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

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MIDWEEK – EDITION

TUGS & TOWING NEWS

SANMAR DELIVERS THE MOST POWERFUL ESCORT TUG OF TURKISH DIRECTORATE GENERAL OF COASTAL SAFETY



Sanmar has delivered the most powerful escort tug ever built to Turkish Directorate General of Coastal Safety which, among other things, operates tugs used for emergency response escort services and assistance towage in Turkish waters. Renamed **KURTARMA 15** by its new owners, the new-build escort tug is based on the exclusive-to-Sanmar

RAstar 2900SX design from Canadian naval architects Robert Allan Ltd and is powered by two MTU 16V 4000 M73L main engines each producing a hefty 2,700kW at 1850 rpm to drive Schottel ASD units to achieve a Sanmar's the most powerful bollard pull yet, well in excess of 90 tonnes. **KURTARMA 15** will take pride of place as the most powerful escort tug in the Directorate General of Coastal Safety fleet. The RAstar escort/offshore terminal tug designation is reserved for a distinctive class of ASD escort, coastal and harbour tugs, designed with the unique sponsoned hull form developed exclusively by Robert Allan Ltd, which provides significantly enhanced escort towing performance. Escort forces are enhanced by the effects of the sponsons as well as by the prominent foil-shaped escort skeg forward. Deck equipment on the 29.4m x 13.3m x 5.5m **KURTARMA 15**, includes a Palfinger 18500MC marine grade hydraulic knuckle-boom/folding boom deck crane. Tank capacities include 169m³ of fuel oil. Previous tugs in the range from Sanmar have had accommodation for up to eight crew, but this has been expanded to ten crew on **KURTARMA 15**. All accommodation complies with MLC standards, with the captain and chief engineer's cabins with en-suite WC and showers above deck, along with the mess/lounge and a separate galley, and four person cabins with shared two WCs and showers, and a laundry below deck. Ali Gurun, Vice President of Sanmar, said: "The service that Directorate General of Coastal

Safety provides in Turkey's coastal waters is vital, their crews save lives and prevent disasters time and time again, often in very challenging conditions. At Sanmar we are proud to be able to provide them with a tough, technologically-advanced and powerful new tug that is ideally suited to help them carry out these essential operations. We have worked closely with both Directorate General of Coastal Safety and the designers to match and often exceed their specifications." He continued: "**KURTARMA 15** is an important project for us, and for the ongoing development and enhancement of this range of enormously powerful, yet manoeuvrable and extremely stable tugboats." *(Press Release)*

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MAIDEN VOYAGE FOR HARBOUR TUG **BIO GUERRA**

The arrival of a vessel on its maiden voyage from the shipyard to its new owner, or on its first port of call for its charterers, usually gets it a water cannon welcome, lots of flags, fizzy drinks and hoo-hah! Usually. On 3rd September at 19h00 the harbour tug **BIO GUERRA** (IMO 9889837) arrived at Cape Town harbour and went straight to the Eastern Mole in the Duncan Dock, the usual short term berth for bunkers and stores only. A wee harbour tug arrival doesn't normally get much



attention, not even one on its maiden delivery voyage from the shipyard to its new owner. Built in 2021 by Damen Song Cam Shipyard at Haiphong in Vietnam, **Bio Guerra** is a standard Damen Azimuth Stern Drive (ASD) 2813 harbour tug. As an ASD harbour tug she is 28 metres in length, with a beam of 13 metres, and a draft of 6 metres. She is powered by two Caterpillar 3516CTA HD/D V16 engines, producing 6,772 bhp (5,050 kW), which drive two Rolls-Royce US 255 fixed pitch rudder propellers, capable of 360 degree rotation, and able to provide a maximum sea speed of 13

knots. Her auxiliary engines are two Caterpillar C4.4 TA 4 cylinder 4 stroke generators providing 107



kVA. She has a FiFi firefighting capability, and she has a bollard pull of 85 tons ahead, and 80 tons astern. Accommodation is provided for up to 10 crewmembers. One of two Damen ASD 2813 tugs, ordered by the Port Autonome de Cotonou in Benin back in August 2020, the first of the tugs was delivered to the West African port on 22nd July this year. Departing Haiphong in early July, Bio Guerra had a convoluted and indirect route

to bring her to Cape Town. Avoiding a direct crossing of the Indian Ocean, she departed Singapore on 28 July, arriving at Victoria in the Seychelles on 13 August for a 24 hour bunkering stop. She then departed Victoria on 14 August bound for Port Elizabeth, where she arrived in Algoa Bay on 27 August. After a four day stopover, she departed Algoa Bay on 1 September for Cape Town. With a port of registry of Cotonou, which is her soon to be home port, her delivery voyage actually had her home port on her stern covered by a simple metal plate. The plate displayed her port of registry to be that of Kingstown, and she was flying the flag of St. Vincent and the Grenadines, located in the southern end of the Caribbean Sea, and a flag of convenience. The Damen Song Cam shipyard, located on a 43 hectare site, was designed and outfitted by Damen, as a joint venture with the Vietnamese Shipbuilding Industry Corporation on a 70%/30% shareholding split. It was completed in 2014 and it specialises in building all Damen tug and workboat designs up to 60 metres in length. All newbuilds at the yard are constructed undercover, in a purpose built shipbuilding hall. *(Source: Port & Ships by Jay Gates; Photos Dockrat)*

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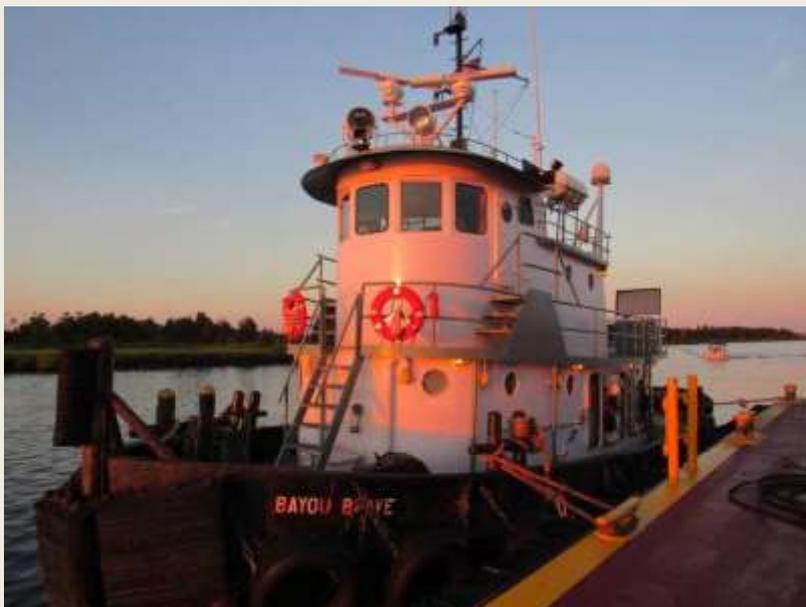
SUBCHAPTER M: IS IT TIME TO PRESS PAUSE?

