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MIDWEEK–EDITION

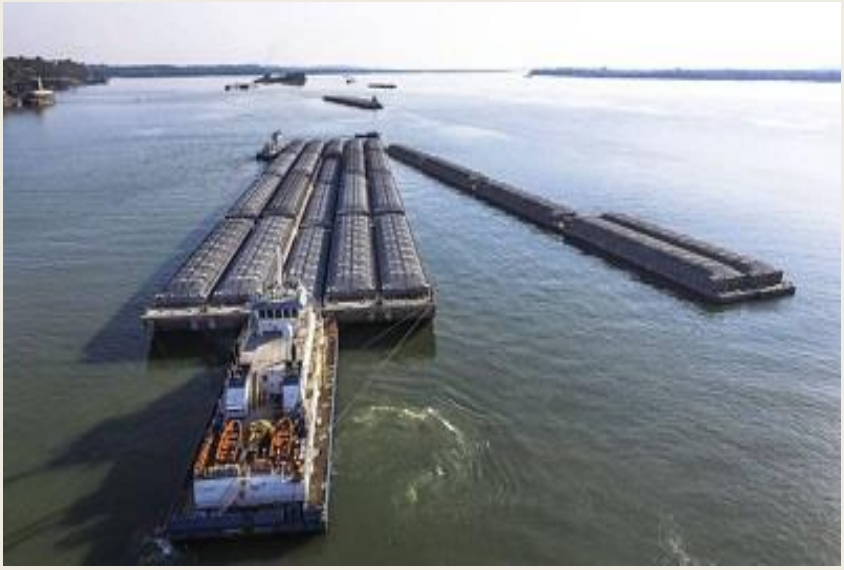
TUGS & TOWING NEWS

OWNERS RELUCTANT TO OPT FOR ELECTRIC TUGS

A leading designer of battery-powered tugboats explains the challenges of implementing these projects and the opportunities ahead. Navtek Naval Technologies is presenting its revolutionary Zeetug series of electric-powered tugboat designs to industry stakeholders to generate interest in reducing emissions in harbour towage. This follows the first Zeetug **Gisas Power** manoeuvring ships in Turkey for more than 18 months. But garnering interest from port authorities and tug owners has been challenged by restrictions imposed by the Covid-19 pandemic and short-term viewpoints. Navtek Naval Technologies business development manager Cansu Tuncer says most owners want to purchase diesel-powered tugs to expand their fleets despite aspirations in the maritime industry to cut greenhouse gas emissions to 2030, 2040 and 2050 targets. "Most of the owners and operators are still not prepared for the new regulations," says Ms Tuncer. "Most think buying a diesel tug today and refitting when the times comes will be ok." Although this pushes capital expenditure on green propulsion further ahead in years, Ms Tuncer says this is the wrong strategy, based on a lack of experience and information. "The main reason is the set up of an electric tug is completely different than diesel," she tells International Tug & Salvage. "We have been preparing studies and we see that refitting a diesel tug is almost the same cost as buying a new electric tug." Therefore, owners and operators should consider building electric-power now for the future of low-carbon propulsion in harbours and terminals. "Another point is the present and future operations routines," says Ms Tuncer. "With today's available green, electric technology, the operation routines may need to change because of the charging needs." Seafarers and port workers also need to be trained to operate tugs with batteries on board and use port-based charging stations. Ms Tuncer says Navtek has developed more Zeetug designs and is working on a method for charging batteries during operations. "We are developing a project for charging while free spinning, improving efficiency" she says. "We are also in negotiations with a major worldwide tug operator regarding the development of electric and hydrogen power together. Ms Tuncer presented Navtek's all-electric tug

designs and quick-charging stations at Riviera's How tug operators are preparing for a new era in green marine propulsion webinar at the end of March 2021. At the time, she said the success of Gisas Power had led to more interest in the Zeetug series. Navtek also developed a smart tug energy-management system for these all-electric tugs and quick-charging stations for the ports they operate within. Her colleague, Navtek general manager Ferhat Acuner, said two more Zeetug30 tugs, similar to Gisas Power and with 30 tonnes of bollard pull, would be built. Navtek also has a Zeetug45 design for an electric-powered tug with 45 tonnes of bollard pull. "We have already signed the contracts and their building has started," Mr Acuner said during the webinar. "We are planning completion by the end of this year." He expects more electric-powered tugs to be built in the future, but with financial support from authorities. Navtek has developed the Zeetug series to cover vessels with bollard pulls from 5 tonnes to 80 tonnes. *(Source: Riviera by Martyn Wingrove)*

BRAZILIAN RIVER TUGS TAP WÄRTSILÄ FOR MAINTENANCE AGREEMENT



Wärtsilä signed a seven-year optimized maintenance agreement to support the operations of two river pusher tugs owned by Hidrovias do Brasil and operating in Northern Brazil. Both boats operate with Wärtsilä 20 engines, often in shallow waters and remote locations: challenging operating conditions make the planning and execution of maintenance difficult. Included in the agreement are Wärtsilä's Data-Driven Dynamic Maintenance Planning and Expert Insight innovations to deliver remote operational and technical support, as well as an insight to fuel efficiency, maximized uptime with maintenance being carried out on an 'as-needed' basis rather than according to a set number of operating hours, spare parts planning and coordination and personnel training. "Under this contract we receive technical support from the manufacturer of the engines, parts for preventative maintenance, and remote monitoring of the engines' performance," said Ricardo Brandalise, Maintenance Manager, Hidrovias do Brasil. "Because of the gains it provides when well managed, maintenance is a strategic area for us. Therefore, we identified the need to continue with a long-term contract in partnership with Wärtsilä." *(Source: MarineLink)*

VICENTE BOLUDA CEBALLOS ELECTED PRESIDENT OF SPANISH TUGBOAT ASSOCIATION (ANARE)

The appointment took place during the Association's AGM. The post meeting lunch was attended by guests such as the president of Puertos del Estado and the director general of the Merchant Navy. On 21st July, Vicente Boluda Ceballos, vice president of Boluda Corporación Marítima and the company's international towing division Boluda Towage was elected president of the Spanish Tugboat Association (Asociación Nacional de Remolcadores de España, ANARE) by the Association Board. From November 2013 to the present, Vicente Boluda Ceballos has served as vice president of ANARE, and he takes over as president from Vicente Boluda Fos, CEO of Boluda Corporación Marítima, who stands down from the role after 27 years as head of the tugowners' association, having been elected president of the Spanish Shipowners' Association (Asociación de Navieros Españoles, ANAVE) on the 20th of July. Highlighted among the new ANAR president's business roles, he is vice president of the European Tugowners' Association; a member of the Executive Committee and Plenary Committee of the Official Chamber of Commerce, Industry, Services and Navigation of Valencia, and president of Bodegas Fos. The new president of ANARE is 35 years old, with a degree in Business Administration and Management from the University College of Financial Studies (Colegio Universitario de Estudios Financieros, CUNEF) and the Universidad Complutense de Madrid, and has taken part in numerous conferences and seminars related to the maritime-port sector, both in Spain and further afield in Europe and South America. The appointment took place in Madrid during the AGM of ANARE, followed by a lunch attended by director general of the Merchant Navy Benito Núñez, and president of Puertos del Estado Francisco Toledo, who received a plaque from the new president of ANARE. *(Press Release)*

SANDRA MARY - A NARROW ESCAPE

The tug **Sandra Mary** had a narrow escape today August 1, 2021 when it began taking water off Charlottetown, PE. Thanks to a quick response from the CCG and private boat owners a pump was delivered and a CCG mechanic assisted in securing the tug. It was towing the dump scow **Pitts No.12** which was also secured and both were brought in and berthed in Charlottetown. **Sandra Mary** was built by Russel Bros in Owen Sound, ON in 1962 as Flo Cooper and its complete history is available on the excellent Russel Bros web site: http://www.russelbrothers.ca/xflocooper.html The tug had only recently arrived in Point Tupper after a long trip from the Great Lakes. CCG vessels nearby responding included M.Perley, Samuel Risley (en route from the Great Lakes for refit in Pictou), CCG RHIB, two inshore fishing vessels and two pleasure craft. *(Source & Photo: Mac Mackay-Tugfax)*

REMOTE FUTURE FOR OFFSHORE SURVEY AND PORT TOWAGE

Autonomous navigation and remote-control developments demonstrate benefits to maritime and offshore sectors. Marlink and Bureau Veritas worked with Seaowl to demonstrate the Remotely Operated Service at Sea (ROSS) concept in 2020 – to remotely control an offshore support vessel (OSV) securely from shore in full compliance with French flag and Bureau Veritas class requirements.

This project proceeded despite there being no prevailing regulatory framework. But under IMO guidelines, this remotely operated OSV was considered a MASS Degree 3 with no humans on board. "The team worked to define a compliance pathway and relevant certificates," explains Bureau Veritas Marine & Offshore director for strategy and acquisition Jean Baptiste Gillet. "Our guidelines identified gaps with equivalence to manned vessel operations with issues including quality of bridge visibility and management of emergency situations." Controlling a vessel remotely requires fully redundant, highly secure communications from the vessel to the control centre, relaying all navigation functions to shore using streaming data and video. For network provider Marlink, the ROSS project posed three challenges: the need for a failproof link with multiple redundancy; cyber

security throughout the network infrastructure; and access control to onboard sensors and monitoring equipment to provide data. All were successfully met. "You can compare the ROSS project to Formula 1 racing where engineering is taken to the extreme and learnings are brought back into the mainstream auto industry," says Marlink Maritime president Tore Morten Olsen. "There needs to be a positive business case for the user and even if autonomous shipping does not happen any time soon, we can take pieces of what has been developed and bring it back into mainstream shipping," he says. The ROSS project was created to demonstrate the business case for safe remote operations controlled from anywhere in the world to oil major Total. The intention was to reduce costs, protect crew and reduce emissions since the OSV is battery powered. Seaowl managing director Vincent Boutteau says his team focused for two years on automating operations and understanding the impact in terms of reliability. "A key question was how to manage safe operations with the ROSS vessel's crew and captain sited onshore," he says. "We needed to demonstrate that the functions used by the captain in remote operations were similar to what he usually has on board, visual watch, ECDIS, AIS, radar, all of which was approved by flag and class to demonstrate the required level of safety." Mr Gillet says remote technology offers new use cases. "It also requires a lot of software and connection to make it work." Bureau Veritas is using this technology for remote surveys. "There are interesting opportunities and improvements in safety and efficiency if the quality is acceptable," says Mr Gillet. Mr Boutteau explains ROSS was mostly a technology integration project. "All of the building blocks existed; the challenge was to integrate components from different suppliers and enable them to communicate in a maritime IT world with no real standards," he says. Mr Olsen says the industry needs to drive standardisation as the regulators are behind the curve. "There will always be vessels that cannot adapt," he says, "but what I see is connectivity developments that will further enable digitalisation for vessels." Industry demand is increasing for remotely controlled vessels.

