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

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## TUGS & TOWING NEWS

### SUEZ CONTRACT EXTENSION PROMPTS SVITZER TUG ORDER



Cheoy Lee Shipyard will supply two new harbour tugs to Svitzer to support ships in Port Suez, Egypt. Svitzer said it made its expansion plans for the fleet of tugs operating in Egypt after securing a contract extension with the Suez Canal Authority (SCA). Copenhagen, Denmark-headquartered Svitzer has provided towage services in the Suez Canal

since Q4 2019. “SCA awarded Svitzer an extension of the existing contract. It is testament of our trusted relationship and much valued collaboration with the SCA,” Svitzer managing director for Africa, Middle East and Asia (AMEA) Nicolai Vinther Friis. The Maersk subsidiary has two tugs, **Svitzer Port Said 1** and **Svitzer Port Said 2**, operating out of Port Said by the Mediterranean Sea entrance to the canal. The tugs were part of a flotilla of vessels that assisted SCA refloat grounded container ship, Ever Given, when it blocked the Suez Canal in March 2021. The two new tugs that will join Svitzer’s fleet in Egypt will have bollard pulls of more than 70 tonnes and are scheduled to be ready to start operations in Q4 2021, according to the agreement between Svitzer and Cheoy Lee Shipyard. The vessels will be stationed in Port Suez by the Red Sea entrance to the canal. Mr Friis said he expects the two new tugs will be important additions to the existing fleet in these regions, saying they will enhance ship assistance in Port Suez and provide much-needed towage services as the volume of world trade and number of vessels passing through the Suez Canal continue to increase. “The Suez Canal is the world’s most important global trade artery,” he said. “At Svitzer, we are proud to support the SCA in their vision to render a distinguished and an uninterrupted service to vessels that transit the Suez Canal, thus ensuring efficient global supply chains,” Mr Friis continued. Svitzer operates a fleet of more than 85 vessels in seven ports and 11 terminals across 12 countries in AMEA. The two new tugs will be manned by all-Egyptian crews and managed in Egypt. Choey Lee supplies tugs of various types to designs by Canadian naval architects Robert Allan Ltd and subcontracts building some of the tugs to shipyards in China. According to BRL Shipping Consultants, Choey Lee has requested construction of two more harbour tugs with Wärtsilä main engines from Hin Lee Shipyard in China. These 42-m long tugs will have beam of 16 m and depth of 6.6 m. They are scheduled for delivery in Q2 and Q3 2023. *(Source: Riviera by Martyn Wingrove)*

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Photo: Courtesy by Sahmar

## DAMEN SIGNS WITH FAIRPLAY TOWAGE FOR IMO TIER III CERTIFIED SHOALBUSTER 2711



Damen Shipyards Group has signed a contract with Fairplay Towage Polska for the delivery of a Shoalbuster 2711 ICE. The company will use the versatile vessel to perform diverse operations, including in the offshore wind industry, in the Baltic and North seas. Damen is building the vessel in Poland. The Shoalbuster 2711 is a proven vessel from Damen’s standardised workboat portfolio. Its versatility comes via various features in its design, including its extreme shallow draft capability, large cargo capacity and its 45 tonne bollard pull. Despite the standard nature of the design, Damen is able to tailor the vessel to the requirements of its clients. In this instance, Fairplay Towage required a number of non-standard features that make this order stand out. This will be the first Shoalbuster 2711 to feature ice class to enable her to work all year round in Baltic ports. It will also be the first vessel of this type not only compliant with, but certified to, IMO Tier III emissions regulations. Fairplay Towage Polska, Offshore Wind project manager Arkadiusz Ryz said, “We are very happy with this order. The process of selecting a platform was not easy. Finding a multi-tasking vessel meeting our requirements and built to the highest standards was a challenge, but the Damen team managed this difficult task perfectly. “This vessel will be the first in our fleet of this power that is able to enter Baltic and North Sea ports with limited depths. I am convinced that this Shoalbuster, meeting IMO Tier III emission requirements, will open up new markets for us. She has the potential to play an important role in developing our presence in the emerging offshore wind industry in Poland. A big advantage of the project is the local content – Damen is building the vessel entirely in

Poland. She will be the first such vessel built here, though I think she will not be the last one.” Damen sales manager Joschka Boddeling said, “Damen Shipyards Group has the ambition to become the world’s most sustainable shipbuilder. This vessel, with its IMO Tier III certification and contribution to future renewable energy projects, is completely aligned with this goal. We are very proud of this project and very pleased to be working together with Fairplay Towage.” *(Press Release)*

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## MISSISSIPPI RIVER COMMISSION CUTS OUT SEGMENT OF ANNUAL INSPECTION TRIP

The Ensley Engineer Yard in Memphis, Tenn., has recently finished final preparations to make the M/V **Mississippi**, the largest towboat in the U.S., ready for on a new season of revetment support and inspection trips. The 241 foot long vessel is the flagship of the U.S. Army Corps of Engineers and, while it spends 90% of its time as a working towboat for the Corps, it also serves as an inspection and workboat for the Mississippi River Commission (MRC) during its two inspection trips each year



(high-water normally in April, and the low-water, normally in August). This year, though, rising cases of COVID have caused the MRC to cancel the Upper Mississippi River portion of its annual low water inspection trip on board the M/V Mississippi, which had been scheduled for August 15–20, 2021. The MRC still intends to conduct the Lower Mississippi River portion of the low water inspection trip and public hearings scheduled for August 22–27, 2021. Four public meetings have been scheduled aboard the M/V **Mississippi** in select towns along the river. Commission members will meet with local partners, stakeholders, and residents and hear their concerns, ideas, and issues. The meeting dates, times, and locations are as follows: August 23 9:00 a.m. – 12:30 p.m. Caruthersville, Mo. (City Front); August 24 9:00 a.m. – 12:30 p.m. Memphis, Tenn. (Beale Street Landing); August 25 9:00 a.m. – 12:30 p.m. Greenville, Miss. (City Front); August 27 9:00 a.m. – 12:30 p.m. Morgan City, La. (Port Commission Dock); Interested parties are invited to present their views on matters affecting the water resources infrastructure needs in the valley, including flood control,

the Mississippi River and Tributaries project, and other water resources challenges. Due to COVID-19 guidelines, the MRC will limit the audience in the hearing room to 50 people during the public hearings and masks must be worn at all times while on board the M/V **Mississippi**. The MRC encourages members of the public who wish to address the MRC in person to pre-register at <https://mvd.usace.afpims.mil/About/Mississippi-River-Commission-MRC/> and those who do not wish to attend in person to please consider sending testimony for the public record via email to [edie.whittington@usace.army.mil](mailto:edie.whittington@usace.army.mil). The Commission will accept testimonies for the record until 5:00 p.m. (CDT) on August 28, 2020. The Mississippi River Commission, established in 1879, is composed of seven members, each nominated by the President of the United States and vetted by the Senate. Three of the organization's members are officers of the Corps of Engineers; one member is from the National Oceanic and Atmospheric Administration; and three members are civilians, two of whom are civil engineers. The public hearing process is unique to the Commission and the Corps. The purpose of the public meetings is to maintain a dialogue between watershed interests, the public, and USACE. Presentations by the public are made orally, and a copy of the remarks is presented to the Commission for official record and written response. (Source: *MarineLog*)

## 2021 BUILT DAMEN ART 80-32 VB FLANDES AND VB SAMBA ON THEIR DELIVERY VOYAGE



The 2021 Damen ART 80-32 built tugs **VB FLANDES** and **VB SAMBA** was seen entering Grand Harbour, Malta during their delivery voyage on Tuesday 10th August, 2021. *Power & Manoeuvrability* This patented Rotor®Tug propulsion configuration consists of three diesel driven azimuthing thrusters of which two units are placed in the fore ship and one unit is placed in the aft ship. Thanks to this propulsion configuration the

tug features 100% bollard pull over the bow, 100% bollard pull over the stern and 65% bollard pull sideways. As a result the vessel has an extremely high manoeuvrability. *Safety* During high speed escorting operations the Rotor®Tug immediately returns to a safer position when reducing throttle or in case of engine black-out. With the Rotor®Tug propulsion system the transfer between high speed escorting operations and low speed assistance operations can take place in a fully controlled manner. *Redundancy* The



Rotor®Tug configuration with triple Z-drives and main engines ensures a great redundancy level. If one thruster or main engine fails you are capable to complete the assistance in a safe and controlled way. The Rotor®Tug is equipped with two winches, one on the fore - and aft deck. In case a towline or winch fails, the tug master just turns the tug and reconnects on the other winch. The tugs have a length of 32.90 mtrs a beam of 13.20 mtrs with a total power output of 5,295 kW and performed a free sailing speed of 30 knots and a bollard pull of 80 tons. *(Photo: Capt. Lawrence Dalli on behalf of Boluda Towage Europe - www.maltashipphotos.com)*

