing an eyesore and ensuring debris and toxic substances don't stray into the surrounding Greater Farallones National Marine Sanctuary. The 90-foot **American Challenger** will be refloated and towed away later this summer, according to the California Department of Fish and Wildlife's Office of Spill Prevention and Response.

The decommissioned commercial vessel grounded north of Dillon Beach on March 6 after running adrift under tow from Puget Sound to Mexico, where it was to have been scuttled. The tugboat operator towing the decommissioned vessel said later that a steel shackle connecting the boats failed in Bodega Bay, causing the **American Challenger** to drift into shore. A Coast Guard crew was monitoring it at the time. Investigators saw some oil sheening in the water around the boat when it first grounded, but the bulk of the fuel had been drained from the tanks before the American Challenger left Port Angeles, Washington. That left in question whether government funds would be available to cover removal of the wreckage. Neither **American Challenger** nor the tugboat **Hunter** was insured. Both are owned by the same Florida man, Felix Vera, who was unable to cover the costs himself. About \$2.3 million already has been spent on the initial response and costs related to the stranding, including oil booms, environmental assessments, shoreline surveys and Coast Guard costs, according to the Office of Spill Prevention and Response. The operation has been financed through the federal Oil Spill Liability Trust Fund and a state Oil Spill Response Fund, but officials in March said those sources weren't available for salvage costs, absent threat of a fuel leak. A spokesman for the state office, Eric Laughlin, said that further investigation yielded evidence of a variety of substances on board including petroleum products, lubricants, solvents, PCBs, heavy metals, including lead, and other chemical compounds. That, along with the watercraft's location in a national marine sanctuary and the totality of environmental risk warranted intervention by the federal Oil Spill Liability Trust Fund, he said. "Removing these contaminants is obviously crucial to ensuring the coastal environments are protected," said Laughlin. The Environmental Protection Agency, Region 9, will foot the bill for breakdown and disposal of the vessel, a cost estimated at around \$1 million, he said. "Funding is secured," Laughlin said. The decision is a relief to environmental watchdogs who have seen other abandoned vessels languish, their wreckage

eventually scattering in the waves or left for volunteer crews to collect. But the **American Challenger's** location several hundred feet offshore at the base of a steep cliff, with no access from shore or water, makes it a particularly difficult puzzle. Survey crews have been hoisted aboard by helicopter, and the vessel has shifted during heavy surf, though the steel hull has withstood the waves. Drones and survey crews have been monitoring the vessel by air while it remained wedged in the rocks. "Hopefully, soon, that boat will go away," said Richard James, a devoted coastal guardian. Cea Higgins, executive director of Coastwalk and the California Coastal Trail Association, voiced hope the current predicament would encourage state lawmakers to bring legislation requiring commercial vessels to have insurance. She also called for a better framework to deal with abandoned and derelict vessels more quickly, given their potential to create irreversible damage in a sensitive environment. The **American Challenger** 'is kind of the poster child of all the challenges and areas and room for improvement of shipwrecks on the California coast," said Higgins, a member of the National Marine Sanctuary's Advisory Council. "What I hope is it's going to bring a lot of attention to the ways we can improve, prevent and fund these kinds of incidents going forward, because we need to improve." Officials representing the Marin County Sheriff's Office, the U.S. Coast Guard, the EPA, the National Oceanic and Atmospheric Administration, and state Office of Spill Prevention and Response will spend the next month or so on a comprehensive plan to refloat the American Challenger so it can be moved off the rocks and towed away, Laughlin said. Petaluma-based Lind Marine, which had consulted on the shipwreck early on, has been contracted to break down the vessel for salvage at its Vallejo shipyard later this summer, he said. (*Source: Tribune News Service*)

Advertisement



REMEMBER TODAY

TUG ERG 306TH JULY 1943

Erg was a vessel built and owned by Halifax Steamship Ltd. in 1915. She was used to ferry workers across the harbour to vessels under repair during the Second World War. Erg was sunk in the Halifax Harbour three times and is currently located in the Bedford Basin. *Early service* **Erg** was originally a steam tug called **Sambro** and was built by the Halifax Shipyard in 1915. She was one of the earliest steel vessels to be built in Halifax. **Sambro** was 55 feet long and almost 15 feet wide, with a depth of 7 feet and her maximum tonnage was 28. The tug was originally sunk during the Halifax Explosion of 1917. In 1927, **Sambro** was raised out of the harbour and was converted from steam to diesel, being given a 4 horsepower engine. With this change, the tug was given a new name and a new purpose. The vessel was renamed **Erg** and was used as a transport tug, ferrying workers and their equipment from the shipyard to vessels under repair. *Wartime harbour* Halifax Harbour was an extremely busy port during the Second World War. Because of this, navigational