For many, the path to Subchapter M compliance has been anything but smooth sailing. And while progress has been made through the growing pains, some feel it's time for the U.S. Coast Guard to pump the brakes. A funny thing happened on the way to compliance. We all learned that nobody was quite ready for Subchapter M. Sure, we had gone through the law with a fine-toothed combed

and had self-inspected vessels and trained crews, but we were all surprised by interpretations. Third party organizations (TPO) have done their best to set up systems and satisfy paying customers and the U.S. Coast Guard (USCG). The USCG has tried to enforce consistency from the top down but have not been completely successful. And the owners have largely watched the show and absorbed the punches and even self-inflicted wounds. A pandemic slowed our country to a crawl halfway through the implementation. But like any other government venture, no one pushed the pause button.



And there were plenty of reasons to do so. We had all learned a lot during the initial phase-in, and quite a bit of it wasn't good. Some of it was human nature, as people often wait until the last minute. The USCG didn't back off on the schedule, although as an organization they slowed down quite a bit. They went to reduced manning and strange schedules. Some of them worked every other day. Some worked every other week, as if COVID-19 didn't come in on Tuesdays and Thursdays. The virus showed the disconnect between HQ and the boots on deck and also the disconnect between the regulators and the regulated. The USCG system of inspection leaves a lot to be desired. The most seasoned personnel that the USCG has, the chiefs, end up taking orders from the second lowest rung on the officer's ladder. In some cases, the new lieutenants don't even have practical vessel experience. And yet, major decisions that affect a company's ability to operate are in their hands. This would be less of an issue if the law was black and white, but there's a lot of gray in there. Speaking of the law, why do tugs operating coastwise need four line throwing appliances? As a tug operator, I had a boat covered in fendering and a deckhand with a great arm. Never in 30 years on the water did I ever say



that I wished I had a line gun. I could put the boat close enough to anything to get a line over. These appliances cost a lot, expire and companies are not going to spend a lot of extra money for a crew to practice with something that they will never use. Why do towboats that may have a six hundred feet of barges in front of them need a fathometer on the boat? Sub M is specific about fuel supply and maintenance. But why only fuel? Why is the USCG saying that boats without lifeboats need a

lifeboatman on board? And one of the broader problems with Sub M is the two inspection options. Sub M should have leveled the playing field, but the USCG option is cheaper by a

long shot and much easier. There is a \$1,030 annual inspection fee forever. The COI on one vessel will cost you \$5,150.00 for the five-year cycle no matter which option you choose. Add the TPO fees on top of that and for one boat it will cost you \$17,900 (an additional \$12,750 for one management audit, one vessel audit, one mid-period management audit plus travel and TPO fees) for the five-year cycle. Another problem is the USCG doesn't seem to trust the TPOs. It has even been said to us in multiple sectors that the USCG Option is the preferred option by the inspectors and that the TPO option will be harder for companies. When Sub M started, the USCG thought that 70% of the companies would use the TPO option and 30% would use the USCG option, and with the TBS companies that is where we started. But the collapse of a few TPOs plus the high cost of others, companies began questioning why they were using a TPO. So, we watched the percentage slip. As of June 2021, 62% of our customers are the USCG option. The message from the USCG is inconsistent. The USCG Towing Vessel National Center of Expertise (TVNCOE) in Paducah provides a wealth of information and guidance. They have a set of FAQ pages where questions asked by industry have been answered. And we have been told by USCG personnel that they never go by what the TVNCOE puts on their pages. They only go by the reg and their own interpretation of it. What is an owner to do if the USCG can't even get their message straight? The TPOs work closely with the TVNCOE but the USCG has set up a TPO Oversight role in different sectors that doesn't answer to the TVNCOE. You would think in an organization that lives by giving and obeying orders that it wouldn't be so hard to get them all on the same page. The USCG Marine Inspectors have had to learn this on the fly too. And across the U.S. we have worked with many good inspectors who have tried to locally make sense of the law. They all have one goal in common: ensure compliant vessels are operating while using a common-sense approach. As one chief told me, "I have to make sure that we don't have blood, oil or water. Everything else I can work with."



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A word of advice Whether you are an owner, operator, captain, deckhand, shoreside personnel, treat the USCG like a cop. Anything you say may be used against you. The more that you talk, the bigger the hole that you dig. Don't be rude, always show respect, but shut up. Too many people talk way too much during inspections and although they think they are helping, they are not. Boats that should

have had a COI end up with 835s, sometimes No Sail 835s, because the captain become chatty Cathy. Just directly answer the questions and volunteer nothing. The inspector really doesn't care about how



you used to do it when you showed Magellan the route between the Atlantic and Pacific. When you tell them that you used to do it one way but on your current vessel you are not doing it at all (drills, training, maintenance, etc.) you set yourself up for failure. There's a time and place for sea stories but the inspection is not the time or place. *Looking ahead* If you own or operate a passenger vessel, I'd be wary of the SMS proposal making its way through the USCG for your industry. The

NTSB is pushing the USCG, but the USCG already does a good job with passenger vessel inspections. Like everything else with government regs, a few high-profile accidents are going to cause a poorly thought out, knee jerk reaction by the USCG. If the USCG wants an SMS system with TPOs to work, then they need to collaborate with the TPOs to create a system that functions. But they shouldn't shove something down the throats of an industry that moves millions of people annually with very few issues, especially at a time when the industry is fighting for its survival. This would be a very good time to hit the pause button. (Source: *MarineLink*)

