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

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MIDWEEK – EDITION

TUGS & TOWING NEWS

BRAZILIAN OWNER STARTS BUILDING NEW ESCORT TUGS



Starnav Servicios Maritimos is investing in its harbour tug fleet again in Brazil in reaction to rising demand for port and terminal support. This Brazilian group has ordered four new escort tugs from its own Detroit Brasil shipyard in Itajai, in Santa Catarina state, south of Sao Paulo. Detroit will be building four 32-m

tugs for deliveries during 2022, according to BRL Shipping Consultants. These 496 gt escort tugs will be produced at a rate of one each quarter during the next year. They will have a beam of 11.6 m, depth of 5.4 m and draught of 4.1 m. Caterpillar has secured contracts to supply main diesel engines for the tug newbuildings. Each will have two Cat 3516C HD engines, which develop 1,900 kW of power at medium speeds. Starnav completed its last tug newbuilding campaign in 2020 with delivery of Starnav Alpha, from Detroit shipyard. That was the eighth tug in an US\$80M programme. Starnav Alpha was operating in the Port of Rio Grande with 80 tonnes of bollard pull and a maximum speed of 12.5 knots. The 32-m tug has a render-recovery escort winch on the bow and a FiFi1 external fire-fighting system. Detroit shipyard covers more than 12,500 m². It has a 110-m long, 23-m beam drydock with 5,200 tons capacity and three crawler cranes, one weighing 450 tonnes and two weighin 250 tonnes. In France, Merre Shipyard has secured an order to build seven new small tugs for the French Navy. They will provide berthing and unberthing assistance for the navy’s surface ships and submarines at naval bases in France and in French overseas territories. These 12-m vessels will be built with steel hulls and aluminium superstructure with accommodation for four crew. Merre will build these tugs with bollard pull of 10 tonnes and maximum speeds of eight knots.

(Source: Riviera by Martyn Wingrove)

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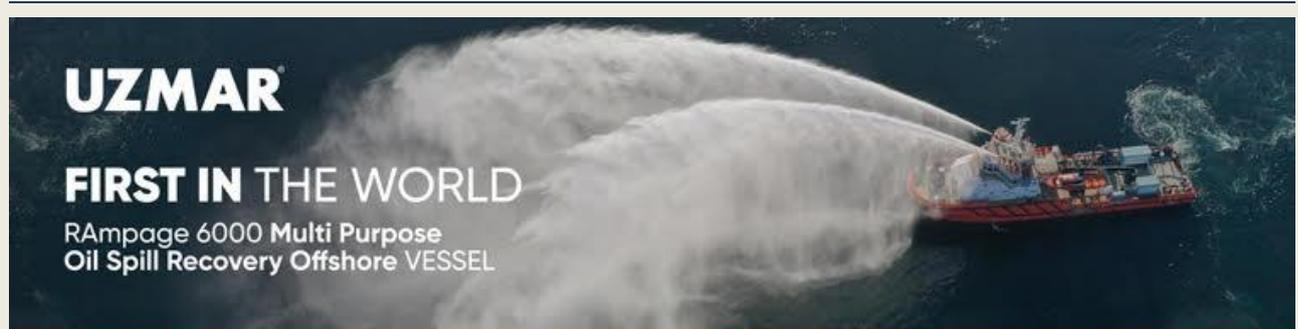
BANKRUPTCY JUDGE APPROVES SALE OF BOUCHARD VESSELS

Tugboat and barge operator Bouchard Transportation, which filed for Chapter 11 bankruptcy protection in September, has secured court approval to sell its two main asset groups for \$245 million, Reuters reported. U.S. Bankruptcy Judge David Jones on Thursday approved the sales to Rose Cay GP LLC and JMB Capital Partners LLC. Lawyers representing Bouchard, however, said at the hearing



that they are continuing conversations with investment firm 507 Capital on an alternative restructuring proposal. Bouchard filed for bankruptcy with \$230 million in debt as the COVID-19 pandemic worsened financial problems that stemmed from a barge explosion near Port Aransas, Texas, in 2017 that killed two crewmembers. JMB is acquiring a group of vessels for \$115 million, which consists of a combination of cash and a credit bid of its existing loan made to Bouchard earlier in the bankruptcy. Rose Cay is paying \$130 million for another group of vessels. The bidding process prompted questions from certain creditors as well as the company's owner, Morton Bouchard III. Morton Bouchard and his family said in court papers recently that they are concerned the sales will not bring in proceeds sufficient to provide unsecured creditors meaningful recoveries, according to Reuters. The Bouchard family said it had spoken to 507 Capital about an alternative strategy that would set aside specifics funds for unsecured creditors but had been "rebuffed." (Source: *Professional Mariner*)

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THE 'OSCEOLA' HITS THE DOCK AT PIERMONT

Fog, snow and ice were always tremendous hazards to the steamboatmen who plied the Hudson shortly after the turn of the century. Before the days of radar and other electronic aids to navigation, boatmen had little to rely on but their own acquired knowledge of the river – and the tricks played by wind and tide. With the always heavy river traffic and narrow channels, accidents were bound to occur, especially in fogs and snow storms. One of the more spectacular groundings took place in 1903,

when the big tugboat **Osceola** of the Cornell Steamboat Company ran up on the old dock at



Piermont. In the winter of 1903, the Cornell tugboats **Osceola** and **John H. Cordts** were both bound up river with separate tows, both of them very large. The **John H. Cordts** was about a mile ahead of the **Osceola**. Off Yonkers, a heavy snow storm set in with a raging northeast gale. *Was It Irvington?* When the **Osceola** was off what the crew believed to be Irvington, the captain said to the pilot, "I think we had better round up and head into the tide." The pilot suggested, "Let's go on, the **John H. Cordts** did." But the captain

still thought differently and rounded up. However, by going around to the west, they lost the echo of the whistle on the east shore and could not pick it up again. Feeling their way along, they felt a slight jolt and a slight list to port. But it was snowing so hard they couldn't see anything, or could they pick up any echoes at all of the whistle. And, attempt after attempt to back off from whatever they had hit proved fruitless. *By Morning's Light* When morning came, they understood why. The **Osceola** was perched right on top of the old dock at Piermont! The Piermont dock had originally been built by the Erie Railroad back in the 19th century when the State of New Jersey refused the Erie permission to run trains in that state. As an alternative, the railroad proceeded to build a long pier out into the river at the southern most point in New York State on the west shore. The trains would be run out on the pier and passengers were taken from there to New York City by steamboat. By 1903 the pier was no longer used and the end of the dock had fallen into ruin. At the time of the grounding, the tide was much higher than usual because of the winter storm, and the **Osceola** went right up on top of the old dock. And there she remained, with her bow all the way out of the water, for some two weeks before workmen were successful in getting her off. Still, she came through her misadventure surprisingly well and continued towing on the Hudson River until October 1929. *A Zipped Lip* At the time of her "climb the round up and head into the dock caper," it was rumored that the chief engineer and the captain were not speaking to each other. The chief is supposed to have said later that he saw the spiles that were known to be about 500 feet north of the dock through the engine room door as the boat passed them. But he said nothing. Let the captain see them, he thought. That's his job. The captain, of course, did not see them and, consequently, the **Osceola** rode up on the dock in an inevitable accident. And when the news about the unreported sighting of the spiles eventually worked its way into the Cornell office, that was the end of the chief engineer's tenure of employment with the Cornell Steamboat Company. *Author of this article.* Captain William Odell Benson was a life-long resident of Sleightsburgh, N.Y., where he was born on March 17, 1911, the son of the late Albert and Ida Olson Benson. He served as captain of Callanan Company tugs including Peter Callanan, and Callanan No. 1 and was an early member of the Hudson River Maritime Museum. He retained, and shared, lifelong memories of incidents and anecdotes along the Hudson River. (*Source: Hudson River Maritime Museum*)