dangers increased with the congestion in the harbour. The Naval Service of Canada, which kept records of the activity in the harbour, advised that from 1940 to 1943, there were at least 12 vessels involved in accidents within Halifax Harbour. Vessels such as **Camperdown**, **Claire Lilley** and **Nueva Indalucia** ran aground, whereas others such as **Otter**, and **Trongate** caught fire and sank (or, in the case of **Trongate**, was made to sink as the flames were completely out of control). In 1940, **Herbidean** was sunk by the British ship **Esmond**; a forerunner to the fate of **Erg**. *Wreck* On June 6, 1943, **Erg** was carrying workers and



equipment (air compressors and electric generators) through the fog and rain, when she was run down by a Norwegian freighter – a steamship named **Norelg** (See Convoy SC 94 for more information on this ship). The tug immediately began sinking and as a result, 19 men lost their lives. On July 19, the Royal Canadian Navy utilized the floating crane **Lord Kitchener** to raise the wreck of **Erg** so the bodies of the deceased could be recovered. Only 10 bodies were discovered and removed from the wreck. **Erg's** sinking was and still is considered one of the worst accidents to have taken place in the Halifax Harbour and is the greatest loss of life in regards to a shipwreck within



these waters. Upon inspection, it was decided that **Erg** was beyond repair and on August 24, 1943, she was taken to her final resting place and sunk for the third and final time. *Final resting place* The **Erg** shipwreck site was rediscovered in 2001 in the northern part of the Bedford Basin (near Roach Cove) by the Nova Scotia Exploration Society. The site is a protected heritage site and is visited by many divers. Objects which were recovered from **Erg**, such as the ships' whistle and

portholes are currently on display at the Maritime Museum of the Atlantic on Lower Water Street.

(Source: Wikipedia)

Advertisement



HOLLAND SHIPYARDS GROUP

NEXT GENERATION GREEN VESSELS

ELECTRIC HYBRID HYDROGEN

www.hollandshipyardsgroup.com

OFFSHORE NEWS

CASTOR MARINE EXPANDS NORTH SEA NETWORK TO FULL 4G COVERAGE WITH TAMPNET RESELLER AGREEMENT.

Castor Marine, a growing global coastal and offshore connectivity provider has signed a reseller agreement with Tampnet, the largest offshore 4G LTE network operator in the North Sea. After signing, Castor Marine immediately went to work for its first 4G Tampnet client: The Walk-to-Work vessel Keizersborg went live and now has seamless 4G LTE offshore connectivity. With



this deal, Castor Marine is now an official Tampnet Activation Point, adding value to its customers' operations. In the past, vessels supported by Castor Marine automatically switched to the VSAT connection of the company's own network when moving outside of 4G coverage and vice versa. Now, full 4G coverage for ship and crew is guaranteed. Other benefits are that customers who want Tampnet access can simply add them to their connectivity package with one telephone call, customers have less administration in relation to managing connectivity for their fleet, and they benefit from higher bandwidth enabling dedicated 4G connections in the North-Sea or a high level of North Sea redundancy, ensuring more uptime. *Fleetwide connectivity for Wagenborg* Castor Marine already delivers fleetwide connectivity services for the fleet of Wagenborg, where it also remotely monitors and manages all onboard equipment 24/7, ensuring the continuous operation of all the vessels. As Wagenborg's North Sea offshore wind operations depend on a continuous and correct flow of information – both between people and machines – the company decided to go live with the new low-latency connection for its Walk-to-Work vessel **Keizersborg** as soon as possible. Hence, quickly after Castor Marine and Tampnet signed the contract, Castor's installation engineers set up, tested and started the fast, low-latency package on the Tampnet network for immediate operations. Ivo Veldkamp, CEO of Castor Marine, states: "The expansion of our services with Tampnet 4G is part of our growth strategy and our mission to ensure the best vessel connectivity anywhere in the world. The seamless integration of Voyager VSAT with 4G LTE services from Tampnet ensures high

availability for business-critical operations, reducing downtime and associated costs for all our clients. I thank Tampnet for the good cooperation from the start and look forward to serving our clients with this connectivity upgrade!" *(Press Release)*

NGO: ALMOST 370 MIGRANTS WERE SAVED IN THE MEDITERRANEAN SEA



Ocean Viking, the ship of the SOS Mediterranee organization, saved 369 migrants in the Mediterranean Sea on Sunday in a sixth operation in just a few days, the European NGO said. Among the 369 people rescued from "a large wooden boat" that was "in danger in the Libyan search and rescue region" were nine women, an infant, two children and 110 unaccompanied minors, a spokeswoman for the organization said, quoted by AFP. There are currently

572 survivors aboard the **Ocean Viking** ship. According to UN estimates, about 400 people have died since the beginning of the year during attempts to cross the Mediterranean Sea. The sea route from Libya or Tunisia to Italy is the most common route for migrants; in this way, about 8.5 thousand people reached Europe this year. migrants crossing the Mediterranean Sea. *(Source: PortalMorski)*