SVITZER AUSTRALIA AWARDED TOWAGE CONTRACT FOR ROYAL AUSTRALIAN NAVY

Svitzer Australia, Australia's leading towage provider, has been announced as the successful tenderer for a long-term contract to provide towage services for the Department of Defence, servicing the Royal Australian Navy (the Navy). Svitzer as the winner of the Defence Marine Support Services Package 3 tender, will provide towage services for Australia's



naval fleet, the management of Navy towage assets, and the development of naval personnel training in major ports around Australia. With over 20 ports nationally, Svitzer supports and promotes local maritime organisations, service providers and local employment. Svitzer Australia Managing Director Nicolaj Noes said: "We are honoured to be chosen as the trusted partner to provide essential towage service to the Royal Australian Navy as they undertake the vital role of serving Australia at sea. "With our network of ports around Australia, fleet capability and experienced

crews, we are well placed to provide a safe, reliable and efficient service for the Navy's operational and strategic needs. "Our commitment to safety at sea is a core Svitzer value and will underpin the delivery of our towage capability for Defence. "We look forward to fostering a strong working relationship with Defence providing round-the-clock, responsive support to Navy vessels and



personnel as they call at ports around Australia. "Being part of the local community is central to Svitzer Australia's role in the ports we operate in, and we look forward to servicing the Navy and investing in our local communities now and into the future. "As part of our contract, we are committed to providing strong and continued support to our local

communities with a focus on Indigenous engagement, leveraging our local supplier network and partnering with defence to provide employment opportunities, enriching the Svitzer workforce and enhancing industry capability." As Australia's largest employer of seafarers, Svitzer Australia provides towage services in over 20 ports around Australia, ensuring a well-connected network of operations. "By tapping into Svitzer global experience and local presence, we are well positioned to deliver navigation and personnel training as a capability development for navy personnel and providing potential employment opportunities for veterans." Svitzer has previously supported Defence as a towage subcontractor in several Australian ports and has a long and proven history in Australia, providing flexible and reliable towage services to the highest industry standards to the Australian Defence maritime community. Svitzer will commence towage operations for the Navy from 1 October 2021. *(Press Release; Photos: Australian Government Department of Defence*

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BOLUDA TOWAGE WELCOMES EVERGREEN'S EVER ACE ON ITS MAIDEN TRIP TO EUROPE

Boluda Towage had the honour to welcome the world's largest container vessel, the 23.992 TEU-class "Ever Ace" of Evergreen Line, on its maiden voyage to the port of Rotterdam on 4 September 2021. The Boluda tugs 'VB Cheetah', 'VB Tiger' and 'Mars' welcomed Ever Ace with a festive water display and safely assisted the vessel to ECT Delta Terminal. We congratulate Evergreen with its new 'green-carrier' delivered with scrubber (exhaust gas cleaning system), which demonstrates the company's



commitment to sustainability and its long-term efforts in eco-friendly operations and environmental protection. During its maiden call, the **Ever Ace** was stowed all around with the green Evergreen containers. The **Ever Ace** was delivered in July from the Samsung Heavy Industries yard in South Korea. The ship has a length of 400 m, a beam of 61 m and a capacity of 23,992 TEU. This makes the **Ever Ace** the largest container vessel in the world. **Ever Ace** will continue her maiden voyage to other ports in Europe. Boluda Towage looks forward to welcoming the vessel there as well. We wish the ship and her crew fair winds and smooth seas. Watch the video [HERE](#) (*Press Release; Video by Danny Cornelissen; Picture; Portpictures.nl for Boluda Towage*)

AQUAREL HOLLAND

Painter Willem Johan Hoendervanger made a very nice picture of the Dutch registered with call sign PESK tug **Holland** (Imo 5153462). The work is a watercolor on Canson paper of the tugboat **Holland** (1951). The size is 30 x 63 cm. The 1951 tug was built by Ferus Smit, v/h J. Smit & Zn. – Foxhol; Netherlands



under yard number 111 and designed by D. Schouten Hzn. "Bureau voor Scheepsbouw M.A. Cornelissen – Bloemendaal; Netherlands. After completion delivered to NV Scheepvaart en Bergings Mij. G.Doeksen & Zonen – Terschelling; Netherlands. In 1998 sold to Holland Shipping Company BV. (Arjen Terpstra and Bert Blokhuis); Netherlands. In 2001 sold to Stichting Zeesleepboot Holland - Opperdoes/Den Helder; Netherlands for preservation with homeport Oude Rijkswerf Willemsoord - Den Helder. She has a Werkspoor diesel engine with a total output of 1,544 kw (2,100 bhp) and performed 16 knots free sailing speed. She has a length of 53.95 mtrs a beam of 9.56 mtrs and a depth of 4.50 mtrs. (*Painting by Willem Johan Hoendervanger*)

MARCON'S SUMMER 2021 NEWSLETTER NOW AVAILABLE

We are pleased to announce that Marcon International's Summer 2021 Newsletter is now available on their website. The newsletter features photos and detailed information on a selection of barges and offshore support and towing vessels. For each listing, a link is provided to the website for easy access to additional information. The last page provides a summary of the most recent sales. The newsletter contains the article "Offshore & Inland Towing Market Update". In May and June 2021, Marcon

reported 615 tug boats and 54 push boats, respectively, officially on the market for sale. Of Marcon's ten sales and charters to date in 2021, eight were tug boats. Between these sales and continuing tug inquiries, we believe that this is a sign that part of the market is moving forward. Sales of push boats have been far and few between, though we have a number of inland river (and ocean) tank barges for sale. Many buyers, across multiple market segments, continue to be stymied by project delays, worker shortages, an uncertain economy and travel restrictions. Visit the website [Summer 2021 newsletter.pdf](#) and [Summer 2021 article.pdf](#) (*Press Release*)



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TUG "KHOKHOL" IS PLANNED TO BE USED IN THE PORT OF TAGANROG FOR WINTER NAVIGATION

For winter navigation in the port of Taganrog, it is planned to use the **Khokhol** tug, which is on the balance of the FSUE Rosmorport Azovo-Chernomorsky Basin Branch, a regional correspondent of PortNews IAA reports. "We plan to take the tug into operational control for ice navigation. It is expected to operate from the receiving buoy of the Taganrog approach channel to the port of Taganrog," said Andrey Vakhrushev, director of the FSUE "Rosmorport" Azov Basin Branch. In addition,



three linear icebreakers will be involved in winter navigation - **Kapitan Chudinov**, **Kapitan Moshkin** and **Kapitan Demidov**. Now "**Kapitan Chudinov**" is undergoing scheduled repairs. "The tug" **Georgy Sedov**" will operate from the ice edge to the waters of the ports of Taganrog and Azov. The **Fanagoria** tug will be in the port of Azov, and the **Dobrynya** tug - in the port of Rostov-on-Don," added Andrey

Vakhrushev. The **Khokhol** tug is a single-deck twin-screw diesel tugboat with variable-pitch propellers in separately controlled rotary nozzles, an engine room in the middle and a two-tier superstructure shifted to the bow. Reinforcement of the hull meeting the requirements of the classification society, protection of the propeller-rudder complex make it possible to operate this tug all year round. We add, IAA PortNews has opened registration for participation in the IV international conference "Development of icebreaker and service-auxiliary fleet". For the fourth time the conference is held on the zero day of the international exhibition "NEVA" - this year - September 20, 2021 in St. Petersburg. (Source: PortNews)