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MARINE FIRE FIGHTING SOLUTIONS

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DSV/RS SENTINEL SPOTTED

Not a tugboat, but this ship has something very beautiful about it. Something classic, where do you still see this! According to Equasis it is from December 1971. From experience I know a very good month in combination with that year of construction. So may she have a long life ahead of her! Designed for Offshore Operations. Since 2014, RS DIVING owns the DP II RS **SENTINEL**, (Imo 7106877) a



special vessel that is perfectly designed for the specific requirements of the offshore industry. This unique vessel has especially been reconstructed and equipped for multi purposes such as surveys, light constructions, ROV inspections and work, diving operations and maintenance services. In 2009 / 2010, substantial modifications were carried out, the main engine replaced, a dynamic positioning system (DP II) built in and new accommodations for the crew established. The diesel electric propulsion system is designed for low fuel consumption which leads to lower emissions and less environmental impact. The Vessel is equipped with a complete and certified Air Diving Spread for diving work in DP Mode and a working class ROV with TMS System. The Malta registered vessel with call sign 9HA3754 was built in 1971 by Ferguson Brothers Ltd (UK), converted in 1999 and 2009 has a length of 68.25 mtrs a beam of 13.41 mtrs a depth of 7.16 mtrs and a summer draft of 4.58 mtrs.

(Photo: Jasiu van Haarlem)

ARES FOR A STOPOVER IN IJMUIDEN

Last Sunday we have seen the arrival of the tug **Ares** (ex **Smit Angola**) for a stopover in the port of IJmuiden. The tug was assisted by the tugs Triton and Telstar to the trawler jetty. Only four months after the Norwegian FFS Marine AS became the owner of the ex **SMIT ANGOLA** (2010) and renamed her **FFS ARES**, she has already been resold. Now her name is simply **ARES** and she is moving to Australia. She was built according a Robert Allen design and carries the type name

RAmpage 5000-ZM. (Like her sister a few months younger, the **SMIT SIYANDA** now as **SIYANDA**



for Amsol, the former SMIT Amandla Marine (Pty) Ltd. from South Africa.) Her construction took place at Keppel Nantong Shipyard Co. Ltd. in Nantong; China. She was launched on January 15, 2010. In May 2010 it is decided that Smit Amandla Marine in Cape Town (South Africa) will manage the **SMIT ANGOLA** after delivery and that it will be stationed in Cape Town. After a number of

sailing tests on the Yangtze River near Nantong, she was delivered on 17 June 2010 by the construction yard to Smit Shipping Singapore Pte. Ltd. who is listed as its owner. She arrives in Cape Town on November 5, From June to November 2011 she temporarily moves to Brazil to work for the oil and gas industry. In June 2012 she was reflagged to Belgium and managed by Boluda Towage Belgium NV. She is the first ship from the former Smit fleet to be repainted in Boskalis' dredging colour. After being laid up for a little over two years, a buyer found her in early 2021, after which the deal was finalized on March. FFS Marine AS – Farsund, Norway officially takes over her on March 26, 2021 and reflags her to Norway. On April 15, 2021, the **MTS VALIANT** towed her to Terneuzen. With the assistance help of the **HENDRIK 3**, the tow moored there on Friday evening 16 April 2021. She then proceeds to the Shipyard the Schroef at Sluiskil to reactivate her in the dock and adapt it to the wishes of the new owner. On July 2, 2021 she leaves the yard for Norway in her new outfit as the **FFS Ares**. On July 22nd her registration was deleted from the Norwegian Shipping Register and registered in the Ship's Register with her abbreviated name "**ARES**". Her new owner is the recently activated Minres Marine Pty. Ltd. (formerly Mineral Marine Pty. Ltd.) in Applecross (Western Australia). **Redwise** is acting as her manager for the time being and is preparing her for her journey. *(Photo: Marcel Coster)*

SUCCESVOLLE PROEFTOCHT STOOMSLEEPBOOT NOORDZEE

De bijna honderd jaar oude stoomsleeperboot **Noordzee** heeft een geslaagde tweede proeftocht gemaakt van thuishaven Den Helder naar Medemblik en terug. In Medemblik is op 7 en 8 augustus deelgenomen aan het stoomsloepenweekend bij het Nederlands Stoommachinemuseum. De proeftocht had primair als doel om de vaarbemannings van de Noordzee vertrouwd te maken met de eigenschappen van de stoomsleper die de afgelopen jaren in Den Helder een complexe en omvangrijke restauratie onderging. Op donderdag 5 augustus voer de sleper, gestookt op GTL brandstof, in Den Helder vanuit Museumhaven Willemsoord naar de buitenhaven. De volgende morgen werd van hieruit, maar nu gestookt op kolen, via de Waddenzee, de sluis in Den Oever en het IJsselmeer koers gezet richting Medemblik, de voormalige thuishaven van de **Noordzee**. Rond het middaguur arriveerde de stomer in Medemblik, waar eerst de kolenbunkers werden opgetopt. Vervolgens werd omgevaren naar de steiger van het Nederlands Stoommachinemuseum, dat even ten zuiden van deze West-Friese stad is gevestigd in het monumentale stoomgemaal Vier Noorder Koggen. Tijdens de beide stoomsloependagen werd samen met de stoomsleeperboot **Adelaar** uit

Beverwijk op het IJsselmeer een zestal tochten met passagiers gemaakt. Op maandag 9 augustus voeren de beide stoomslepers gezamenlijk terug naar Den Helder, waar de Noordzee weer in Museumhaven

Willemsoord op haar vertrouwde plek voor restaurant Stoom afmeerde. Na de eerste proeftocht, in augustus 2019 kort na het vervangen van de stoomketel, was dit de tweede succesvolle proeftocht na de langdurige



restauratieperiode die eind 2016 van start ging en thans nagenoeg is afgerond. Nu alles goed blijkt te werken, is de **Noordzee** er helemaal klaar voor om met passagiers vaartochten te gaan maken en aan evenementen deel te nemen. *(Press Release; Photo: Paul Schaap)*

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BALAKOVO SHIPYARD BEGAN CONSTRUCTION OF AN ICEBREAKER FOR THE STATE UNITARY ENTERPRISE "MOSGORTANS"



LLC Balakovo Shipbuilding and Shiprepairing Plant has begun construction of an icebreaker-tug of the **BR 29** project for the needs of GUP Mosgortans. This is reported by the official Instagram of the developer of the R-FLOT project. The vessel is designed for icebreaking operations with ice thickness up to 40 cm, towing, working with buoys, transporting cargo and special

personnel, carrying out emergency rescue duty. The length of the vessel is 29.2 m, width - 6.6 m, depth - 2.5 m, draft - 1.5 m. The crew consists of 4 people. The power of the main engines is 2 * 368 kW. Completion of construction and handover of the vessel are scheduled for the summer of 2022. (Source: Sudostroenie; Illustrations: R-FLOT)