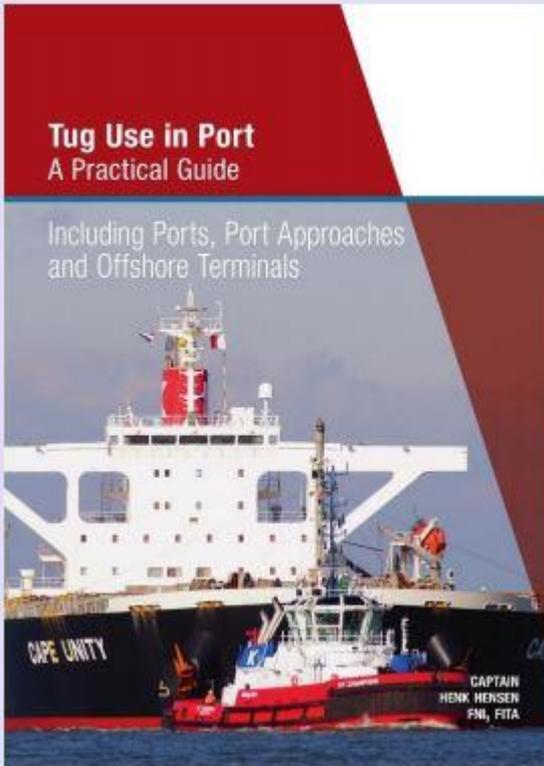
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great added value. This added value is not only achieved through technical aspects such as manoeuvrability and bollard pull, but also through the coordinated cooperation between pilots, tug masters and boatmen, who are all well-trained professionals and experts in their field. Good communication and a mutual trust in each other's knowledge and skills as well as knowledge of the other's area of expertise are the most important elements of this cooperation. The main primary objective is to bring ships safely and smoothly to and from their berth. This book is a must for all involved in the towing industry, pilotage, tugboat captains, boatmen etc. This book can be ordered at <https://stc-publishing.nl/>

## HEPHAISTOS SOLD TO MULTRASHIP



The **Hephaios** – **Havendienst 8** was seen last week renamed **Multratug 8** with homeport Terneuzen and the companies logo in the stack. Multraship bought the vessel and will be brought to Multraship standard/colors in the coming weeks. The tug was built in 2001 by IHC Delta Shipyard – Sliedrecht; Netherlands under yard number 1000 and delivered to Gemeentelijk Havenbedrijf Amsterdam - Amsterdam as

the **Havendienst 8** – **Hephaios**. In 2009 she was renamed **Port of Amsterdam 8 Hephaios** or **PA8**. In 2014 she was sold to Verschoor Nauteik B.V. – Hardinxveld-Giessendam. She has a length of 27,60 mtrs a beam of 8.55 mtrs a draught of 2.80 mtrs and a depth of 3.30 mtrs. The Stork-Wartsila diesel engine produce an output of 1,650 kW (2,243 bhp) and performed a free sailing speed of 10.8 knots and a bollard pull of 20 tons. (Photo: AB)

## EQUIPMENT ON AND OFF YOUR VESSEL

Your commercial hull policy provides coverage for more than just your hull. It may extend coverage to the “hull, tackle, apparel, engines, boilers, machinery, appurtenances, equipment, stores, boats and furniture.” But what happens when you have a claim involving any one of these items? If the claim is covered, you have to pay the deductible first. Depending on the amount of hull coverage you have, this can be rather sizable and may exceed the value of the damage. Do you have a tender? List it separately on the policy with its own hull limit and a smaller deductible. The liability coverage from your vessel still extends to the small boat but when the tender has its own hull value listed, you can have a much more manageable deductible. And don't forget to tell your insurance agent if you have purchased a new outboard for the tender. This can increase its value and exceed the value of what you have insured the tender for. Do you store items ashore during the off season? Some policies will reduce the coverage on these items while off the boat by covering only fire-based claims. Be aware: Should an item be stolen then your boat's policy will not react. Have you installed special equipment on your vessel to perform specific work? They can be scheduled on your policy with a stated value along with an appropriate deductible. Do you operate equipment overboard? Good luck getting that

added to your commercial hull policy. If you have ROV units stored on board your boat you may be able have them scheduled on your hull policy. But when they go overboard coverage ceases. Obtaining a stand-alone policy specifically to cover your ROVs is the proper way to provide coverage. This policy will react to claims from incidents both on the boat as well as in the water. Take a moment to look at your boat and the equipment that you have on board. Then give your insurance agent a call and discuss the current limits you have for the vessel and everything on it, especially what can be stored (or is stored) on land. You will be happy you did should you need to file a claim. *(Source: Workboat.com)*



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## ASD Tug 2312

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## A RIVER TRANSPORT BY THE PUSHER DRIEBOND IV



In the Winschoterdiep, in the Northern Province Groningen of the Netherlands, was spotted the pusher tug **Driebond IV** pushing a barge filled with sludge. The tug has a very rich history. She was built in 1938 at the Bijlsma Shipyard – Wartena; Netherlands as **Pijo** for T. Korevaar – Kampen. During her wartime years nothing is known about the tugboat. However in 1949 she was owned by Staat de Nederlanden Bureau

Financien – Den Haag. Later that year she was sold to A.C. Braamhorst – Rotterdam still under her original name. She directly sold to J.H. Heijmans, Born & G. van Yzendoorn – Rotterdam and renamed **Agatha**. In 1953 she was sold to J.P. van den Bosch – Rotterdam and renamed **Lis II**. In 1962 sold to J.J. Rensen - Zaltbommel & L.C. Herrebout – Sluiskil and renamed **Louise**. In 1968 sold to J. Papenhuyzen – Cannes; France and renamed **Zeebond**. In 1971 she was sold to V.o.f Gebr. Kleinstra – Rotterdam. In 1974 sold to Westraba Schifffahrt AG – Basel; Swiss. In 1975 sold to M. van der Marel B.V. – Ouwkerk; Netherlands. In 1978 sold to W. Doorduyn Jr. – Vlaardingen. In 1983 back to M. van der Marel. In 1985 sold to Kerkhove Holland B.V. – Zwijndrecht. In 1986 sold to Barge Service B.V. – Rotterdam. In 1993 sold to B.L.P. Nobel – Nieuw Beijerland. In 1994 sold to S.P. Toxopeus “Voorzaan” – Goutum. In 1995 she was sold to H & H Zweep V.o.f. Hunzetrans – Groningen and renamed **Driebond IV**. She has a length of 18.34 mtrs a 4.56 mtrs a draught of 181 mtrs. (*Photo: Joop Bartels; History by Sleep- & Duwvaart*)

## ACCIDENTS – SALVAGE NEWS

### *JAPANESE BULKER BREAKS APART AFTER STRANDING OFF JAPAN*

A Japanese dry bulk carrier transporting wood chips grounded during a storm and later broke apart off the port of Hachinohe on the northeast coast of Japan’s main island of Honshu. The Japan Coast Guard successfully evacuated the crew without incident and initially reported that the vessel was not in danger. The 39,910 gross ton **Crimson Polaris** operated by NYK Line



was reported to be inbound on August 11 from Thailand fully loaded with 44,000 tons of wood chips when the vessel encountered a steering problem. It was washed ashore by strong winds. Media reports indicated that the captain reported losing control although NYK said in a statement that the vessel had anchored outside the port due to the severe weather.

The Japan Coast Guard received a distress call from the vessel at around 7:50 a.m. local time. Shortly after 2:00 p.m., they began an airlift by helicopter lasting approximately five hours to ferry the 21 crew to shore. In its first report NYK said that some cargo had leaked from the vessel due to damage to the hull. The Japan Coast Guard reported that it had not seen an oil spill and they

believed the vessel was safe. However, at 4:15 a.m. on August 12 the **Crimson Polaris** broke in two

just forward of the deckhouse. The wreck is approximately 2.5 miles offshore. An undetermined amount of oil has reportedly spilled with an investigation and containment efforts underway. The vessel was built in 2008 and owned by MI-Das Line and registered in Panama. It was managed by Misuka Kaiun. It was a dedicated wood chip carrier with dimensions of 656 in length and a 106-foot beam. Additional details as expected after a briefing from the Japan Coast Guard. *(Source: Marex)*

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## DANISH TRAWLER *AGGERSOE* SUCCESSFUL RAISED

Danish salvage company J.A. Rederiet have salvaged the Danish trawler Ri.372 **Aggersoe** on 5th August using their newly purchased 700 ton catamaran floating crane/lift unit **GM 700**. On the night to 18th July M/V **Aggersoe** sank at a position 30 nautical miles West of Hirtshals when the cargo of fish



shifted. Vessel's crew of 4 were safely airlifted by a Danish rescue helicopter. M/V **Aggersoe** has been delivered to Frederikshavn by salvor, where it will be recycled. The trawler is 27 m loa and salvaged weight was approx. 250 tons including cargo. *(Press Release)*