MARLOW NAVIGATION STRENGTHENS OFFSHORE VESSEL OPERATIONS

Cyprus-based owner and manager buys Germany's Opielok Offshore Carriers. Marlow Navigation has bought Opielok Offshore Carriers in a move designed to strengthen its offshore vessel operations. Negotiations for the deal started late last year, but no financial details have been released. Opielok is listed



with four platform supply vessels (PSVs) built between 2008 and 2012. VesselsValue assesses the fleet's value at \$19m. Marlow is best known as a boxship and bulker operator and has 24 ships worth \$359m. Marlow said the key focus and drive of the merger is the retention of "well-tested and proven qualities". *(Source: Maritime Direct)*

SOLSTAD CSV TO SUPPORT WEST AFRICA SUBSEA OPS



Solstad Offshore has secured a contract with an undisclosed client for the construction support vessel (CSV) **Normand Energy**. The construction vessel, which features 250 tonnes active heave compensated crane and a working deck of 2,000 m², will support subsea operations in West Africa. The contract will commence in Q3 2021 and have a firm duration of 13 months, the company informed. At the beginning of

the year, **Normand Energy** was hired for a five-month period to support a project for a client in the Pacific Ocean, including mobilisation and demobilisation. In June, Solstad won a contract with DeepOcean for its CSV **Normand Ocean** to be utilized on DeepOcean's inspection, maintenance, and repair (IMR) and light construction projects in the North Sea. Most recently, the company secured a deal with Havfram, formerly known as **Ocean Installer**, for the **CSV Normand Vision**.
(Source: *Offshore Energy*)

Advertisement



**GLOBAL
RENEWABLES
SHIPBROKERS**

**FIND US ON
GRS-OFFSHORE.COM**

ANY ANCHOR HANDLING TUG ANYTIME



TODAY FOR EXAMPLE:
A strong Tug for assisting and towing your platforms and barges!

Your benefits:

- Towing Gear
- Offshore Crane
- DP 2

WIND | WAVE | TIDAL ENERGY

T +49 40 411 60 68 0



PACIFIC RADIANCE SEALS DEAL TO SELL DEBT AND SHIPS

Singapore-based offshore vessel operator Pacific Radiance has come up with a debt restructuring plan, which would see the Mexican offshore support vessel owner and operator E-NAV Offshore take over the vessels mortgaged to its lenders. The restructuring plan is said to have the support of major lenders and allows the group to dispose of almost its entire fleet of vessels to a single buyer rather than on a break-up basis, and to continue to carry on business thereafter. As part of the agreement, E-NAV will purchase the vessels owned by Pacific Radiance and take care of part of the secured debt presently owed to the lenders. E-NAV will also appoint Pacific Radiance as ship managers for the majority of the acquired vessels via ship management contracts. The vessels and accompanying income and revenue streams from the group will be transferred to one or more special-purpose companies, majority-owned by E-NAV. The restructuring of the Pacific Radiance balance sheet will also involve the restructuring of the remaining debt obligations owed to the

lenders and other creditors via court-sanctioned schemes of arrangement and debt restructuring agreements. The company said it will submit the plan to the High Court of Singapore as soon as possible. Pacific Radiance has in recent years carried out extensive investor searches and undertaken concerted negotiations with a number of them and it now believes that it has exhausted all options. “Given the continuing uncertain external conditions and the state of the industry in which the



group operates, compounded by the Covid-19 pandemic which hurt investor sentiment severely, it is unlikely that an alternative proposal to the current one offered by E-NAV will emerge,” the company said. Following completion of the debt restructuring plan, the group believes it could be viable as a going concern. It intends to transition to an asset-light ship management business in the near future, beginning with the management of the sold vessels. (Source: *Splash24/7*)

STRATEGIC MARINE DELIVERS CENTUS NINE FAST CREW BOAT TO CENTUS MARINE



Singapore's Strategic Marine has delivered a 42-meter Fast Crew Boat (FCB) for Centus Marine Sdn Bhd. The handover ceremony for the first of a pair of FCB's took place on June 24, 2021 at Strategic Marine's Singapore shipyard. The vessel, named **Centus Nine**, is the ninth vessel built by Strategic Marine to enter Centus Marine's fleet. The second vessel is a sistership

that will be delivered in the fourth quarter of 2021. According to Strategic Marine, **Centus Nine** completed sea trials in June, when, in the presence of an independent surveyor, it achieved a service speed in excess of 30 knots and a top speed in excess of 31 knots in sea state 2 conditions. The new FCB is propelled by three Cummins KTA50 engines. According to Strategic Marine, the crew accommodation area features 12 berths in seven cabins while the main deck lounge can accommodate up to 100 personnel in spacious business class recliner seats. The vessel also offers dedicated luggage racks, a large, incorporated deck storage and wide walkways to facilitate crew transfer in demanding offshore conditions. (Source: *MarineLink*)