CONTRACT AWARDED FOR FIRST AUTONOMOUS NAVAL LOGISTICS BARGE

Autonomous vessel technology will be deployed worldwide to support US defence forces with supply logistics. Sea Machines Robotics and Foss Maritime have secured a contract with the US Department of Defense (DoD) to create an autonomous supply station for worldwide deployment of goods and materials to US military forces. This US\$3.1M



contract is phase two of a multi-phase contract to produce full-scale oceangoing military replenishment platforms operating autonomously. The first phase was awarded in October 2020 as a pilot project to build and demonstrate an autonomous and self-propelled barge for use in replenishing military forces with supplies. In this phase two, Boston, US-headquartered Sea Machines will provide technology for a full-scale oceangoing replenishment platform. Foss will be assisting in this project by providing engineering and operations management. This will involve design and trialling of a ready-to-deploy barge that would facilitate landing and refuelling of military aircraft and replenishing surface ships and other forces. *Introducing Iridium Certus 200* Technology on the autonomous barge will include Sea Machines' SM300 autonomous command and control systems. Use of the kits would increase DoD's logistical options. Each modular kit will meet US Navy criteria and will be compliant with classifications and regulations from the DOD's aviation bodies. Sea Machines founder and chief executive Michael Johnson said the contract brings autonomous control systems and design to the DoD. "The extension of our contract represents the intersection of traditional sectors, such as government, and the capabilities of autonomous



technology," Mr Johnson said. He said the end goal of this project is to successfully deploy Sea Machines' autonomous control kits on multiple barges to increase DoD's ability to deploy and replenish assets around the world. Seattle-based Foss will be responsible for providing the naval architecture, support

engineering, and operations management to outfit a remotely commanded deck barge that will be

able to land helicopters and host a scaled fuelling station for aircraft and surface vessels and enable shoreside replenishment. Satellite communications will be required to communicate between shore command staff and an autonomous barge. Sea Machines works with Viasat on satellite communications, through VSAT technology, for government-driven maritime projects. Sea Machines and Foss have worked on another project to test remote control technology on a harbour tug. In this project, Sea Machines has supplied its remote command technology to Foss' latest escort tug newbuilding. Nichols Brothers Boat Builders delivered **Rachael Allen** with an SM300 autonomous unit, enabling transit autonomy and remote access of the tug's onboard machinery. It assists personnel to manage and support operations from anywhere on board the vessel or from shore. Sea Machines has also supplied its remote command technology for articulated tug-barge units operating in the US. *(Source: Riviera by Martyn Wingrove)*

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SEJM COMMITTEES AGAINST THE SENATE'S AMENDMENT TO THE AMENDMENT ON WORK AT SEA

The Sejm's committees for Maritime Economy and Inland Navigation as well as Social Policy and Family did not endorse the amendment to the amendment to the maritime labor law at a joint session of the Senate on Tuesday. The Senate proposed the abolition of food taxation for seafarers working, inter alia, in on tugs. The amendment implements the changes resulting from the



Amendments to the Maritime Labor Convention of 2006 (MLC Convention) into Polish law. Its purpose is to improve the protection of the employment rights of seafarers in the event of their trapping as a result of piracy or an armed attack on the ship, irrespective of whether the contract has expired or whether the contracting party has notified its suspension or termination. The Senate's amendment was intended to remove the differentiation in the entitlement to provide food and drinking water for some of the crews of unconventional ships. According to the author of the

amendment, Magdalena Kochan (KO), the intention was to abolish food taxation for seafarers working on specialized technical vessels, such as tugs and dredgers. The justification emphasizes that the amendment also ensures the continuity of payment of remuneration and other benefits under the seafarer employment contract in the event that a seafarer is imprisoned on or off the ship as a result of piracy or an armed attack on the ship, until the seafarer is released and repatriated or until the date of the seafarer's death in imprisonment. It also extends the right of seafarers to be repatriated free of charge by providing that their right to repatriation may lapse if they are not claimed within a reasonable time, except where they are trapped on or off the ship as a result of piracy or armed attack. on the ship. (Source: PortalMorski; Photo: Piotr B. Stareńczak)

CROWLEY TUGS ASSIST IN TLP DECOMMISSIONING



Showcasing its capability and versatility in providing total lifecycle solutions to the offshore energy sector, Crowley recently assisted with the historic removal of the Morpeth field tension leg platform (TLP) in the U.S. Gulf of Mexico. The Sir Douglas Morpeth was in 1,700 feet of water, and was the first TLP to receive full classification, or to have its structural adequacy reviewed by all marine systems. The

TLP was used to develop the Morpeth oil field in the Gulf of Mexico, which reportedly held around 66 billion-barrel reserves and 67 billion cubic feet of natural gas. The TLP was installed in 1998. Production ceased in 2018 and the plans for decommissioning the rig began shortly thereafter. The end of this TLP's lifecycle will differ from those decommissioned before it because it will be the first from the Gulf of Mexico to be recycled. Crowley was selected for the project for several key reasons. First, was the company's long history of oil and gas support in the deep waters of the Gulf of Mexico, including an impressive track record of safe tow-outs and set downs. Additionally, the operation required key pieces of equipment, which included Crowley's heavy lift deck barge 455-6 in addition to three of the company's Ocean Class, dynamic positioning tugboats. This class of tugs not only has 150 tons of bollard pull but once stationary can hold position within a square meter for extended periods of time. Crowley is the only maritime company in the Gulf of Mexico with this combination of Jones Act equipment. *The journey to a new endeavour* Throughout the decommission project, Crowley's operations and engineering teams were highly engaged. They carefully choreographed and monitored the sequence of events, including barge retrofitting and tow hand-off from Crowley's Ocean class tug to another contracted tug, which completed the nearshore portion of the tow. Ocean Sky, Ocean Wind, and Ocean Wave were used during the positioning phase. They were arranged in a triangular pattern, each attached to one of the legs of the platform. The tugs then pulled in opposite directions to ensure that the platform remained stationary while the tendons were removed. The Ocean Sky, which was the lead tug, was primarily responsible for the tow. The Ocean Wave was released offshore, and the Ocean Wind escorted the barge to Mobile, Ala. before it was then released as well. The Ocean Sky remained with the barge through the narrow channel where the barge was

released to local tugboats marking another successful project. *Looking to the future* Crowley is actively involved in market research regarding the outlook of decommissioning rigs over the coming years. The findings of these studies indicate that the maritime industry may see a surge of decommissions beginning to take place in the Gulf of Mexico. This provides an excellent opportunity for Crowley to demonstrate its ability to provide total lifecycle support. This support spans from assisting the rig to its designated position in the ocean, to helping decommission the rig when its time comes. Crowley is an ever-expanding organization as it flexes to meet the strategic needs of its customers. (Source: *MarineLog*)

