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

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TUGS & TOWING NEWS

WEEKS MARINE TAKES DELIVERY OF TWO NEW MODIFIED LUGGER TUGS



Weeks Marine, Cranford, N.J., has taken delivery of two new 62'6"x25' modified lugger tugs from Rodriguez Shipbuilding, Coden, Ala. The first — the **Jack K** — was delivered in late March of this year. The second is a sister tug to the **Jack K** — the **William O**, which is expected to be delivered by the end of July or first part of August 2021. Rodriguez is also building Weeks a third tug — the **James K** — a 78' triple screw with a delivery date of

late October 2021. “Weeks decided to invest in what we have termed a modified lugger tug. The intension was to develop a small versatile vessel that could support dredging operations, transport a significant amount of fuel/water, and perform towing operations to mobilize jobsites,” said Weeks’ senior port engineer and project manager Shaun O’Brien. “With regard to some of the robust characteristics we have a ½" hull, ½" side shell, and 3/8" deck.” Main propulsion for the 95-GT **Jack K** and **William O** comes from twin Cummins QSK 19-MRCS diesel engines, producing 750 hp each. The mains connect to 66"x54" Kahlenberg 4-bladed propellers through Twin Disc MGX-5222 DC marine gears with 6.0:1 ratios. The tugs, which have a 45' vertical clearance and an 8' maximum draft, feature Nabrico DF-156-40-15BE facing winches with 1"x84' wire and a 40-ton holding capacity and a single drum winch from Coastal Equipment with 900'x1" wire and a 500'x1" whip. The winch has 50,000-lbs. pulling capacity and 150,000-lbs. brake hold. There’s also a Cummins QSB7-DM powered tow motor. Ship’s service power comes from two Cummins QSB7-DM gensets, sparking 65 kW of electricity. The **James K** and the **William O** are heavily fender’ed to protect the hull when moving anchors and making pipe connections. “Our stainless four blade Kahlenberg wheels are pitched more towards torque rather than speed. All deck connections and fills are stainless as are the handrails and stern cap rail,” said O’Brien. “All of the interior water piping is welded/flanged stainless. We installed a direct to bulwark tire system that eliminates the need for tire hanging chains. This ends up with a much quieter ride for the crew and prevents a significant amount of chain and tire wear. We have designed a backup battery system powered by lithium-ion batteries which maintains the electronics, interior communication, and lighting.” Tankage for the tugs include 16,000 gals. of fuel; 12,000 gals. of water; and 350 gals. each of lube oil and hydraulic oil. Winch capacities include 12,000 gals. fuel; 6,000 gals. water; and 350 gals. lube oil. The new tugs are built to

Subchapter M ocean standards to support dredging and construction project along the Gulf Coast and Atlantic seaboard. The tugs have 360° visibility from the wheelhouse with four steering stations — port and starboard wings, center of the dash and at the stern of the wheelhouse where the captain has a complete electronics suit to operate the anchors and tow winch in all weather conditions. The tugs are capable of handling anchors via their anchor chute which has been divided to allow one side to handle towing duties and the other to handle anchor duties. The tugs are set up with two electric push winches to handle barges with crew safety in mind. “The tugs handle well. They have a balanced feel with great rudder power, which allows the tug to utilize all of the vessel thrust to work in the tight confines of WMI dredging and construction sites,” said Weeks’ towing manager Capt. Ben Peterson. “Crew well-being was taken into consideration and the vessels were built with crew endurance as a priority.” Fire suppression systems include three 100-lbs. fixed CO2 bottles installed by Hiller. The interior lighting are all slim line led lights manufactured by Macris Industries. Half of the interior lighting is on backup. Any 24-volt lighting can be used with this system. Crew comfort was always a consideration throughout the design. All bunks are fitted with a pillowtop twin XL mattress. Each bunk has a TV and the state rooms share a cable box. All four rooms and galley can independently watch different channels. All interior cabinetry is custom made with hardwood panels and stainless steel Perko hardware. There are granite countertops in the galley and heads. “We have a ¾" thick Dex-O-Tex floor system with rubberized overlay,” said O’Brien. “This flooring is robust, reduces engine room noise, and provides a comfortable walking surface.” *(Source: Workboat.com)*

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NEWBUILD EMERGENCY RESPONSE VESSEL EN ROUTE TO MIDDLE EAST

A new offshore emergency response vessel has left a Turkish shipyard. **Al Zour** is on its way from Uzmar’s Shipyards, after leaving the Istanbul area on 14 July, to Kuwait where it will be employed for search and rescue, oil spill containment and emergency towage. Uzmar built **Al Zour** for Kuwait Oil Co (KOC) to a Robert Allan Ltd (RAL) design



and Lloyd’s Register class rules. On 20 July, this 1,803-gt vessel left Port Said, Egypt on its way to Kuwait, according to automatic identification system data. **Al Zour** is the biggest vessel completed

by Uzmar and comes from RAL's RAmpage 6000 design. It has an overall length of 60 m and a beam of 14 m and is equipped to conduct search, recovery and pollution control. Its secondary duties will include offshore fire-fighting, logistics supply duties, surveillance, towing and general offshore support services. **Al Zour** has two Yanmar main diesel engines each developing 1,620 kW of power giving this vessel a maximum speed of 13 knots, a cruising speed of 8 knots and a bollard pull of 30 tonnes. In June, Uzmar launched azimuth stern drive (ASD) tug **Hermes**, the first of three ASD escort tugs it is building for Smit Lamnalco's operations in east Africa. These 42-m tugs are being built to RAL's RAstar 4200 design and Bureau Veritas class to support gas carriers at an LNG terminal under construction in Mozambique. Hermes will be an ice I class tug with mechanical-hybrid propulsion. It was built to a Robert Allan RAmports 3000 design, with delivery expected in Q3 2021. Watch the video [HERE](#) (Source: Riviera by Martyn Wingrove)

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ROSMORPORT IS HOLDING A TENDER FOR THE CONSTRUCTION OF AN ICE-CLASS TUG ARC4



FSUE "Rosmorport" is holding an open tender to select an organization for the right to conclude a contract for the construction of a tugboat. According to the EIS in the field of procurement, the procedure was announced on July 20. Applications for participation in the competition are accepted until August 10. Summing up is scheduled for August 20, 2021. The initial (maximum) contract price is 604,792,000 rubles. As follows from the terms of reference, the vessel is intended

to carry out pilotage and tilting of large-tonnage vessels; delivery, disembarkation / shooting of pilots; towing of ships, floating objects and structures on clean water and in ice conditions. The vessel is being built to the Russian Maritime Register of Shipping class: KM (*) ARC 4 (hull) ICE 3 (machinery) R3 AUT3 TUG The hull length must be at least 25 m, width at least 8.5 m, draft no more than 4, 5 m, maximum tractive effort - not less than 24 tons. The towboat must be equipped with two full-turn rudders with a fixed pitch propeller. (Source: Sudostroenie)

LAUNCHING FOR 5200PS ASD TUGBOAT WITH FIFI

On 20th July 2021, our company. Jiangsu Zhenjiang Shipyard, has launched the 5,200 PS ASD tugboat which is named “**Haiye tug 2**” and built for Qingdao Haiye Ruibang Shipping Co., Ltd. Leaders from Qingdao Haiye Ruibang Shipping Co., Ltd. have attended the ceremony. (Source: Jiangsu Zhenjiang Shipyard)



BOUCHARD TRANSPORTATION'S TUGS AND BARGES AUCTIONED OFF

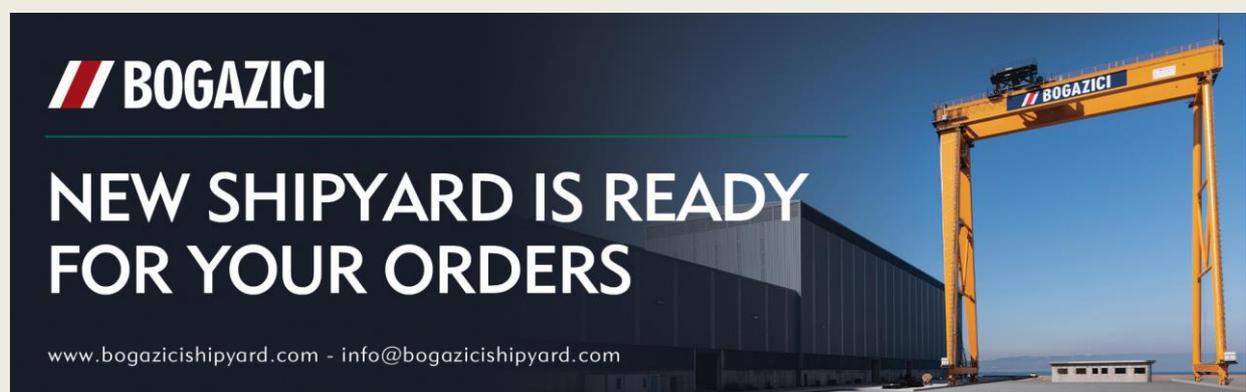


The auction of the assets of Bouchard Transportation Company proceeded on July 18 under the process approved by the bankruptcy court. Before the auction, the reorganization officer for the oil barge transport company had selected an initial bid of \$110 million for assets, which included 12 barges and 17 tugboats. Reports indicate, however, that the initial bidder

selected by the company was outbid during the auction. Bouchard informed the bankruptcy court in a filing on July 18 that it had an agreement with Hartree Partners for the purchase of its assets. The bid was \$110 million in cash, subject to normal closing conditions. Hartree is an investment firm concentrating on the energy sector and associated industries. Formed in 1997, the firm invests in the production, refinement, transportation, and consumption of tradable commodities including electric power, natural gas, refined products, oil, freight, metals, carbon, and petrochemicals. The initial bid, known in the bankruptcy trade as a “stalking horse bidder,” because it established a minimum price for the company’s assets, however, was outbid during the auction. Bloomberg Law is reporting that a California-based investment firm, JMB Capital Partners, bid \$115 million at the Bouchard asset auction on Monday. JMB Capital specializes in distressed assets and bankruptcies, and also has provided debtor-in-possession financing in bankruptcy cases. Bouchard, which was founded in 1918, filed for bankruptcy protection in September 2020, saying it planned to continue normal operations with debtor-in-possession financing while it moved forward with an operational restructuring.