"More systems are coming to market and there is more interest in this domain. An evolution is taking place," says Mr Olsen. A milestone was passed in remote control trials in Singapore in Q2 2021 when Keppel Offshore & Marine (O&M) and ABB successfully controlled a tugboat. They enabled a master to control Keppel Smit Towage tug Maju 510 from Maritime and Port Authority's Maritime Innovation Lab in April 2021. Keppel O&M and ABB retrofitted the 2011-built, 32-m, Singapore-flag tug with autonomous technology for command from shore. ABB provided its Ability Marine Pilot for tug remote control using information from onboard systems to generate digital situational awareness on the tug and at the command centre. Keppel Smit Towage managing director Romi Kaushal says remote control technologies will support captains. "We leverage technology to improve our operations," he says. "With **Maju 510** as a pilot tug, we are able to experience and provide feedback on how autonomous operations can help the tug captain and crew to simplify navigation to focus on crucial tasks," Mr Kaushal explains. "This has the potential to significantly enhance operational safety and efficiency." Remote control enables tugs to transit between towage jobs without crew interaction and assists in station keeping, allowing onboard crew to rest rather than perform routine tasks. ABB Marine & Ports division president Juha Koskela says this milestone is a significant step towards

autonomous shipping. "The intent of this technology is to relieve crew of tasks that can be automated, enabling them to perform at their best during critical periods, and enhancing the overall safety and productivity of marine operations," he says. "This trial also confirms the possibility for applying remote and autonomous technology to other vessel types." Keppel O&M managing director for newbuilds Tan Leong Peng says "remote control navigation is an important feature of autonomous vessels as it acts as a safeguard and is useful in certain complicated scenarios." A second phase of this project, scheduled for Q4 2021, will see **Maju 510** perform autonomous collision avoidance tasks while under remote supervision. Singapore has become a hub for autonomous vessel and remote-control pilot projects with PSA Marine teaming up with Wärtsilä in Singapore for autonomous navigation trials. PACC Offshore Services Holdings (POSH) is also pushing the autonomous technology boundaries for harbour tugs. It successfully trialled autonomous navigation and artificial intelligence innovations on ship-handling tug **POSH Harvest** in partnership with ST Engineering in 2020. There were several trials elsewhere in 2019 and 2020. In Japan, NYK and Japan Marine Science collaborated on two research projects with Japanese Government backing to trial remote navigation and collision avoidance on vessels including a tug in Tokyo Bay. In the Netherlands, Kotug International passed a new milestone in autonomous vessel navigation in September 2020 with a successful demonstration using a training harbour tug. It tested smart navigation on **RT Borkum** training tug in Rotterdam, being the first vessel in the world to autonomously sail the most optimal route in a port setting. Dutch tug operator Herman Senior said it would upgrade one of its vessels with autonomous navigation to improve operational safety using a remote-helm control system from Sea Machines Robotics. In the US, Sea Machines Robotics has supplied its remote command technology to articulated tug-barge units and for Foss Maritime's 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 allows personnel to manage and support operations from anywhere on board the vessel or from shore. In the UK, Zelim intends to deploy remotely operated search and rescue vessels based at offshore windfarm installations for emergency response. These freefall rescue vessels would be deployed from a substation, the transition piece on a wind turbine or launched from a service operation vessel. Once launched it would transit to the recovery location and use a sensor package to locate the person in the water. More unmanned surface vessels are under development for the offshore sectors by Fugro, Ocean Infinity, XOcean, HydroSurv, SeaRobotics, Kongsberg, AutoNaut and ThayerMahan. First-generation vessels are unmanned survey vessels, but new-generation vessels are being brought to market that can do much more than survey the seabed. In the near-term, these second-generation vessels, such as for Reach Remote and those unveiled by Fugro and Ocean Infinity, will deploy remotely operated and autonomous underwater vehicles and unmanned aerial vehicles. There could be fleets of these vessels providing seabed inspections, surveys and workover operations in the future. *(Source: Riviera by Martyn Wingrove)*

ON GETTING READY FOR SPRING

To a boatman, particularly a steamboatman, there was always something special about getting ready to go into commission in the spring of each year. In the days of long ago, all steamboats and most tugboats would be layed up for the winter season as the river froze over in December. In spring, when the days got longer and the ice broke up, the boats would get ready to go back into operation. Then, it was a new season — you knew spring had really arrived. On a tugboat, the crew would report aboard in the early morning. All the new lines, supplies for the galley, mattresses, blankets and sheets and other supplies for the new season were brought aboard. The cook would be rushing around getting the galley ready and cooking the first meal, which usually had to be prepared quickly. Generally, he would go over to Planthaber's on the Strand in Rondout and order his supplies for the first few days. When these came down to the dock, they always looked as if they would last a month. *Coaling Up* Then the tug would go down to the coal pocket and coal up. The smell of dryed new paint in the fireroom and on top of the boilers, the soft hiss of the steam, and the pleasant aroma of the soft coal smoke made one so hungry, he could eat almost anything that was put before him. Outside,

the freshly painted cabins and coamings, the big shiny black smokestack with its yellow base, the glistening nameboards, and the new pennant on the jackstaff gently waving in the clean spring air suddenly made everything right with the world. Then when the tug started away from the dock for the first time, to feel and hear her softly throbbing engine, and the gentle wake of the water around her bow and stern were all sounds a boatman never forgets. Down off Port Ewen, the tug would generally blow a series of salutes on the whistle. It seemed there was always someone in the crew from Port Ewen. Often you could see someone on shore or from the upper window of a house waving back with a towel or maybe even a bed sheet. How clear and pleasant the whistle would sound in the early spring evening. It was great to be back in commission! *That First Meal* And the first big meal— generally steak. The table would be set with a fresh red and white checked table cloth and the cook would be wearing a big white apron—probably the cleanest it would be all year! The meal never tasted better. And then to go to sleep on the first night in a comfortable bunk with nice, clean fresh sheets and blankets in a newly painted cabin was indeed pleasant. Of course, after a hard day of getting lines and equipment all aboard, I am sure one could have slept soundly on a bed of hard rock! It was much the same on the steamboats. All the clean white paint, the fire and boat drills, old friendships renewed among returning crew members, the freshness of it all. Somehow on that first day she went into commission — for that one day at least — if you were a deckhand you would completely forget all the white paint you would have to scrub, all the brass you would have to polish, all the decks you would have to wash down, all the lines at all the landings you would have to handle, and the thousands of deck chairs you would have to fold up and stow before the new season would come to its end in the fall. *Author* 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. *The above text is a verbatim transcription of an article featuring stories by Captain William O. Benson (1911-1986). Beginning in 1971, Benson, a retired tugboat captain, reminisced about his 40 years on the Hudson River in a regular column for the Kingston (NY) Freeman's Sunday Tempo magazine. Captain Benson's articles were compiled and transcribed by HRMM volunteers Carl and Joan Mayer. This article was originally published March 19, 1973.*

ACCIDENTS – SALVAGE NEWS

'TUGBOAT' FIRES OFF THE COAST OF BIEUNG PORT, GUNSAN

Coast Guard... Rescued and extinguished 4 crew members, no damage from marine pollution. A fire broke out on a tugboat that was moving to the port with a barge carrying dredged soil in the waters near Bieung Port, Gunsan-si, Jeollabuk-do, but all crew members were rescued by the Coast Guard,

which was dispatched to the emergency, and there were no casualties. According to the Gunsan Maritime Police Station, at 11:05 pm on the 30th, a report was received that a fire had occurred near the engine room of a Busan-loading tugboat (94 tons) in the sea 6.5 km west of Bieung Port. At the time, the four people on the tug found flames and smoke in the engine room and tried to extinguish the fire themselves, but when the flames were not caught, the captain reported it through the Gunsan Port VTS. The Coast Guard, who received the report, dispatched eight ships, including a security vessel, a coastal rescue boat, a fire boat from the Gunsan Fire Station, and a fishing boat operating nearby, to the scene to safely rescue the four crew members on the tugboat. Evolution was completed at 9 o'clock. There was no damage to the barge, and it was confirmed that no marine pollution caused by the fire was found so far. The Coast Guard is investigating the exact circumstances of the fire against the captain and crew, based on the statement that flames and smoke started in the engine room. On the other hand, while tug A was moving from the dredging site of Gunsan Port Section 4 to Gusipo Port in Gochang with a barge carrying dredged soil, a flame of unknown origin soared in the engine room. *(Source: Break News; Photo: Gunsan Maritime Police Station)*

18 Rescued After Historic Schooner Capsizes Near Maine Maritime Museum

On Friday evening, local first responders rescued 18 people from a historic schooner which capsized near the town of Bath, Maine. That evening, Coast Guard Sector Northern New England watchstanders received a report that the historic schooner **Mary E** had capsized near Doubling Point with 18 people onboard. The Bath Fire Department, security boats from Bath Iron Works, good samaritans and a Sea Tow response boat arrived on scene and rescued all 18 people from the water. Two were sent to a nearby hospital in Brunswick, according the Press Herald. The Coast Guard dispatched a Station Boothbay Harbor boat crew to assist. Working together, responders and the schooner's crew managed to stabilize the Mary E before she fully sank. "We commend our partners in