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ACCIDENTS – SALVAGE NEWS

DRONE ATTACK ON THE TANKER MERCER STREET CAME FROM YEMEN

UK outlet The Daily Express has reported that a team of UK SAS commandos and U.S. special operations forces are in Yemen to hunt Iranian-backed Houthi militants who allegedly launched the drone strike on the tanker **Mercer Street** on July 29. The attack killed the vessel's Romanian captain and a British security guard, and the EU, the G7 and Israel have accused Iran of



"reckless" action in targeting the civilian vessel. The Daily Express' allegation of the involvement of Houthi forces in the attack has not been previously reported and could not be immediately confirmed. One UK defence official told the outlet that "everything points to the drone being launched from Yemen" and that "the concern now is that an extended range drone will give them a new capability." Iran has long been accused of supplying the Houthi movement with arms, including sophisticated drones, missiles and unmanned bomb boats. Houthi forces claimed responsibility for a large-scale drone attack on Saudi oil infrastructure in September 2019 - a strike widely attributed to Iran - and the group launched repeated drone attacks on Saudi oil facilities earlier this year. *International condemnation* In an unusual joint statement issued Friday, the EU and the G7 nations - Canada, France, Germany, Italy, Japan, the UK and the U.S. - condemned the attack and pointed at Iran for responsibility. "This was a deliberate and targeted attack, and a clear violation of international law. All available evidence clearly points to Iran," the group said. "Iran's behaviour,

alongside its support to proxy forces and non-state armed actors, threatens international peace and security. We call on Iran to stop all activities inconsistent with relevant UN Security Council resolutions, and call on all parties to play a constructive role in fostering regional stability and peace." Israel has accused one Iranian official, Islamic Revolutionary Guard Corps officer Saeed Ara Jani, of masterminding the attack and other Iranian drone operations in the region. "Jani plans and provides the training and equipment to conduct terror attacks in the region," said Israeli defence minister Benny Gantz on Wednesday. Iran has repeatedly denied the allegations and warned its opponents - particularly Israel - against any attempt at a retaliatory attack. "We strongly condemn the baseless statement by the foreign ministers of the G7 and the European Union's high representative for foreign affairs in which they have directed baseless accusations at the Islamic Republic of Iran," said foreign ministry spokesman Saeed Khatibzadeh on Sunday. U.S. Central Command obtained remnants of the drone that struck the ship, and on Friday, it released extensive evidence suggesting Iranian involvement. The investigation of the drone wreckage found a "confluence of multiple components with very specific and matching identities to previously exploited (and known) Iranian one-way attack UAVs," according to a spokesman. CENTCOM also noted that the location of the strike was within operating range of launching points in Iran. *(Source: Marex)*

GOLDEN RAY RESPONDERS FIND AND CAP SOURCE OF OIL DISCHARGE



The St. Simons Sound Incident Response says that the source of oil discharges from Section Six of the wreck of the capsized car carrier **Golden Ray** has been identified and contained. The discharges began after the section was separated from the rest of the wreck and dealing with them has delayed progress on removal of the wreck, section by section, from St. Simons Sound, Ga. During a partial lifting operation of Section Six on Friday, a venting pipe was raised above the waterline and

capped by responders. It was identified as likely the source of the oil discharges during lifting operations that began July 31. The venting pipe connected to two tanks which had fuel removed during fuel lightering operations in October 2019. Since securing the vent, observers report minimal amounts of oil around the section. Pollution mitigation teams will continue to monitor the section for any potential oil discharges and oil recovery vessels remain on-station 24-hours. On Sunday, the heavy lift catamaran **VB-10000** began to shift into a position to allow for a weight-shedding team to remove vehicles and any moveable decks from SECTION Six section as required to reduce its overall weight. The section will be lifted and stowed onto a dry-dock barge once it is safe to do so. "The training and preparation of the shoreline and on-water response teams showed in their rapid response to oil-impacts from Section Six," said State On-Scene Coordinator John Maddox of the Environmental Protection Division of the Georgia Department of Natural Resources, "we encourage the public to continue to remain vigilant when fishing, swimming or accessing the beaches until removal of the

wreck is completed.” Approximately 30 pollution response vessels remain at the wreck site to monitor for and mitigate any oil. (Source: *MarineLog*)

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RUSSIAN FISHING BOAT ON FIRE AT KIRKENES

The Russian fishing boat "**Tamango**" is burning in the Korsfjord north of Kirkenes. There have been several explosions on board the ship, which has 47 tonnes of diesel on board. The captain had to pull the lifeboat away when it exploded on board the Russian fishing boat last night. The police in Kirkenes have given up on extinguishing the fire on



board, writes NRK. The Russian crew is taken care of in the harbor and was accommodated in barracks on Sunday. The fishing boat was towed away from the harbor last night, when the inhabitants of Kirkenes had been told to stay indoors. At 1 o'clock Monday night it narrowed. The fishing boat "**Tamango**" is 54 meters long, it was built in Vladivostok in 1967. It fished for snow crabs. According to Sør-Varanger newspaper, there were 22 crews on board. The Russian vessel started burning on Sunday afternoon. The fishing boat was at the quay in Kirkenes when a fire was reported there at 2 pm on Sunday. No one was injured, and work was done to tow the burning trawler away from the harbor after it overturned. - Just after we had towed the fishing boat up to the beach, it exploded on board. Then we decided to pull away, because it hailed parts from the boat around us, says captain Per Bergmann on RS «**Halfdan Grieg**». The wind turned at 7 o'clock Monday morning. Then the boat drifted from land, which is seen as unfortunate. The emergency services want the boat to be on the shallowest possible water in case it sinks. In deeper water, it will be far more complicated to collect oil that leaks. Oil booms have been placed around the boat. *Gives up extinguishing* Police have given up on extinguishing the fire. The boat is now located west of Ellinghamn and Klubben, in Korsfjorden north of Kirkenes. RS "**Halfdan Grieg**" supervises the casualty in Korsfjorden outside Kirkenes. - There was a significant explosion, so it shattered parts in a significant circumference around the boat. This meant that they withdrew from the boat by 300 to 400 meters, says operations manager in the police, Leo Johansen - What do you do if the boat starts

to sink? - It is desirable that the boat is as close to land as possible, because if it comes out in deeper water, it will be a greater challenge with the collection of diesel oil, says Johansen. - We encouraged everyone who lives in the center of Kirkenes to keep windows and doors closed last night due to the boat fire that is going on at Kimek, the fire service announced Sunday night. Kimek is the local shipyard in Kirkenes that has many assignments for Russian fishing boats. Earlier this year, a trawler crashed inside the yard of the yard. *(Source: Skipsreyven)*