However, during the bankruptcy proceedings, Judge David R. Jones, who is hearing the company's case in U.S. Bankruptcy Court in Houston, replaced family member Morton S. Bouchard III who has served as the company's chief executive and director. Matthew Ray, a managing partner at Chicago-based Portage Point Partners, was brought in to lead the company as its reorganization officer. In June 2021, the bankruptcy court approved the auction for the assets after the company had said it was seeking a buyer. Bouchard warned that it might start layoffs for its Long Island, New York-based employees as early as mid-July if a buyer was not found for the operations. Bouchard's troubles began in 2017 when an explosion on one of its barges killed two crew members. The NTSB concluded that the accident stemmed from a lack of effective maintenance and safety management, and the company was later embroiled in a fight with another employee, the brother of one of the crew members killed in the explosion. OSHA found that the company wrongfully dismissed the employee and ordered financial restitution. In addition, in 2020 the company also faced allegations of non-payment of wages to its crews. It later reported arranging financing and said that it would repay all back wages. *(Source: Marex)*

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DECK MACHINERY SELECTED FOR LNG CANADA TUGS

HaiSea Marine has chosen deck machinery for its LNG-powered escort tugs being built to support gas carriers at a new export terminal in British Columbia. Markey Machinery is supplying DESF-52UL electric escort winches with an 80-mm HMPE line. Markey is supplying stern-mounted TESS-52UL electric emergency tow winch with



render and recover controls. Also to be installed, will be a single speed CEP-60 electric capstan, working with mooring lines to 5 tonnes pull at 65 ft/min speeds, and two bow-mounted VEPA-16 vertical anchor windlass machines. Markey's deck machinery will help the tugs safely escort LNG tankers the 159 nautical mile inside transit between Kitimat and the Triple Islands. *(Source: Riviera by Martyn Wingrove)*

A NEW TUG JUST BUILT BY THE SANMAR SHIPYARD ARRIVES AT THE PORT OF TARANTO



For the new tug ordered last April at the Sanmar shipyard by the Italian company Rimorchiatori Napoletani it is time for delivery. The announcement was made by the law firm Cimmino Carnevale De Filippis which announced that it had "assisted Mps Capital Services in a financing operation in favor of Rimorchiatori Napoletani for the purchase from the Turkish shipyard Sanmar Denizcilik Makina Ve Ticaret As of a new tug

building called **Oriente** and destined to join the fleet of the Napoletani towing boats operating in the port of Taranto ". The team of the Cimmino Carnevale De Filippis firm was led by the lawyers Gianni Cimmino and Mario Rondinella, who already in 2020 had always assisted Mps in the financing operation in favor of Rimorchiatori Napoletani for the purchase of the twin unit called Baia. (Source: *Shipping Italy*)

SCRAPPING OF THE HISTORIC TENERIFE FELUCCA "SAN ANTONIO"

The historic "**San Antonio**" felucca is being scrapped in the fishing basin of the port of Santa Cruz de Tenerife, as is the "Cristina Primera" felucca. Both belonged to Off Shore Tenerife, a Boluda Group company and they are leaving the sea forever after many years of service in inland traffic. Especially relevant has been the case of the "**San Antonio**" felucca, a robust, seaworthy and elegant boat, which first belonged to Ángel Cruz Fernández and later to Antonio García Jorge, before



going to Off Shore Tenerife. Thousands of crewmembers stepped on its deck on the roundtrip trips to the anchored ships, as well as other ancillary services, such as towing and the transport of spare parts, all of them highly esteemed. Such a ship deserved to have been preserved and placed as a static monument on the north dock, where the pilot's barge is located. But in the Port Authority of Santa Cruz de Tenerife it seems that there is no awareness of historical heritage or the slightest interest in

this type of thing. And so it goes. (Source: *Puente de Mando*; Photo: *Ramón Acosta Merino*)

ACCIDENTS – SALVAGE NEWS

A FIRE DESTROYS THE FISHING BOAT "SIEMPRE AL ALBA"



A fire of great proportions declared on board the fishing boat "**Siempre al Alba**", which occurred this midnight 12 miles NE of Bilbao, has destroyed the ship and its eleven crew members were rescued aboard life rafts by the fishing boat "**Nuevo Terreño**". being landed in Santoña in good condition. The rescue ship "**María de Maeztu**" took part in the operation to extinguish the fire, and the boats "**Salvamar Alcyone**" and "**Monte Gorbea**" were collecting dangerous

objects for navigation (nets, life rafts). (Source: *Puente de Mando*; Photo: *Maritime Rescue*)

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

LLOYD'S COMMITS TO THE FUTURE OF THE LLOYD'S SALVAGE ARBITRATION BRANCH

Decision supports continued use of the Lloyd's Open Form salvage contract. In a move that has been strongly endorsed by UK maritime professional services body Maritime London, Lloyd's has confirmed that it will continue to operate the Lloyd's Salvage Arbitration Branch (LSAB) that oversees the Lloyd's Open Form (LOF) salvage contract and procedures. The Lloyd's Council decision follows an industry-wide consultation over a proposal to put LSAB into 'run off' in the face of declining use of LOF - whether through improved safety of the maritime industry or a growing resistance by insurers to the Form's risk-based structure. In making its decision Lloyd's says it has "recognised and listened to" the high volume of representations in support of LSAB and LOF made by market representatives, committees and other interested parties. "Lloyd's is now determined to increase the use of the form and highlight the benefits that its use can bring," the company said in a

statement. “With support from the Lloyd’s Market Association, and representatives of the Lloyd’s market (marine) committees, we would like to establish a ‘LOF Market Working Group’ to support and help drive this review... [with] support from the already established ‘Lloyd’s Salvage Group’ – represented by all parties across the maritime sector with an interest in LOF. “Once this work has been completed, we will then present the findings, actions and any recommendations to Lloyd’s Council. In the



meantime, we will amend our charging structure to better reflect the importance of the work undertaken by the LSAB and we will shortly be sending a further communication to the market, and wider maritime community, confirming the new charging structure for the LSAB (and use of LOF).” Jos Standerwick, Chief Executive of Maritime London, commented: "I am exceptionally pleased that Lloyd’s have made the right decision on the future of the LSAB and is committed to working with the market to increase the use of the Form and highlight the benefits that its use can bring. It goes without saying that Maritime London and our members will do all we can to support Lloyd’s in this endeavour. “I would like to thank all of our members and those from the wider, international shipping community who were so vocal in explaining the fundamental importance of the LSAB and the LOF to the London market and the most importantly to the safe and efficient response to marine casualties.” Mark Lloyd, Chairman of Maritime London member the Admiralty Solicitors Group (ASG), said: "The ASG and other users of the LSAB and LOF system are strongly supportive of the response of Lloyd's to the consultation process. The unanimous and consistent response from the insurance, salvage, services and other industry parties was that the LOF system and LSAB's role is a core element of the global shipping industry. This response confirms that.” (*Press Release*)

SEAFARERS INJURED IN SINGAPORE TUGBOAT FIRE



A PSA Marine tug suffered fire damage and eight people were injured in Singapore Fire broke out on a PSA Marine tugboat on 20 July as it was berthed at West Coast Ferry Road in the city. Singapore Civil Defence Force (SCDF) responded and extinguished it within 20 minutes. SCDF said the fire had started in the engineroom of the tugboat.