ACCIDENTS – SALVAGE NEWS

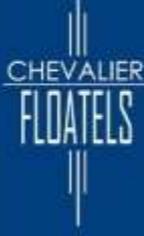
SALVORS COMPLETE FINAL CUT OF GOLDEN RAY WRECK REMOVAL PROJECT



On Saturday, salvors completed the very last cut in the long-running **Golden Ray** wreck removal project. All that remains is to load out the last two segments of the hull and clean up the seabed, and the waters of St. Simons Sound, Georgia will have the same appearance as before the vessel's grounding. The team finished cutting the last of the **Golden Ray's** wreck into two sections on Saturday and are now getting ready to lift and

stow one of the last two segments onto a dry-dock barge. Once that process is complete, the final segment will be loaded and stowed on the deck barge Julie B. An extra dry-dock barge is still on site in case it is needed for the last segment. The unified command has not reported any large-scale fuel oil spillage during this cutting evolution, but responders are still on hand in case another release should occur. During a previous cutting and hoisting operation in late July, an extensive bunker fuel spill prompted a public health warning and a large-scale shoreline cleanup effort involving about 80 responders. The wreck removal project has taken far longer than initially expected. Salvors' early projections suggested that each cut would take 24 hours, but most took weeks or months. The extreme forces involved in the chain-cutting operation also added extra time between cuts for equipment repairs and repositioning. With additional delays - like a shutdown for a COVID-19 outbreak among the crew from July through September 2020, along with a major fire in May 2021 - the project is now entering its 19th month of site work. The car carrier Golden Ray went aground and partially capsized in Georgia's St. Simons Sound on September 7, 2019. During an outbound transit in calm conditions, a routine turn to starboard turned into an uncontrolled runaway maneuver, ending with the vessel aground and resting on her side. Lt. Ian Oviatt, a staff engineer at the Coast Guard Marine Safety Center, told the NTSB that the vessel had taken on too little ballast for her cargo load. "The cause of the vessel capsizing was lack of righting energy due to the way the vessel was loaded," Oviatt told an investigative panel last September. "The vessel could have taken on additional ballast to be in compliance." (Source: *Marex*)

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CONTAINER SHIP HIT BY EXPLOSION AND FIRE



No one was injured, but damage was done to the ship and cargo when, according to local media on Friday, an explosion occurred on board the container ship **Morning Vinafco** while it was in Ben Nghe Port in Ho Chi Minh City, Vietnam. The explosion, which occurred in a container below deck, triggered a fire on board. That, however, was quickly turned off. The explosion occurred shortly after welding work was performed in the same cargo hold. **Morning Vinafco** had arrived from Da Nang the same day, and the container that exploded had only been on board the ship for a few hours before the accident. The 212-meter-long container ship has a crew of 17 men and is registered in Vietnam. (Source: *Maritime Danmark*)

SHOTS FIRED IN PIRATE RAID ON OFFSHORE VESSEL

Reports have come in of shots and injuries aboard an offshore support vessel in Gabon in the Gulf of Guinea, although details are limited. On Sunday September 5, three armed men are to have boarded the 4,345-dwt **Tampen** supply vessel located 8km from shore at the Libreville anchorage, and engaged with the crew who tried to deter the attack resulting in reports of shots fired



and two crew members incurring injuries. One crew member is listed as being shot, both crew members were transported to the hospital. There are also unconfirmed reports that an additional crew member may be missing and possibly has been kidnapped. The investigation continues into this matter. If proved, this would list as the second time this year a kidnapping has occurred in Gabonese waters. *(Source: Maritime Direct)*

FIRE INJURES CREWMAN ON BUNKERING SHIP OFF SULAWESI, INDONESIA



Indonesian media reports that a fire broke out on board an oil bunkering tanker as it was sailing off the island of Sulawesi on Monday, September 6. The 80-metre **Julvinda** had just departed the Pertamina oil depot near the city of Gorontalo on Sulawesi when the blaze ignited in its starboard bow at around 18:15 local time on Monday. The

crew were able to put out the fire within minutes with the aid of the ship's portable extinguishers. However, one crewmember, a 44-year-old male, still suffered burn injuries and had to be evacuated to hospital in Gorontalo, where he is currently under intensive care. The captain told reporters that the fire ignited after sparks caused by an electrical short in the bow came in contact with one of the oil cargo tanks. Police have begun an investigation into the incident. *(Source: Baird)*

ECDIS SHORTCOMINGS CAUSE UNSAFE NAVIGATION AND SHIP GROUNDINGS

Shortcomings in current e-navigation technology compounded by limited bathymetry data is making safe navigation challenging, say maritime accident investigators. ECDIS can be difficult to use to its full potential and its safety alerts are widely ignored, according to a report published by two European government



investigation branches. The Danish Maritime Accident Investigation Board (DMAIB) and the UK's Marine Accident Investigation Branch (MAIB) published a report following their joint study into understanding the practical application and usability of ECDIS. Their key findings show there are still many deficiencies in ECDIS application and functionality. Both DMAIB and MAIB said the study "found a wide spectrum of ECDIS integration and usage". From their interviews with 155 ECDIS operators, users unanimously said, "the real-time positioning provided by ECDIS was a major contributor to safe navigation." However, thereafter the picture was bleak for ECDIS use, despite

these systems being in service for nearly two decades on ship bridges. DMAIB and UK MAIB described ECDIS as still being in an implementation phase globally. Investigators specifically found navigators were ignoring safety alerts or had disabled these functions from ECDIS for several reasons. “Most of the automated functions designed to alert the watchkeeper to impending dangers were not easy to use and lacked the granularity for navigation in pilotage waters,” said DMAIB head Oessur Hilduberg and MAIB chief inspector of marine accidents Andrew Moll in a joint statement. This leads to a high number of false alarms, which eroded confidence in automated warning functions. “Most operators disabled the alarms or ignored alerts,” they said. “To be an effective tool for safe navigation, ECDIS needs a high degree of operator input, but many watchkeepers appeared to have limited understanding of the systems they were using.” The Safety Study: ECDIS Application and Usability is available [HERE](#)