## OIL FROM WOOD CHIP CARRIER THAT SPLIT APART REACHES JAPANESE COASTLINE

The Japan Times reports that oil from a wood chip carrier that broke apart off the Japanese coast has reached the shore of Misawa in Aomori Prefecture. The incident began August 11, when the dedicated wood-chip carrier **Crimson Polaris** was swept away by a strong wind while anchored and subsequently ran aground off Hachinohe in Aomori prefecture at around 7:35 am (JST) on August 11. At 4.15 a.m. the next day, the hull of the vessel split in two and oil started to leak into the ocean. All 21 members of the vessel's Chinese and Filipino crew were safely evacuated from the ship by the

Japanese Coast Guard prior to the break up. The 2003-built Panama-flagged ship, owned by MI-DAS Line S.A. and managed by Misuga Kaiun Co. Ltd., is currently on charter to NYK Line, which has organized a crisis management center led by its president, Hitoshi Nagasawa, to address the situation. In its most recent statement, issued at 7.00 p.m. local time on August 12, NYK said that as of August 11, when the ship grounded, it had approximately 1,550 tonnes of heavy oil and 130 tonnes of light oil as fuel. “At this time, the amount of oil that has been



washed away has not been identified,” said the statement. The statement said that a crack that occurred near the space between the No. 5 cargo hold and the No. 6 cargo hold at the rear of the hull progressed and [the ship] was divided into two parts (the bow and the stern). The divided bow is suspended by an anchor chain, and the stern seems to have landed on the seabed. NYK added that, in regard to towing and salvage efforts, the ship’s owner and the ship management company, along with the relevant authorities and salvage companies, are currently assessing the situation, with the prevention of environmental pollution as the highest priority. (Source: *MarineLog*)

### NORWEGIAN WORK BOAT HITS SKERRIES AT VÅGSØY



A Norwegian work boat with three crew members on board has run aground on a skerry at Lysholmen near Vågsøy. A hole was made in the hull when the work boat hit the cliff edge, but there is no sign of an outflow of fuel from the ship. All three crew members are reported safe and sound. Rescue crews quickly arrived at the ship and deployed bilge pumps to empty the ship of intrusive water. Work is now underway on a salvage plan to pull the ship off the ground again. (Source: *Maritime Danmark*)

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### *RUSSIAN BLAME GAME AS OIL SPILL SPREADS IN THE BLACK SEA*

An oil spill at a Russian marine oil terminal on the eastern side of the Black Sea has grown from reports of a minor spill to a controversy with scientist saying it is much larger and reaches much further than announced by the authorities. Initial reports were of a small spill covering an area of approximately 200 square yards with an amount of less



than 12 cubic meters (100 tons) of crude at the Caspian Pipeline Consortium (CPC) marine terminal near the city of Novorossiysk on the Black Sea. Media reports linked the spill to a Greek flagged tanker the M/T **Minerva Symphony**. The 159,000 DWT tanker had been loading at the Single Point Mooring when the spill occurred late on the afternoon of August 7. Terminal operator CPC, which is owned by Rosneft in Russia, Chevron, and Eni of Italy, sought to downplay the spill, saying that it had immediately enacted its oil spill prevention plan. Booms and cleaners were dispersed. They reported that 17 response vessels were deployed to the terminal, including skimmers and oil storage tanks. By that evening, they were reporting that the spill had been contained and that the Black Sea water was being monitored. Although they suspended operations at the terminal for a few hours after the spill, by the following morning they issued a statement saying, "According to the information on the morning of August 8, the situation was back to normal and posed no hazard to the local population or flora and fauna of the Black Sea. CPC has set up an ad hoc commission to investigate the causes and conditions of the incident." While the reports cited the Greek tanker, CPC admitted that a hydraulic compressor broke while crude was being loaded onto the ship. They said it was an integral part of the operation and the cause of the spill. The company continued to say that monitoring was underway and that the local administration and prosecutor's office reported that seawater samples "do not exceed the maximum permissible concentration. The state bodies have overflowed the water surface and the coast in the area of the oil outflow and to the west. It has been established that there are no signs of pollution, the water area is in a clean state." Locals however are claiming that the spill has entered the Utrish Natural Reserve, Abrau-Dyurso, a famous beach town and wine-producing region on the Black Sea. The Russian Academy of Science is monitoring the

pollution from space, and by August 8 said they believe from satellite images that the spill had already reached the open ocean. They estimated that it was covering up to 20,000 acres over a distance of up to 12 miles. According to a report on Reuters, Deputy Prime Minister Viktoria Abramchenko has intervened ordering an assessment of the scale and impact of the spill. (*Source: Marex*)

## ALLISION IN THESSALONIKI



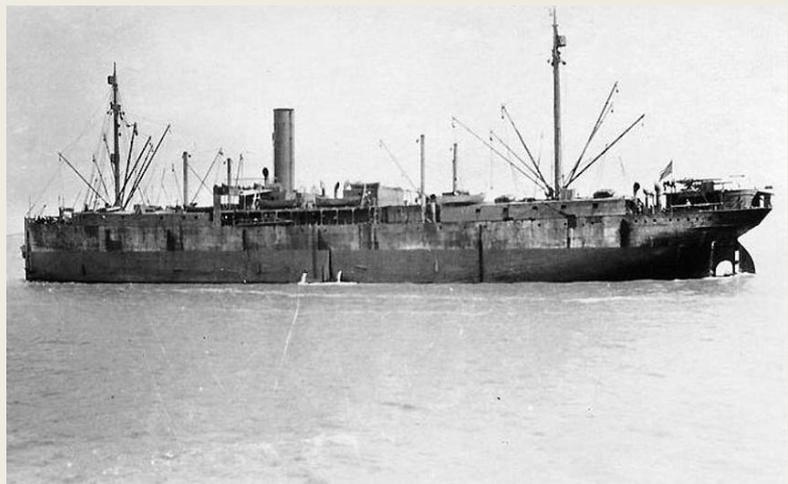
The Port Authority of Thessaloniki was informed in the morning of Aug 11, 2021, that during the departure of the **'Providence'** from the port of Thessaloniki it slightly allided with the berthed tug **"Megalochari XII"** (IMO:9248734), causing damage to the starboard side of the tug. No injuries nor pollution were reported. The Central Port Authority of Thessaloniki,

which is conducting the preliminary investigation, banned the tug from sailing until the presentation of a certificate of seaworthiness of the attending classification society. The 'Thessaloniki' berthed in Alexandroupolis on Aug 12. (*Source: Vesseltracker; Photo: D. Mortimer*)

## REMEMBER TODAY

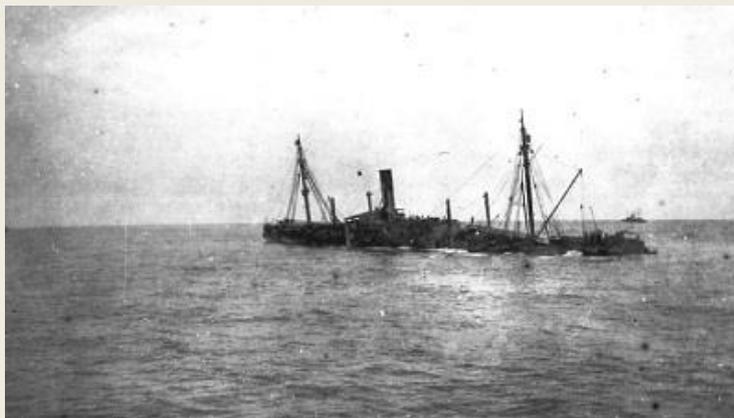
### SS MONTANAN 15<sup>TH</sup> AUGUST 1918

SS **Montanan** was a cargo ship built in 1912 for the American-Hawaiian Steamship Company. During World War I service for the United States Army Transport Service, she was known as USAT Montanan. Montanan was built by the Maryland Steel Company as one of eight sister ships for the American-Hawaiian Steamship Company, and was employed in inter-coastal service via the Isthmus of



Tehuantepec and the Panama Canal after it opened. In World War I, USAT **Montanan** carried cargo and animals to France, and was in the first American convoy to sail to France after the United States entered the war in April 1917. USAT **Montanan** was torpedoed and sunk by **U-90** 500 nmi (900 km) west of Le Verdon-sur-Mer, France, while it took part in another eastbound convoy in August 1918, Of the 86 men aboard the ship, 81 were rescued by a convoy escort; five men died in the attack. *Design and construction* In September 1911, the American-Hawaiian Steamship Company placed an order with the Maryland Steel