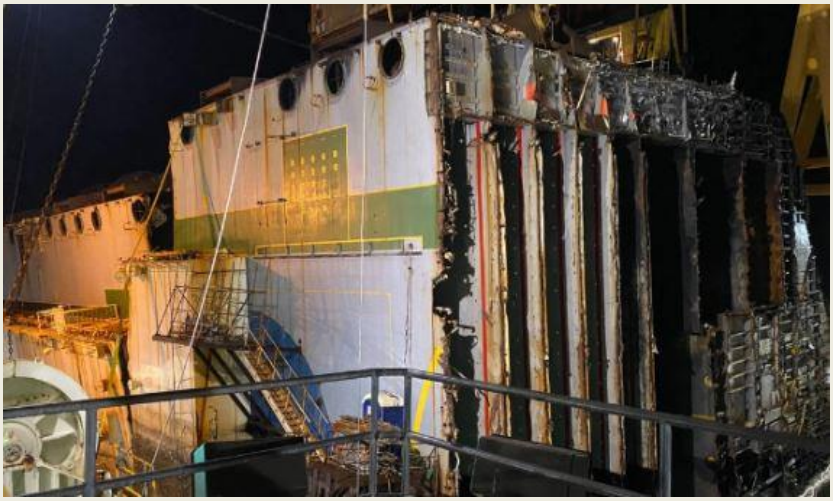
the Bath community for their prompt and effective response, which saved the lives of 18 people," said

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." Sea Tow towed the partially submerged vessel to shallow water near the Maine Maritime Museum. The vessel does not represent a hazard to navigation in the area. The cause of the casualty is not fully known, but in a statement, operator Maine Maritime Musem said that it was a knockdown. Winds were moderate at the time, averaging 10-15 knots with stronger gusts. Coast Guard investigators and marine inspectors will be looking into the circumstances. "The schooner Mary E suffered a knockdown off Doubling Point Light on the Kennebec River, just downriver from the museum," the organization said in a statement. "We are so grateful for the incredible efforts of the Mary E crew and the multiple organizations and individuals who assisted in bringing all those aboard safely to shore, including SeaTow, Bath Iron Works, Bath Police/Fire, Bath Harbor Patrol, and the Coast Guard. We continue to work with the Coast Guard, and expect to right the vessel and bring the Mary E home. We will share more information as it becomes available." The **Mary E** is a historic Kennebec-built schooner owned by the Maine Maritime Museum. She was laid down and launched at a yard located on the site of today's Bath Iron Works in 1906, and she traded as a fishing vessel and cargo vessel until 1944. She sank in 1963, but she was refloated two years later, restored to a sailing configuration and converted for passenger service. She was bought by the museum in 2017 and given a thorough restoration. Watch the video HERE *(Source: Marex)*

SALVORS COMPLETE CUTTING FOR SIXTH SECTION OF THE GOLDEN RAY

Salvors have successfully cut free a sixth massive section from the hull of the wrecked ro/ro **Golden Ray**, completing the task in far less time than has been required for previous segments. Chain cutting for the sixth section began on July 22 and finished on July 30 - an astonishingly rapid timetable compared to the months-long efforts required for some of the previous cuts. The salvors are now preparing the section to be lifted and stowed on a dry-dock barge for transit to a facility south of Mayor's Point Terminal in Brunswick, Georgia. With the sixth section removed, just one cut and two sections remain before the wreck is finally gone. The lift preparations include weight-

shedding, beginning with the removal of about 50 wrecked cars from within the section's decks. Any



reduction in weight contributes to the safety of the lift, according to the response command. The removed vehicles are off-loaded into containers and transferred by truck to local auto recycling facilities. A separate team is pulling wreckage from the water with a crane and grapple, loading it onto a deck barge for transfer and recycling. Over the past two weeks, the debris removal crew removed 78 vehicles, six moveable deck sections and five shots of anchor chain from areas adjacent to the wreck. Water pollution was a known and expected hazard going into the project, given the large quantity of non-recoverable HFO in the vessel's fuel lines. On Saturday, the salvage response had to mitigate a "significant discharge of oil" from the wreck, both inside and outside the environmental containment barrier surrounding the work site. The strong currents of St. Simons Sound have made pollution control challenging, as the oil can be pulled under the barrier during peak tidal flows. “We have all assets deployed and are moving quickly to contain any dense oil which migrated beyond the EPB with the shifting tides,” said Incident Commander Chris Graff of Gallagher Marine Systems. “Our people have trained and equipment is prepared to ensure the protection of the people and environment of St. Simons Sound.” Photos provided by the response command show a long trail of black oil on the water, with sheening extending beyond it. According to local environmental group Altahama Riverkeeper, the oil is coming ashore at beaches on Jekyll and St. Simons Islands. *(Source: Marex)*

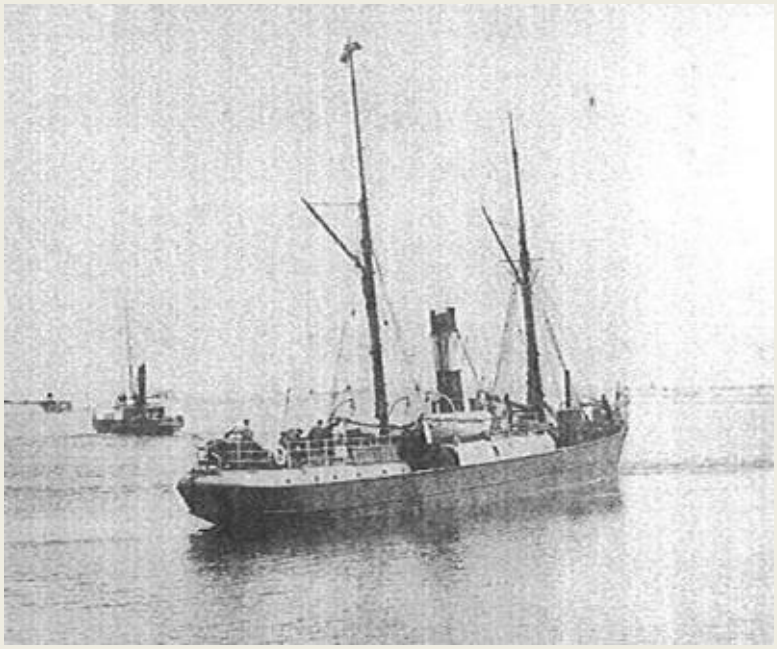
THEY TOWED THE GIGANTIC SHIP THAT WAS BEACHED IN THE RÍO DE LA PLATA AND THE PASSAGE OF SHIPS WAS UNBLOCKED

As happened with the container ship “**Ever Given**”, which blocked the Suez Canal for six days and was immobilized for more than three months, A gigantic gas tanker was stranded in the Punto Indio canal, in the Codillo area, a significant point for navigation on the Río de la Plata, thus blocking the passage of ships. The situation began on Thursday night and ended at around 8 pm on Friday, when

the huge vessel managed to be launched and river operations were normalized. The Norwegian-flagged ship **Hoegh Esperanza**, which was heading to Escobar, was heading where the Expedient regasifier is located. According to information from sources that were in charge of the normalization of operations, two tugboats tried – at first without success – to unblock the ship that carries the Norwegian flag. Filled with methane gas and almost 300 meters long (length) and 46 meters wide (width), the vessel could pose a risk to river traffic. As he could know InfobaeDue to the involvement of a ship that transports methane gas, the Argentine Naval Prefecture decided to interrupt all navigation in the area to avoid any risk of accidents. Only vessels with a draft of less than 7 meters were authorized to pass, while this channel allows vessels up to 11 meters to navigate. "The key point is that it involves a dangerous cargo such as gas. This forced the Prefecture to take many precautions. The ship had a machine problem and to that was added that the river is at a very low level ", according to the informants of the Río de la Plata incident. The incoming and outgoing vessels had been accumulating in anticipation of the solution of this problem, but after the situation was unlocked. The same spokesmen specified that, minutes before 20 o'clock, with the assistance of several tugboats and due to the rising tide, the ship was able to free itself from the stranding -the term that explains when a boat resumes navigation after being immobilized- and quickly normalized. the operation of international trade in the area. The **Hoegh Esperanza** In any case, he was accompanied in a preventive manner in his advance towards Escobar by one of the ships that acted in the operation. At the head of the coordination were the Cabo Corrientes and Bahía Blanca coast guards of the Naval Prefecture and the first checks carried out on board do not indicate structural damage as a result of the stranding. The situation that occurred was similar to that of the container ship last March **Ever Given**, which blocked the Suez Canal for six days and was immobilized for more than three months and then weighed anchor as planned following an indemnity agreement with the Egyptian authorities on the part of its Japanese owner. The ship was stranded inside the Punta Indio channel at kilometer 145 of the Río de la Plata. Punta Indio is an artificial canal, dredged in the river bed. It has a length of about 120 km and is born south of the city of Montevideo, near the point called "Pontón Recalada", a stationary lighthouse and embarkation point for the baqueanos (pilots) who lead the boats across the river towards the ports of La Plata, Buenos Aires, or those located on the banks of the Paraná and Uruguay rivers. As reported by the Argentine Naval Prefecture through a statement, "through its Traffic Control Center it maintains the necessary coordination to regulate traffic in the navigation channels in the Río de la Plata," while highlighting that the obstruction of the canal had been partial. He confirmed that the person affected was "a Norwegian-flagged LNG tanker, 294 meters in length (long), from Brazil that was heading to the port of Escobar (Buenos Aires) and was stranded last night 32 kilometers from the coast (Faro Punta Indio) and 90 from Puerto de La Plata, for reasons that are still being investigated, "said the Prefecture. *(Source: UAENews)*