NILE BOAT ENGULFED BY FLAMES AS SMOKE RISES IN HEART OF CAIRO



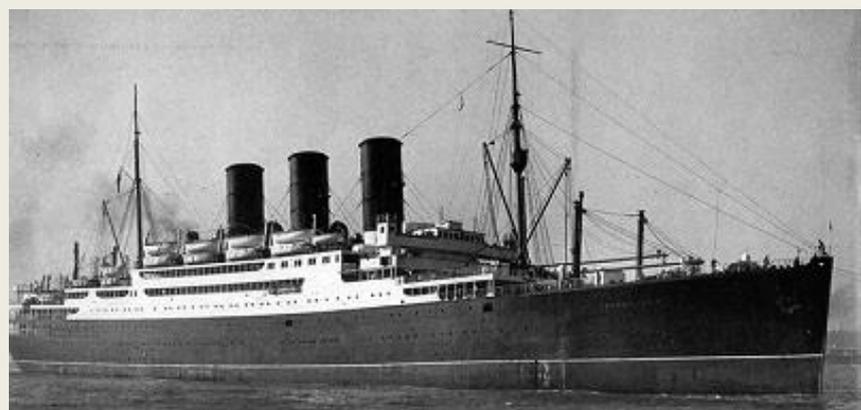
A Zamalek Nile boat, believed to be **Omar El-Khayam**, was engulfed by a massive fire on Sunday 8 August. Smoke continued to plume over the Cairene skyline for hours as civil defense forces and firefighters have attempted to temper the flames, with some success. Police boats have also been deployed to monitor the marine perimeter,

though they have yet to release any information regarding any possible casualties or collateral, barring the ship itself. The reasons behind the fire are presently unknown, though it appears to have been centered primarily around the ship's top-most floors. Sitting static between two much larger catering ships, Le Pacha and Al Saraya, the small structure can be seen from the Maspero strip and both neighboring bridges (i.e. 15th May, 6th of October). It is situated on the Zamalek Corniche, across from several youth sporting clubs. *(Source: Egyptian Streets)*

REMEMBER TODAY

RMS TRANSYLVANIA 10TH AUGUST 1940

Transylvania (1926) was the second ship in Cunard Line's Anchor Line subsidiary to bear the distinctive, although unusual (at least to modern observers), name. She was built in Glasgow by Fairfield & Co. and launched on 11 March 1925. The two-screw 16,923 GRT liner, 552.4 feet long and 70 feet at



beam featured three funnels in an odd two short, one tall arrangement. She offered accommodation for 279 First Class, 344 Second Class and 800 Third Class passengers. Top speed was around 17 knots. Only one of **Transylvania's** funnels was actually functional. The other two stacks served as decorations designed to make the relatively ordinary liner look mighty and important. Despite her name, **Transylvania** was very much a Scots liner. Glasgow was her homeport. Transylvania sailed on

her maiden voyage—Glasgow to Molville (Ireland) to New York on 12 September 1925. It's tempting to observe that screen legend Bela Lugosi was at one time a celebrity passenger onboard Transylvania, but there's no evidence to support this claim. In 1935, **Transylvania** began running annual summer cruises to Bermuda and the Caribbean. On 18 August 1939 she began what would become her final transatlantic roundtrip, Glasgow – Molville – New York – Molville – Glasgow. On 7 September 1939, just days after the start of World War II, she was requisitioned by the Admiralty, refitted as an armed merchant cruiser, and attached to the 10th Cruiser squadron. On 10 August 1940, **Transylvania** was torpedoed by U-56, about 40 miles northwest of Malin Head, County Donegal, Northern Ireland. She was the left behind because the Germans had run out of torpedoes. Although taken in tow, **Transylvania** sank. While 48 lives were lost in the attack, approximately 300 officers and ratings were rescued by the nearby trawlers assisted by HMS Ashanti (F 51). The **Transylvania** wreck is currently a popular dive site. (Source: *Ocean Liners Magazine*)

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OFFSHORE NEWS

PRYSMIAN TAKES DELIVERY OF LEONARDO DA VINCI



Prysmian has taken delivery of its new 170-meter long cable-laying vessel (CLV) **Leonardo da Vinci**. **Leonardo da Vinci's** first deployment will be the installation of the Viking Link submarine cable connection between the UK and Denmark. The vessel has just arrived at Prysmian's Arco Felice production plant for submarine cables in order to load the cable for

installation. Later this year, the cable layer will be dedicated to the execution of other projects, such as the submarine power interconnection between the Spanish islands Lanzarote and Fuerteventura and the Saint-Nazaire offshore wind farm in France, Prysmian said. The official launching ceremony will take place by the second quarter of 2022. To remind, **Leonardo da Vinci**, ordered in April 2018,

was built at Vard's shipyard in Tulcea in Romania. The vessel completed its first trip to open sea at the beginning of June, after which it carried out sea trials. According to Prysmian, the CLV offers a high degree of project versatility thanks to deepwater installation capabilities for depths of more than 3,000 meters, a maximum speed slight above 16 knots, as well as two carousels of 7,000 and 10,000 tonnes, which ensure the highest carousel capacity in the market. "**Leonardo da Vinci** is the most efficient cable layer in the world and from now onwards it will support the Group's long-term growth in the submarine cable installation business. It will be a game changer in strengthening our leadership in the interconnection and offshore wind farm markets," said Valerio Battista, Prysmian Group CEO. *(Source: Offshore Energy)*

VOS SUGAR CELEBRATES MILESTONE FOR IRM CAMPAIGN

Last Wednesday, subsea-support vessel **VOS Sugar** and Bluestream Offshore celebrated the significant milestone of 100 days employment for their 2021 IRM (Inspection, Repair and Maintenance) campaign. To celebrate this special occasion cake was delivered to the vessel and Vroon Offshore Services (VOS) office. **VOS Sugar**, a modern DP2 subsea-support vessel fitted with a 24-tons active heave-compensated crane, has been performing a string of IRM campaigns on southern North Sea assets operated by both Oil & Gas and



Renewable Energy clients since June 2017. These operations fall under the scope of a cooperation agreement between VOS and Bluestream Offshore aimed at leveraging their respective core competencies, ultimately maximising the added value delivered to their clients. The combination of **VOS Sugar's** versatility and Bluestream's ROVs (Remotely Operated Vehicle), supplemented by TerraDrone's UAVs (Unmanned Aerial Vehicle), has proved very successful. We are proud to report a total of 587 operational days and zero LTIs (lost-time injury) since the start of the five-year IRM campaign. Vroon Offshore Services is a leading company providing offshore-support tonnage to the energy industry. VOS Den Helder's Managing Director Niek Spiljard said: "The partnership with Bluestream was a natural step forward in the successful cooperation that our companies have developed over the years. Started as a conventional supplier/customer relationship, this has evolved into the shape of our joint IRM-focused solution. In addition to supplying first-class DP2 tonnage to our clients, VOS will maintain a focus on further developing services and seeking partnerships to meet our clients' project-specific requirements and deliver the largest contribution possible to our clients' value chains". *(Press Release)*

C-INNOVATION SECURES LONG-TERM RLWI CONTRACT FOR GOM

US-based C-Innovation, LLC (C-I) has been awarded a multiyear contract for Riserless Light Well Intervention (RLWI) services with a major operator in the Gulf of Mexico. C-I, an affiliate of Edison Chouest Offshore (ECO), reported the subsea contract is for the provision of RLWI services onboard

M/V **Island Venture**, the company's flagship intervention vessel, commissioned in 2017. Based on an