WINDFARM NEWS - RENEWABLES

NAVANTIA-WINDAR TO BUILD XXL MONOPILE FACTORY IN SPAIN AFTER STRIKING EUR 400 MILLION DEAL WITH IBERDROLA

Navantia and Windar announced today (2 July) that they will build a factory for XXL monopiles on the grounds of the Fene shipyard in Spain after Iberdrola closed a framework agreement with the partnered companies for future offshore wind farms, valued at EUR 400 million. The framework agreement between Iberdrola and Navantia-Windar involves the manufacture and supply of 130 XXL monopile foundations, with Iberdrola being able to place orders



with a value of up to EUR 400 million between 2023 and 2025 for its future offshore wind farms under a preferential supply status with the companies. Based on having this agreement in place, the Navantia-Windar consortium will start building a factory for XXL monopiles in Fene (A Coruña), to improve the capacities of the Navantia shipyard in Fene. Navantia and Windar will invest in the adaptation of a warehouse to bend thick sheet metal of a diameter of up to 16 metres, add new painting booths and storage areas for the finished product, as well as purchase the latest technology equipment necessary for manufacturing. The new XXL monopile factory, which will manufacture foundations of more than 100 metres in length, weighing up to 2,500 tonnes, will be put into operation in 13 months. It will be located in a part of the Fene shipyard facility that ensures it does not interfere with the production of other offshore wind products, such as jackets and floating structures. Navantia and Windar have worked on several offshore wind projects developed by Iberdrola, including the Wikingen offshore wind farm in German, East Anglia One in the United Kingdom, and the Saint-Brieuc wind farm in France. In addition, Windar will make the transition pieces for the project that the energy company will build in the United States: Vineyard Wind I.

(Source: Offshore Wind)

Advertisement

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

FRED. OLSEN WINDCARRIER TO INSTALL BALTIC EAGLE WIND TURBINES



Vestas has contracted Fred. Olsen Windcarrier for the transportation and installation of 50 of its 9.5 MW wind turbines at Iberdrola's Baltic Eagle offshore wind farm in Germany. This is one of the three new transport and installation contracts announced on 28 May 2021, Fred. Olsen Windcarrier said. The installation works, to be performed by the jack-up vessel Blue Tern, will commence in 2024. **Blue Tern** was nominated for the site due to the vessel's

ability to operate at deep water sites, the company said, adding that the Baltic Sea represents challenging soil conditions which requires significant available leg lengths and jacking experience. The 476 MW Baltic Eagle, Iberdrola's second largest offshore wind farm in Germany, is located in the German Baltic Sea, 30 kilometres from the German island of Rügen. Last month, Vestas announced that it had finalised the wind turbine supply contract for Baltic Eagle with Iberdrola. The final contract follows the selection of MHI Vestas as the preferred supplier for the project in 2019 and the agreement Vestas signed this May following the takeover of MHI Vestas at the end of 2020. (*Source: Offshore Wind*)

SIMON MØKSTER SHIPPING AWARDED VESSEL CONTRACTS BY EQUINOR AND AKER BP

Norwegian shipowner Simon Møkster Shipping has secured two new vessel contracts to support offshore wind and oil and gas projects on the Norwegian continental shelf (NCS). Norway's Equinor has chosen Møkster for SOV services for the Hywind Tampen wind farm project. The contract will be delivered by the 2014-built multipurpose support vessel **Stril Server**, expected to commence in Q2



2022 and last 150 days, excluding options. The project is the first service operation vessel/walk-to-work project for Møkster on the NCS. Furthermore, under the current PSV strategic partnership

agreement, Aker BP has called off a platform supply vessel for a drilling campaign beginning in August 2021. The duration of the campaign is around 100 days. Møkster intends to use its 2016-built PSV **Stril Mar**, which has been employed by Aker BP on earlier occasions. Simon Møkster Shipping owns a fleet of 16 vessels in the offshore support and subsea construction/renewables segment. (Source: *Splash24/7*)