Its fire-fighters from West Coast Marine Fire Station and Clementi Fire Station boarded the tugboat

wearing breathing apparatus. “A water jet was quickly set up to conduct fire-fighting operations and a key consideration was not to apply too much water that could affect the stability of the tugboat,” SCDF said. Ambulances transported eight workers with burns and smoke inhalation to Singapore General Hospital. The fire was extinguished and an investigation into the cause of the fire has started. Meet the latest emissions regulations with our latest generator. In Malaysia, emergency response vessels in Port Klang were mobilised to fight a fire on aggregate carrier **Shi Xiang 156** on 19 July. This carrier was involved in dredging operations in Pulau Indah waters when fire broke out and 11 crew were evacuated, according to Fleetmon. Malaysian Maritime Enforcement Agency coordinated fire-fighting and the fire was extinguished within seven hours. *(Source: Riviera by Martyn Wingrove)*

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GIANT CARGO SHIP STUCK OFF KARACHI COAST

An operation to rescue vessel of a private shipping company, which got stuck off Karachi coast on early Wednesday, has been stopped due to rough weather conditions. The vessel, MV **Heng Tong 77** belonging to a Hong Kong based shipping company, lost anchors and started drifting towards shallow waters near Karachi in the wee hours of Wednesday, said Karachi Port Trust (KPT) in a statement on its official Twitter handle. **Hang Tong** got stuck due to



high sea waves and faulty engine while it was returning after offloading shipments at the Karachi port. “M.V. **HENG TONG 77** was anchored in our territorial waters for a crew change. It never entered or sailed in the KPT Harbour. Due to extreme rough weather, the vessel lost anchors and started drifting towards shallow waters in the early hours of the morning,” said KPT in a tweet. By the time the vessel informed KPT of her drifting, the KPT said it was already in shallow waters. Pakistan Maritime Security Agency (PMSA) was also alerted by KPT immediately and KPT Navigation Channel has not been impacted, the port authority added. Furthermore, KPT Marine

Pollution staff is closely monitoring the situation. “Salvaging of the vessel is the responsibility of the Ship-owner. All consequential marine and environmental damages will be on account of the owner. Operational and technical assistance is available to the ship owner,” said the KPT. (*Source: The Express Tribune*)

CUTTING COMMENCES ON SECTION SIX



Cutting operations to separate Section Six of the **Golden Ray** wreck commenced on Thursday. **Removal update:** Wreck removal personnel began cutting operations to separate Section Six from the remainder of the **Golden Ray** wreck on Thursday. Once separated, the section will be lifted and stowed onto a dry-dock barge for transit to a response facility south of Mayor's Point Terminal in Brunswick, Ga. A debris removal crew removed 46 vehicles and 2 moveable decks from areas adjacent to the

wreck inside the Environmental Protection Barrier (EPB). The debris is stowed on a barge and will be off-loaded and trucked to local auto recycling facilities. Three sections of the wreck remain inside the Environmental Protection Barrier (EPB). The 150-yard safety zone around the EPB is increased to 200 yards for recreational vessels. The Unified Command (UC) advises mariners to please steer clear of the perimeter to ensure the safety of our responders and the public. Any unauthorized usage of drones (unmanned aerial vehicles, UAVs) around the wreck site and near response facilities is discouraged due to safety. UAVs are distractions that can lead to near misses, mishaps and injuries. Responders will report any sightings of drones and drone operators to local authorities. **Environmental Update:** Survey teams assessed 125 miles of shoreline on foot and by vessel this week. They continue to recover debris along shorelines and from marsh areas in the vicinity of the wreck site. All debris is sorted, catalogued and disposed of according to the response debris plan. If you encounter what you believe is debris from the **Golden Ray** wreck, please do not handle the debris. Call the Debris Reporting Hotline at (912) 944-5620. Responders evaluate each report, survey the vicinity and recover any shipwreck debris in addition to their daily surveys of the water and the shoreline. Responders observed and mitigated very light oil sheens occasionally in the vicinity of the wreck site. Survey teams recovered a few oil globules during routine shoreline surveys. If you encounter residual oil on the shoreline or in the water, please call the National Response Center hotline at (800) 424-8802. For current beach and fishing safety information, please visit the Georgia Coast Health District website at the Georgia Coast Health District website. On-water response teams maintain a 24-hour watch around the **Golden Ray** and they deploy pre-staged equipment and personnel to mitigate any oil discharges, sheens and debris observed. Natural Resource Advisors continue to monitor areas around the wreck site and the Environmental Protection Barrier for any wildlife activity or impacts. To learn more about the response on-water oil recovery program, watch

this video Subject Matter Expert Overview – On-Water Oil Recovery Operations. Safety personnel continue to measure air quality in the community using stationary and mobile air monitoring equipment. Community air quality analysis and water sample analysis continues to confirm no exceedances of air and water quality standards. To learn more about the Air and Water quality monitoring program, watch this video Subject Matter Expert Overview – Air and Water Quality Monitoring. The Unified Command (UC) developed a multi-layer approach for observing, surveying, documenting and mitigating any releases of oil or debris during cutting and lifting operations. Recovery personnel are on-station at the Environmental Protection Barrier, at the shoreline and on the water around the **Golden Ray** shipwreck. Responders are maintaining protective boom at sensitive locations around St. Simons Sound. The St. Simons Sound Incident Unified Command is the official source of information for the motor vessel Golden Ray response operations. (*Source: stsimonssoundincidentresponse.com*)

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REMEMBER TODAY

NIOBE (SCHOONER) 26TH JULY 1932

Segelschulschiff **Niobe** was a tall ship used by the Reichsmarine to train cadets and aspiring NCOs. She sank during a white squall on 26 July 1932, with the loss of 69 lives. A memorial monument to Niobe was erected at Gammendorfer Strand on Fehmarn island, within view of the site of the sinking. *History – Design* The ship had a steel hull and displaced 645 tonnes. After her conversion into a training ship she measured 57.8 m (189 ft 8 in) in overall length, 46.1 m (151 ft 3 in) without the



bowsprit, and 9.17 m (30 ft 1 in) in width. The height of the main mast was 34.8 m (114 ft 2 in), and she carried 15 sails with 983 square metres (10,580 sq ft) of total sail area. She had an auxiliary diesel engine with 160 shaft horsepower (120 kW). Her regular crew comprised seven officers and 27 men.

Usually 65 cadets would be trained. *Early service* She was built as a four-masted schooner in 1913 by the Danish shipyard Frederikshavns Værft og Flydedok under her original name **Morten Jensen** and initially sailed as a freighter for F. L. Knakkegaard in Nykøbing Mors. In 1916 she was sold to Norway and renamed **Tyholm**. Later that year, while carrying mine timber to England, she was taken as a prize by SM UB-41 and sold to private German owners. Following several intermediate phases under various names (Aldebaran, Niobe, and Schwalbe), including one as a charter ship for a film company. *Training ship* Niobe was purchased in 1922 by the German navy which selected her new name Niobe after the mythological daughter of Tantalus, and converted her into a three-masted barque to train future officers and non-commissioned officers. The previous training vessels, Grossherzog Friedrich August and Prinzess Eitel Friedrich, had been seized by the Allies as war reparations. The first commanding officer of Niobe was the legendary

Kapitänleutnant (Lieutenant Commander) Graf Felix von Luckner. Von Luckner had previously commanded the Seeadler, a sailing ship used as a commerce raider, during the First World War and won fame for his outsized personality, daring and compassion. Von Luckner, who was a recipient of the Pour le Mérite and the Iron Cross, resigned from the German Navy in 1922. *Loss – Monument* In a white squall on 26 July 1932, the ship capsized near the German island of Fehmarn in the Baltic Sea (54°35.7'N 11°11.2'ECoordinates: 54°35.7'N 11°11.2'E)[3] and sank within minutes as due to the hot weather, all hatches and portholes were open. 40 of her crew were rescued by the cargo ship SS Theresia L M Russ, but 69 died. The ship was raised on 21 August 1932, towed to Kiel and inspected while the bodies were buried. On 18 September 1933 the wreck was ceremonially sunk by the torpedo boat Jaguar, attended by much of the then-small German navy. (Source: Wikipedia)



OFFSHORE NEWS

FUGRO HIRED FOR SUBSEA INSPECTION OF NEPTUNE'S CYGNUS FIELD

E&P company Neptune Energy has selected Fugro for subsea inspection of its Cygnus field in the UK's southern North Sea. Fugro will be in charge of deploying its survey technology to inspect the subsea infrastructure, including pipelines and structures. In addition, the company will perform survey activities in advance of future drilling campaigns on the Cygnus field. Instead of traditional offshore data processing, Fugro's Remote Operations Centre (ROC) in Aberdeen will process data onshore, which is expected to reduce time



and costs. Daniel Jones, Fugro’s director of IRM Services for Europe and Africa, said: “Fugro is delighted to again be working with Neptune Energy in support of their subsea integrity management. By using our ROC in Aberdeen, we can complete these scopes from onshore while maintaining our high standards of data collection”. This is the second subsea inspection contract for Fugro at the Neptune-operated Cygnus gas platform. A year ago, Fugro was hired for subsea inspection of pipelines and umbilicals, spools and communication cables, and standard structural surveys of the gas platform jackets. “It is crucially important to ensure the integrity and maintenance of subsea infrastructure and we are pleased to be awarding this contract to Fugro to help us achieve the highest standards of inspection”, said Alexandra Thomas, Neptune’s managing director for the UK. The Cygnus field is a crucial component of the UK North Sea energy infrastructure, capable of producing approximately 6 per cent of UK domestic gas demand. Recently, Neptune revealed plans to partner with Spirit Energy on the development of the Pegasus West gas discovery in the UK Southern North Sea. As a result, the Cygnus gas field platform will become the host platform for the Pegasus development. *(Source: Offshore Energy)*