Company of Sparrows Point, Maryland, for four new cargo ships—**Minnesotan**, **Dakotan**, **Montanan**, and **Pennsylvanian**. The contract cost of the ships was set at the construction cost plus an 8% profit for Maryland Steel, but with a maximum cost of \$640,000 per ship. The construction was financed by Maryland Steel with a credit plan that called for a 5% down payment in cash, with nine monthly installments for the balance. The deal had provisions that allowed some of the nine installments to be converted into longer-term notes or mortgages. The final cost of **Montanan**, including financing costs, was \$73.62 per deadweight ton, which came out to just over \$692,000. **Montanan** (Maryland Steel yard no. 126) was the second ship built under the original contract. She was launched on 25 January 1913, and delivered to American-Hawaiian in April. **Montanan** was 6,649 gross register tons (GRT), and was 428 ft 9 in (130.68 m) in length and 53 ft 7 in (16.33 m) abeam. She had a deadweight tonnage of 9,406 LT DWT, and her cargo holds, which had a storage capacity of 438,154 cu ft (12,407.1 m<sup>3</sup>), were outfitted with a complete refrigeration plant so that she could carry perishable products from the West Coast—such as fresh produce from Southern California farms—to the East Coast. **Montanan** had a single steam engine powered by oil-fired boilers which drove a single screw propeller at a speed of 15 kn (17 mph; 28 km/h). **Sinking** On 1 August 1918, **Montanan** sailed in Convoy HB-8 with U.S. Navy cargo ships **West Alsek**, **West Bridge**, and 13 others for France. Escorted by armed yacht **Noma**, destroyers **Burrows** and **Smith**, and French cruiser **Marseillaise**, the convoy was 500 nmi (600 mi; 900 km) west of its destination of Le Verdon-sur-Mer by the end of the



day on 15 August. At sundown, shortly before 18:00, German submarine **U-90** launched three torpedoes at **Montanan**. The first two, spotted by lookouts aboard **Montanan**, missed, but a third, unseen torpedo struck **Montanan** amidships on her port side, opening a large hole. **Montanan** began to settle and was abandoned quickly. Two of **Montanan's** Naval Armed Guardsmen drowned when their lifeboat capsized

in the heavy seas; three of her civilian crewmen also died in the attack. **Montanan's** 81 survivors were rescued by convoy escort **Noma**. Shortly after **Montanan** was attacked, **West Bridge**, which had previously developed engine trouble and was drifting, was torpedoed by **U-107** and abandoned. By the morning of 16 August both **Montanan** and **West Bridge**, with decks awash, were still afloat some 4 nmi (4.6 mi; 7.4 km) apart. **Montanan's** captain and several officers reboarded the ship the next morning for an attempt to get her under tow, but despite their efforts, the ship sank later that morning. (Source: Wikipedia)

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## OFFSHORE NEWS

### *EXXONMOBIL HIRES OCEANEERING FOR SURVEYS OFF GUYANA*

Oceaneering has secured a contract with ExxonMobil subsidiary Esso Exploration and Production Guyana Limited (EEPGL) to provide two surveys offshore Guyana. Under the contract, Oceaneering will deliver a towed and autonomous underwater vehicle (AUV) geophysical survey and a shallow geotechnical survey. DP-2 **Cape Davis**, equipped with a 3,000 meter-rated OS-VI AUV, towed geophysical sensors and geotechnical



sampling and testing equipment, will be used for the work. In addition to the geophysical and geotechnical survey, Oceaneering will be working with RPS Group to provide Protected Species Observers (PSO) and perform an Environmental Baseline Survey (EBS) of the area. The surveys are scheduled to begin in the third quarter of 2021. “We are excited to continue to provide support for operations offshore Guyana and to have the opportunity to expand that into geophysical and geotechnical survey services,” said Eric Smith, director of Oceaneering Survey Services. (*Source: Offshore Energy*)

### *KAPITALFONDE HAS PUT ESVAGT UP FOR SALE*



After two years of ownership, the two private equity funds 3i Infrastructure and AMP Capital have put the Esbjerg shipping company Esvagt up for sale. It writes the media Insidebusiness, which can also tell that Deutsche Bank and JP Morgan have been given the task of finding a new owner. The two private equity funds bought the shipping company from Maersk back in 2015 for just over DKK 4 billion, and hope that the sale price will reach around DKK 6 billion. However, the difference between the expected selling price and the purchase price is not a profit, as the owners have pumped

large amounts into the shipping company since the purchase. In recent years, they have alone invested 900 million kroner in the shipping company, i.a. to finance the expansion within offshore wind, and most recently entered the US wind market. The business, which has a good 1,100 employees, is doing well, but the continued uncertainty about a trade agreement between the EU and the UK after Brexit hangs like a black cloud over the shipping company, which picks up about half of its turnover in the UK market. *(Source: Maritime Denmark)*

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## RIMORCHIATORI RIUNITI HAS SOLD FIVE AHTS VESSELS TO THE CBO GROUP



Cbo, a Brazilian company active in the offshore support market, will acquire five Ahts vessels from Finarge Marítimo Ltda, the Brazilian subsidiary of Finarge Armamento Genovese Srl, in turn part of the Rimorchiatori Riuniti group, and from the same Srl. In detail, these are vehicles built between 2008 and 2014, one of which flying the Brazilian flag and built in the Vard shipyard in Niterói, three built in Italian shipyards and one in a Spanish shipyard. The 'Italian' vehicles should

correspond to the [Ah Liguria](#), [Ah Camogli](#) (made by Fincantieri) and [Ah Varazze](#) (built by Rosetti Marino in 2014), while [Ah Valletta](#) should be the 'Spanish' one (made by Armon in 2010). As for the one built by Vard in Niteroi, it should be the [Ah Giorgio P](#), already flying the Brazilian flag, delivered in 2008. This is how the operation that the group's managing director, Gregorio Gavarone, announced just a few weeks ago to SHIPPING ITALY, commenting on the recent request for the disposal of the Italian flag for [Ah Valletta](#), [Ah Camogli](#) and [Ah Varazze](#), is outlined. in which he spoke of the probable sale of the three vessels to an operator who would keep them engaged in activities in the offshore of Brazil. Which will actually happen since Cbo with this operation will also take over the contracts already signed with Petrobras for four of the five units of the package, with a duration ranging from two to four years. *(Source: Shipping Italy)*

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## BILLION-DOLLAR RESEARCH SHIP IN FREDERIKSHAVN

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The largest non-military ship built in the UK for more than 30 years, the research ship **RRS Sir David Attenborough**, arrived in Frederikshavn on Wednesday where it will take a trip to the dock at Orskov Yard to be repaired. The newly built 129 meter long research ship, named after the famous TV man and scientist Sir David Attenborough, belongs to the Natural Environment Research Council and has cost 200 million pounds **RRS Sir David Attenborough** has a range of more than 15,000 nautical miles and is able to break through ice with a thickness of up to 1.5 meters, and manage without additional supplies for 60 days. It is not stated what problems the research ship must have solved in Frederikshavn. (Source: *Maritime Danmark*)

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## CHINA ADVANCES ARCTIC AMBITIONS WITH ICEBREAKER XUELONG 2

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China is advancing its Arctic ambitions with the icebreaker **Xuelong 2** undertaking the second scientific expedition in Arctic waters. The vessel departed from Shanghai last month and is currently engaging in a three and half month odyssey in the Arctic Ocean with a mission of advancing Chinese interests in the region. The vessel, which conclude an Antarctic



expedition in May, is expected to make a voyage of about 15,000 nautical miles before returning to Shanghai in late September, according to state media CGTN. According to Chinese officials, the expedition plans to monitor sea, marine ice, atmosphere, microplastics and ocean acidification in the high seas of the Arctic through navigation observation, cross-sectional survey and satellite remote sensing to obtain hydrological, meteorological and biological data of the region. It will also conduct scientific surveys in the Gakkel Ridge in the Arctic Ocean to learn about the formation of rocks and magma and the geomorphic features there to further enhance knowledge of the natural environment in the North Pole. The **Xuelong 2** voyages form part of Chinese ambitions to take a leadership role in the North Pole after declaring itself a “Near-Arctic State” in its 2018 China Arctic Policy, a declaration that has raised concerns among the global community and environmentalists. “China’s policy goals on the Arctic are to understand, protect, develop and participate in the governance of the

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Arctic, so as to safeguard the common interests of all countries and the international community in the Arctic, and promote sustainable development of the Arctic,” states the policy. The policy is based on the assertion that the Arctic is critical to its strategic, economic and environmental interests, something that grants China rights to scientific research, freedom of navigation and overflight, fishery, cable and pipeline laying and resource development. “The natural conditions of the Arctic and their changes have a direct impact on China’s climate system and ecological environment, and, in turn, on its economic interests in agriculture, forestry, fishery, marine industry and other sectors,” states the policy. Notably, China is not a member of the Arctic Council that brings together eight Arctic states, including Canada, Denmark, Finland, Iceland, Norway, Sweden, Russia and the United States. Owned and managed by the Chinese Polar Institute, the Chinese-built **Xuelong 2** measures 400 feet long with a 73-foot beam. The icebreaker has a displacement of nearly 14,000 tons and a navigation capability of 20,000 nautical miles. The vessel is designed to break 1.5-meter-thick ice at speeds of two to three knots in both ahead and astern directions and can operate in temperatures down to -30oC. It has a maximum speed of 15 knots and can accommodate 90 crew and researchers. The **Xuelong 2**'s current voyage is China’s twelfth Arctic expedition. The country has also conducted 37 Antarctic expeditions. (Source: Marex)