Advertisement

MARINE **FIRE FIGHTING** SOLUTIONS

AKSISFIRE

BALTIC POWER WIND FARM SET FOR GEOTECHNICAL SURVEYS



The main phase of geotechnical surveys is beginning at the site of the planned Baltic Power offshore wind farm in the Polish Baltic Sea and along the project's connection route. Twelve vessels will carry out the survey for about 12 to 16 weeks, depending on weather conditions, in the Baltic Sea. The scope of the survey involves drilling boreholes and sounding to depths of up to several dozen metres at the wind farm area,

spanning more than 130 square kilometres. Similar work is to be carried out along the more than 30-kilometre long export cable route. The UK's Gardline is responsible for the wind farm seabed test, while Polish company MEWO is in charge of the measurements along the offshore connection route. The results will be used to develop the final plan for the location of the wind turbines, their foundations, and the wind farm site and export cable route. "We want to start construction of the offshore wind farm as early as in 2023. It is a pioneering venture that will not only transform the Polish power system, but will also allow us to gain new capabilities in the area of large-scale zero-emission projects", said Daniel Obajtek, president of the PKN ORLEN management board. "Geotechnical surveying is an extremely complex process, involving dozens of high-level professionals and high-tech equipment. Once it is completed, we will be able to develop a detailed technical design that will be optimal for the project's schedule and economics". The geotechnical surveys have been preceded by UXO detection surveys. Polish PKN Orlen is working on the development of the Baltic Power offshore wind farm in partnership with Northland Power. Last month, the Baltic Power offshore wind project received a 25-year contract for difference (CfD) from

Poland's Energy Regulatory Office. The 1.2 GW wind farm has already secured its location permit, signed the grid connection agreement, and filed its environmental permit. Construction activities are scheduled to start in 2023 with commercial operations expected in 2026. *(Source: Offshore Wind)*

UPTIME AWARDED CONTRACTS FOR DOGGER BANK SOVs

Uptime International in Norway has been awarded a trio of contracts by Vard Singapore Pte Ltd for walk-to-work systems for North Star Renewables' new service operation vessels (SOVs). The vessels are being built at Vard Vung Tau shipyard in Vietnam. Uptime's scope of supply includes three complete access systems for personnel and cargo, each



consisting of a 30-m autonomous gangway with artificial intelligence, mounted on elevator towers. One of the gangways will also have motion-compensated 3D crane functionality. Information released by North Star Renewables when the contract for the SOVs was awarded said the 30-m walk-to-work gangways for the vessels are intended for use in a significant wave height of in excess of 3.5 m and wind speeds of 20 m/second. Operation of the gangway will be integrated into the ships' bridge management system and the gangway will be capable of lifting 2 tonnes. The offshore access system company said work on the project will commence immediately. It will take approximately 22 months to complete. All three of the SOVs for North Star Renewables have been contracted to work on the Dogger Bank offshore windfarm in the UK sector of the North Sea. The windfarm will be the world's largest when complete, with a combined capacity of each of the three phases of the project of 3.6 GW. Dogger Bank is being built by a joint-venture between Equinor, SSE Renewables and Eni. North Star Renewables renewables director Andrew Duncan said, "Over the last two years, bringing our SOV concept to realisation, Uptime has been consistent in their approach to supporting our vision. We look forward to seeing their elevator tower and autonomous 30-m gangways being installed on our fleet of SOVs." *(Source: Riviera by David Foxwell)*

CONSTRUCTION UNDERWAY ON 1.5-GW SUBSIDY-FREE OFFSHORE WINDFARM

Vattenfall has confirmed construction of the 1.5-GW Hollandse Kust Zuid offshore windfarm has commenced and foundation installation is to get underway shortly. Vattenfall project director Ian Bremner said, "Over the next few months, we will install dozens of foundations. During the winter there is a break scheduled, as sea and weather conditions are often too poor to work safely. "In Q2 2022, construction will resume, and we will install the remaining foundations followed by inter array cables and turbines. The first turbines are currently scheduled to be commissioned in Q2 2022, with all turbines expected online by mid-2023." Vattenfall is building Hollandse Kust Zuid together with its recently announced partner BASF, which will use electricity from the windfarm to reduce its emissions. BASF said the agreement will enable it to implement low-emissions technology at several of its production sites in Europe. BASF's Antwerp Verbund site will benefit from being supplied with

renewable power to a significant extent. The site is the largest chemical production site in Belgium



and the second-largest BASF site worldwide. The windfarm is approximately 18 km off the coast of The Hague and Zandvoort, with the furthest turbines located 36 km offshore. When fully operational, Hollandse Kust Zuid will be the largest offshore windfarm in the world. Vattenfall Netherlands chief executive Martijn Hagens said, “With construction of the

world’s first subsidy-free offshore windfarm we are starting a new chapter, demonstrating that this market is mature.” (Source: Riviera by David Foxwell)

Advertisement

DREDGING NEWS

BOSKALIS’ STRANDWAY GETTING READY FOR PORTSMOUTH WORK

The next round of Portsmouth Harbour maintenance dredging works will begin in mid July, informs the Queen’s Harbour Master Portsmouth. As reported by the Harbour Master, surveying operations and maintenance dredging will be conducted in the maintained areas within Portsmouth Harbour and its approach channels from 10 to