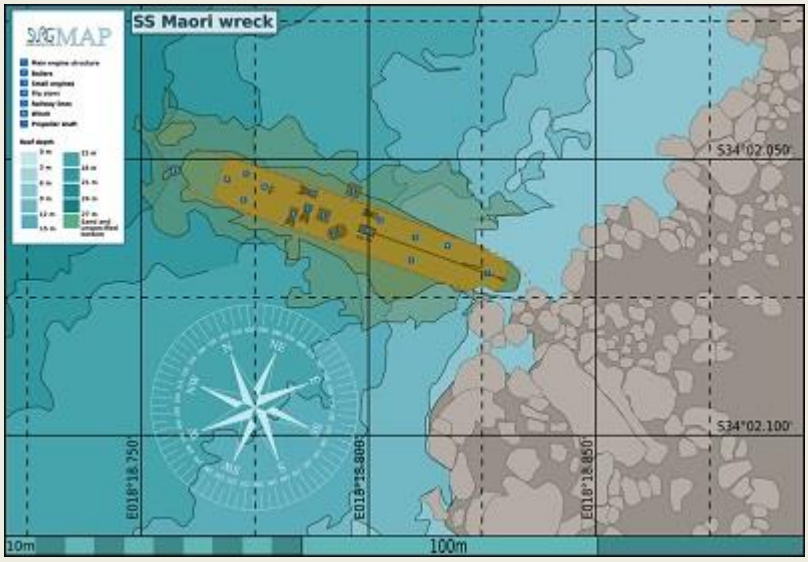
REMEMBER TODAY

S.S. MAORI 05TH AUGUST 1909



Maori was a British refrigerated cargo steamship built in 1893 by C.S. Swan & Hunter of Wallsend-on-Tyne for Shaw, Saville & Albion Co. of London with intention of transporting frozen meat and produce from Australia and New Zealand to the United Kingdom. The vessel stayed on this trade route through her entire career. In August 1909 while on one of her regular trips, she was wrecked on the coast of South Africa with the loss of thirty two of her crew. *Design and construction* Early in 1893 Shaw, Saville & Albion Co. decided to sell their three year-old ship SS **Maori** and replace her with a bigger vessel capable of carrying large quantities of frozen meat and produce from New Zealand and South America. An order was placed with C.S. Swan & Hunter and the replacement ship was laid down at the builder's shipyard in Wallsend-on-Tyne and launched on 14 August 1893 (yard number 184), with Mrs. James Henderson, wife of the Rector of St. Peter's parish church of Wallsend, serving as a sponsor. The ship was of the improved three-deck type, specially designed for colonial frozen meat trade and had poop deck, long bridge house and long topgallant forecastle. **Maori** had her machinery situated amidships and had her hold subdivided by six water-tight bulkheads and had her holds and 'tween decks insulated. The vessel was also equipped with six refrigerating engines provided by Haslam Engineering & Foundry Co. to cool down her insulated chambers designed to carry approximately 70,000 carcasses of mutton. The freighter also possessed all the modern machinery for quick loading and unloading of cargo, including eight steam winches. As built, the ship was 402.6 feet (122.7 m) long (between perpendiculars) and 48.3 feet (14.7 m) abeam and had a depth of 29.6 feet (9.0 m). **Maori** was originally assessed at 5,200 GRT and 4,038 NRT and had deadweight of approximately 7,000. The vessel had a steel hull with cellular double bottom throughout and a single 461 nhp

triple-expansion steam engine, with cylinders of 29-inch (74 cm), 46-inch (120 cm) and 77-inch (200 cm) diameter with a 48-inch (120 cm) stroke, that drove a single screw propeller, and moved the ship at up to 11.0 knots (12.7 mph; 20.4 km/h). The sea trials were held on 28 October 1893 off Tynemouth during which the ship performed satisfactorily and was able to achieve mean speed of 12 knots (14 mph; 22 km/h) over several runs on the measured mile. Upon completion, the ship was handed to her owners and proceeded to London for loading. *Operational history* After delivery the ship sailed for London where she entered a drydock on October 29 for examination. Subsequently, the vessel loaded 5,900 tons of general cargo and departed Gravesend on 11 December 1893 bound for New Zealand ports. After an uneventful voyage **Maori** reached Port Chalmers on 30 January 1894. Upon unloading approximately 3,500 tons of her cargo and taking on board 741 bales of wool in addition to some quantities of sheepskins, basil and rabbit-skins, the ship departed on February 7 for Lyttelton arriving there the next day. While there **Maori** unloaded the remainder of her cargo and loaded over 10,000 carcasses of frozen mutton. The ship then proceeded to visit the ports of Timaru, Whanganui, Auckland, Gisborne, Napier eventually reaching Wellington on March 8. At each of these ports the vessel was loading mostly frozen mutton carcasses, but additionally took aboard other cargo such as wool, margarine, stearin, pelts and tallow. **Maori** sailed out from Wellington on March 13 and reached London on May 2 via Cape of Good Hope and Tenerife, thus successfully completing her maiden voyage. In a storm on 5 August 1909 **Maori** ran aground a few kilometres south of the suburb of Llandudno on the west coast of Cape Peninsula near Cape Town. Her crew launched three lifeboats, but her Master and 14 of her crew were left aboard ship. The coast was remote, inaccessible and very rocky and enormous rollers from the Atlantic Ocean crashed against the formidable granite cliffs that overshadowed the stricken vessel. It was late winter and the water was cold. 32 lives were lost, including her Master and most of his navigating officers. *Wreck* The wreck lies in about 24 metres (79 ft) of water between granite boulders. Since the 1960s it has been popular with scuba divers, but it can be visited only when the weather is calm and the prevailing southwesterly swell is low. The hull has been vandalized and much of the general cargo that the ship carried has been removed by hunters of salvage and souvenirs over the years. In the 1970s divers dynamited her hull to search for non-ferrous metal. The cargo included crockery, rolls of linoleum, champagne and red wine. In the 1970s it was still possible to



find bottles of wine scattered about the wreck in the sand. Most of these used to explode when brought to the surface. A few would survive but the wine inside them was impossibly foul. South Africa's National Heritage Resources Act now protects the wreck. In the right conditions it is a popular scuba wreck diving site. *(Source: Wikipedia)*

OFFSHORE NEWS

WORK BOAT WORLD OFFSHORE VESSEL CHARTERS ROUNDUP

European-operated OSVs are securing new charters in support of drilling and subsea installation activities close to home and in West Africa, and even as far away as Australia and the Americas. *Solstad secures three vessel contracts* Solstad Offshore has been awarded a contract to deploy the construction support vessel (CSV) **Normand Energy** for work with an undisclosed client. The vessel will support subsea operations in West Africa. The contract will commence Q3 2021 and have a firm duration of 13 months. Solstad has also secured a contract with Havfram (formerly Ocean Installer) for the CSV **Normand Vision**. The contract will commence in direct continuation of present agreement in place between the parties. The firm period of the contracts covers the majority of 2022 with options for further extensions. Lastly, the Solstad platform supply vessel (PSV) **Sea Falcon** has been awarded an 18-month term contract plus a one-year option to support the North Sea assets of an undisclosed UK operator. Commencement of this charter will be in Q3 2021. **Sea Falcon** will join sister vessel **Sea Forth** in working for the same client. *Simon Møkster PSV to support Aker BP drilling ops* Simon Møkster Shipping has confirmed that Aker BP has called-off a PSV under the two companies' current strategic partnership agreement for a drilling campaign commencing August 2021. The duration of the campaign is estimated to be about 100 days. Møkster intends to use the PSV **Stril Mar** for the project. *Siem tapped for cable-lay work on Norwegian continental shelf* Siem Offshore's CSV **Siem Day** has been selected to undertake cable-laying activities on the Norwegian continental shelf on behalf of an undisclosed client. The work will

commence in 2022 and will last approximately 150 days. *Floatel International vessel to deploy to Ichthys field offshore Australia*

Floatel International has been awarded a contract in Australia by Inpex Operations Australia for **Floatel Triumph** to provide accommodation and related services at the Ichthys field. The charter will commence in mid-2022 and will last for up to approximately two months. *Aquadrill rig awarded Equinor Gulf of Mexico charter* UK-based Aquadrill (formerly Seadrill Partners) has secured a one-well contract with Equinor for the drillship **West Vela** in the US Gulf of Mexico. The total value for the firm portion of the contract will be approximately US$55 million. The contract will commence in October 2021 and will run until April 2022. *SeaBird Exploration vessel secures work in Western Hemisphere* SeaBird Exploration is pleased to announce a letter of intent (LOI) for a source vessel contract with an unnamed Western Hemisphere operator. The client has specifically requested the seismic vessel Fulmar Explorer for the work programme, which will start in Q4 2021 and last about four months. *(Source: Baird)*

BALAKOVSKY SHIPYARD LAUNCHES HYDROGRAPHIC BOAT OF PROJECT E35.Г, YURY OSOKIN, FOR NORTHERN SEA ROUTE

Balakovo, Russia based Balakovsky Shipyard launched the hydrographic boat **Yury Osokin** of Ice 3 ice class, says press center of FSUE Hydrographic Company. The ship of Project E35.Г is intended for hydrographic research and other works in the Arctic zone of the Russian Federation. The ship will be homeported in Arkhangelsk. "The new boat is equipped with a multi-beam echosounder allowing for conducting research at the depth of up to 400 meters. The ship will perform sounding on the Yenisey river and in the Gulf of Ob