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USCG RESPONDS TO DRILLSHIP DAMAGED IN HURRICANE



Among vessels reportedly sustaining damage during Hurricane Ida was Noble Corporation’s ultra-deepwater drillship **Noble Globetrotter II**. That damage, it seems, was less than suggested in some social media posts. On September 1, U.S. Coast Guard Eighth District reported that after a report that the vessel had sustained damage, members of the Eighth District Outer Continental Shelf division had been in contact with both the master of the drillship and Noble Corporation to

determine the extent of any damage, and to ensure that the crew’s lifesaving equipment was functional and available in the event of an emergency. “Throughout all of the communications between the U.S. licensed master of the vessel and the Coast Guard, the master has maintained that the vessel was not in distress and not actively taking on water.” said the Coast Guard. “Information released on social media, reportedly from the crew of the **Noble Globetrotter II**, indicates potential issues with safety, including possible damage to the hull. “Out of an abundance of caution, the Coast

Guard launched a helicopter aircrew from Air Station New Orleans to conduct an overflight of the vessel and has diverted the Coast Guard Cutter *Venturous* to the scene. “The vessel and the company are developing a plan to bring the vessel into port for repairs. The Coast Guard will maintain communications with the master of the vessel until it arrives in port. “The vessel and crew are currently located 80 nautical miles south, southeast of Grand Isle, La., in the Gulf of Mexico.” *In an update released September 2, Noble Corporation said:* “As previously reported, the vessel encountered severe weather during Hurricane Ida. Noble management is in frequent communication with the ship’s crew and is working to facilitate additional transport for some crew members to shore, as may be needed, as well as replacement personnel to support marine operations. A small number of crew members were treated for minor injuries. The living quarters of the vessel continue to operate normally with food service, climate-control, water, power, and internet systems functional. The vessel’s helideck is fully operational and teams are working through logistical challenges across the Gulf Coast region to resume normal levels of transportation to and from shore. “Initial findings from the ship’s ongoing condition assessment confirm that several riser joints and the lower marine riser package separated from the rig during the storm and sank to the seabed. Efforts are underway to locate and recover that equipment, and the company believes that, if necessary, it can replace any missing or damaged equipment promptly. Additionally, one of the ship’s cofferdams in the moonpool area sustained damage during the weather event. The damaged cofferdam does not compromise the stability or structural integrity of the rig nor the safety of personnel onboard. The vessel successfully secured the well and detached from the blowout preventer in place on the well as part of its departure procedures. “Noble provided a force majeure notice to its customer in accordance with the governing drilling services contract. The contract does not contain a right of termination for force majeure. The company does not expect any impact to its previously issued preliminary 2022 financial guidance and, at this time, is unable to estimate the impact on its 2021 guidance. Noble has insurance coverage for property damage with a \$10 million deductible. “Noble holds the safety of everyone aboard our vessels as the highest priority. We will continue to work closely with the Noble Globetrotter II’s personnel and their families to provide all necessary support as we all recover from the aftermath of Hurricane Ida.” *(Source: MarineLog)*

REMEMBER TODAY

S.S. PERE MARQUETTE 18 09TH SEPTEMBER 1910

SS **Pere Marquette 18** was a steel-hulled Great Lakes train ferry that served on Lake Michigan (primarily between the four ports of Ludington, Michigan and Kewaunee, Manitowoc and Milwaukee, Wisconsin) from her construction in 1902 to her sinking in 1910. On September 9, 1910 while bound from Ludington for Milwaukee with 62 passengers and crew and 29 rail cars filled with general merchandise and coal, **Pere Marquette 18** began taking on massive amounts of water.

The pumps were turned on, but all



attempts to save her were futile, and she sank off the coast of Sheboygan, Wisconsin. Her fleetmate, **Pere Marquette 17** was nearby and managed to save 35 of her passengers and crew. Twenty-seven people on board **Pere Marquette 18** were killed, while **Pere Marquette 17** lost two of her own crew during the rescue. As none of her officers survived to recount what happened, the true cause of **Pere Marquette 18's** flooding remains a mystery. The wreck of **Pere Marquette 18** was discovered in July 2020 in about 500 feet (150 m) of water about 25 miles (40 km) east of Sheboygan by a wreck hunting team from Minnesota. *Design and construction* **Pere Marquette 18** (Official number 150972) was designed by Robert Logan and was built in 1902 by the American Ship Building Company of Cleveland, Ohio. She was launched on August 16, 1902 as hull number 412 and was christened by Beatrice Logan, the designer's daughter. Her steel hull had an overall length of 350 feet (106.68 m) (one source states 358 feet, 109.12 m), and a keel length of 338 feet (103 m). Her beam was 56 feet (17 m) (one source states 57.6 feet, 17.6 m) wide, and her hull was 19.42 feet (5.92 m) (some sources also state 19.5 feet, 5.9 m, 19.6 feet, 6.0 m, 20 feet, 6.1 m or 21.7 feet, 6.6 m) deep.

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She had a gross register tonnage of 2,909 tons, and a net register tonnage of 1,722 tons (other sources also state that she had a gross register tonnage of 2,777 tons and a net register tonnage of 1,660 tons, a gross register tonnage of 2,775 tons and a net register tonnage of 1,685 tons or a gross register tonnage of 2,443 tons). She was equipped with two 3,000-horsepower (2,200 kW) (some sources state 2,500 hp, 1,900 kW) triple expansion steam engines which were powered by steam from six Scotch marine boilers. The boilers were 13 feet (4.0 m) in diameter and 12 feet (3.7 m) in length, each with a corrugated furnace with a diameter of 3.6 feet (1.1 m). The boilers each had a working pressure of 175 pounds per square inch (1,210 kPa). She was driven by two 12-foot (3.7 m) fixed pitch propellers, which propelled **Pere Marquette 18** to a maximum speed of 13 or 14 knots (24 or 26 km/h; 15 or 16 mph). **Pere Marquette 18** had two decks and two masts. She had four railroad tracks on her main deck, which could accommodate up to 30 railroad cars. She contained 50 staterooms and several other rooms, providing sleeping accommodation for 250 people. When combined, the rooms and the decks enabled **Pere Marquette 18** to carry up to 5000 people. She was equipped with electricity, which was operated at the pilothouse. The total cost of **Pere Marquette 18** was \$400,000. *Final voyage* On September 8, 1910 at 11:30 P.M., **Pere Marquette 18** left Ludington, Michigan under the command of Captain Peter Kilty with 62 passengers and crew (including Captain Kilty) and 29 rail cars filled with coal and miscellaneous freight on board. At around 3:00 A.M. (some sources state 4:30 A.M.) on September 9, while about halfway across Lake Michigan, the helmsman of **Pere Marquette 18** began complaining that she wasn't steering properly. At about the same time, an oiler who went to oil the propeller shaft bearings reported to the bridge that there was approximately 7 feet (2.1 m) of water in her stern. The location of the initial flood was under the "flicker" (crew's quarters). Captain Kilty ordered the pumps to be turned on, but they weren't able to keep her free of water; eventually, her stern had sunk so far that water began to seep in through the portholes. Captain Kilty eventually ordered that the course to be altered to Sheboygan, Wisconsin, and that 9 (some sources state 4 or 13) rail cars be jettisoned. At around 5:00 A.M. by