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MORE WORK FOR FLOATTEL AS EQUINOR BOOKS VICTORY



Offshore accommodation provider Floatel International has secured another contract for one of its units, this time with Norway’s Equinor for operations in Brazilian waters. Floatel informed on Tuesday that Equinor Brasil Energia had awarded a contract to **Floatel Victory** to provide maintenance and safety unit (MSU) services alongside Peregrino floating production storage and offloading unit (FPSO) offshore Brazil. The charter of the MSU is for six months with an expected start date on site in the third quarter of

2021. Equinor has options to extend the charter after the firm period, the accommodation rig provider added. **Floatel Victory** is a semi-submersible accommodation and construction support vessel designed for worldwide operation with emphasis on some of the harshest environmental

conditions in the world, such as the Northern North Sea. Built in 2013 by Keppel FELS Shipyard in Singapore, the accommodation rig is equipped with the latest Kongsberg Dynamic Positioning System, certified to DP3 class, and accommodations for 560 people. In the last couple of months, Floatel has been awarded several contracts for operations across various locations. The latest two contract awards were announced in early June and at the beginning of July. In June, the company was awarded a contract by Chevron for accommodation services on the Anchor field development in the Gulf of Mexico. Earlier in July, Inpex awarded a contract to Floatel to provide accommodation and related services at the Ichthys field located offshore Australia. Both of these charters were awarded to the 2016-built **Floatel Triumph**. The contract with Inpex is expected to start in mid-2022 and the one with Chevron in the second or third quarter of 2023. *(Source: Offshore Energy)*

NEW CONTRACTS FOR TWO SOLSTAD CSVs

Solstad Offshore has won two medium-term contracts for its construction vessels (CSV) **Normand Frontier** and **Normand Navigator** in the second half of 2021. **Normand Frontier** will support an ultra-deep subsea project in South America for an international contractor. The vessel has already started mobilization activities, the company informed. The contract duration is 100 days firm plus 60 days options excluding mobilization and demobilization. **Normand Navigator** has been booked by an undisclosed client in South East Asia.



The vessel will begin working in September 2021 and continue until the end of the year. Recently, Solstad signed a contract with an undisclosed client for its CSV **Normand Energy** to support subsea operations in West Africa. The contract will commence in Q3 2021 and have a firm duration of 13 months. At the beginning of this month, the company secured multiple medium-term contracts and contract extensions as well for its

vessels with a total duration of approximately 1,000 vessel days. *(Source: Offshore Energy)*

OMSA DEPLOYS JONES ACT ENFORCEMENT VESSEL

The Offshore Marine Services Association (OMSA) is to use a vessel that it has named the **Jones Act Enforcer** to gather video and photographic evidence of Jones Act violations. Evidence of violations will be submitted to authorities, made public and shared with the media. The Jones Act—which requires seaborne cargo shipped between two U.S. points to be carried by U.S.- built, crewed, and owned vessels—is a primary component of U.S. maritime policy and enjoys the support of the U.S. Navy, Coast Guard, U.S. Maritime Administration, and members of Congress. However, despite the

Jones Act's importance and support, the act is not fully enforced. "Specifically," says OMSA, "unelected bureaucrats within Customs and Border Protection (CBP) have approved dozens of loophole requests from foreign vessel owners that are not found in law. Once approved, these loopholes are exploited repeatedly by other vessels." OMSA has long fought to close these illegal loopholes through Congress, multiple presidential administrations, and has even filed suit against CBP. It says that though these efforts have yielded progress there continue



to be far too many loopholes allowing too many foreign vessels to work in offshore energy projects. "The Act is not being implemented in a manner that is correct under the law and as a result American security is being threatened and American workers are losing jobs to foreign vessels," said Aaron Smith, OMSA president and CEO. "It's time that someone takes a stand and that's exactly what we're doing." "The Jones Act is very simple, if a foreign vessel picks up cargo at one point in the United States, and takes it to another point, it has broken the law," Smith continued. "Foreign vessels have succeeded in confusing this issue for a long time. Now, we're going to shine a bright spotlight on their actions and show everyone just how many foreign mariners are taking money out of U.S. mariners' pockets. If foreign vessel owners or the companies they work for don't like this scrutiny, I suggest they hire U.S. owned, U.S. crewed, and U.S. built vessels." OMSA says the **Jones Act Enforcer** will produce evidence showing foreign flag vessels that continue to violate U.S. law by transporting merchandise between points in the U.S., utilizing their significantly lower crewing costs to undercut American vessels and American workers. "OMSA, along with our over 140 member companies, has decided to take action with the launch of the **Jones Act Enforcer**," said Smith. "Evidence will be collected through aerial and surface surveillance equipment made public and turned over to authorities." (Source: *MarineLog*)

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FOR OSV OPERATORS, THE FUTURE MAY BE EXTREMELY BRIGHT

All maritime ventures suffer from the twin burdens of high risk and high cost, and the offshore

service vessel industry suffers not the least in this respect, given the demands placed on OSVs by oil



companies and the challenges their owners face in today's regulatory environment. And like all parts of the offshore energy industry, workboat owners know that every boom is followed by a bust — almost directly linked to the world's supply of and demand for petroleum. Thus, any investment in the

business, especially for expansion, must be weighed carefully against the market's foreseeable future. There's no question that the past two years have been difficult ones for OSV operators, especially in the U.S. Gulf. WorkBoat energy writer and blogger, Jim Redden, wrote in a November 2020 blog "Distressed Gulf of Mexico looks to mid-2021," that 2020 was "a chaotic year that saw budgets slashed, projects deferred, more bankruptcies, and offshore service vessels sidelined at its highest clip in two years." But what a difference a year makes. With oil prices soaring and predicted to remain high, and in a world eager to recover from the Covid-19 pandemic, OSV operators now have reason for guarded optimism and renewed investment. In addition to the ongoing spike in oil prices, a recovering world economy has sent shipping rates through the roof while residential and commercial construction starts are approaching all-time highs. All of this points to increasing demand for oil. This financial incentive, coupled with quantum leaps in drilling technology and new discoveries in previously untapped fields like the waters of Guyana and Suriname, mean that OSV operators can feel more comfortable about the investments in new technology and new vessels that will keep them competitive into the future. And this is in addition to the continued need for workboats in the maintenance, repair, and upgrades to existing installations and pipelines, especially in mature fields. These investments will be considerable: a new DP-2 far-offshore workboat can cost upwards of \$20 million, and the cost of basing vessels in faraway and sometimes primitive ports must be considered as well. But the future of oil's role in the world is secure: to date, no source of energy has come close to equaling its caloric output, portability, and versatility as a fuel and as a chemical and manufacturing feedstock. In spite of the current infatuation with wind farms, they are, at best, problematic: bird deaths, the cost to build and install (ironically, fossil fuels have so far provided most of their structural components), their relatively short life span, and the negative visual impact on their natural surroundings. Solar panels also suffer from some of the same problems, such as requiring exotic components and only producing significant power in strong, direct sunlight, something many regions of the world do not experience. Although nuclear energy still offers the brightest hope for independence from fossil fuels, its checkered history, the issue of contribution to global warming from its cooling waters, and the thorny question of how to store spent fuel rods safely and in perpetuity, all mean that public opinion will remain split on their use. And even when (or if) they become acceptable enough to take up the burden of the world's electrical power grids, oil will still be needed for all the other purposes to which the modern world has put it. Happily, it does not appear that we will run out of oil any time soon. Contrary to the fears of the last century, new discoveries like those on the north coast of South America and new drilling technologies seem to guarantee an adequate supply of black gold into the foreseeable future, at whatever cost necessary. So, for OSV operators still struggling with the recent industry downturn, the future may be so bright they'll have to wear shades. (Source: *Workboat.com*)

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DEEPOCEAN REBOOKS SOLSTAD'S NORMAND JARSTEIN

Solstad Offshore has secured a new contract with DeepOcean for its construction support vessel (CSV) **Normand Jarstein**. The CSV will support DeepOcean's inspection, maintenance, and repair (IMR), light construction, offshore renewables and recycling projects. The contract will commence in the first quarter of 2022 and have a firm period of hire until the end of 2023. There



is also an option to extend the contract until the end of 2024, Solstad said. To remind, Normand Jarstein secured a contract extension with DeepOcean at the end of 2019 for renewable energy and oil and gas projects. The vessel was awarded a contract by Ørsted a year later for work on the Hornsea Two offshore wind farm in the UK. Most recently Solstad won a contract with DeepOcean for its CSV Normand Ocean to be utilized on DeepOcean's IMR and light construction projects in the North Sea. *(Source: Offshore Energy)*