of the Kara Sea", told Aleksandr Bengert, General Director of FSUE Hydrographic Company. "Our key task is well-timed construction of a reliable ship for a comfortable work in severe Arctic conditions", said Mikhail Lomtev, Director of Balakovsky Shipyard. Project E35.Г was designed by Central Design Bureau "Stapel". The ship's length is 33.5 meters, width - 8 meter, displacement – about 260 tonnes, maximum speed - 12 knots, crew - 7, special personnel – 6. The ship is named after Yury Osokin, ourstanding hydrographic engineer who used to head hydrographic base of Arkhangelsk and was awarded in 1983 with the Order of the Red Banner of Labour for his great contribution into the Northern Sea Route development. The **Yury Osokin** is the second hydrographic boat of E35.Г design. The lead hydrographic boat named **Yury Babayev** was launched on 25 June 2021 with the delivery scheduled for December 2021. It will operate in the Eastern sector of the Northern Sea Route. Construction of both hydrographic ships is foreseen by Rosatom's programme "Northern Sea Route Development" aiming at construction and development of the hydrographic fleet for Hydrographic Company. Under the same programme, Zelenodolsk Zelenodolsk Shipyard named after A.M. Gorky is building two Ice3 class buoy tenders of Project BLV03, named **Aleksandr Parfeonov** and **Vsevolod Peresypkin**. They are to be delivered in December 2021. Besides, a shipyard will be selected this year for construction of hydrographic buoy tender of Arc7 class able to break through ice of up to 1.5-1.7 m thick. It will let expand the scope of hydrographic works through extension of the navigation season. FSUE Hydrographic Company provides navigation and hydrographic support in the water area of the Northern Sea Route including the survey of bottom relief for keeping navigation charts and guides up-to-date, for providing the Northern Sea Route waters with aids to navigation and for informing seafarers about changing navigation circumstances. The company acts as a contractor under the projects on construction and operation of new port infrastructure facilities within the Northern Sea Route. In 2019, FSUE Hydrographic Company was handed over from the Ministry of Transport of the Russian Federation to Rosatom when the latter was given the functions of the sole infrastructure operator of the Northern Sea Route. Balakovo, Saratov Region, Russia based Balakovsky Shipbuilding and Ship Repair Yard (Balakovsky Shipyard) founded in 1918 was shifted to a new territory in 1975. Key activities of the enterprise are construction of a variety of vessels, ship repair, manufacture of metal structures for various purposes, modernization and upgrading of ships, capital repair of engines, replacement of main and auxiliary engines, manufacture of propeller shafts, repair of propulsion and steering units, repair of electric equipment, pre-commissioning activities, engineering and design, development of design documentation. All works are approved and conducted under supervision of Russian Maritime Register of Shipping and Russian River Register. *(Source: PortNews)*

MAGSEIS FAIRFIELD TO CONDUCT OBN SURVEY IN NORTH SEA

Magseis Fairfield has won a contract to carry out an ocean bottom node survey (OBN) in the North Sea for the repeat client. The survey for the multi-client company will take place for approximately

two months starting in Q3 2021 and will deploy the Z700 technology. Magseis Fairfield has a right of first offer to provide OBN acquisition services to the multi-client company with respect to future surveys undertaken by them in 2022 that adjoin this 2021 survey, subject to certain conditions, the company said. "I am very pleased that the close collaboration with the repeat client has resulted in this award. This award provides the additional utilization we were targeting for the Z700 technology in Q3 this year", said Carel Hooijkaas, CEO at Magseis Fairfield. Since the beginning of this year, Magseis Fairfield secured and delivered numerous OBN survey projects. In January, the company delivered the first-ever deep-water OBN survey acquired in Mexico. Shortly after, Magseis Fairfield won a 4D OBN survey in the Norwegian North Sea for an undisclosed E&P company. At the beginning of April, the company was awarded an OBN survey in the Gulf of Mexico for a multi-client company and in May, it added a Norwegian 4D OBN survey to its to-do list. Recently, Magseis Fairfield completed the acquisition of its 100th OBN survey, performing it as the first carbon-neutral seismic survey. The OBN survey for BP over various assets in the US Gulf of Mexico was announced in December last year and used Magseis Fairfield's ZXPLR node technology. *(Source: Offshore Energy)*

LOGISTICS SUPPORT VESSEL "VSEVOLOD BOBROV" IS COMPLETING STATE TESTS

The **Vsevolod Bobrov** vessel is completing state tests. This was reported by the press service of the Severnaya Verf, which built the ship. During the tests, the state commission checked the power plant in full speed mode, tested the communications complex, navigation equipment, video surveillance and anchoring at the maximum depth. Dozens of other points of the state testing program did not go unnoticed. Based on the results of the tests carried out, a decision will be made on the acceptance of the vessel into the Russian Navy, however, already now

we can say that there are no serious remarks, and the acceptance act itself will be signed in the first half of August. Logistics vessel project 23120. The project developer is the St. Petersburg Design Bureau "Spetsudoproekt". The vessel corresponds to the A1 automation class, which allows servicing the vessel with a minimum number of personnel. Equipped with bow thrusters, it has increased maneuverability and, as a result, the ability to deliver cargo to ships to places in the open sea and harbor that are inaccessible to modern ships. Among the innovations envisaged by the project are a dynamic positioning system that allows you to keep the vessel at a given point in any weather conditions, two electro-hydraulic cranes with a lifting capacity of 50 tons, towing winches with a pulling force of 120 and 25 tons, a cargo deck with an area of more than 700 sq. m. and others. The vessel is multifunctional: it can carry out loading, transportation and transfer of goods; using a powerful power plant to tow ships, up to an aircraft carrier; participate in rescue operations and provide medical assistance to those in distress (the vessel is equipped with a pressure chamber for decompression); carry out mapping of the bottom relief and search for sunken objects. Designed not only for the transportation of dry cargo, but also can be operated as a tug and rescue vessel. To carry out such tasks, it is equipped with premises for temporary accommodation of 28 people. The vessel has an ARC4 ice class, which allows sailing in Arctic latitudes. Overall length - 95 m; Maximum width - 22 m; Maximum draft - 9 m; Full displacement - 10 thousand tons; Cruising range - 5 thousand miles; Autonomy - approx. 60 days; Crew - 27 people. *(Source: Sudostroenie; Photo: Severnaya Verf)*

THE LAY SHIP LV NORTH OCEAN 105

A recent arrival at the Port of Durban has attracted much attention among those who keep track of the comings and goings of ships in port. This was the McDermott's lay vessel (LV) **NORTH OCEAN 105** (IMO 9433183), a highly specialised vessel involved with the laying and maintenance of flexible and rigid piping used GENERALLY with the oil and other offshore industries. Delivered in April 2012 from the Metalships & Docks shipyard in Vigo, which is situated on the northwest coast of Spain, the vessel was initially owned jointly by the firms of Oceanteam Shipping (25%) and J Ray McDermott AS (75%) both of Norway, the latter being then an affilate of the Houston, USA-based company known as McDermott. In 2017 when Oceanteam faced financial pressure and a need to restructure, the vessel was acquired fully by McDermott who continued operating the ship, while the cash injection no doubt assisted Oceanteam to a more secure standing. In the jargon of the industry **LV North Ocean 105** is described as a fast-transit, dynamically positioned vessel with an advanced reel-lay system capable of rigid and flexible pipelay in up to 3,000 metres of water. The ship is equipped with a 2.975 tonne reel payload, a pipelay tower with 400-tonne tensioner and tilting angles from 40 to 90 degrees, a 450 tonne and 150 tonne capacity A&R winch system, capable of pipe abandonment or subsea lowering to a depth of 3,000 metres, and two portside AHC main cranes of

100 and 400 metric tons for subsea lifts and construction supports. **LV North Ocean 105** was the second lay vessel within the McDermott fleet of the North Ocean series which was jointly owned, the other being **CSV North Ocean 102**, which operates with a 7,000 ton horizontal lay system. That particular vessel had successfully performed several underwater power cable installations including the Statoil Gjoia Power Cable and the BritNed interconnector power-cable for ABB. **LV North Ocean 105** has an overall length of 132.4 metres (144.6 m with tower protrusions) and width of 31.4m with a max 6.85-metre draught. She has a deadweight of 11,280 tons and is registered in Valetta in Malta. **LV North Ocean 105** has a total deck area of 2,000m2. Her power is provided by 4 x 3,330 kW Wartsila main generators, an emergency 1,000 kW Caterpillar generator and a 1,600 kW Wartsila aux generator. The ship's propulsion on her main propellers are provided by two Kongsberg 3,500 kW Azipull thrusters, 2 x 1,500 kW tunnel and 1 x 1,500 kW bow thruster. The vessel has a speed of 11 knots. Dynamic Positioning is handled by a Kongsberg K-pos 21 system. **LV North Ocean 105** has airconditioned and heated accommodation for a total of 129 persons, with 15 single and 57 double berth cabins all with en-suite toilets. There are two hospital beds on the ship, two recreation rooms, a gym, sauna, conference room, helicopter reception, client offices and the usual galley, mess room and laundry. The vessel carries two lifeboats each for 70 persons fully enclosed, a life raft according to class and one rescue boat. Her helideck is compatible with a Super Puma or Sikorsky S-92 helicopter. Lay Vessel **North Ocean 105** arrived in Durban after a 25 day voyage from the port of Kakinada in India and at the time showed her next port of call as being Kribi in Cameroon. After a few days at the Point docks however, she moved across to Pier 1, berth 104 where maintenance appears to being carried out. *(Source: Ports & Ships; Photo: Steve McCurrach)*

SBM OFFSHORE AND PETROBRAS INK LETTER OF INTENT FOR NEW MERO FPSO AS PARTNERS TAKE FID

Dutch FPSO provider SBM Offshore has signed a letter of intent with Petrobras for a 22.5 years lease and operate contracts of FPSO **Alexandre de Gusmão** for deployment in Brazilian waters. The Libra consortium partners have also made a final investment decision (FID) for the project. The unit will be deployed at the Mero field in the Santos Basin offshore Brazil, approximately 160 kilometres from Arraial do Cabo, Rio de Janeiro state, SBM said on Tuesday. The Libra block, where the Mero field is located, is under a Production Sharing Agreement to a consortium comprised of Petrobras with 40 per cent, Shell with 20 per cent, Total Energies with 20 per cent, CNODC and CNOOC with 10 per cent each and the state-owned company Pré-Sal Petróleo as manager of the Production Sharing Contract. The FPSO will be the fourth platform in the definitive system for the Mero field. SBM

Offshore will design and construct the FPSO **Alexandre de Gusmão** using its Fast4Ward program.