18 July 2021. The contractor – Boskalis Westminster Ltd – will use plough vessel “**F48**” (LOA 14.7m) and trailing suction hopper dredger (TSHD) “**STRANDWAY**” (LOA 92.1m) with the support vessel “**SMIT NEYLAND**” (LOA 12.4m) carrying out survey operations. Additionally, during these works a minor survey investigation will be conducted off Fountain Lake Jetty berths 1 and 2 by the multicat

vessel “**SHORELINE**” (LOA 6.9m) between 13 & 14 July. The Harbour Master concluded that all vessels will display the appropriate signals when conducting survey and dredging operations. Mariners are requested to keep a good lookout and pass at slow speed while works are being conducted. *(Source: Dredging Today)*

PORT OF DAMPIER DREDGING STARTS



The Pilbara Ports Authority (PPA) will conduct dredging and survey operations within the Port of Dampier this week. According to their official announcement, the works will be undertaken at the following locations: • Facilities Channel Swing Basin; • Bulk Liquid Berth (BLB) berth pocket; • Dampier Cargo Wharf (DCW) West berth pocket. The dredging operations will be carried out

by the vessel **Juan Sebastián de Elcano** and the hydrographic survey will be carried out by vessel **PHS Zephyr**. “Both vessels will be restricted in their ability to manoeuvre and will exhibit the appropriate lights and shapes as prescribed under Marine Order 30,” said PPA. *(Source: Dredging Today)*

YARD NEWS

NEW FLOATING DRYDOCK LAUNCHED FOR TUG REPAIRS

Biblia Marine Towing and Transportation oversaw the launch of the new floating drydock at Conrad Shipyard in Morgan City, Louisiana in late June. Providence, a 36.5-m floating drydock, will be used to maintain and service its own tugboats and those of other vessel owners. Biblia will operate this from its Savannah River shipyard facilities in Georgia. Conrad built this towed drydock with



an 18.2 m beam, 1.8-m deep pontoon and 4.3-m tall wing walls. It will be used primarily for hauling tugboats with a maximum length of 36.5 m and draught of 3 m. Providence will incorporate a shore power connection, onboard generator, and individual pumps. One end of the drydock is raked to enable towing the dock using tugs. JMS Naval Architects designed Providence with 500 tonnes of lift capacity. It developed a complete engineering and design package which included all structural

design, stability and outfitting meeting the requirements of the ABS Rules for Building and Classing Steel Floating Dry Docks. Onboard systems include the ballasting unit, seachest arrangement, electrical, and pump and discharge piping. JMS also designed the power system including generator arrangement, electrical and piping system lines and fuel tank arrangement. Design and construction of Providence was partially funded by the US Department of Transportation to the tune of US\$1.3M. Biblia owns and operates a fleet of tugs and barges. It provides marine transportation, bed-levelling, agitation dredging, and dragging services on the US east coast, Gulf coast, and western rivers. Its tugboat fleet includes William Breckinridge, Sara Kaitlin, John Parrish and Mary Bennett, and Biblia operates dredging barges Bed Leveler I and Bed Leveler II. In New York state, a new utility workboat was delivered to serve Ellis Island and the Statue of Liberty. US National Park Service welcomed Annie Moore to its fleet to support operations and supply cargo to Ellis Island. It was designed by New Orleans-based TAI Engineers and built by TAI and its subcontractor Aluma Marine, at facilities in Harvey, Louisiana. Annie Moore has a knuckle boom crane for loading and unloading palletised cargo. In Virginia, patrol, fire and rescue craft builder Lake Assault Boats, headquartered in Superior, Wisconsin, has opened new facilities in Portsmouth for vessel repair, service and maintenance. (Source: Riviera by Martyn Wingrove)

Advertisement



-Dutch quality since 1927-
Kraaijeveld
WINCHES

Towing winches
Anchor handling
Winches
Escort Winches
SafeWinches
www.winches.nl

TRIUMPH SUBSEA AND HARLAND & WOLFF'S WIND FARM VESSEL DEAL OFF, TRIUMPH SAYS INFRASTRATA'S STATEMENT 'MISLEADING'



The Letter of Intent (LoI) for the construction of a Windfarm Development Vessel (WDV) – issued last year by Triumph Subsea Services to InfraStrata plc – has been formally cancelled, Triumph Subsea said after InfraStrata reported the LoI had been set aside as the shipbuilder was not confident the project would move forward in an update on the London Stock Exchange on 30 June. Harland & Wolff's parent company stated on 30 June that the LoI had been set aside for the time being as the company did not have “a high enough level of confidence in this project progressing to speculatively invest heavily in it at this time“. However,

the LoI had been set aside for the time being as the company did not have “a high enough level of confidence in this project progressing to speculatively invest heavily in it at this time“. However,