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## WINTERMAR SIGNALS FLEET INVESTMENT AND DIGITALISATION FOR SHIPMANAGEMENT



The Indonesia-headquartered offshore support vessel (OSV) owner stated its strategic intent as it reported a return to profit in an improving market. Wintermar Offshore Marine said it is planning to invest in new vessels and digitalisation to refocus on growth areas, saying it was “planning to start investment in new assets to grow the business”. To help finance these investments,

the company said it will “continue selling some vessels and keep a more focused fleet, while managing the gearing and cash flow”. One market it is considering is the growing Asian offshore

wind sector, which is expected to see a sharp rise in investment in new projects. Wintermar will also build its shipmanagement capability “through investment in software and digitisation of processes, to provide more cost efficiency and better controls” it said. “With these capabilities, the company will be able to grow the third-party shipmanagement business to provide more fee-based income without heavy capital investment,” Wintermar said. The revamped strategy comes as the owner has seen rising demand and utilisation of its OSVs. “Since early 2021, there has been a rising trend for offshore activity, with more tenders being issued,” Wintermar said. “This can be seen in higher utilisation and charter rates in most offshore vessel segments.” Wintermar has accumulated US\$69M in ongoing contracts as of the end of July 2021. It reported gross profits of US\$3.3M in H1 2021, compared to gross loss of US\$0.66M for the same period in 2020, when markets were impacted by the Covid-19 pandemic. Wintermar’s fleet utilisation improved from 61% in Q1 2021 to 63% in Q2 2021 as oil prices climbed. It reported total revenues of US\$20.1M for H1 2021, 8% lower than in H1 2020. Revenues this year were affected by a short-term impact on vessel utilisation when the Covid Delta variant spread globally, causing some disruptions to operations and infection spikes in June and July. “The Delta variant of the coronavirus has presented challenges for many countries, but, the rising vaccination rates around the world have also brought mobility,” said Wintermar. “The gradual opening up of economies again has added to the demand for oil and gas, prompting offshore oil and gas projects to commence, with some energy industry experts are projecting a shortage of supply coming up due to the declining productivity of existing oilfields,” the Indonesian owner said. Wintermar has already sold vessels and reorganised its vessel management structure to reduce overheads. Its owned vessel revenue declined 3% year-on-year to US\$16.7M in H1 2021, but total direct costs for the division fell sharply by 25% to US\$14M. *(Source: Riviera by Martyn Wingrove)*

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## AGS WRAPS UP ROV-DEPLOYED OBN SURVEY IN NORTH SEA

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Norwegian seismic player Axxis Geo Solutions (AGS) has completed the ROV-deployed ocean bottom node (OBN) survey in the North Sea. Announced on 30 November 2020, the survey was completed on schedule and budget, AGS informed. “Building on its previous operational experience using node on a rope technology, AGS successfully adapted to ROV deployment and recovery”, the company said. “The project crew mobilized from a smart-stack position in a very short period



of time and will revert to a low-cost mode immediately following project completion”. A month ago, AGS completed the sale of its seismic survey vessel [Neptune Naiad](#). The company also reported that it had repaid the remaining principal and accrued interest under the loan with Eksportkreditt Norge, which was guaranteed by Danske Bank and GIEK. *(Source: Offshore Energy)*

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## MUSEUM NEWS

### MARSTAL MARITIME MUSEUM GETS MUSEUM SHIP



The hunt **THE 4 BROTHERS** of Marstal have now returned to Marstal. The ship is a faithful copy of the famous yacht built in 1794 in Marstal by shipbuilder Friis. The original was unfortunately scrapped in 1944, but re-emerged as a faithful copy in 1989. **THE 4 BROTHERS** were built at Ebbes Boatbuilding in Marstal as **DIE ZWEI SCHWESTERN** of Flensburg. Since then it came to Faaborg as **THE TWO SISTERS** - but is now delayed at the museum harbor, Eriksens Plads. The very place where it once ran off the stack. Initially, **THE 4 BROTHERS** will be on the bedding and painted in the original colors. They are found on a church nave from 1824, which hangs in Marstal Church. Sometimes the story just fits like a glove! A lichen that must take care of the ship is already in the making, and with the acquisition of **THE 4 BROTHERS**, the museum has now got one last shot at the stem of the living maritime history in Marstal, which already counts the coaster **SAMKA** and the fish quasi **ANNE CAROLINE** and the many schooners that every now and then comes by as **BONAVISTA**, **FYLLA** etc. IN THE FUTURE, **THE 4 BROTHERS** will be an ambassador for the Marstal Maritime Museum and the erotic maritime history for conventions and trips around! **THE 4 BROTHERS** have been acquired with support from the Lauritzen Foundation. (Source: *Marstal Maritime Museum*)

### FROM HERRING LUGGER TO MUSEUM SHIP

This morning, 12 August 2021 the tugboat **Ocean II** arrived from Scheveningen with an old herring lugger, the **Noordster**, **SCH.236**. The destination was Van Laar's slipway at the Haringhaven. The **Noordster** was built in 1949/50 for shipping company J.J. van der Toorn built by the Sleephelling

Maatschappij Scheveningen. So it is a real Scheveningen logger. One of the special features of the



ship was a closed aft deck (so-called campaign deck) and it was particularly equipped for fishing both during the herring season and in winter. The **Noordster** symbolizes the beginning of a new fishing era in the time of reconstruction. For years, the lugger was used for herring fishing. In 1978 it was purchased by Rederij Groen and renamed Aurora and used as an offshore vessel. After almost forty years, that loyal service is over. As a

museum logger he starts a new life. On Vlaggetjesdag (Flag Day), 17 June 2017, the ship was handed over by Rederij Groen to the 'Stichting SCH 236 Back on Scheveningen', which will restore the logger to its original state. As a museum logger, the ship begins a new life. *(Photo: Jan Plug)* **History:** Flag Day has been an annual festival holiday in May or June since 1947 that, in addition to Scheveningen, was initially also held in various other fishing ports, such as in IJmuiden and Vlaardingen. Originally, it was the day when fishing ships decorated with flags (pavoised) lay in the harbor on the Saturday prior to Whit Sunday. On the days immediately following Whit Sunday, the first ships to go fishing for herring. There used to be a herring race: the first ship that arrived could be the first to auction. *(Photo: Jan Plug)*

## BERGINGSVAARTUIG “BRUINVISCH” RUIM 80 JAAR HISTORIE

De “**BRUINVISCH**”, het laatste overgebleven bergingsvaartuig van het type “Blazer” uit 1937, wordt in de Sleepboothaven Maassluis gerestaureerd naar het beeld van 1957. Deze en de volgende generaties kunnen zien en beleven hoe het leven en werk van de bergers van weleer zich afspeelde aan boord van hun vaartuigen. **Inleiding** De activiteiten van de “**BRUINVISCH**”



gedurende het eerste halfjaar bestonden alleen uit het plegen van onderhoud aan het schip. Ook hier speelden de Corona-maatregelen een grote rol, zodat slechts met een beperkt aantal vrijwilligers per keer het onderhoud uitgevoerd kon worden. Evenementen werden ook in dit voorjaar afgelast en vaartochten konden nog niet doorgaan. Dit was wederom voor velen een teleurstelling, maar het betekende ook dat er geen inkomsten waren, terwijl de vaste lasten, zoals verzekeringen en onderhoudskosten wel

doorlopen. Derhalve zijn de bijdragen van sponsors en donateurs zeker voor dit jaar erg belangrijk en ook een extra bijdrage is daarom zeer welkom. Als sponsor en donateur houden wij u regelmatig op de hoogte van de activiteiten en het wel en wee van de 'BRUINVISCH'. Van velen hebben wij reeds het emailadres. U kunt dit doorgeven via [info@bruinvisch.nl](mailto:info@bruinvisch.nl). U kunt uw bijdrage overmaken naar NL65 RABO 0126.2228.51 t.n.v. Stichting "BRUINVISCH", Maassluis. Alhoewel het herstel zich op dit moment aandient, blijven er toch nog beperkende maatregelen en evenementen worden niet of gedeeltelijk opgestart. Hopelijk kunnen we u toch in de komende zomermaanden nog wat vaarreisjes aanbieden. *(Press Release)*

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## WINDFARM NEWS - RENEWABLES