SBM Offshore's fifth MPF hull has been allocated to this project. Completion of the FPSO is expected in 2024 and production is scheduled to start in 2025. To remind, SBM Offshore ordered its fourth and fifth hulls under the company's Fast4Ward program back in December 2019. The hulls were ordered from Shanghai Waigaoqiao Shipbuilding and Offshore (SWS) and China Merchants Industry Holdings (CMIH). The **Alexandre de Gusmão** FPSO will be designed to produce 180,000 barrels of oil per day and treat 12 million standard cubic meters of gas per day. Furthermore, the unit will have a water injection capacity of 250,000 barrels per day and a minimum storage capacity of 1.4 million barrels of crude oil. The unit will be spread moored in approximately 1,900 meters of water depth. The project foresees the interconnection of 15 wells to the FPSO, 8 of which are oil producers, 6 water and gas injectors, and 1 convertible well from producer to gas injector, through a subsea infrastructure composed of rigid production and injection pipelines and flexible service pipelines. Bruno Chabas, CEO of SBM Offshore, commented: "The signing of this Letter of Intent is the second major project award this year by our key client Petrobras". *FID on Mero-4 FPSO* Also on Tuesday, two of Petrobras partners in the consortium, Shell and TotalEnergies, said that the consortium has taken a final investment decision on Phase 4 on the giant Mero field development. Final investment decisions were previously taken for the Mero 1, Mero 2, and Mero 3 FPSOs. Each unit has a daily operational capacity rate of 180,000 barrels of oil/day. The **Pioneiro de Libra** FPSO (50,000 barrels of oil/day) has been producing at Mero since 2017. "The decision to launch Mero 4 marks the last milestone in the large-scale development of the Mero oil resources. This giant project is in line with TotalEnergies' growth strategy in Brazil which is to produce oil at a competitive cost out of world-class fields while limiting CO_2 emissions to a strict minimum", said Arnaud Breuillac, President Exploration & Production at TotalEnergies. SBM Offshore and Petrobras in July also signed contracts for the 26.25 years lease and operation of FPSO **Almirante Tamandaré**, the largest oil production unit to operate offshore Brazil. *(Source: Offshore Energy)*

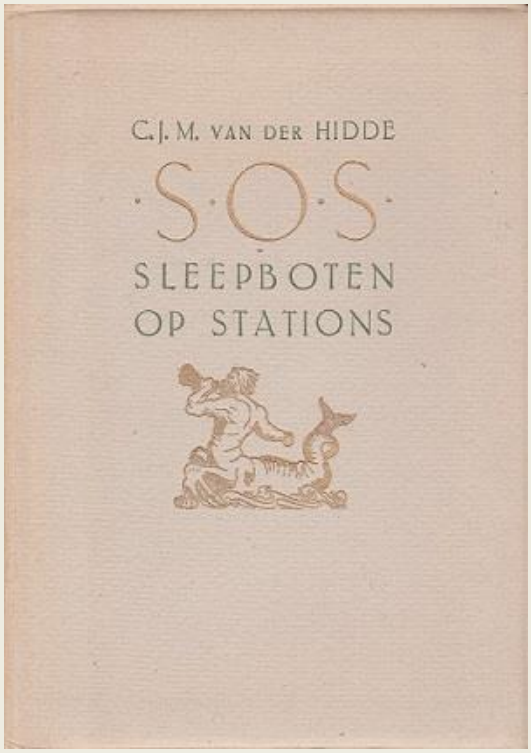
AUSTRALIA GIFTS NEWBUILD PATROL BOAT TO VANUATU

The Australian Department of Defense has handed over a newly built patrol boat to the Republic of Vanuatu. The vessel, the **RVS Takuare**, was gifted by the Australian Government to the South Pacific Ocean nation at a certificate signing ceremony held at the Australian Marine Complex, in Henderson, Western Australia. The vessel is the 12th Guardian-class Patrol Boat (GCPB) built by Austal Australia and the first to be delivered to Vanuatu under the Pacific Patrol Boat Replacement Project (SEA3036-1), part of the Australian Government's Pacific Maritime Security Program; and replaces the **RVS Tukoro**, a Pacific-class Patrol Boat delivered in 1987. Austal Limited Chief Executive Officer Paddy Gregg said the delivery of the 12th Guardian-class Patrol Boat, less than six weeks after the delivery of the 11th vessel, highlighted the great efficiency of the Austal Australia teams and shipyards. "**Takuare** is the 12th Guardian-class Patrol Boat Austal Australia has delivered in just over 30 months, and the fourth Guardian we have delivered this year, alone," Gregg said. "The Pacific Patrol Boat Replacement Project continues to impress our customers, stakeholders and end users, the Pacific Island nations, with the tremendous efficiency with which we are completing these vessels. "With effective collaboration between the Department of Defense, Austal Australia and our Australian Industry Capability (AIC) partners – our trusted supply chain – we are maintaining a delivery schedule of one vessel, on average, every three months. That is an outstanding track record, of which the Australian defense industry should be proud. "Our warmest congratulations go to the President of Vanuatu, His Excellency Obed Moses Tallis; Prime Minister the Honourable Bob Loughman Weibur; Commissioner of Vanuatu Police Force Colonel Robson Iavro; Commanding Officer of the RVS Takuare, Chief Inspector Dicky Obed, Vanuatu Police Maritime Wing and his crew, and the people of the Republic of Vanuatu on the handover of this outstanding new patrol boat." Faster, with improved seakeeping, better amenities and an enhanced mission capability – including an integrated RHIB stern launch and recovery system – the Guardian-class Patrol Boats provide the Vanuatu Police Maritime Wing with a much improved naval asset to carry out border patrols, regional policing, search and rescue, and many other operations domestically and internationally. The Pacific Patrol Boat Replacement (PPB-R) Project was awarded to Austal in May 2016, with an additional contract option awarded in April 2018, taking the program to 21 vessels, valued at more than A$335 million. Twelve Pacific Island nations including Papua New Guinea, Fiji, the Federated States of Micronesia, Tonga, Solomon Islands, Cook Islands, Kiribati, Marshall Islands, Palau, Samoa, Tuvalu, Vanuatu and Timor Leste will receive the vessels through to 2023. The 39.5 meter steel monohull patrol boat – designed, constructed and sustained by Austal Australia – is based on a proven design platform that has included the 38 meter Bay-class, 56 meter Armidale-class and 58 meter Cape-class patrol boats that are in service with the Australian Border Force and Royal Australian Navy. *(Source: MarineLink)*

MUSEUM NEWS

Maritieme Boekenmarkt Nationaal Sleepvaart Museum

Komende zaterdag 7 augustus, 4 september en 2 oktober van 13.30 – 16.30 wordt een boekenmarkt gehouden door het Nationaal Sleepvaart Museum op de Furiekade (officieel Stadhuiskade) te Maassluis met sleepvaart- en maritieme boeken. Naast antiquarische boeken zoals ''S.O.S. Sleepboten op stations' van C. van der Hidde over het bergen van schepen voor 1940, 'Slepen op de zeven zeeën', van C Borstlap of het recentere 'de Nederlandse Zeesleepvaart' van H. van der Sloot, zijn er diverse naslagwerken over Nederlandse sleepvaartbedrijven, sleepvaartromans en boeken over de Nederlandse koopvaardij te koop. Ook ingebonden jaargangen en tijdschriften van Lekko, de Beting, de Sleeptros of de Blauwe Wimpel zijn er te kust en te keur. Fotoliefhebbers vinden vast een foto van hun favoriete zee of binnenvaart sleepboot. Op de site nationaalsleepvaartmuseum.nl is een lijst met beschikbare boeken te vinden. De boeken zijn afkomstig uit de bibliotheek van het Sleepvaart Museum of verkregen uit donaties van gevers van mensen die het Nationaal Sleepvaart Museum een warm hart toedragen. Mensen die voor hun sleepvaartboeken een goede bestemming zoeken kunnen die tijdens de boekenmarkt meenemen. Bij slecht weer kan de boekenmarkt niet doorgaan maar is het Museum wel open voor een bezoek aan de wisseltentoonstelling over de verrichtingen van de Nederlandse slepers tijdens de tweede wereldoorlog of de vaste tentoonstelling met veel modellen van



zeeslepers en havenslepers. Tot ziens op de Furiekade op 7 augustus, 4 september of 2 oktober. Voor actuele openingstijden ga naar www.nationaalsleepvaartmuseum.nl. Voor nadere informatie kunt u contact opnemen met info@nationaalsleepvaartmuseum.nl, 010 – 5912474 of Maarten Helwig, pr@nationaalsleepvaartmuseum.nl, 06-33008733.

PROPOSAL TO PRESERVE THE "ACENTEJO" BARGE AS A MUSEUM

In August 2019 we said on puentedemando.com that the "**Acentejo**" barge had been acquired by a scrap metal industrialist based in Gran Canaria and would be towed and scrapped on that island. However, two years have passed, it is still moored and in a state of abandonment in the contradique of the Dársena de Los Llanos in the port of Santa Cruz de Tenerife. Now we get a proposal from some of its former crew members for its conservation as a museum piece in the port of Santa Cruz de Tenerife, to whose history it belongs since its origins. Among other possible museum uses, it could explain the evolution of the bunkering service in the port of Tenerife, which dates back to 1930, when Shell positioned a pontoon tanker on the southern pier to compete with the recently inaugurated CEPSA refinery. Among other compelling reasons, the "**Acentejo**" barge is the last ship built in Nuevos Varaderos (NUVASA), a shipyard that had its headquarters in Santa Cruz de Tenerife and entered service in 1982, being construction number 28. In its first years it was dedicated to the drinking water service on behalf of the Port Works Board and after a necessary transformation, as of April 1988 it was reconverted to supply fuel first on behalf of Navalinca and later by Ciresa Bunker (Grupo Boluda) in the port of Santa Cruz de Tenerife. It is a ship of 293 gross tons and 620 deadweight tons. It measures 34.50 m in overall length and 8.23 m in width and was powered by a Schottel outboard motor. IMO code 8138281. (Source: Puente de Mando; Photo: Ramón Acosta Merino)