Ulstein SX 165 design, **Island Venture** is dynamic positioning class 3-capable, with a length of 159.8 m, beam of 30 m, draught of 9 m, accommodation for 239 and a deck area of 2,250 m². A high-spec vessel, **Island Venture** is designed for operations such as inspection, maintenance and repair (IMR), remotely operated vehicle (ROV) services, well intervention and

drilling. Its main 400-tonne-capacity, active heave compensation (AHC) crane has a maximum operational working depth of 4,000 m. Other features include a main moon pool opening 11.2 m x 12 m, two Work-class ROV moon pools, a deck load capacity of 9,000 tonnes and three separate enginerooms. Designed to perform deepwater riserless interventions in the Gulf of Mexico, the subsea vessel is expected to perform intervention activities on eight to 10 wells per year, including wireline and stimulations. C-I vice president David Sheetz said: "This new contract is a direct result of our accomplishments with the same operator over the last two years. I am extremely proud of our teams and partnerships with both Halliburton and Baker Hughes to deliver the kind of success that allows us to continue to be the leaders with our Single Source Solution for deepwater RLWI in the Gulf of Mexico." C-Innovation president Dino Chouest said: "These are exciting times for our industry. The forward thinking and innovative ideas our teams have developed over the last two years are setting new standards in deepwater riserless well interventions. We look forward to expanding our offerings with additional vessels and advanced solutions in the near future." (Source: Riviera by John Snyder)

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THREE-QUARTERS OF ITALIAN CITIZENS IN FAVOR OF STOPPING THE FLOW OF MIGRANTS, AND SHIPS CARRYING THEM CONSTANTLY CALL AT ITALIAN PORTS

Three-quarters of Italians believe that the influx of migrants into their country should be stopped - this was the result of the poll reported by the daily "Libero" on Monday. The newspaper accused

Interior Minister Luciana Lamorgese of helplessness in the face of the growing wave of migration. This is "a problem for the government", the daily states, adding that most Italians criticize the migration policy of the current head of the Ministry of the Interior. He quotes the figures from the last days showing the scale of the influx of migrants, noting that within a few hours the Ministry of the Interior in Rome agreed to two ships of non-governmental organizations calling at Italian ports. This is a [Sea Watch3](#)



unit with 257 migrants that sailed into Trapani in Sicily and an [Ocean Viking](#) with around 550 people, headed for the port of Pozzallo on the island as well. This means an influx of 800 people within two days - emphasizes the newspaper. According to Libero, coronavirus infections are being detected among migrants. The daily also notes that the intensification of the migration wave has exacerbated the dispute of the Matteo Salvini coalition league with Luciana Lamorgese, who replaced him as interior minister. According to "Libero", some voters of the center-left Democratic Party are also disappointed, according to the poll, with the current migration policy. Almost 30,000 migrants have arrived in Italy since the beginning of this year. In recent days, there have been more than a dozen boats a day on the island of Lampedusa. (Source: [PortalMorski](#))

DOCKING OF THE BS "ALONSO DE CHAVES" IN ASTILLEROS DE AVILÉS



Astilleros de Avilés launched the salvage ship "[Alonso de Chaves](#)" (BS-12) this afternoon, where it spent its annual regulatory dry docking. Upon its delivery in 1987, it became the flagship of the State Society for Maritime Rescue and Safety, hired at the time of the general director Fernando Salvador Sánchez-Caro. Built in Astilleros de Santander and initially named "[Salvamento Uno](#)", upon delivery it was named "[Alonso de Chaves](#)" (IMO 8411164) in honor of the

16th century Spanish cartographer and navigator. He has a significant track record to his credit, including events involving the "[Aegean Sea](#)" and "[Prestige](#)" tankers. (Source: [Puente de Mando](#);

Photo: Juan Carlos Díaz Lorenzo)

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CAMPAIGN OF THE SHIP "ÁNGELES ALVARIÑO" IN THE WATERS OF GRANADA

The oceanographic vessel "[Ángeles Alvariño](#)" (IMO 9524645) is carrying out a campaign related to the study of habitats in the Alboran Sea and has been photographed by our collaborator José Julián Pérez Matéu when it was positioned in the bay of La Herradura, belonging to the municipality of Almuñécar (Granada). As our readers know, this ship, belonging to the IEO fleet, had a relevant role until last June in the search for two missing girls and their father in Santa Cruz de Tenerife, managing to locate and recover the body of one of them. , Olivia Gimeno, on an unprecedented mission to great depth that has deserved unanimous recognition. *(Source: Puente de Mando; Photo: José Julián Pérez Matéu)*



MUSEUM NEWS

MAINE MARITIME MUSEUM'S HISTORIC SCHOONER RETURNS TO DOCK AFTER CAPSIZING

A historic 1906 schooner has returned home to the Maine Maritime Museum after capsizing on the Kennebec River on Friday evening. The [Mary E](#) had 18 people on board when it capsized and became partially submerged near the museum. The Bath Fire Department and Sea Tow were first on scene and rescued all 18 people from the water and transported them to awaiting medical personnel. Sea Tow then towed the partially submerged vessel to shallow water near the museum. Maine Maritime Museum posted to Facebook that the vessel suffered a knockdown off Doubling Point Light just downriver from where the museum is located. An update on Sunday said the [Mary E](#) returned to the museum and included a picture of the vessel upright at the dock. "Look who's back at the dock! [Mary E](#) returned to the museum this afternoon. We are so grateful for the multiple organizations and

individuals that ensured the safety of our passengers – and huge thanks to Sea Tow, the Coast Guard,



and the other professionals who helped supervise its return,” the post reads. “Work is ongoing, and we will continue to share more with you as information becomes available.” The **Mary E** was originally built in 1906 in Bath, on the same property that is now home to Bath Iron Works, and in 2018 completed a restoration at the museum’s own Percy and Small shipyard. Maine Maritime Museum offers sailings to guests looking for a “truly unique experience”. Video captured by a passenger showed passengers in the water and on top of the overturned schooner. “We commend our partners in the Bath community for their prompt and effective response which saved the lives of 18 people,” said Capt. Amy E. Florentine, Coast Guard

Sector Northern New England Commander. “We will ensure a full and thorough investigation is conducted in order to determine what caused the incident.” Watch the video [HERE](#) (Source: *gCaptain*)

WINDFARM NEWS - RENEWABLES

WIND OF HOPE READIES FOR HORNSEA WIND FARMS

Ørsted’s new service operations vessel (SOV) **Wind of Hope** has arrived in the Port of Grimsby in the UK to prepare for working out at sea on the world’s largest offshore wind farms. Up to 60 of Ørsted’s wind turbine technicians will call the 84-metre vessel home for two weeks at a time, whilst they work out in the North Sea. “It’s a very exciting time to be part of the offshore wind industry



in the UK. By the end of this year, we will have invested over £13 billion building UK offshore wind farms,” Darren Ramshaw, Head of Ørsted’s East Coast Operations in the UK, said. “The new state of the art vessel, the **Wind of Hope**, is a great addition to the East coast where it joins the fleet with the **Passat** and **Mistral**. Built by French company Louis Dreyfus Armateurs, **Wind of Hope** had its naming

ceremony last month ahead of its voyage to the UK.” Hornsea Two is located approximately 89 kilometres off the Yorkshire coast. When complete in 2022, the 1,386 MW wind farm will be able to meet the electricity needs of up to 1.3 million homes per year. ”Hornsea Two is another positive step forward to living in a world that runs entirely on green energy. The North Sea has the perfect condition of high winds and a shallow seabed,” Morten Holm, Head of Site for Hornsea Two, said. ”The SOVs are integral in keeping our colleagues safe and healthy whilst at work. Onboard the **Wind of Hope** is a modern gym, cinema room, hospital and accommodation for 90 people. We have onboard chefs who keep our wind turbine technicians energised and healthy, including pancakes on a Saturday!” **Wind of Hope** has been conducting sea trials as it gets ready to work out at the Hornsea sites. Although primarily intended for use during operations at Hornsea Two, set to become the world’s largest offshore wind farm on completion in 2022, the vessel will first be used at the 1.2 GW Hornsea One wind farm – the world’s current largest. *(Source: Offshore Wind)*