### AMPELMANN SECURES 13 OFFSHORE WIND CONTRACTS IN EUROPE



Dutch offshore access provider Ampelmann has signed 13 contracts in European offshore wind in the first half of 2021. With these contracts, the company enables the installation and maintenance of wind farms by providing motion compensated gangway solutions for both personnel and cargo transfer. "Securing these projects has brought us new opportunities to deliver the highest level of safety to offshore operations," said Bob Rollerman, Business Developer for Europe at Ampelmann. "It has been a true team effort, with colleagues from across the region working hard to bring those contracts in. We are also happy to be working with both recurring and new clients to make their operations easier on the open sea." For all 13 campaigns, Ampelmann relies on its A-type and E1000 systems. Two of the projects will make use of the company's A-hoist add-on, a recent innovation that enables the A-type to lift and transfer cargo up to 240 kilograms in a safe and efficient manner, the company said. This is particularly important in operations where tools and parts need to be brought to and from the offshore platform. For larger cargo operations, Ampelmann is using the

E1000, which can transfer loads up to 1 ton and fully compensate for the motions of the vessel in high sea states. The A-type and E1000 systems are supporting the installation of several new wind farms, among which are Hornsea Two, Moray East, and Hollandse Kust Zuid. Among the recently secured projects is one in France, a new market for Ampelmann, where it is supporting the installation of the foundation of a wind farm. This also happens to be the company's first commercial offshore wind project in France. "We celebrate the opportunity of joining this offshore wind project off the coast of France," Rollerman said. "Every commissioning operation in offshore wind is a step in the right direction and entering new geographical areas in that market is particularly exciting." Apart from the installation and commissioning of wind farms, Ampelmann's systems are also supporting multiple maintenance operations. A large part of the 13 contracts has been signed with returning customers, the company said. In order to further improve its offering, the Dutch offshore access provider now also offers access to Ampelmann Insights, its data-driven platform that gives clients a detailed look into their day-to-day operations. This includes the number of transfers they've completed, the performance of the system as well as a workability forecast based on sea and weather conditions. According to some of the latest data, Ampelmann has enabled the safe transfer of more than 22,000 people and close to 1.5 million kilograms of cargo in these 13 new projects so far. (*Source: Offshore Wind*)

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## FIRST HYBRID CHARTWELL 24 CTV HEADS TO EAST ANGLIA 1

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HST Ella is the first hybrid Chartwell 24 vessel to hit the water, following her completion at the Isle of Wight shipyard Diverse Marine. "Rapidly maturing hybrid technology means that environmental consciousness can sit hand in hand with operational excellence, and in the [HST Ella](#), we have a vessel that delivers both, following a consultative design process with Chartwell Marine, and a



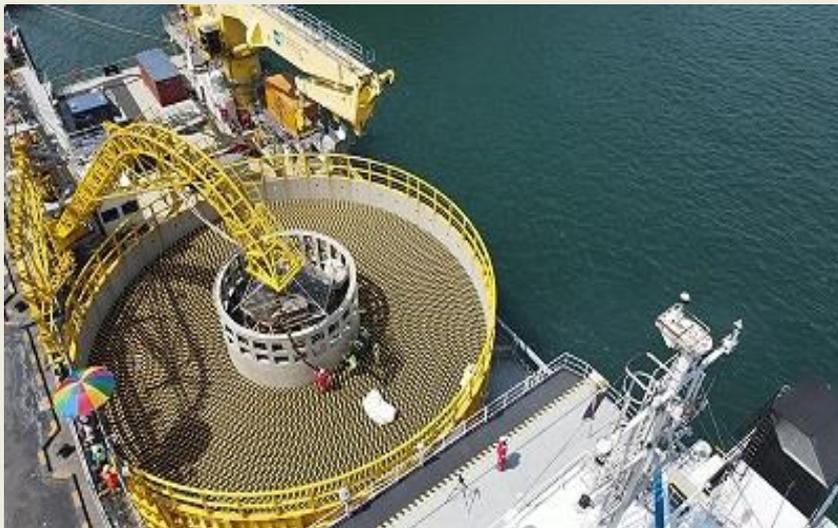
high-quality build at Diverse Marine," Tom Nevin, Chief Executive Officer, HST, said. The [HST Ella](#) reaches transit speeds of 10 knots on electric propulsion and 30 knots on diesel, while during port operations, the vessel's electric operation mode is said to allow for quiet and zero-emission low-speed maneuverability. This is enabled by the vessel's unique hybrid propulsion system. An electric motor sits alongside a diesel engine to drive a high-performance changeable pitch propeller (CPP) system, ensuring superior maneuverability and operational flexibility, HST said. The system is coupled with the vessel's advanced hull form for reduced frictional resistance, and its use of Hydrotreated Vegetable Oil (HVO30) as fuel – a market first for a newbuild CTV. The 26-metre vessel is able to carry 24 industrial personnel alongside a maximum payload of 15 tonnes. Following its launch, the [HST Ella](#) will depart to begin her maiden contract at the East Anglia 1 offshore wind farm. "Whether designing a diesel-powered CTV with an innovative hydrofoil system propelled by waterjets, or, as in this case, a large hybrid-electric CTV using HVO fuel with a changeable pitch propeller, we always look to ensure that the proven characteristics of the Chartwell 24 platform are built in," Andy Page, Managing Director, Chartwell Marine, said. "Designing for hybrid operations

brings specific challenges, but our central philosophy is that we design with the vessel's eventual operational profile front and centre, and we have been proud to work with Diverse Marine and HST to incorporate lessons learnt from best practice CTV operation into this vessel." (Source: *Offshore Wind*)

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## LS CABLE & SYSTEM TO ACQUIRE LARGEST SUBSEA CABLE LAYING BARGE IN KOREA



LS Cable & System has revealed the plan to buy the largest submarine cable laying barge in Korea to increase participation in domestic and overseas offshore wind projects. The company is planning to acquire its first submarine cable laying barge and prepare for offshore wind power generation projects. With the acquisition of the 8,000-ton **GL2030**, LS Cable & System will become the only

company in Korea to have both a submarine cable plant and submarine cable laying barge. **GL2030** will be used first for domestic projects starting in the first half of 2022. The company believes that by owning the barge it will be able to adjust its operation schedule, expanding its participation in forthcoming submarine cable projects in East and Southeast Asian countries. Myung Roe-Hyun, president and CEO at LS Cable & System, said: "In line with the global spread of carbon-neutral policies, we are increasing our eco-friendly business, and continuously investing to secure our global competitiveness." (Source: *Offshore Wind*)

## DREDGING NEWS

### DEME'S CSDs BUSY ON ABU QIR PORT PROJECT

The Abu Qir port project in Egypt, undertaken by DEME Group, is moving forward according to schedule. The largest ever dredging and land reclamation contract in DEME's history includes the reclamation of 1,000 hectares of new land. It also involves deepening of the port's approach channel to 23m and dredging of a turning basin to 22m. This beautiful photo shows two giant cutter suction dredgers (CSDs) **Amazon** and **D'artagnan** during their work on this massive project. Photo by



Filip Aspeslagh, Site superintendent at Deme Group. This ambitious program will create land for the expansion and further development of Abu Qir. The project is due for completion in 2023. (*Source: Dredging Today*)

## FUNDING SECURED FOR SAUGATUCK RIVER DREDGING



Connecticut Senators Murphy and Blumenthal announced earlier this week that \$2.8 million in funding for the dredging of the Saugatuck River has been secured in the Fiscal Year 2022 Energy and Water Development Appropriations Bill. "Dredging the Saugatuck River is an essential project that will improve the navigation, commerce, aquatic life and habitats in

Westport's Central Business District and waterfront," said First Selectman, Jim Marpe. "My office has been in ongoing communications with the Army Corps of Engineers, as well as Federal and State delegates on this important initiative. We are committed to expediting the necessary permits and approvals once funding is approved." The Saugatuck River is a significant community asset. A successful dredging project has the potential to provide increased commerce and access to Westport's coastal facilities. It is expected to play a major role in the revitalization and enhancement of Westport's downtown and river-fronting activities, including supporting maritime traffic and recreational boating. USACE is preparing to conduct an Environmental Assessment (EA) of the proposed dredged material disposal site, the Sherwood Island Burrow Site, to commence this September. Once the EA is completed, USACE will present the disposal site to the Long Island Sound Dredging Authority. If approved, the dredging of the river would be authorized provided

funding is available. *(Source: Dredging Today)*

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## *HARBOURS ALONG THE PACIFIC COAST GET \$50 MILLION BOOST*

The Government of Canada is investing a total of \$50 million in the next two years to help renew 26 small craft harbours in communities along the Pacific coast. This includes \$17 million in the Steveston Small Craft Harbour, \$11 million in small craft harbours in the Prince Rupert area, and \$22 million at other smaller harbours along the Pacific coast. The harbour at Steveston is receiving an important



investment from Budget 2021. This money will go towards float repairs at the 3rd Avenue and Atagi facilities; basin dredging to ensure safe moorage within the harbour; electrical repairs; and upgraded fire protection systems to keep infrastructure and harbour users safe. Small craft harbours in the Prince Rupert area are also receiving investments from Budget 2021. The funding will go towards float reconstruction at Port Edward Harbour; float and breakwater repairs at Fairview Harbour; and breakwater mooring repairs at Rushbrook Harbour. These infrastructure projects will help ensure that this important Northern British Columbia fishing hub continues to serve the loading, moorage and offloading needs of Pacific commercial and Indigenous fishing fleets. *(Source: Dredging Today)*

## *ABP INVESTS £4 MILLION IN PORT OF GARSTON*

Associated British Ports (ABP) has invested a further £4 million in its Port of Garston, Liverpool. To support both current and future business, the Port of Garston has increased its local workforce by 25%, invested in new equipment, and welfare facilities, and undertaken a significant dredge campaign to improve access to the port. According to ABP, this investment follows the recent

expansion project at the port earlier this year, delivering additional covered and external storage.