orders of Captain Kilty, purser and wireless operator Stephen F. Szczepanek of Worcester Massachusetts, sent out the CQD: "Car ferry No.18 sinking - help!", which was repeated continually for nearly an hour. The radio operator on **Pere Marquette 18's** sister ship, **Pere Marquette 17** picked up the call, and headed to rescue her. **Pere Marquette 17** eventually reached **Pere Marquette 18** and pulled alongside her to try and save the people on board. However, at approximately 7:30 A.M., **Pere Marquette 18** suddenly sank stern first, with her bow rising high up into the air. As she sank, the air pressure that built up in her hull caused her to explode, which likely killed several people on board. 27 people on **Pere Marquette 18** were killed. **Pere Marquette 17** also lost two of her own crew, when the lifeboat they were in smashed against her hull. In addition to **Pere Marquette 17**, the ferry **Pere Marquette 20** and the tug **A.A.C. Tessley**, which was towing the life saving crew also arrived at the scene. Purser Szczepanek, 22, of the **Pere Marquette 18** was the first wireless operator to die in active services. A memorial fountain was erected on May 12, 1915 in Battery Park, New York City paying tribute to "the heroic action of a mere boy... to blaze the trail which so many have unselfishly followed." The names of ten heroic wireless operators who perished while on active duty from the outset of wireless on ships in 1910 through 1915 are inscribed on the fountain. The list of names is led by Pere Marquette's Szczepanek and includes Jack Philips from the **Titanic**. Journalist J. Andrew White describes the actions of this heroic purser filling his initial wireless transmission for help. "In the midst of the confusion the cool and collected wireless operator



appeared, making his way slowly through the isles and stopping at each seat to reassure the passengers. Help was coming, his wireless appeal had been answered and a sister ship was speeding to the rescue. When the boats had been lowered away in good order and his assistance was no longer needed on deck, Szczpanek returned to the wireless room.

There he remained by his crackling key, directing the speeding rescue ships until the still waters closed relentlessly over the vessel he had served so well." (The World's Advance, July, 1915, pages 130-134) http://www.thebattery.org/images/monuments_wireless.jpg *Possible cause of sinking* The cause of **Pere Marquette 18's** sinking remains unknown. At the time of her sinking, it was speculated that during her time as a pleasure boat, she was treated roughly by the charter captains. It was said that she had been damaged by several hard dockings; she is also said to have hit several pilings, and due to the need for excursions they were not addressed. It was speculated that these incidents loosened several steel plates above the waterline, and as **Pere Marquette 18** rode much lower in the water with rail cars than with passengers, the loosened hull plates would have been under water during her final voyage. It was rumored that there were two stowaways on board, who may have contributed to the sinking by not securing their portholes. It was also suggested that during **Pere Marquette 18's** conversion back to a ferry, one of her seacocks was accidentally left open, causing water to flood in. A leaking propeller shaft was also suggested. *Aftermath* **Pere Marquette 18's** enrollment surrendered on September 15, 1910 in Grand Haven. After her sinking, she was valued at \$400,000 and her cargo was valued at between \$100,000 and \$150,000. Captain Kilty's decision to try and save **Pere Marquette 18** instead of abandoning her when he had the chance was criticized. An inspectors

review published in the Marine Review specifically targeted Kilty in saying that: We think that his efforts were directed more towards saving the ship, than to the saving of the lives aboard his boat. The Pere Marquette Railway replaced **Pere Marquette 18** with a new vessel which entered service in January 1911 – also called **Pere Marquette 18**. In 1977, a memorial marker was erected in Ludington to commemorate the loss of **Pere Marquette 18**. The Marker reads: At least twenty-nine persons died when this vessel sank in Lake Michigan twenty miles off the Wisconsin coast on September 9, 1910. One of the Ludington carferry fleet, the 350 foot S.S. **Pere Marquette 18** was traveling from this port to Wisconsin. About midlake a crewman discovered the ship was taking on vast amounts of water. The captain set a direct course for Wisconsin and sent a distress signal by wireless. He and the crew battled for four hours to save the boat but she sank suddenly. All of the officers and many of the crew and passengers perished, among them the first wireless operator to die in active service on the Great Lakes. The S.S. **Pere Marquette 17**, aided by other ships who also heeded the wireless message for help, rescued more than thirty survivors but lost two of her own crew. The exact cause of this disaster remains a mystery. The marker is located at 43°57'23.8"N 86°27'34.7"W. **Pere Marquette 18 wreck – Discovery** On July 23, 2020 wreck hunters Jerry Eliason of Cloquet, Minnesota and Ken Merryman of Fridley, Minnesota were searching for **Pere Marquette 18** using a side-scan sonar and an archived account from the United States Life-Saving Service; they eventually located an anomaly in the middle of Lake Michigan, roughly 10 hours into their search. Eliason and Merryman were initially confused about the nature of the target, believing it to be a school of fish. The following day, Eliason and Merryman went back to the anomaly and dropped a camera attached to a 1,000 feet (300 m) cable down to it, discovering the bow of a ship rising off the lake bottom; they confirmed the wreck was **Pere Marquette 18** based on a comparison of the davits of the wreck and the davits of **Pere Marquette 18** in historical photographs. Due to bad weather, it took Eliason and Merryman three weeks to return to the wreck, in order to capture footage of it. The discovery of **Pere Marquette 18** was made public in September 2020. **Pere Marquette 18 today** The wreck of **Pere Marquette 18** rests in about 500 feet (150 m) of water about 25 miles (40 km) off Sheboygan, Wisconsin. Her stern is completely buried in mud, with her bow rising 70 (21 m) to 100 feet (30 m) off the lake bottom at a 30° to 40° angle. Her decks have collapsed, and her pilothouse, which broke off and spun around when she sank, lies on her stern. One of her rail cars is also visible. A field of debris surrounds her wreck. Her wreck is completely covered in invasive zebra mussels. As her stern is completely buried in mud, it is unlikely that the cause of her sinking will ever be known. Until her discovery, **Pere Marquette 18** was the largest undiscovered shipwreck on Lake Michigan. (Source: Wikipedia)