Triumph Subsea claims it had not received any formal commercial quotation and vessel build schedule after the LoI was issued and that it had already issued an LoI termination letter to InfraStrata. Triumph Subsea said that no contract could have been agreed or signed since information that forms part of a shipbuilding contract was not received, and that it could not proceed with discussions with any of the financial institutions supporting the company in building the vessel(s) with this information missing. “Triumph did however have a Teams call and video presentation with Harland & Wolff on the 11th of March 2021 wherein an ad-hoc presentation was shown to Triumph, the presentation consisted essentially of a Very Rough Order Magnitude price and an equally rough schedule. The VROM and rough schedule was significantly different to the £340 million and £360 million over the 24-30 month periods agreed as per the LoI”, Triumph said in a press release on 1 July. The company issued the LoI to InfraStrata for one firm and one optional Windfarm Development Vessel (WDV) on 9 December. Under the terms of the LoI, InfraStrata’s fully owned subsidiary, Harland & Wolff (Belfast) Limited, would be responsible for the build, assembly, and delivery of the WDV to Triumph. *(Source: Offshore Wind)*

THAI SHIPBUILDER ENTERS OFFSHORE WIND MARKET WITH U-MING CTV ORDER

U-Ming Marine Offshore Company Limited (UMO) has placed an order for two Inertia M3 high-speed trimaran crew transfer vessels (CTVs) at Marsun Shipyard in Thailand. UMO is a recently-established joint venture between Taiwan’s bulk shipping company U-Ming Marine Transport Corporation and Denmark’s World Marine Offshore (WMO). The vessels are designed by WI-ND Naval Architects based on the



Inertia trimaran hull form, and in close collaboration with Sydney-based high-speed craft experts One2three Naval Architects. The CTVs will be built to Danish Flag requirements and classed as passenger vessels in Bureau Veritas in compliance with IMO high-speed code. The aluminium hull features three independent and identical drivelines in three separate hulls, and together with the hydraulic Softbow fender, the latest generation of Inertia trimaran hulls have proven to transfer service personnel in up to 3 metres significant wave height. The hull design is also prepared for hybrid installation. The accommodation features 24 passenger seats with 180-degree visibility, two single officer cabins, and two double crew cabins along with a crew mess and TV lounge area. The forward deck area features a cargo deck for containers and toolboxes as well as a 50 cubic metre climate-controlled storage facility under deck only made possible by the form of the trimaran hull shape, Marsun Shipyard said. “Marsun Shipyard has worked diligently to win the contract in strong competition with numerous international shipyards, and with this contract Marsun is securing a strong position as a high-quality builder for the international offshore windfarm Crew Transfer Vessel (CTV) market,” Marsun Shipyard said. *(Source: Offshore Wind)*

Advertisement



LIQUID ORGANIC HYDROGEN COULD FACILITATE HYDROGEN AS PROPULSION FUEL



A new Norwegian-German partnership is proposing a solution for zero-emission shipping based on liquid organic hydrogen carrier which they believe can revolutionize the use of hydrogen as a marine fuel. According to the partnership, the new process addresses the concerns of safety as it is neither inflammable nor explosive while providing a means of storing and transporting hydrogen for use

in propulsion. Hydrogenious LOHC Maritime AS is a joint venture between Johannes Østensjø dy AS, which operates offshore vessels, and Hydrogenious LOHC Technologies GmbH, a German company that has developed and patented a technology for loading hydrogen in a thermal oil as well as releasing it where and when it's needed. They will work to commercialize the organic oil loaded with hydrogen as a liquid organic hydrogen carrier (LOHC). The company is aiming to have a megawatt-scale commercial product ready by 2025 and the Norwegian Ministry of Climate and Environment will be providing nearly \$3 million through its Enova project to fund the development of the hydrogen oil. "Of all the potential zero-emission technologies, we find LOHC the most promising one. That is why we have prepared all six service operation vessels under construction in our subsidiary, Edda Wind, for LOHC-based propulsion," said Håvard Framnes, Investment Director in Østensjø. "Safety is of course very important for us in these evaluations. However, the fact that we can use existing fuel infrastructure and are able to use familiar fueling procedures is of importance. In addition, we can easily carry enough energy onboard our vessels in order to operate in normal intervals of up to four weeks without refueling." By binding the hydrogen to the LOHC, the partners said they are creating a safe and low-cost technology. An important challenge for using hydrogen in shipping is safety. They believe that LOHC solves this and provides a safe, easy, and efficient way of storing and transporting hydrogen. They believe that this technology will revolutionize the supply chain for hydrogen, as LOHC can be used to store and transport large quantities of hydrogen under

ambient conditions, using the already existing fossil fuel infrastructure. The carrier oil – Benzyltoluene – can be loaded and unloaded with hydrogen many hundreds of times and is recyclable. The energy density of LOHC is also favorable, as a vessel can store two to three times more energy compared to compressed hydrogen. “Our technology is very suitable for maritime use,” says Dr. Daniel Teichmann, CEO and founder of Hydrogenious LOHC Technologies. He believes it will be optimal to first apply the technology to the shipping industry. “Hydrogenious LOHC Maritime AS will make our proprietary LOHC technology available for onboard solutions for sustainable maritime traffic.” The planned application will integrate three core components on-board: The LOHC Release Unit, which releases hydrogen from the liquid organic carrier Benzyltoluene on demand on the ship, as well as a fuel cell and an interface to the ship’s power management system. Enova SF has agreed to fund the development of a 200 kW pilot of the LOHC/fuel cell propulsion system with a grant of approximately \$3 million. *(Source: Marex)*