Brian McFarlane, Port Manager for ABP Garston, said: “This significant new and ongoing investment in our Port of Garston enables ABP to ensure that its services remain competitive, resilient and of the highest standards for all our customers. We’re extremely pleased to expand our team, upgrade our equipment and facilities to offer a more efficient service to new and existing trade.”

ABP’s dredging operations, UKD, has just completed a large-scale dredge campaign and ABP has also tripled the number of weighbridges at its port, which helps to reduce the amount of time that hauliers need to spend at the port. *(Source: Dredging Today)*

## SPOTLIGHT ON ABSECON CREEK DREDGING

New Jersey Department of Transportation (NJDOT) has just released this amazing video about the Absecon Creek Channel Dredging Project. The work is designed to restore safe navigation after Superstorm Sandy caused large amounts of sediment. This video is showing more about this scheme and why dredging is important in maintaining state’s



waterways. The primary mission of NJDOT is to provide a safe, reliable and efficient multi-modal transportation network which serves the mobility needs of residents, commerce and visitors in a manner that promotes economic development and insures environmental responsibility. Watch the video [HERE](#) *(Source: Dredging Today)*

## YARD NEWS

### U.S. COAST GUARD AWARDS FOUR MORE FAST RESPONSE CUTTERS TO BOLLINGER SHIPYARDS

The U.S. Coast Guard has exercised a contract option to award Bollinger Shipyards, LLC (“Bollinger”) four additional Sentinel-Class Fast Response Cutters (FRC). This announcement brings the total number of FRCs awarded to Bollinger up to 64 vessels since the program’s inception. To

date, the U.S. Coast Guard has commissioned 43 FRCs into operational service. “We’re incredibly



proud of the work we do at Bollinger, and we’re especially proud of our long history supporting the U.S. Coast Guard that stretches nearly four decades,” said Bollinger Shipyards President and CEO Ben Bordelon. “Our unique experience building for the Coast Guard is unparalleled and has shown time and time again that we can

successfully deliver the highest quality vessels on a reliable, aggressive production schedule and cost, even in the most challenging circumstances, including the global pandemic and record hurricane season experienced over the past year. We look forward to continuing our partnership with the Coast Guard.” All four FRCs will be built at Bollinger’s Lockport, La facility and are scheduled for delivery to the Coast Guard between Fall 2024 and Summer 2025. The FRC program has had a total economic impact of \$1.7 billion since inception in material spending and directly supports more than 650 jobs in Southeast Louisiana. The program has indirectly created 1,690 new jobs from operations and capital investment and has an annual economic impact on GDP of \$202 million, according to the most recent data from the U.S. Maritime Administration (MARAD) on the economic importance of the U.S. Shipbuilding and Repair Industry. Bollinger sources over 271,000 different items for the FRC consisting of 282 million components and parts from 965 suppliers in 37 states. The FRC is one of many U.S. Government shipbuilding programs that Bollinger is proud to support. In addition to the construction of the FRC, Bollinger builds the T-ATS for the U.S. Navy and regional class research vessels for the National Science Foundation through Oregon State University. Bollinger is participating in Industry Studies for four Government programs, including the U.S. Coast Guard’s Offshore Patrol Cutter (OPC) program, the U.S. Navy’s Auxiliary General Ocean Surveillance (T-AGOS(X)) program, the U.S. Navy’s Large Unmanned Surface Vehicle (LUSV) program and the U.S. Navy’s Light Amphibious Warship (LAW) program.

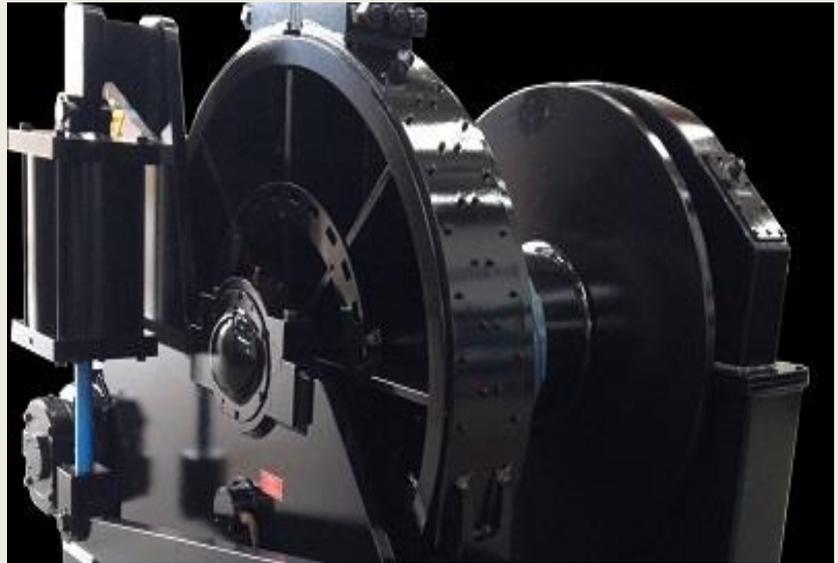
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## *CROWLEY SELECTS TOWAGE TECHNOLOGY FOR FIRST US ELECTRIC TUG*

Crowley Maritime has selected deck machinery for its ground-breaking electric-powered tugboat

newbuilding in the US. Markey Machinery was chosen to supply hawser winches for eWolf, which will be the first all-electric-powered harbour tug in the US when completed. Alabama-based shipbuilder Master Boat Builders is constructing this 25-m tug for delivery to Crowley in mid-2023. The tug **eWolf** will be deployed in the Port of San Diego for zero-emissions ship assistance. Markey will supply its DEPC-48 hawser winches with render and recovery functions and a drum brake to hold-fast lines tensioned up to 278



tonnes of force. “Crowley’s **eWolf** heralds the era of zero-emissions, ship-assist tugs for the maritime industry,” said Markey president Blaine Dempke. “As a one-of-a-kind vessel, stakeholders will be closely following how effectively eWolf operates on battery power before deciding to embrace this new technology,” he said. Trust Chevron to keep you on course. The fabricated steel winch drum spans 78.7 cm. It has a 51-cm diameter core, and flanges that measure 147.3 cm in diameter. The machines spool 152 m of 22.9-cm circumference high-strength, synthetic line rated to 390 tonnes of breaking strength, and the winches will be powered through an AC-variable frequency drive, geared to produce line speeds to 88 m/min. The DEPC-48 is fitted with several options for controlling the winches independently underway or joining both for in-port mooring. Tug **eWolf** will have an integrated propulsion system and advanced vessel control technology from ABB. It will be providing a 6-MWh energy storage system (ESS) comprising lithium-ion batteries, providing **eWolf** tug with enough power to achieve 70 tonnes of bollard pull with no emissions. Batteries provide power to the propulsion system almost instantaneously, for efficient ship-assist operations and harbour escort services. ABB said the batteries would enable **eWolf** to complete a full day of typical work before there is a need to recharge the ESS overnight. *(Source: Riviera by Martyn Wingrove)*

## WÄRTSILÄ SLASHES METHANE SLIP BY 40% FROM W20DF



More than 10 years after it was unveiled to the market, the Wärtsilä 20DF four-stroke, dual-fuel engine has received a makeover, delivering increased power output and lower fuel consumption, while cutting methane slip by 40%. Introduced in 2009 as the dual-fuel version of the Wärtsilä 20 engine platform introduced in the 1990s, the

multi-fuel Wärtsilä 20DF – also known as the W20DF – can operate on natural gas, marine fuel oil or heavy fuel oil. Well-suited for small coastal vessel, ferry and tug main propulsion applications,

Wärtsilä 20DF has been modified to further increase its fuel flexibility, allowing a much wider gas quality span, down to methane number (MN) 65, while still delivering full output, said the engine builder. The Wärtsilä 20DF operates on the lean burn principle: the mixture of air and gas in the cylinder contains more air than is needed for complete combustion. Lean combustion reduces peak temperatures, reducing NOx emissions. In gas mode, the engine is already compliant with IMO Tier III regulations without any secondary exhaust gas purification systems. As a result of the upgrade, the engine's power per cylinder is increased from 185 to 195 kW. Additionally, Wärtsilä replaced the Wärtsilä 20DF control system with the latest Wärtsilä UNIC all-inclusive automation system. The new Wärtsilä 20DF engine is better suited for variable speed applications with mechanical propulsion. For genset applications, the engine now incorporates skip-firing technology combining torque control with cylinder deactivation to optimise fuel consumption at low engine load. Energy consumption is reduced by 3%, said Wärtsilä. "The focus at Wärtsilä is on making every effort to support our customers by improving efficiencies, lowering operating costs, and lessening the carbon footprint of operations," said Wärtsilä Marine Power director, product management & sales support Lars Anderson. "This latest version of the Wärtsilä 20DF achieves all these ambitions and is a positive move towards reducing greenhouse gas emissions," he added. *(Source: Riviera by John Snyder)*