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NEW BOULDER CLEARANCE VESSEL COMING TO NEART NA GAOITHE



Nearth na Gaoithe Offshore Wind Farm Ltd. (NnGOWL) is set to replace the boulder clearance vessel **Sartor** with **Vos Sweet** at the 450 MW UK offshore wind project. **Vos Sweet** is expected to replace **Sartor** from 10 August to undertake the remaining seabed preparation works within the project site. The work will be carried out using a subsea multi-tool remotely operated vehicle with a grab. It is currently anticipated that, weather permitting,

construction works will be carried out on a continuous basis, 24-hour working, seven days a week. The boulder relocation, which commenced on 2 April, is expected to take place until 30 September. Nearth na Gaoithe, located some 15 kilometers off the Fife coast in Scotland, will comprise 54 Siemens Gamesa 8 MW turbines. The 450 MW project entered the offshore construction phase in August 2020, with full commissioning scheduled for 2023. *(Source: Offshore Wind)*

WORLD'S LARGEST OFFSHORE CONVERTER STATION IN PLACE

The world's largest offshore converter station has been installed at the Jiangsu Rudong offshore wind farm in China's Yellow Sea. The Three Gorges Rudong converter station is the first offshore ± 400 kV wind power flexible DC transmission project in China. The station will be used to collect 1,100 MW of electric energy from three wind farms -H6, H8, H10 – in the Jiangsu Rudong project being developed by China Three Gorges. The station will then convert the



electricity into DC power and transmit it onshore over a distance of around 100 kilometres, the longest transmission length in China, via a submarine cable. When the project is in full operation it will be able to provide around 1.36 million households with their annual electricity needs. The converter station weighs 22,000 tons and is as tall as a 15-storey residential building. Due to the weight of the unit, China Three Gorges utilised a floating tow installation method, using the ships' ballast and natural tides during the process. China Classification Society (CCS) provided authentication and survey services for the converter station. CCS' team has been involved throughout the design, construction, transportation, installation, and commissioning stages of the project. The Rudong offshore wind farm comprises three areas: the 300 MW H8, the 400 MW H6, and the 400 MW H10. Back in June, China Three Gorges Renewables completed the installation of the 100 single-pile foundations at the H6 phase. The 100 4 MW turbines at H6 are expected to be commissioned by the end of 2021. Once fully commissioned, the 1.1 GW Rudong offshore wind farm will produce 2.4 billion kWh annually, according to China Three Gorges. (Source: *Offshore Wind*)

VESTAS SOV LAUNCHES IN SPAIN



Edda Wind's service operation vessel (SOV) **Edda Brint** has been launched at Astilleros Balenciaga in Spain. **Edda Brint** has a 15-year contract with Vestas waiting for her upon delivery in April 2022, Edda Wind said. In October 2019, Edda Wind announced shipbuilding contracts for four commissioning service operation vessels (CSOVs).

That order was subsequently changed to two CSOVs and two SOVs. The two SOVs are under construction at Astilleros Balenciaga. The second SOVs is expected to be delivered in the fourth quarter of 2022. Back in March 2021, Edda Wind ordered two more CSOVs at Astilleros Gondan shipyard where the first two CSOVs are being built. With the two newbuilds ordered in March, Edda Wind will own a fleet of eight vessels, five of which have been contracted to work on offshore wind farms under agreements with Ørsted, Vestas, Ocean Breeze, and Dogger Bank Wind Farm. The company also has options to order further vessels for its offshore wind fleet. Edda Wind is owned 50 per cent by Johannes Østensjø dy AS and 50 per cent by Wilh. Wilhelmsen Holding ASA. The vessels in Edda Wind's fleet are managed by Østensjø Rederi AS. Watch the video [HERE](#) (*Source: Offshore Wind*)

DREDGING NEWS

NEPTUNE MARINE OPTS FOR STEDER

Steder Group, on behalf of Neptune Marine, has shipped a dipper pontoon from Rotterdam to the Caribbean. Besides the 350 MT pontoon, shipment included a complete CAT 390 excavator of 120 MT. Pontoon has been safely delivered – ready to start working in the blue waters of the Caribbean. (*Source: Dredging Today*)



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HOPPER DREDGER YAQUINA READY FOR VANCOUVER BAR

The USACE's Portland District released this amazing photo of the hopper dredger [Yaquina](#) last week. The vessel and crew were on their way from St. Helens, Oregon, to the Vancouver Bar when the



photo was taken. The **Yaquina** will spend a little while dredging there before heading to the Oregon coast (once weather permits). The USACE's hopper dredger, operated by a merchant marine crew, was delivered to the Portland District in 1981. The **Yaquina** helps to maintain the entrance bars, rivers and harbors on the coasts of Oregon, California and Washington. Because of its size, the vessel is particularly well-suited for dredging the

small, shallow coastal entrances and smaller, shifting sand deposits in river channels. (*Source: Dredging Today; Photo: by Dustin Thomas*)

REMU PRESENTS ITS LARGEST AMPHIBIOUS EXCAVATOR – BIG FLOAT E35

Remu, a Finnish manufacturer of Screening buckets, Combi screening plants and Big Float amphibious excavators, has just introduced the **Big Float E35** – their largest amphibious excavator to date. Equipped with additional pontoons, anchoring legs, stern drive units, custom built counterweight with auxiliary fuel tank and walkways, it has been assembled with CAT336 upper structure. This



amphibious excavator will be used for levees construction and repair in Louisiana, USA. (*Source: Dredging Today*)

YARD NEWS

KUZEY STAR SHIPYARD CONTRACTED TO EXECUTE BUILDING OF ROSMORPORT'S LNG-POWERED ICEBREAKER DUO

A Turkish shipbuilding and ship repair specialist Kuzey Star Shipyard on August 5, 2021 signed an agreement with Petrozavodsk, Karelia based Onego Shipyard (Onego Shipbuilding Yard Ltd.) for the construction of two state-of-the-art dual-fuel icebreakers of **Project 23620** for Rosmorport, as a subcontractor of the newbuilding project, four sources familiar with the matter told PortNews. The contract value between Onego Shipyard and Kuzey Star Shipyard was not disclosed. As PortNews has



reported earlier, in mid-July Rosmorport and Onego Shipyard signed an agreement for the construction of two LNG-powered icebreakers. According to the Rosmorport press office, the two icebreakers contracts total cost is valued at RUB 18.5 billion. The icebreaking fleet construction project is part of the Comprehensive Plan for the Modernization and Expansion of the Main Infrastructure (KPMI). This is the first Russian project of an icebreaker with LNG powered propulsion. The Icebreaker 7 class