DONATION FOR CHILDREN FROM THE DEEP ARCTIC SHIP AND FROM THE CLIENT OF REMONTOWA SA

TechnipFMC - one of the leading providers of technologies and solutions for acquiring traditional and new energy sources, made a donation of GBP 1,400 to the Children's Foundation "Help on Time". The Foundation received support at the initiative of TechnipFMC in gratitude for its fruitful cooperation with Gdańska Stocznia Remontowa SA, where the **Deep Arctic** and **Deep Star** ships have recently been reconstructed and modernized. After the reconstruction in Gdańsk, Deep Arctic became the first vessel in the world designed for diving works equipped with a hybrid drive. It acts as a diving base mainly in the North Sea. This extremely technologically advanced unit is ready to operate practically all year round, almost anywhere in the world, in difficult sea and weather conditions. It is a base for underwater works - inspection, repair and maintenance as well as installation of submarine cables and pipelines performed by divers. The Deep Arctic ship also gained

notoriety as the protagonist of one of the episodes of the fourth season of the TV documentary series



"Mighty Ships", known in our company as "Super Ships". "We are extremely proud that the crews on the most modern ships in the world and their shipowners are close to the activities of our Foundation. Thank you very much!" - wrote in the official communication of the Foundation. The Foundation for Children "Help on Time" is one of the largest aid organizations in our country. Works under the patronage of professor Zbigniew Religa, the

position of the president of the Community "Help on Time" is performed by Beata Tyszkiewicz. The Foundation has existed since 1998. It associates over 39,000 children under its care - sick and disabled children from all over Poland. It obtains funds for their treatment, rehabilitation, medicines, medical equipment, educational aids and other special needs. (Source: PortalMorski)

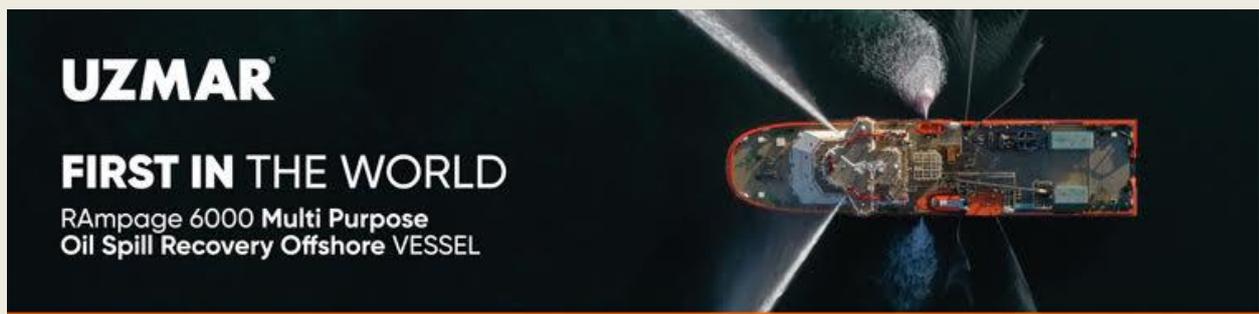
NCS SUBSEA SETS SAIL TO US GULF OF MEXICO FOR 4D SEISMIC SURVEY

Marine seismic services provider NCS SubSea is on its way to the U.S. Gulf of Mexico to conduct a 4D P-Cable ultrahigh-resolution (UHR) monitor survey. According to NCS SubSea, Maritim Management's seismic survey vessel **Artemis Angler** has been equipped with the company's P-Cable XR system which uses proprietary navigation and seismic acquisition technologies to provide detailed images of subsea geology. A month ago, the company secured a contract to



carry out the survey in the deepwater U.S. Gulf of Mexico. NCS SubSea did not reveal any details about the client, nor the project, but did state that it will be the fourth P-Cable UHR seismic survey over this field. The survey is planned to start in the third quarter of the year and take place for approximately 45 days. (Source: Offshore Energy)

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SHIPYARDS ARMÓN GIJÓN DELIVERS THE FPSO VESSEL "BLUE EAGLE"



Armón Gijón Shipyards yesterday, 23rd July 2021, delivered the FPSO vessel "Blue Eagle" (IMO 9880893), a contract from the Mexican company Durandco. The christening ceremony was also held, sponsored by Roberta Reynoso, daughter of one of the owners of the aforementioned company, led by Alfredo and Juan Reynoso. The event brought together the Asturian political and business class and a Mexican delegation made up of fifty people. The hull of this ship

has been built in Turkey and was towed first to Avilés and then to Gijón, for its finishing, which has employed about two thousand people between direct and indirect jobs. The works have required 4,612 tons of steel, 45 kilometers of pipes and 375 kilometers of electrical wiring. It has been designed to perform services to wells with high pressure and high temperature, as well as to store and discharge crude oil. Of 14,236 GRT, it measures 106 m in length, 25 m in width and 12 m in depth. It is a FPSO vessel with a capacity of 7,300 cubic meters of crude extracted from wells in fields that are already at the limit of their production. It will be able to treat up to 20,000 barrels of crude per day and has accommodation for 80 crew members. (Source: *Puente de Mando*)

OFFSHORE SEISMIC DUO IN CARBON CAPTURE UTILIZATION AND STORAGE PACT

Norwegian marine seismic data acquisition company PGS has signed a MoU with the French geoscience firm CGG, with a plan to combine their seismic MultiClient products and technical capabilities applied to the Carbon Capture Utilization and Storage (CCUS) industry. "The ambition is to join forces and unlock the value of existing seismic data for carbon storage evaluation. Together the companies intend to explore, conceptualize and create new derivative data products using existing seismic data to facilitate screening and evaluation of carbon storage sites," the two

companies, which are best known for supplying seismic data to offshore oil and gas explorers, said Thursday. Berit Osnes, Executive Vice President, PGS New Energy: "PGS recognizes the importance and potential of CCUS to mitigate climate change, and we are committed to contributing to this activity. Our comprehensive worldwide MultiClient data library and geophysical competence will be valuable resources in addition to our acquisition services for optimal CCUS site derisking. By joining forces with CGG



we can offer unmatched data coverage and unique services to help operators significantly accelerate their activities." "PGS looks forward to working closely with CGG to offer modern, high-quality data products to support the identification and classification of CO2 storage reservoirs." Dechun Lin, EVP, Multi-Client, CGG, said: "CGG is actively committed to the climate and environment and constantly seeking ways to leverage its vast Earth library, technology and expertise. This MoU with PGS is consistent with our strategy to advance our data and geoscience offering to support the energy transition through accelerating the development and commercialization of CCUS, hydrogen and ammonia storage, and geothermal energy. "The initiative will benefit from the experience of both companies at delivering large-scale high-end seismic products. It will also capitalize on CGG's fifteen years of experience in CCUS projects and the expertise of our CCS & Energy Storage group, across storage evaluation, reservoir characterization, engineering, instrumentation and monitoring. We look forward to developing with PGS the next generation of MultiClient data tailored to the needs of the CCUS industry." Marine seismic data firms that supply data to oil companies drilling for oil and gas offshore are typically the first among oil industry contractors suffer from of oil price drops, as their customers, the oil companies, slash expenses and wind down exploration activities while waiting for oil prices to rise again. In the past few months, we've seen the seismic players try to diversify, and dip their toes in other sectors outside of oil and gas exploration in order to make their future more sustainable and less susceptible to oil price cycles. For example, Seabird Exploration is looking at mineral exploration, and offshore wind, CGG is offering maritime pollution monitoring services, and Norway's TGS is looking at, several other options including the recent acquisition of a website focused on offshore wind data. (Source: *Offshore Engineer*)

TGS, PGS, WESTERNGECO IN 6,400 SQ KM SEISMIC SURVEY OFFSHORE MALAYSIA

Offshore seismic data and services trio TGS, PGS, and Schlumberger's WesternGeco, have secured pre-funding for a 6,400 square kilometer multi-client 3D survey starting in October in the Sarawak Basin, offshore Malaysia. The survey is the first phase of a multi-year contract awarded by the Malaysian national oil firm Petronas in 2020 through competitive bidding to acquire and process up to 105,000 square kilometers of multi-client 3D data over a 5-year period in the Basin. The first phase of the survey will be acquired by PGS' [Ramform Sovereign](#) vessel using multi-sensor GeoStreamer technology and is expected to take approximately 4 months. The survey area covers acreage included

in the Malaysia Bid Round 2021 and fast-track results will be delivered in time for block evaluation,



the companies said. Future acquisition phases are subject to securing sufficient pre-funding. Nathan Oliver, Executive Vice President, Sales & Services at PGS said, "We are very pleased to commence the first phase of MultiClient acquisition in the Sarawak basin. By combining the Ramform vessel and our multi-sensor GeoStreamer technology, the energy industry will get access to high-quality seismic data to explore this prolific hydrocarbon basin." Will Ashby, Executive Vice

President, Eastern Hemisphere at TGS, commented, "Through working closely with our clients and consortium partners, we were able to develop this important project which builds upon recent exploration success in the area. This project will support the upcoming bid round offshore Sarawak and will spearhead the next wave of exploration in this region." *(Source: Offshore Engineer)*

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MARINE VESSEL 'KALLISTA HELEN'