*Advertisement*



**ROTOR TUG**  
TUG DEVELOPMENT SINCE 1996

**ULTIMATE SHIPHANDLING**

*By RotorTug*

## *BALTIC SHIPYARD SENT ICEBREAKER "ARKTIKA" TO KRONSTADT FOR REPAIRS*

The nuclear-powered icebreaker "[Arktika](#)" left the berth of the Baltic Shipyard, proceeding to transfer to the Kronstadt Sea Shipyard. This was reported by the press service of the Baltic Shipyard. It is expected that there will be scheduled work on the ship to replace one of the engines. Further, the icebreaker will return to its direct duties - to ensure navigation on the Northern Sea Route. As a reminder, the laying ceremony



of the vessel took place in November 2013, on June 16, 2016 it was launched, and on October 21, 2020 it was put into operation. Also, at the production facilities of the Baltic Shipyard, four more icebreakers of project 22220 are being built - Siberia, Ural, Yakutia and Chukotka. Project 22220 universal nuclear icebreaker. Project developer - Central Design Bureau "Iceberg" Length - 173.3 m; Width - 34 m; Propeller power - 60 MW; Draft along the constructive waterline - 10.5 m; Minimum working draft - 8.55 m; Displacement - 33.54 thousand tons; Designated service life - 40 years; Crew - 75 people. (Source: Sudostroenie; Photo: Baltic Shipyard)

### DELIVERY FOR ONE 3234kW ASD TUGBOAT WITH FIFI



On 12th of July, 2021, one 3,234kW ASD Tugboat with FiFi-1, named “**Su Gang Tuo 1**” which is designed and built for Jiangsu Sugang Shipping Engineering Co. Ltd have been delivered successfully by Jiangsu Zhenjiang Shipyard. The vessels have overall length of 37m, Breadth of 9.8m, Depth of 4.4m, Astern Bollard Pull of 55t and the Speed  $\geq 14.75$ Kn. (Source: Jiangsu Zhenjiang Shipyard)

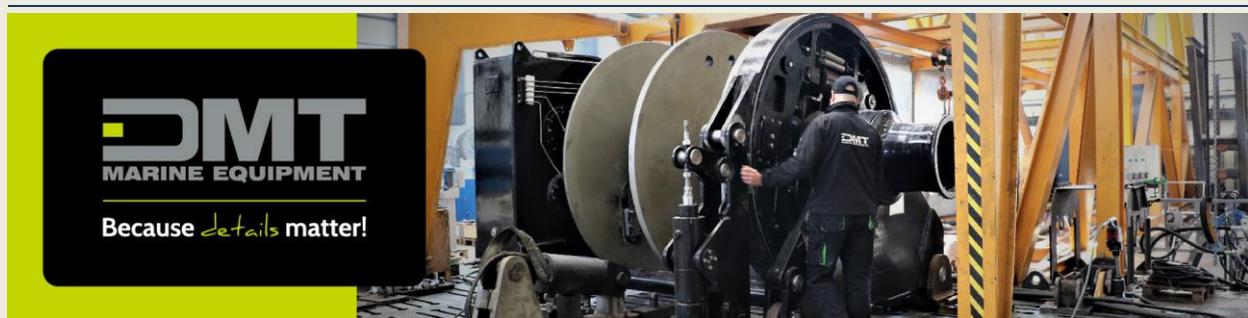
Shipyard)

### VEERPONT EN SCHEEPSWERF CYRIEL DE SMET



We verplaatsen ons naar de LEIE streek waar de laatste veerman tussen GOTTEM EN MACHELEN ook scheepsbouwer was en bijvoorbeeld het prachtige zeiljacht **ANEMONE** bouwde. Aan de hand van verklarende borden met mooie foto's en een permanent getoonde video zal u een schitterend idee krijgen van wat deze werf voor de LEIESTREEK betekende. Het bezoek is gratis van 31 augustus tot en met 7 oktober 2021. Tijdens kantooruren van CEPA; dinsdag, woensdag en donderdag, van 9 tot 12 uur en van 13 tot 16 uur. Locatie; CEPA zaal Anker; Brouwersvliet 33; 2000 Antwerpen. Tentoonstelling is toegankelijk voor rolstoelgebruikers. Parking - in de omgeving Rijnkaai (Waagnatie), - Q-Park Godefriduskaai of - op de Brouwersvliet. Ook is er een boek over gemaakt. Het mooie boek *Veerpont en Scheepswerf Cyriel De Smet*, bouw van de gaffelsloep **ANEMONE** is te koop aan €35. Met alle nooit eerder gepubliceerde foto's uit het fotoalbum van Cyriel De Smet. Meer info via medeauteur; Frits De Waele. [frits.dewaele@watererfgoed.be](mailto:frits.dewaele@watererfgoed.be) (*Press Release*)

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## *CBMM TO HOST VIRTUAL MARYLAND DOVE SYMPOSIUM*

Now two years into its construction of a new **Maryland Dove** in St. Michaels, Md., the Chesapeake Bay Maritime Museum and Historic St. Mary's City have planned a virtual symposium for this fall to allow the public to dive deeper into the historic project. **Maryland Dove**: A Symposium on Memory and Meaning will offer sessions on Wednesdays, Sept. 29, Oct. 6, Oct. 13, Oct. 20, and Oct. 27 that cover the transition from the current vessel built in the 1970s to a modern reproduction based upon decades of research. This series will consider the legacy of



of the iconic tall ship, as well as the future of the new vessel. The series will begin at 3pm on Wednesday, Sept. 29, with a session titled "Researching Dove Tales." The current **Maryland Dove** has served as Historic St. Mary's City's floating ambassador since 1978. Cambridge, Md., shipwright James B. Richardson was coaxed out of retirement to build the vessel, working with a handful of

assistants over 15 months at his boatyard off the Choptank River. In this session, CBMM's Associate Curator of Collections, Jenifer Dolde, will share research from an oral history project with shipwrights who worked alongside Mr. Jim on [Maryland Dove](#), as well as plans for Dove Tales, an upcoming exhibition about the 1970s vessel. In the world of sailing, iconic tall ships stand out for their visible connection to maritime history. On Oct. 6 at 2pm, join Captain Will Gates (Historic St. Mary's City), Captain Eric Speth (Jamestown-Yorktown Foundation), and Captains Lauren Morgens and Sharon Dounce (Kalmar Nyckel Foundation) as they share their experiences blending modern and historic expertise as ship's masters aboard replica and reproduction 17th century vessels. The next session, "Interpreting Maryland History on Both Sides of the Atlantic," will be presented at 10:30am on Oct. 13. Heritage tourists in both North Yorkshire, England, and Maryland regularly encounter the shared history of the Calvert family and the establishment of colonial Maryland. In this session, Kiplin Hall & Gardens Director James Etherington and Maryland Heritage Scholar Henry Miller will discuss their perspectives on interpreting the legacies of the Calverts and an important chapter in American colonization. "Diving into the Past: How Underwater Archeology Informed [Maryland Dove](#)" will be presented on Oct. 20 at 3pm. With the original Dove presumed lost at sea, the design of the reproduction Maryland Dove draws heavily upon research into the preserved shipwrecks of other period vessels. The Head of Research at Sweden's Vasa Museum, Dr. Fred Hocker, has played a critical role in translating discoveries from the field of maritime archeology to guide the design and build process of Maryland Dove. The final session in the virtual symposium, "Building [Maryland Dove](#)," is scheduled for 3pm on Oct. 27. With a targeted launch of spring 2022, CBMM's Lead Shipwright Joe Connor has taken the new [Maryland Dove](#) from idea into reality. In this session, Connor will highlight important milestones and review important design and build choices to craft a vessel that blends historical authenticity with modern U.S. Coast Guard standards for passenger-carrying vessels. The cost to attend Maryland Dove: A Symposium on Memory and Meaning is \$7.50 per session, with a 20% discount offered to CBMM and HSMC members. An additional discount is offered to anyone who registers for all five sessions, which will also be recorded and shared with registrants who are unable to participate live. To register, visit [cbmm.org/dovesymposium](http://cbmm.org/dovesymposium). *(Press Release)*

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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:
    - [Damen signs with Fairplay Towage for IMO Tier III certified Shoalbuster 2711](#)
    - [Suez contract extension prompts Svitzer tug order](#)
    - [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](#)
-

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](mailto: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*

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

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

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