12-14 MW vessels will be able to sail in the 1.5-m thick ice, with unrestricted navigation and will be able to operate year-round in the Baltic, White, Barents and Pacific seas. Kuzey Star Shipyard on August 21, 2020, in partnership with Leningrad Region, Shlisselburg based Nevsky Shipyard (part of USC) launched the first LNG-powered traub ferry [Marshal Rokossovsky](#) (YN 191) of Project CNF19M developed at Marine Engineering Bureau. The ARC4 class LNG-powered ferry was ordered by FSUE Rosmorport to operate year-round on Ust-Luga - Baltiysk ferry route unescorted by icebreakers. This is the largest vessel ever launched in the history of Turkish shipyards. The second similar ferry the [General Chernyakhovsky](#) sister ship of CNF19M project was launched at Kuzey Star Shipyard on May 22, 2021. In June 2021, the Kommersant reported the agreement for the construction of a floating dock for nuclear icebreakers between the Turkish shipyard and Rosatom's FSUE Atomflot. The floating dock was designed for maintenance and repair of nuclear-powered icebreakers, including the [Arktika](#) series of Project 22220, and nuclear / support vessels. The contract is valued at RUB 4.981 billion. According to the contract terms the dock will be built within 29 months. (Source: PortNews)

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AUSTRALIAN COMPANY TRANSHIPMENT SERVICES AUSTRALIA ORDERS DAMEN TRANSSHIPMENT CRANE BARGE FOR HANDLING CAPESIZE VESSELS

Damen has received an order for a Transshipment Crane Barge from the Australian company Transshipment Services Australia (TSA). As it is able to supply the new Crane Barge 6324 directly

from stock, Damen will fulfil the order in a period of only four weeks. TSA has been contracted by Metro Mining to provide transshipment services for its Bauxite Hills Project located along the Skardon River on Cape York Peninsula, north of Weipa in Far North Queensland. With a presence in three sites across Australia, TSA will operate the Damen Floating Crane Barge and has a fleet of five tugs and six dumb barges that have been successfully transshipping for Metro for four years. The company has also operated Damen tugs and Shoalbusters in the past. Sjoerd de Bruin,



Damen Sales Manager Asia Pacific, responsible for Australia, New Zealand and the South Pacific, comments: “We are delighted that we could make this happen and very quickly, in just four weeks from the initial client enquiry to delivery into Australia. Not only are we partly customising the barge during this time, we have also arranged the finance through our Customer Finance Department.” *Customer Finance* Mr de Bruin explains: “Damen was keen to make every effort to support TSA. If we had gone to the external financing options the lead time could take up to sixteen weeks given the summer holiday period, therefore our Customer Finance Department stepped in. “All the different Damen departments worked together to support our client - Design & Proposal, Finance, Legal and all of our colleagues in Yichang, China. And given the financial arrangements, our Board also had to approve the deal. It is an impressive team effort.” Joint owner of TSA, Darren Hedley stated that Damen is renowned worldwide for its quality marine fleet, reliable floating cranes and professional service. “Our previous experience with Damen vessels has always been rewarding and we are all very excited to welcome this new vessel into the fleet and to commence loading Capesize ships in October of this year.” At 63 x 24 metres, the Damen Crane Barge is equipped with a grab with a 15 cubic metre capacity and TSA is expecting to load at an impressive rate of 16,000 to 20,000 tonnes per day. *Brisbane Services Hub* Once the client- and class requirements are completed, the new Crane Barge will be transported from Shanghai to Australia by an oceangoing tug by one of TSA’s contractors. Damen is also offering an extended warranty to TSA and support from the Damen Brisbane Service Hub. On the day of the vessel’s arrival, a Service Engineer will be present and support TSA with all the documentation and paperwork, carry out the technical handover and provide maintenance training. TSA’s new Damen Crane Barge 6324 is expected to be operational in Q4 2021. Metro Mining Limited has earmarked an expansion strategy to ultimately achieve an annual production of 6 million tonnes. A key element of this was for Metro to have the capability to load Capesize vessels. Converting to larger Capesize vessels will reduce the unit freight rates. (*Press Release*)

XIAMEN PORT ACQUIRING TUGBOAT TRIO FOR \$18.2M

Xiamen Port Holding Group is to increase capital to its subsidiary Quanzhou Xiamen Port Tugboats to acquire four tugboats for a total of CNY177.8m (\$18.2m). The four vessels include two 6,800 bhp



tugboats, one 5,000 bhp tugboat and one 4,000 bhp tugboat. Quanzhou Xiamen Port Tugboats and Jiangsu Zhenjiang Shipyard have already inked contract for two 6,800 bhp tugboats and one 4,000 bhp tugboat new buildings, which are scheduled for delivery in September 2022. The tugboat acquisition makes Quanzhou Tugboats to update current tugboat fleet at a very attractive price and will bring more profits to the group, said Xiamen Port Holding. (Source: Seatrade)

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WILSON SONS JOINS THE CARBON DISCLOSURE PROJECT

Brazil's Wilson Sons Group took another step towards the management of the impact of its operations on the environment by joining the Carbon Disclosure Project. CDP is a non-profit programme that helps companies and cities to disclose their environmental performance in order to reduce emissions and mitigate climate change. Wilson Sons is the first



Brazilian Group in the maritime and logistics sectors to join the CDP and is the largest integrated port and maritime logistics operator in the Brazilian market. A pioneer in the global environmental disclosure system, CDP proposes the elaboration and publication of a collective questionnaire, formulated by institutional investors and directed at the companies listed on the world's main stock

exchanges, unifying information from institutions about policies of impact on the environment and efficient management of carbon-related risks. "We join the world's largest companies and reaffirm our transparency process. We are among 21% of the companies that have achieved level C in the shipping segment, the global average for companies in this sector," said João David Santos, Health, Environment, Safety and Sustainability Manager at Wilson Sons. By joining the programme, Wilson Sons strengthens the advancement of the company's climate agenda. The company's initiative reiterates the commitments to sustainability together with social and environmental policies adopted over the past years, such as joining the Global Compact (UN) and the Brazilian Programme GHG Protocol, projects that aim to promote and transform the performance of society with regards to the impacts on the environment and corporate social responsibility. *(Source: Seatrade)*

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Last week there have been new updates posted:

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

- *Kotug Australia to obtain full management of towage operations in Port Hedland*
- *Operator buys second Sanmar tug to work at expanding Portuguese port*
- *3,000-HP Rock Hall push tug is a solid addition to the Vane Brothers fleet*
- *Weeks Marine takes delivery of two new modified lugger tugs*
- *Robert Allan Ltd. RAmpage 6000-ZM Spill Response Vessel delivered by Uzmar Shipyard to Kuwait Oil Company*

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)

- *SPV "SAKARYA" sale in the Caspian Sea (New)*
- *Offshore Tug for Sale in Bulgaria (New)*
- *Offshore Tug (AHT) for Sale in the UAE*
- *Damen exclusive broker for Herman Sr. B.V. m.v. "Yogi"*
- *Tugboat – MARJAN for sale*

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