Macduff Ship Design are pleased to announce the delivery of the Aquaculture, Thermolicing Vessel MV '**KALLISTA HELEN**'. The first of its type to be designed and built-in Scotland. The vessel, completed by Fergusons Marine Engineering, is the fifth to enter service for Inverlussa that has been built to plans from Macduff Ship Design, compounding a long working relationship culminating in the most innovative design delivered to Inverlussa yet. The project began in the summer of 2018 when the owner expressed an interest to build a new state of the art de-licing vessel with fish health and welfare front of mind. Scottish Sea Farms, who the vessel will be on contract with, were looking to minimise fish handling and maximise fish welfare and it was these key requirements that the vessel was built around. Events outside of everyone's control have caused delays to the project however she has now been delivered to the owners and is completing final outfitting and

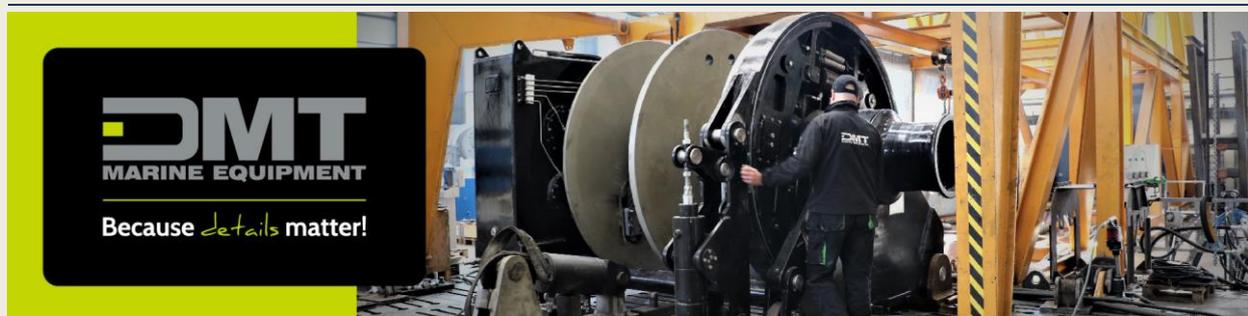
commissioning of the Thermolicer equipment in Shetland. Central to the vessels principles is a Thermolicer designed and engineered by ScaleAQ and the first of its kind to be constructed in Scotland. A sudden rise in water temperature is a well-known method of killing lice so the Thermolicer has been developed to bathe the fish in temperate water for a short period. This will cause the lice to die and fall off the fish, after which they are separated from the water using a 500 – micron



filtration system and collected to be removed from the marine environment. Wider pipes with an overall straighter and simpler layout have been utilised to create a gentler experience for the fish. This method allows for de-licing up to 120 tonnes per hour of fish. The system allows for high levels of fish welfare and, as the process only utilise seawater, at the same time avoids pumping any chemicals into the sea. The system is at the heart of fish welfare which is what the boat has been built around. To protect this asset, it has been enclosed in a dedicated shelter deck to shield it from the elements. In turn, this provides a safer working environment for the crew as well as better operational efficiency and improved seaworthiness. Additionally, it provides a large area on the top deck for cargo and equipment, namely 3 H.S. Marine AK 40 cranes. The 40 ton/m cranes have a max outreach of 15.1m and can all work simultaneously without any restrictions. This capability allows the vessel to operate the entire system including all intakes and return systems and the vessel will be less dependent on other workboats while on site. Incorporation of cargo space and container latching points in the top deck allows for the haulage of ISO tanks should it be required. The systems and machinery onboard have a high peak electrical load, resulting in a large engine room that spans over half the length of the hull. Propulsion is derived from 2 x Cat C32 main engines delivering a total power of 1300hp, the engines are paired with two ZF W1800 reverse reduction gearboxes. The shafts are connected to twin fixed pitched 1500mm propellers which are combined with low drag nozzles, supplied by Kort propulsion, to improve free running speed whilst maintaining a bollard pull of 15 tonnes. The vessel is also fitted with high lift rudders by Wills Ridley and a 250 Kw hydraulic bow thruster by Kort Propulsion which ensures the excellent manoeuvrability required when working in and around the salmon farm. Two Cat C32 generators are also installed, providing 860kW each. These generators are used to power the thermolicing equipment, including the heating elements used to warm and maintain the temperature in the 22,000 Litres of seawater contained in the fish treatment system. They also provide power for the fish pumps and a 130 m³/h pump which is used to fill the system. The pumps used to bring the fish on board to begin the treatment are large vacuum pumps as these are relatively gentle on the fish and offer high fish welfare. To properly delouse the fish the system's water is required to be at 28°C to 34°C depending on seawater temperatures however, there is a heat recovery system in place to draw heat from the engines and transfer it to the delousing system, saving on both fuel usage and carbon emissions. Smaller Cat C4.4 auxiliary engines are also used to power ships systems when the main generators are not in use. With the ability to carry over 56m³ of fuel and over 40m³ of freshwater, the vessel has the ability to stay at sea for an

extended period. Forward of the engine room below deck sits 4 cabins with bathroom facilities. Careful consideration was made in respect to the accommodation area to ensure maximum crew comfort and insulation from engine room noise and vibration. Each cabin is equipped with heating, flatscreen T.V.'s, working desk, washbasin with mirror light and shaving socket as well as usual amenities to be expected. Above these cabins, on the main deck, a well-appointed galley/mess/lounge sits alongside the large dry locker. The dry locker incorporates engine room access, a shower room, access below to the cabins and access up towards the wheelhouse. Accommodation on the fo'c'sle deck is comprised of two single man cabins with a bathroom, an A/C and electronics space as well as a dedicated control room for the thermolicing equipment. Moving up to the large wheelhouse which gives a commanding 360-degree view with particular emphasis over the aft deck area thanks to the floor to ceiling windows. From here, aft control positions have been arranged port and starboard to allow for greater flexibility. There is also additional crew seating, a ships office area and a client office workspace within the wheelhouse. We are thrilled to have been part of this project which showcases Scottish maritime strength with local businesses supporting each other, from initial design and conception through to the final deployment. Following completion of the vessel in Glasgow in May the 'Kallista Helen' departed for Shetland for final outfitting with a short stop at her homeport of Tobermory. Following the installation of the thermolicing equipment, she will go on a long term charter to Scottish Sea Farms. Owner: Inverlussa Marine Services; Builder: Ferguson Marine Engineering Glasgow; Designer: Macduff Ship Design Ltd, UK; *Dimensions and Capacities:* Length overall: 26.50 metres; Length registered: 23.95 metres; Beam: 12.00 metres; Depth: 3.50 metres; Maximum operational draft 2.75 metres; Maximum operational displacement: 558 tonnes; Freshwater capacity: \approx 40 m³; Water ballast: \approx 96 m³; Oil fuel capacity: \approx 56 m³; Transfer Pumps: 32 m³/hr; Lube oil: 3,300 litres; Speed: 12.50 knots; Bollard pull 15.0 Tonnes; Crew: 10 person certified. (*Press Release*)

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WINDFARM NEWS - RENEWABLES

IRISH UTILITY PROPOSING TO BUILD TWO FLOATING WIND FARMS IN SCOTLAND

Irish utility and renewable energy developer ESB has submitted applications for two floating projects, each with an installed capacity of up to 1 GW, in the ScotWind seabed leasing process in Scotland. The company has chosen two sites that are suitable for floating wind technology, which will also complement ESB's planned developments for the south and west coasts of Ireland, according to Paul Smith, Head of Asset Development within ESB Generation Trading. ESB, together with Norway-headquartered Equinor, plans to develop a 1.4 GW floating offshore wind farm off the West Coast of Ireland. The project, whose development the two companies announced this April,

would be built off the coast of Counties Clare and Kerry in two phases and would be capable of



powering more than 1.6 million homes in Ireland. As it revealed its participation in the ScotWind auction, ESB said it had established a significant business presence in Scotland over recent years, and built an onshore wind development portfolio in excess of 1 GW. In the offshore wind sector, ESB is currently constructing the 448 MW Neart na Gaoithe offshore wind farm in

partnership with EDF Renewables, and is a joint owner with Red Rock Power of the fully consented 1,080 MW Inch Cape offshore wind project. “An important element of ESB’s Brighter Future Strategy is to significantly grow our renewables generation portfolio and the ScotWind process provides an ideal opportunity to build on our existing substantial investment in both Onshore and Offshore Wind projects in Scotland to contribute towards the 2050 Net Zero ambition”, Paul Smith said. *(Source: Offshore Wind)*

MAINPRIZE OFFSHORE ORDERS ITS NEW CTV FROM MANOR MARINE

Mainprize Offshore has signed a shipbuilding contract with Manor Marine for a 26-metre Supa-Swath catamaran designed by Walker Marine Design. The **MO8** vessel, due for delivery in Q2 2022, will be the sixth crew transfer vessel (CTV) constructed by Manor Marine, but the first the company will build for



Mainprize Offshore. The 24-pax vessel features a Supa-Swath hull form, 175m² of deck space and a cargo capacity of 35 tonnes, and can reach a maximum speed of 27 knots. The order for the **MO8** vessel with Manor Marine follows Mainprize Offshore’s contracts for **MO6** and **MO7** vessels with Walker Marine Design last year. The two 25.7-metre vessels are being built by Shipbuilding Asia. *(Source: Offshore Wind)*

RED ROCK CRANES FOR DOGGER BANK WIND FARM SOVs

Red Rock has been awarded a contract by Vard for equipment supply for the three service operations vessels (SOVs) owned by North Star Renewables that have been chartered for the Dogger Bank Wind Farm in the UK. Red Rock will deliver two 2T 3D Motion Compensated cranes, a 5T 3D Motion Compensated crane, three 2T Boatlanding cranes and three 1T Shipboard crane. The company will start delivering the equipment in 2022, with the contract to be completed in 2023.