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OFFSHORE NEWS

DIVING TEAMS ARE TRYING TO LOCATE THE SOURCE OF THE HURRICANE IDA OIL SPILL OFF THE US COAST



Diving teams on Sunday try to locate the source of the oil spill after Hurricane Ida in the Gulf of Mexico near the port city of Port Fourchon, Louisiana. Satellite images showed that miles and miles of oil slick drifts eastward, about 19 km from the gulf coast, the US Coast Guard (USCG) said. Satellite images, monitored by the USCG's maritime safety team, showed that kilometers long, the oil slick drifts eastward, about 19 km from the gulf coast. When

divers identify the source of the spill, efforts are made to reduce its impact on the environment, and measures are underway to prevent the oil spill from spreading over a wider area, said the non-profit Clean Gulf Associates, which was hired to locate the sources of the spill. Reuters recalls that on Thursday the US Environmental Protection Agency said a special plane had been dispatched from Texas to determine where the oil spill was first reported by the Associated Press on Wednesday. Ida hit Louisiana last Sunday, and on Wednesday night, catastrophic rainstorms from the hurricane hit the Northeast of the United States, including the states of New York, New Jersey, Pennsylvania and Maryland. The hurricane damaged oil installations, possibly including refineries, which could lead to higher gasoline prices and worsen inflation. Ida hit the Gulf Coast exactly 16 years after Hurricane Katrina. Last Sunday, it swept around 150mph, making it the fifth-strongest hurricane ever to hit the continental US. (Source: PortalMorski; Photo: Clean Gulf Associates)

DOF SUBSEA OFFLOADS CSV

DOF Subsea has sold its 2001-built construction support vessel **Skandi Neptune** to an undisclosed international buyer. The Oslo-listed company will deliver the 104.2 m long CSV to the new owner in the third quarter of 2022 after it completes its current contract commitments. No price has been revealed for the **Skandi Neptune**, which VesselsValue estimates is worth \$3.14m. DOF Subsea secured a charter for the



vessel from Shearwater GeoServices in May this year to support a seismic campaign on the Jubarte and Iracema field offshore Brazil. (Source: *Splash24/7*)

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REMOVAL OF HAZARDOUS SUBSTANCES FROM THE BOTTOM OF THE BALTIC SEA - A SOLUTION FROM HOLDING REMONTOWA



Stocznia Remontowa Shipbuilding and RMDC - a ship design and consulting office, also belonging to the Remontowa Holding capital group, together with partners from Poland and Sweden, presents a comprehensive concept for solving the problem of cleaning the bottom of the Baltic Sea, also from hazardous substances that are remnants of World War II. The proposal includes both a specialized vessel and a

method of cleaning the seabed. Cleansing the Baltic Sea of the dangerous remains of the two world wars, and especially of weapons and chemical ammunition stored on the seabed, is an increasingly urgent task for the maritime economy and coastal safety of the Polish part of the Baltic Sea. Progressive corrosion of ammunition will cause more and more frequent release of dangerous material directly into sea waters. The currents in the Baltic Sea will direct this dangerous material directly onto Polish beaches. The activities and international programs undertaken so far allow only partial determination of the locations of hazardous materials and their condition. However, it is far from fully recognizing the situation at the bottom of the Baltic Sea and mapping all locations of this danger in Polish waters. This requires a new approach to act faster, much wider and more efficiently, because time is not a factor. Each year means deterioration in the condition of the containers and containers in which chemical weapons are stored. Until now, there has been no comprehensive concept for the disposal of this lingering danger. Bearing in mind the above risks, the Remontowa Shipbuilding SA shipyard together with the Remontowa Marine Design & Consulting Sp. z o. o., the company Ibcoll Sp. z o. o. and Dynasafe Demil Systems AB from Sweden, took steps to develop a technical concept for a unit for the disposal of hazardous ammunition, as well as the process of neutralization of the excavated combat agents and explosives. The cooperation of an experienced

Polish shipyard with a company specialized in the construction of classic and chemical ammunition disposal lines operating on the international market brings a solution to the indicated problem. This experienced group managed to create functional assumptions for the sea barge, allowing for comprehensive and, most importantly, safe disposal of hazardous materials from the bottom of the Baltic Sea, both classic ammunition and chemical weapons. The concept developed jointly by the above entities under the leadership of Remontowa Shipbuilding, although it focuses on the most important and most difficult element, which is the unit for the safe disposal of ammunition and chemical weapons at sea, covers a whole range of activities related to the disposal process. The basic assumption of the creators of the concept is the full implementation of the disposal of dangerous ammunition at sea. The disposal of hazardous materials on land creates not only an increased risk related to the handling and transport of hazardous materials through inhabited areas, but would also constitute a wide field for social protests. Carrying out disposal at sea thus shortens the route of a hazardous substance from its taking to the disposal line, and guarantees the highest level of safety for the Polish coast. The concept, due to its complexity, assumes the need for further improvement of the existing identification and supervision of the places where hazardous materials are stored on the seabed, which requires the strengthening of the maritime administration units, the Navy and other institutions with the use of the forces of the maritime administration, the Navy and other institutions. national competences to supervise the bottom of the Polish part of the Baltic Sea, on a similar basis to the supervision of construction installations or supervision of roads and highways. Taking into account the above, it seems advisable to expand the ship's capacity for bottom observation and surveillance, including the detection of hazardous materials, in order to carefully catalog them and then remove them. The very initial loading of ammunition into the mining containers while still under water and preparing the underwater composition to be undertaken are tasks that seem feasible with Polish resources, both for groups of divers - miners of the Polish Navy, as well as entities providing specialized diving services. However, this requires increasing the potential by equipping with specialized robots as well as heavy-type suits, eliminating the diver's contact with the external environment and hazardous substances. The final and key element of the entire process is a modular ammunition and chemical weapons disposal line, which in the presented concept was mounted on a double-hull sea barge with adjustable draft. This design ensures a very high level of unit stability, while providing adequate space for the disposal line and the necessary solutions that are essential for the safety of the disposal process. Modular disposal line by Dynasafe Demil Systems AB, mounted on a double-hull unit designed by Remontowa Marine Design & Consulting Sp. z o. o. is a solution confirmed by numerous and long-term tests and in practical operation. Reaching for a proven installation seems to be a necessary action to ensure the highest safety of the entire operation. The number of entities with the technology of disposal lines for ammunition and chemical weapons (weapons of mass destruction) is very limited in the world. The solution used in the presented concept was used in countries such as the United States, France, Germany, Japan, Italy and China. References, proven technology, and the security of the installation, are in this case the key factors that eliminate untested solutions. In this segment of technology, there is no room for any errors or defects that require correction - each defect may lead to the threat of weapons of mass destruction for hundreds or thousands of people. The key element of the installation is the SDC static armored combustion chamber, operating at a temperature of 550 ° C. High temperature ensures safe firing of hazardous material, both from conventional and chemical weapons and ammunition. The SDC can withstand detonation, although in most cases the ammunition will not detonate, but only burned out. The safety of operations is supervised by several levels of security solutions, including, inter alia, a gas cleaning system, ensuring compliance with the applicable environmental standards, not only of the European Union, but also of Japan, the United States and Singapore. Global references of the recipients of Dynasafe solutions confirm that it is a safe solution,