EDDA WIND SELECTS MACGREGOR FOR A FURTHER TWO OFFSHORE WIND SERVICE VESSELS

Following the receipt of equipment orders for four offshore wind service vessels announced in May 2020, MacGregor, part of Cargotec, has received an additional order for another two Commissioning Service Operation Vessels (CSOV) that will further expand the Østensjø Rederi Edda Wind fleet. Both vessels will be built at the Astilleros Gondán shipyard in Asturias, Spain and are sisters of the two



CSOVs currently under construction. Each identical equipment package consists of one electrical gangway system, one 3D compensated Colibri crane and a remote control station located on the vessel bridge. The order was booked into Cargotec’s second quarter of 2021 order intake and the vessels will enter into service during the third quarter of 2023 and second quarter of 2024 respectively. Both will be delivered with technology installed that reduces greenhouse gas emissions by a minimum of 30%, and will also be prepared for the future installation of zero emission hydrogen technology. They will operate as mother vessels for wind turbine technicians as they perform commissioning and maintenance work on the offshore turbines, and will have the capacity to accommodate up to 120 personnel in high standard cabins and common areas. “MacGregor is delighted to have been selected again to supply critical equipment to the further two CSOV newbuildings, and we highly value the trust that Østensjø Rederi has placed in our capability to support expansion of the Edda Wind fleet,” says Leif Byström, Head of the Offshore Solutions Division. *(Press Release)*

ABB ADDS NEW AZIPOD FUNCTION

A new digital solution supports crew in achieving optimum efficiency from the ABB Azipod electric

propulsion system. Called ABB Ability OptimE – Toe Angle Optimization for Propulsion, the solution



automatically selects the optimal steering angle for the Azipod system. ABB says that with OptimE, further fuel savings of up to 1.5 percent can be achieved depending on a ship's operating profile. These savings are in addition to Azipod propulsion's ability to cut fuel consumption by up to 20 percent when compared with a traditional shaftline setup. Without requiring any additional skills from the crew, OptimE automatically adjusts the steering angle to achieve continuous optimal flow through the propulsors, taking prevailing

operational needs and working conditions into account. "Maximizing the energy efficiency of assets is a top priority for ABB and we are delighted to demonstrate yet further fuel savings and emission reductions in our Azipod propulsion systems," said Antto Shemeikka, vice president digital services, ABB Marine & Ports. "We view the ship as a system where hardware and software operate seamlessly together to deliver maximum efficiency. We believe that every shipowner using Azipod technology will want to capitalize on the further efficiency gains enabled by ABB Ability OptimE." (Source: *MarineLog*)

Advertisement



**CHEOY LEE
SHIPYARDS**

www.cheoylee.com





**Premium builder of tugs
and commercial vessels**

CONSTRUCTION WALK TO WORK ICE BREAKER IN PROGRESS WITH TRANSPORT FORE SHIP

At the Royal Niestern Sander shipyard, the fore ship of the world's first shallow draft ice-breaking walk to work vessel has been transported from the construction hall to the quay side. Yard number 862 for a joint-venture between Mercury Sakhalin and Pola will be delivered in December 2021. *Year round operations* The shallow draft ice-breaking walk to work vessel is specially designed and optimized for year-round operations in the challenging conditions on the east coast of Sakhalin in temperatures ranging from -30 degrees to +35 degrees. By combining a shallow draught of 3,15m, a transit draught of 4,0 m in open waters and a grounded bottom notation, the vessel can be deployed

year-round. With proven Wagenborg icebreaking technology of the icebreaking hull and pulling (ice milling) Azimuth thrusters, the vessel can break through ice up to 100cm. The motion compensated gangway on this vessel is optimized for both winter and summer operations, resulting in multiple gangway positions. The vessel will perform year-round crew transfer services for up to 40 persons from the shallow Nabil Port to offshore platforms near the East Coast of Sakhalin. In addition, the vessel can be deployed for oil spill response services. Watch the video [HERE](#) (*Press Release*)



WEBSITE NEWS

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

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

Last week there have been new updates posted:

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

- *Tor completes new fire-fighting harbour tug*
- *OSD-IMT completes new FLNG supporting MPV4600 design for Smit Lamnalco*
- *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*

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

mailto: jvds@towingline.com

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

DISCLAIMER

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