The SOVs, chartered for a ten-year period with an option for three one-year extensions, will be built



by Vard Vung Tau shipyard in Vietnam – to which Red Rock will deliver the cranes – and handed over to Dogger Bank Wind Farm operator Equinor in 2023. One SOV will be of the VARD 4 19 design and the other two of VARD 4 12 design. The vessel due to be delivered in January 2024 will be used for scheduled maintenance at Dogger Bank A and B, and will also serve

Dogger Bank C once it enters operation. The two other SOVs – one of which is scheduled to be delivered in July 2023 and the other one in July 2024 – will be used for corrective maintenance at Dogger Bank A and B. A further contract for an SOV to be used for corrective maintenance at Dogger Bank C will be signed at a later stage. Dogger Bank is being built in three equal phases of 1.2 GW each and, once commissioned, will become the world's largest offshore wind farm. The first two phases, Dogger Bank A & B – a joint venture between Equinor, SSE Renewables, and Eni – are scheduled to be operational by 2024. The third phase, Dogger Bank C, owned by Equinor and SSE Renewable, is being developed on a different timescale with the operation date set for 2026. (*Source: Offshore Wind*)

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EXPORT CABLE INSTALLATION COMPLETED AT 376 MW OFFSHORE WIND FARM IN TAIWAN

Jan De Nul has completed the installation of all export cables for the 376 MW Formosa 2 offshore wind farm in Taiwan. The company installed four export cables with a total length of 34 kilometres using its cable laying vessel (CLV) **Willem de Vlamingh**, which was able to position itself close to the beach and limit the shore pull distance to around 1,250 metres, according to Jan De Nul. At the beach landing, the cables were pulled through four HDD ducts into the transition joint bays. **CLV Willem de Vlamingh** also acted as trenching support vessel which, together with the trailing suction hopper dredger (TSHD) Niña and a Starfish vessel (outfitted with an in-house designed jet-skid tool), also completed the export cable burial works. For the beach pull assistance works, dive support, the installation of the HDD ducts, as well as the supply and operation of support vessels, Jan De Nul

relied on the local supply chain set up with the support of Hung Hua Corporation, Jan De Nul said. Jan De Nul was selected as the EPCI contractor for the wind farm's foundations and subsea cables in October 2019. The company started construction in June last year, when the onshore and nearshore works for the landfall site commenced. Formosa 2, located off the coast of Miaoli County in northwestern Taiwan, is scheduled to be built and put into operation this year. The 376 MW wind farm, developed by a partnership between JERA, Macquarie's Green Investment Group, and Swancor Renewable Energy, will comprise 47 Siemens Gamesa 8 MW turbines installed in water depths of up to 55 metres. *(Source: Offshore Wind)*



VAN OORD TO INSTALL FOUNDATIONS, INTER-ARRAY CABLES ON IBERDROLA'S GERMAN OWF



Van Oord has signed a contract with Iberdrola for the installation of monopile foundations and the supply, transportation and installation of inter-array cables for the Baltic Eagle offshore wind farm in Germany. The offshore construction specialist will deploy its heavy lift installation vessel **Svanen** to install the project's the 50

foundations, starting in 2023. Van Oord's cable laying vessel Nexus and the trencher Dig-It will be used for the inter-array cable laying and, due to challenging soil conditions in the Baltic Sea, the trencher will be customised to ensure proper execution of the cable laying works. As reported earlier this month, the offshore wind farm's 50 foundations and the corresponding transition pieces will be manufactured and delivered by EEW SPC and Windar, while the project's 50 Vestas 9.5 MW wind turbines will be installed by Fred. Olsen Windcarrier. The Iemants-Fabricom joint venture is responsible for the manufacturing of all structural elements of the offshore substation, which will be transported and installed by Heerema Marine Contractors. Siemens Gas and Power will deliver all main electrical equipment for Iberdrola's low-voltage part of the OSS. Baltic Eagle, for which was awarded 476 MW of capacity during the transitional auction held in 2018, is located northeast of the Rügen island off the Pomeranian coast in the Baltic Sea in water depths of 40-45 metres. Scheduled to be fully operational by the end of 2024, the offshore wind farm will supply renewable energy to

475,000 households, while saving nearly one million tons of CO2 emissions each year. (Source: *Offshore Wind*)

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DREDGING NEWS

INDIANA HARBOR AND CANAL CDF PROJECT CONTINUES

The U.S. Army Corps of Engineers, Chicago District has just announced that the Indiana Harbor and Canal (IHC) confined disposal facility (CDF) Phase 2 dike raise construction began last month. The Corps awarded the CDF Phase 2 contract to Integrated Environmental Solutions, Inc. in September 2020, to raise the dike up to 11 feet. USACE expects that



Phase 2 of the IHC project will be completed by 2023. Once completed, the CDF will have a total capacity of 4.8 million cubic yards (CY), and will allow maintenance dredging for approximately 20 to 30 more years before closure. The elements of the CDF include construction of dikes; a hydraulic gradient control system which includes monitoring and extraction wells and a subsurface cutoff wall; an on-site effluent treatment plant; a dredged material re-handling area; and air monitoring. Dredging operations at IHC were completed by Joint Venture (Kokosing and O'Brien & Gere) in November 2020 for the current contract, and for Phase 1 of the CDF. The Corps has removed a total of 1,705,186 CY of sediment (including federal and nonfederal) from the IHC. Dredging will resume in 2024. (Source: *Dredging Today*)

DAMEN'S EQUIPMENT FOR THAILAND'S RID

KCL, an authorized distributor and sole agent for Damen, has supervised, commissioned and delivered three DOP amphibious excavators for the Thailand's Royal Irrigation Department (RID)

projects. Amphibious excavators were given to RID in three provinces: Phitsanulok, Ayutthaya and



Khon Kaen, respectively. It took five days for the completion of installation, inspection and delivery. Amphibious excavators are an important variable in industries such as dredging, canal digging, soil rehabilitation, including flood disaster relief as it can work both on land and in water efficiently. The all-purpose dredging pump from Damen Shipyards Group is constructed from high quality materials, with versatile usage. Damen's

pump head can also be connected to a land-suspension vehicle to meet a wide range of applications.

(Source: Dredging Today)

BOSKALIS AWARDED CONTRACT FOR DEEPENING THE APPROACH CHANNEL TO HARBOR OF HARWICH, UK.



Boskalis has secured the contract for the Harwich Haven approach channel and inner harbor deepening by the Harwich Haven Authority. The contract carries a value of approximately EUR 140

million, split 50/50 between Boskalis and Van Oord. The project entails the deepening of the approach channel and inner harbor from minus 14.5 to minus 16 meters to allow unimpeded access of the latest generation container vessels to Harwich Haven and the Port of Felixstowe. For this purpose a total of 15 million cubic meters of silt, sand and clay will be dredged by a jumbo trailing suction hopper dredger and a large backhoe dredger. The



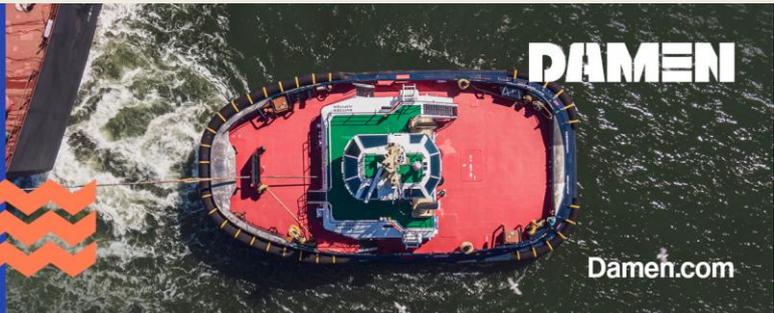
dredged material will be deposited in a designated area offshore. Specialist equipment will be deployed to remove large boulders from the seabed. The dredging activities will commence immediately with a project duration of maximum two years. The consortium of Boskalis and Van Oord will reduce its CO2 emissions significantly on this project by using a sustainable biofuel. Boskalis' strategy is aimed at leveraging on key macro-economic factors that drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This project is driven by the trend towards larger vessels with a deeper draft to facilitate increasing global trade.