WINDFARM NEWS - RENEWABLES

NEW NOV CRANE FOR CADELER'S WIND OSPREY

Houston-headquartered NOV has been contracted by Cadeler to upgrade the wind turbine installation vessel **Wind Osprey** with a new, large capacity leg crane. Last year, NOV was selected to manufacture the new heavy-lift crane for Cadeler's **Wind Orca**. Within that contract, Cadeler had an option to replace the main crane of the **Wind Osprey**. The heavy-lift crane for **Wind Osprey** has the same specifications as its sister crane on **Wind Orca**. With a lifting capacity of 1600 metric tons at a radius of 40 metres and the main hook at 159 metres above the main deck, the new heavy-lift crane offers a substantial capacity upgrade compared to the existing NOV crane with 1200 metric tons lifting capacity at a radius of 31 metres. "We are pleased to achieve this significant milestone and we look forward to the continuation of the good cooperation with NOV," said Cadeler's CEO Mikkel

Gleerup. "We thereby deliver on our promise to keep our current fleet of vessels ready for future demands that call for even larger cranes with higher specifications, which will ultimately benefit both our clients and the transition to renewable energy." The crane replacement on **Wind Osprey** is scheduled to be initiated in the fourth quarter of 2023 and will be completed in conjunction with the crane replacement on **Wind Orca**. The replacement is scheduled for completion in the fourth quarter of 2024. Gerben Roks, NOV's Sales and Business Development Manager Heavy Lift, said: "We are grateful that Cadeler has entrusted our Heavy Lift group with this second crane replacement project. Both the **Wind Orca** and **Wind Osprey** have a NOV heavy lift crane from start and we are pleased that we can continue to support Cadeler throughout the lifetime of the vessels. It demonstrates that our state-of-the-art heavy lift cranes provide an efficient lifting device for our customers' operational needs." *(Source: Offshore Wind)*

BV CLASSES WORD'S FIRST HYBRID SES CREW TRANSFER VESSEL

Bureau Veritas has classified the world's first hybrid-powered surface effect ship (SES), the **CWind Pioneer**. Built at the U.K.'s Wight Shipyard, the 22 meter long x 8.9 meter beam crew transfer vessel features an air cushion, twin hulls and an innovative diesel and electric drivetrain with considerable battery storage onboard. With a capacity of 24 passengers, the **CWind Pioneer** is a direct response to the needs of the offshore wind industry for both technologies that reduce CO2 emissions and for cost-effective services to wind farms located further offshore. The **CWind Pioneer** can operate at speeds exceeding 43 knots and can transfer personnel safely and comfortably even in extreme weather conditions with significant wave heights up to 2 meters, permitting greater operational windows. Its air cushion motion control system provides significant advantages, with smoother and more comfortable conditions on-board and increased operational days offshore. The **CWind Pioneer** is currently being used at the Borssele 1 and 2 offshore wind farms in the Netherlands. The **CWind Pioneer** has a hybrid diesel and battery electric power system, which enables the vessel to operate

purely on battery power alongside or at slow speeds, such as when transiting restricted waterways or

on standby in the wind farm, which helps reduce fuel consumption, reduce [diesel] engine running hours and lower CO2 emissions. This technology reduces engine wear and consequently maintenance costs. The reduced noise and vibration levels also provide greater comfort for offshore personnel, helping to ensure that they are fit for work when arriving at the offshore wind farms. However, notes BV, implementation of the electric hybrid system comes with a good level of complexity that needs to be managed carefully. BV's notation '"Electric-Hybrid" addresses that complexity, defining requirements for storage, power distribution, control and instrumentation, as well as tests that must be carried out relating to power management and critical safety considerations, such as thermal runaway. As a leading training provider to the offshore wind industry, CWind has developed its own rigorous training course for operators of the **CWind Pioneer**, ensuring the crew has the skills necessary to manage the systems onboard. Herman Spilker, VP North Europe for Bureau Veritas, commented: "Through the diversity of our fleet, Bureau Veritas has built high technical expertise which help support the development of the **CWind Pioneer's** step-change design and eco-friendly operations. We are proud of this superb achievement and we wish its technicians and crew safe and comfortable sailing." "By working together with industry bodies, including Bureau Veritas, our clients, Ørsted, and a range of highly qualified naval architects, shipbuilders and marine engineers, including our in-house team, we have managed to achieve something truly exceptional," says Nathanael Allison, Managing Director at CWind. "As the **CWind Pioneer** continues to perform well in-field, we will also be able to track a wealth of data to adapt and improve the performance of our hybrid vessels in the future." Bureau Veritas was involved with the project from its early design stages. Close cooperation with the designers, ESNA – a Norwegian naval architecture company, and Global Marine Group's in-house Engineering Department and shipbuilders, Wight Shipyard Co., enabled Bureau Veritas experts to provide their technical and regulatory expertise. In order to ensure that **CWind Pioneer** can take full advantage of the electric hybrid technology in a safe manner, Bureau Veritas has assigned the notation Electric Hybrid (PM, ZE). This notation provides a comprehensive framework for the safe implementation of this technology while achieving the client's objectives of working at zero-emission mode, at port or at standby in the offshore wind farm, as well as enhancing speed performance in boost mode to reduce transfer time between shore and the offshore wind farms. *(Source: MarineLog)*

DREDGING NEWS

VAN OORD CREATES 50 HECTARES OF NEW BEACHES IN ROMANIA

Following the works carried out by Van Oord, another 50 hectares of beaches will be made available

to tourists in the Eforie area, Romania. Van Oord was contracted by Administratia Bazinala de Apa Dobrogea-Litoral (ABA-DL) in 2019 to design and build new groynes and beaches. Under the project, the pier and some of the current breakwaters will be removed, after which new constructions and beaches will protect the popular coastal town from erosion by the waves of the Black Sea. The new beaches will also boost the tourism sector. According to EPMC, the work is being conducted between the Port of Belona in Eforie and the commune of Tuzla. A total of 4.5 million cubic meters of sand will be placed in these areas to ensure stability of the beaches and adjacent lands, threatened by erosion. *(Source: Dredging Today)*

SEVEN DREDGING SHIPS DEPLOYED FOR OPERATION ON SEA CANAL IN THE GULF OF OB

The scope of dredging completed this navigation season has exceeded 2 million cbm of material. As of 29 July 2021, dredging works on the Sea Canal in the Gulf of Ob involved 7 units out of 8 ships planned for operation. The scope of dredging and dumping works commissioned by FSUE Hydrographic Company has exceeded 2 million cbm of material, Hydrographic Company told IAA PortNews. The General Contractor is Mordraga LLC. The agreement on reconstruction of Sea Canal under the priority projects on development of the Northern Sea Route was signed on 24 April 2020. The term of the agreement is up to 15 November 2022. Prior to the works of 2021, Hydrographic Company provided the General Contractor with all the permits required for the construction works. Mordraga LLC, in its turn, obtained permits for operation of foreign-flagged ships in internal waters of the Russian Federation and arranged deployment of dredging and support ships for the project. Preliminary detailed survey of the bottom was started by the General Contractor together with the customer's construction inspectors on 9 July 2021, immediately after ice clearance on the Sea Canal, says Hydrographic Company. The first 5 TSHD ships came to the site on July 19 and the dredging

works began. Under the agreement, the General Contractor had purchased 24 buoys for installation in the area of works. In July 2021, the release of young muksun and broad whitefish was held by the General Contractor to compensate for the damage to aquatic bioresources. The project on the Siberian sturgeon release is underway. The first phase of environmental monitoring and control was completed prior to the beginning of dredging works. It is planned to dredge 16.1 million cbm of material in 2021. "The works conducted on the Sea Canal under the Agreement over the short ice-free navigation season of 2020 totaled 32.5 million cbm (versus planned 26 million cbm), which is a national record in terms of dredging works executed throughout the navigation period", said Hydrographic Company. The works on the Sea Canal will be performed in two phases: Phase 1 – up to 15 November 2021, Phase 2 – up to 15 November 2022. The total scope of dredging is estimated at 59.8 million cbm. Phase 1 foresees expansion of Sea Canal to 475 meters and shaping of the second turn on the canal with the total length of the canal to reach 51.6 km. It will be 15.1 meters deep (with the depth of 16.5 meters at the CDP basins and 15.5 meters at the turn). The scope of dredging under Phase 1 is estimated 48.6 million cbm. Phase 2 envisages dredging works to expand the canal to 573 meters having maintained its length of 51.6 km. The scope of dredging under Phase 2 is estimated at 11.2 million cbm. The Sea Canal reconstruction will ensure safe navigation while gradually increasing the transit passage for gas carriers including the period of unfavorable meteorological conditions when ice drifts in the navigation area in winter. *(Source: PortNews)*

ROHDE NIELSEN WRAPS UP GOTHENBURG JOB

Rohde Nielsen A/S finished a maintenance dredging project in Gothenburg harbor recently. The project was particularly tricky because a very fine layer had to be removed over a large area in the port. "To do this work, we used **Heimdal R** and 2 self-propelled barges, **Gere R** & **Freke R**, for the areas with enough depth, and **Toste R** did the cleaning on shallower depths," said the company. "Throughout the project a tugboat, **Rimfaxe R**, did the seabed leveling of the areas. Our survey boat, **Skjold R**, assisted in

validating depths for approval." *(Source: Dredging Today)*

YAROSLAVSKY SHIPYARD LAUNCHES NON-SELF-PROPELLED DREDGING SHIP OF PROJECT RDB 66.42M

The vessel was built under a state contract signed with the Ministry of Defence in May 2020. On 2 August 2021, Yaroslavsky Shipyard launched a non-self-propelled dredging ship of Project RDB 66.42M. It is the first vessels of this type built by Yaroslavsky Shipyard, says press center of the Yaroslavl Region Government. "The shipyard has a great technological, logistic and labour potential allowing for implementation of the most challenging projects, – said Maksim Avdeyev, Deputy Prime Minister of the Yaroslavl Region Government. – In July 2020, the shipyard launched an oil skimmer of Project P2114. Last autumn it laid down two border guard ships of Gyuis design. The Crimea department of FSB Border Guard Service took delivery of the Balakava design ship, Project 10410, two seagoing tugs of Project 23470 were delivered to RF Defence Ministry." The new ship is intended for dredging at fairways, canals, harbours and other areas, excavation and transportation of soil by floating pipelines as well as dam construction. The vessel is equipped with a dredge pump, diesel generators and other facilities. Its length is over 65 meters, width – 12 meters, height – 3.4 meters, displacement – about 900 tonnes. Upon completion of the trials, the ship will operate in Caspiysk. The shipyard will build two more units of this design for the Ministry of Defence. PAO Yaroslavsky Shipbuilding Plant (Yaroslavsky Shipyard) is located in the central part of Russia on the Volga River. Estabished in 1920, the shipyard was incorporated in 1993. The company specializes in the construction of civil and naval ships with displacement of up to 3,000 tonnes and length of up to 75 meters. *(Source: PortNews)*