(Press Release)

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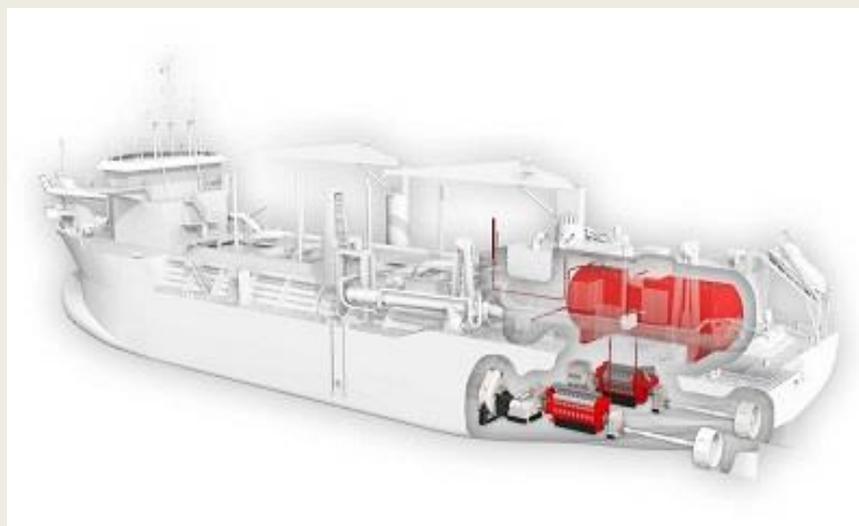
ASD Tug 2312
The compact ship-handling tool

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



YARD NEWS

ROYAL IHC DEVELOPING THE NEW TYPE OF HOPPER DREDGER



In an innovation partnership with the Dutch Rijkswaterstaat (the Directorate-General for Public Works and Water Management), Royal IHC is exploring a new type of vessel that is referred to as the “LEAF” (low energy adaptive fuel) hopper. The exploration phase began at the beginning of 2019, with the aim to develop a vessel that will be operational in

2024. Rijkswaterstaat has the ambition to become CO2 neutral by 2030, so it needed to come up with cost-effective solutions that could significantly reduce CO2 from 2023. With this in mind, Royal IHC has been developing a hydrogen-powered trailing suction hopper dredger (TSHD) that will be used to maintain the Dutch coastline. In terms of emissions, the LEAF hopper releases only water vapour. A minimal amount of CO2 SOx, NOx and particulate matter is released during the construction of the vessel and in producing green hydrogen. In addition, many design features on the LEAF hopper contribute to low energy consumption, including an electric drive train and energy recovery systems. *(Source: Dredging Today)*

CONRAD MULTICAT STEEL CUTTING CEREMONY

Conrad Shipyard hosted a Steel Cutting Ceremony for Great Lakes Dredge & Dock Company (GLDD) at its shipyard in Morgan City, Louisiana. The ceremony signifies the start of construction of two Damen-designed Multi-Cat vessels, the first Multi-Cats to be built in the U.S. Deliveries are scheduled for Q3 and Q4 of 2022. The two identical vessels



measure 98.92' in length and are powered by three Caterpillar C32 TTA engines capable of meeting speeds of 10.2 knots. Equipped with large winches and deck cranes, the vessels will have maximum bollard pull of 31.75 short tons. David Johanson, GLDD's Senior Vice President of Project and Area Operations for the Gulf of Mexico, said the new vessels eliminate the need for assorted floating support equipment such as derrick barges, towboats and anchor barges. "The Multi-cats also



significantly increase operational safety – enabling hose and pipe maintenance works to take place securely on deck reducing the risk of man-overboards compared to standard industry methods utilizing floating pontoons. This will improve our operational efficiency," he said. Brett Wolbrink, Conrad Executive Vice President and Chief Operating Officer, discussed the relationship between Conrad and GLDD: "We are pleased to be constructing multiple vessels for GLDD and we value the

continued confidence that GLDD has shown in Conrad and in our talented workforce—not only in new construction but also in repair. It is our pleasure to work with your team, and it is our honor to build these unique and versatile vessels for you," he said. *(Press Release)*

NSW PORT AUTHORITY ORDERS TWO NEW FIREFIGHTING BOATS

The Port Authority of New South Wales has awarded a AU\$10 million (US\$7.3 million) contract to Australian shipbuilder Birdon for the construction of two new multi-purpose firefighting vessels for Sydney Harbour and Port Botany. Designed with feedback from the port authority's marine operations teams, the new shallow-draught vessels will feature two fire pumps, 360-degree visibility

from the wheelhouse, and an open deck for ease of movement for the crew. Port Authority of NSW CEO Philip Holliday said the vessels will also have lifting and towing capability as well as the ability to operate in a variety of sea states. The new vessels will be delivered by early 2023 following completion at Birdon's facilities in Port Macquarie. They will replace the port authority's two firefighting tugs that have both been in service for 40 years. *(Source: Baird)*



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CHINA THREE GORGES BUILDING TWO NEW WIND FARM INSTALLATION VESSELS



The China Three Gorges (CTG) Corporation is building two offshore wind farm installation vessels, one at CSSC Huangpu Wenchong Shipbuilding yard and one at China Merchants Heavy Industry (CMHI) yard in Jiangsu. CSSC is building a 2000-tonne wind turbine installation vessel (WTIV) for CTG and CMHI will deliver a 3000-tonne heavy lift vessel for the company, whose

offshore wind development arm, CTG Renewables, just announced its Yangjiang Shapa (Shaba) project became China's first gigawatt-range offshore wind farm. Finland-based marine equipment manufacturer Wärtsilä reported that it received orders for the two vessels from the two Chinese shipyards in May 2021. Wärtsilä will supply the steerable and tunnel thrusters for CTG's two new vessels. Each of the vessels will have an optimised thruster configuration consisting of WST-32FP main propulsion units and relevant WTT transverse thruster sizes. The future-proof design of the

thrusters features high redundancy for less energy consumption, and proven reliability. They also comply with applicable environmental regulations with the use of Environmentally Acceptable Lubricants (EAL), Wärtsilä said. “Wind power is becoming increasingly important for China, and we are building these two ships on a fast-track schedule to support this programme. We appreciate Wärtsilä’s ability to deliver the thrusters in line with our timetable. Their local engineering and project management assistance is of great value to us”, said Wang Peng, Project Manager at China Three Gorges Corporation. China is expected to boost its offshore wind power generation capacity to 50 GW by the end of 2029. The aim is to reach 10 per cent of the country’s total wind power generation capacity, which currently is at 3 per cent. *(Source: Offshore Wind)*

STEEL CUTTING FOR 2 UNITS OF ASD TUGBOATS

On July 23rd, 2021, two units of 3,840kw ASD tugboats, which were built for Fugang port, were carried out steel cutting at the Jiangsu Zhenjiang Shipyard; China. Leaders from Fuzhou Port company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*



GLADDING-HEARN BUILDS NEW CLASS OF LAUNCH FOR MARYLAND PILOTS



The Association of Maryland Pilots has taken delivery of a new class of pilot boat from Gladding-Hearn Shipbuilding, Duclos Corporation. Called the “Baltimore Class” after the pilots’ base of operations at the Port of Baltimore. With a length overall of 48.5’, beam of 15.6’, and draft of 4’, the all-aluminum pilot boat features the Ray Hunt Design

deep V hull. It is powered by twin Volvo Penta D13, EPA Tier 3-compliant diesel engines, each delivering 600 hp at 1,900 rpm, with a top speed of 30 knots. A Humphree interceptor trim-tab control system, with its Automatic Trim Optimization, is installed at the transom. The engines turn 5-blade Bruntons NiBrAl propellers via ZF400-A gear boxes. The launch is equipped with a 6kW

Northern Lights genset. The wheelhouse, flush-mounted to the deck amidship, features a center-line helm station, five Norsap shock-mitigating reclining seats, a bag rack, refrigerator and a 16,000 Btu reverse-cycle HVAC unit. A second 12,000 Btu HVAC unit is installed in the unfinished forecastle, which includes a Porta-Potty, tool box and storage for safety gear. Outside of the wheelhouse are heated, wide side decks and hand rails, side and rear doors, and boarding platforms on the roof. A Harken safety rail has been installed on the sides and around the front of the wheelhouse. A control station is at the transom, along with a powered rescue system at the transom, for pilot rescue operations. *(Source: MarineLink)*

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WEBSITE NEWS

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Last week there have been new updates posted:

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

- *Weeks Marine takes delivery of two new modified lugger tugs*
- *Robert Allan Ltd. RAmpage 6000-ZM Spill Response Vessel delivered by Uzma Shipyard to Kuwait Oil Company*
- *Barkmeijer Shipyards successfully delivers a series of 3 dieselelectric shallow draft pushers to Chemgas Shipping*
- *Abu Dhabi Ports' Safeen Group and Med Marine signed a second deal for State-of-the-art MED-A2360 tug*
- *Sanmar delivers high-performance VSP tugboat*

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)

- *Offshore Tug for Sale in Bulgaria (New)*
- *Offshore Tug (AHT) for Sale in the UAE (New)*

- *Damen exclusive broker for Herman Sr. B.V. m.v. "Yogi"*
- *Tugboat – MARJAN for sale*
- *Tugboat – MANIFA for sale*

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

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