YARD NEWS

BOLLINGER SHIPYARDS CELEBRATES COMMISSIONING OF FAST RESPONSE CUTTERS HENRY, HAZARD AND HATCH IN APRA HARBOR, GUAM

Representatives from Bollinger Shipyards LLC (Bollinger) were on hand in Apra Harbor Guam for the commissioning ceremony of three U.S. Coast Guard Fast Response Cutters (FRCs), **USCGC Myrtle Hazard**, **USCGC Oliver Henry** and **USCGC Frederick Hatch**. The three FRCs build out and strengthen the United States' strategic presence in the Indo-Pacific and are there "as a response to coercive and antagonistic behaviors from China" in the region, according to U.S. Coast Guard Commandant Adm. Karl Schultz, who was also present at the ceremony. "We're proud of the work we do at Bollinger, and we're especially proud of our long history supporting the men and women of the U.S. Coast Guard by building vessels of the highest quality that don't just meet—but exceed—the mission requirements every day that they are in service," said Charles "Skip" Bowen, former Master Chief Petty Officer of the Coast Guard and current Vice President of Government Relations at Bollinger, in his remarks during the ceremony. "I can personally attest that ton for ton the Fast Response Cutter's capabilities are unrivaled by any ship of similar size in the world today. Whether off the coast of Miami, in the Middle East operating in the Northern Arabian Gulf, or here in the Pacific, Bollinger Built Fast Response Cutters are exceeding all expectations in mission effectiveness, endurance and capability." Cutters **Hazard**, **Henry** and **Hatch** represent the 162nd, 163rd and the 166th cutters that Bollinger has built for the Coast Guard over a 36-year period. The majority of the builds occurred despite the COVID-19 global pandemic and six named storms impacting the Gulf region, all of which affected Louisiana and two of which made landfall in the state as hurricanes, including Hurricane Laura – a Category 4 storm and the strongest to hit the state since the Great Storm of 1856. Despite these challenges, Bollinger undertook precautions to ensure the health and safety of employees and maintained its record of on-time deliveries to the Coast Guard. "Bollinger is incredibly proud to continue enhancing and supporting the Coast Guard's operational presence and mission in the Indo-Pacific region," said Ben Bordelon, Bollinger President and CEO. "Bollinger's unique experience and long history 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." The Coast Guard took delivery of the 154-foot **USCGC Frederick Hatch** in Key West, Florida in February before embarking on the 69-day, 11,400 nautical mile journey to Apra Harbor. It joined its sister cutters, **USCGC Hazard** and **USCGC Henry**, that arrived in Guam in September and December of last year, respectively. The homeporting of the three cutters in Guam is part of the Coast Guard's "doubling down on Oceania," allowing more frequent and longer patrols in an area where the service has increased its presence over the past two years and is aligned with the U.S.

position on maritime security in the Indo-Pacific. *(Press Release)*

HYDROGEN PROPULSION OF THE NEW UNIVERSITY OF CALIFORNIA RESEARCH VESSEL

The San Diego research institute of the University of California, which specializes in ocean research mainly off the west coast of the United States, received $ 35 million from the State of California to build a new zero- or low-emission vessel. Hydrogen-based fuel cells will be the main source of power, and diesel engines will be installed to meet the emergency needs. A new vessel with hydrogen cells will enter service in 2024. The hydrogen-powered vessel will replace the **Robert Gordon Sproul** vessel that has been serving the university for almost 40 years. The ship, on its weekly voyages along the coast of California (more than 800 miles long), will host a large number of students who measure and collect samples from the seabed and water depths and study the state of the environment. The new hydrogen ship will include, among others sonar, fish detection and imaging systems, and geological sampling systems and laboratories for interdisciplinary research. The new entity will be characterized by a total length of approx. 38,10 m, the width of approx. 10,36 m, the height of the side approx. 4.27 I immersion approx. 3.05 m. Take crew would otherwise fixed, once up to 45 students and teachers in day cruises (one-day, without overnight accommodation). The main source of energy for propulsion will be hydrogen fuel cells with clean water and electricity as the only products of their processes, supported in emergency situations and during longer voyages by diesel generating sets. Hydrogen converted into electricity in fuel cells will also provide a certain amount of heat for water heating useful for scientists. 75% of the operating time is expected to be met by fuel cells for electricity. The drive is to be a two-screw drive with a power transmitted by each of the propellers amounting to 375 kW. Funding from the State of California to build and operate a hydrogen-powered vessel is $ 35 million. The hydrogen fuel cell vessel is part of the University of California's climate goals to become carbon neutral by 2025.

(Source: PortalMorski; Photo; picture: SIO UC)

THE AKHTARSK SHIPYARD, WHICH HAD BEEN INACTIVE FOR 10 YEARS, LAUNCHED THE R / V "CHERNOMORETS"

Akhtarsk shipyard launched the research vessel "Chernomorets". This is reported by the administration of the Primorsko-Akhtarsky district of the Krasnodar Territory. The event is truly significant, because the company built a catamaran from scratch after 10 years of idle capacity, having won a tender among seven similar enterprises in the Southern Federal District. During the construction of the catamaran, experts worked out the ergonomics, autonomy and ease of use of the vessel in search activities. In the near future - running trials. After - the beginning of the performance of direct duties: the search for sunken military equipment in the waters of the Black and Azov Seas. *(Source: Sudostroenie; Photo: Administration of the Primorsko-Akhtarsky District of the Krasnodar Territory)*

HALTER MARINE TO BUILD 5TH NAVY BERTHING BARGE

The Navy has exercised a contract option worth $41 million that will see Pascagoula, Miss., shipbuilder Halter Marine build a fifth Auxiliary Personnel Lighter–Small (APL(S)) 67 Class berthing and messing barge. The firm, fixed-price option is for the detail design and construction of the vessel. Construction is anticipated to begin in August 2021.“We appreciate the Navy’s continued confidence in Halter Marine by awarding us with this fifth APL berthing barge,” said Bob Merchent, President and CEO of Halter Marine. “We have a strong history of designing and building multiple-vessel contracts for the Navy. We look forward to delivering the first three APLs over the course of this summer.” In September 2018, Halter Marine received the initial

contract to design and build two units, with options for four additional units. Construction on the fourth vessel is expected to be completed in the summer of 2021. Construction of all APL craft is firm, fixed-price. Should the U.S. Navy exercise all options with associated supplies and services, the total contract award would be in excess of $244 million. "Designing and building five APLs here in Jackson County, Miss., is good for our local community and economy," said Kevin Amis, the shipyard's executive vice president of operations. "Halter Marine continues to hire skilled local craftsmen and women, and we are training 55 others through our apprentice program. This APL program benefits both the livelihood of the local craftsmen and women as well as our national security." APLs are used by the Navy to house crewmembers when ships are in port for availabilities and Inter-Deployment Training Cycles. The barges are mobile and can be towed to new bases or shipyards to support changing fleet requirements and also offer potential use for humanitarian missions and other temporary assignments. The vessels are 82 meters long by 20.95 meters wide by 2.2 meters draft. Each is equipped with offices, classrooms, washrooms, laundry facilities, medical treatment areas, a barber shop and fitness center. With mess seating for 224 enlisted personnel and 28 officers, each meal is served via five 20-minute shifts to allow food service for 1,130 personnel (three meals per day). The vessels are fitted with mixed gender berthing spaces for 74 officers and 537 enlisted personnel, for a total of 611 people. *(Source: MarineLog)*

INGALLS AUTHENTICATES NSC 10 KEEL

Huntington Ingalls Industries reports that its Ingalls Shipbuilding division authenticated the keel of Legend-class national security cutter **Calhoun** (WMSL 759) in a ceremony held July 23. "This is a very special keel authentication ceremony for a multitude of reasons," said George Nungesser, Ingalls' vice president of program management. "While we were able to work steadily and safely though the pandemic, visitation to the shipyard made commemorating major

shipbuilding milestones a challenge. We are proud to be able to celebrate our talented shipbuilders and their successes today during this ceremonial keel laying." **Calhoun** recently reached the halfway point of its construction. Ingalls is the builder-of-record for the Legend-class NSC program and has thus far delivered nine ships, with two more under construction. NSC 10 is named for Charles L. Calhoun, the first master chief petty officer of the Coast Guard. He served in the U.S. Navy for three years during World War II and was honorably discharged as a torpedoman second class in February 1946. Seven months later, he enlisted in the Coast Guard and held various leadership positions over the course of 14 years. He served as master chief petty officer of the Coast Guard from August 27, 1969 until August 1, 1973. The sponsor of NSC 10 is his granddaughter, Christina Calhoun Zubowicz. "I want to thank the entire United States Coast Guard for this opportunity and recognize their fervent efforts in protecting America's economic, national and border security," Zubowicz said. "May abundant divine protection, luck and blessings surround the ship: and the men and women – the shipbuilders, in crafting the new innovative national security cutter, **Calhoun**." The Legend-class NSC is the most technologically advanced ship in the Coast Guard's fleet. They are 418 feet long with a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 120. *(Source: MarineLog)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - *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*
   - *Barkmeijer Shipyards successfully delivers a series of 3 dieselelectric shallow draft pushers to Chemgas Shipping*

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*

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

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