proven in operation by many institutional users. The concept developed by a group of specialists led by Remontowa Shipbuilding Shipyard assumes the maximum possible share of domestic industry. The ability to design and build vessels to supervise the seabed and to take hazardous materials is within the competence of the Polish shipbuilding industry, as is the ability to build a vessel - a sea barge with a disposal installation. The solutions of the units for the disposal of hazardous materials at sea may also become an attractive object of export of the technologies of the domestic shipbuilding industry. The crews of these units, after training in the use of the ammunition and chemical weapons disposal system, can also be Polish. Similarly, the underwater part of the process of taking hazardous materials for disposal may be performed by Polish entities of underwater services. The Remontowa Shipbuilding Shipyard, acting together with its partners, proves its readiness to participate in the difficult, but it seems necessary, program of removing the chemical threat from the Baltic Sea, which directly threatens Polish waters, fisheries and coastal tourism, and indirectly the people living on the coast on its 440 km of coastline. The concept presented to the government party now requires functional refinement between the ordering party and the contractor, as well as a decision to implement the program. We are also pleased with the actions taken by both the government and Polish parliamentarians acting on the international arena, aimed at allocating funds by the European Union to get rid of the burning problem of the seas surrounding Europe. The undertaking of the program by the Polish government, with co-financing from European funds, would make such an extensive potential an attractive solution both for national needs and for other countries in the Baltic region. The project of the unit - a sea barge with a line for the disposal of conventional and chemical ammunition can be used for export, also for the needs of other reservoirs. There are similar needs in Italy, France, Belgium and the Black Sea countries, where weapons and chemical ammunition have been dumped, threatening not only the marine ecosystem, but above all the coastal inhabitants. *(Source: PortalMorski; Photo: Remontowa Shipbuilding)*

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ARMÓN PREPARES THE SEA TRIALS OF THE FPSO VESSEL "BLUE EAGLE"

The FPSO ship "[Blue Eagle](#)" (IMO 9880893) left today from the Armón Shipyard weapons dock, in Gijón, where it was assembled and was docked in the port of El Musel, ready to begin the tests of sea prior to its official delivery. On July 23, the christening ceremony was held, sponsored by Roberta Reynoso, daughter of one of the owners of the Mexican company Durandco, led by Alfredo and Juan Reynoso. The event brought together the Asturian political and business class and a Mexican delegation made up of fifty people. The hull of this ship has been built in Turkey and was towed first to Avilés and then to Gijón, for its finishing, which has employed about two thousand people between direct and indirect jobs. The works have required 4,612 tons of steel, 45 kilometers of pipes and 375 kilometers of electrical wiring. It has been designed to perform services to wells with high

pressure and high temperature, as well as to store and discharge crude oil. Of 14,236 GRT, it measures 106 m in length, 25 m in width and 12 m in depth. It is a FPSO vessel with a capacity of 7,300 cubic meters of crude extracted from wells in fields that are already at the limit of their production. It will be able to treat up to 20,000 barrels of crude per day and has accommodation for 80 crew members. *(Source: Puente de Mando; Photo: Higinio de la Granda)*



SEAWAY 7 HIRES MAERSK CONNECTOR



Maersk Supply Service has secured a contract for its cable-laying vessel **Maersk Connector** with Seaway 7 in the North Sea. Seaway 7, the renewables business unit of Subsea 7, has booked **Maersk Connector** for a period of one year, with an optional six-month extension. According to Maersk Supply, the contract

is set to commence in October this year. After the initial work in the North Sea region, the vessel is expected to move to Asia. “**Maersk Connector** is a state-of-the-art cable-laying vessel with a highly skilled crew. We look forward to getting started and to a positive longer-term relationship with Seaway 7 going forward”, said Duncan Harris, UK country manager at Maersk Supply Service. The contract comes after the vessel’s recent work on the replacement of the submarine electricity distribution cable between Skye and Harris. The £28 million cable replacement project involved offshore works using vessels **Maersk Connector** and Grand Canyon 3 to install and protect the 33 kV cable between Ardmore, Skye and Beacravik in Harris. *(Source: Offshore Energy)*

PETROBRAS CONTRACTS SUBSEA VESSELS FOR DECOMMISSIONING PROJECTS

TechnipFMC and DOF Subsea were awarded significant long-term charter and services contracts from Petrobras for its next round of shallow and deepwater oilfield development and decommissioning projects in Brazil. Brazilian-built and flagged pipelaying vessels **Skandi Vitória** and **Skandi Niteroi** will carry out the contracts. Classed by DNV, the vessels are owned by DOFCON Navegação, a 50/50 joint venture between TechnipFMC and DOF Subsea. The contract is for three years starting in February 2022, with options to extend for other projects. It plans to operate 2011-built **Skandi Niteroi** mostly in shallow waters, while 2010-built **Skandi Vitória** will work in shallow

and deep water. Both vessels will perform decommissioning and subsea installation work during the three years to 2025. “Our vessels serve as an important component of the strong flexible pipe ecosystem we have in Brazil,” said TechnipFMC president for subsea Jonathan Landes. “We are proud to extend our multi-decade relationship with Petrobras through these long-term contracts, which are built on close collaboration and our client’s trust in our ability to safely and efficiently deliver quality.” TechnipFMC classifies a significant contract as between US\$75M and US\$250M. These contracts will be included in its Q3 2021 financial results. **Skandi Vitória** and **Skandi Niteroi** were built to a STX OSCV 06 design with an overall length of 142.2 m, breadth of 27 m and accommodation for 120 people. Separately, Petrobras has also awarded a contract extension to DOF Subsea for its diving support vessel **Skandi Achiever**. This 2007-built, STX DSV 06 design vessel will provide ROV and diving services to Petrobras until Q4 2022. *(Source: Riviera by Martyn Wingrove)*



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MUSEUM NEWS

FEATURED ARTIFACT: FOG HORN OF THE "WILLIAM S. EARL"



Today's featured artifact is a unique one. The museum has several of these tin foghorns in its collection, but this is one of the only ones with a name attached! This dark green tin foghorn belonged to the **William S. Earl**, often abbreviated to Wm. S. Earl, a Cornell Steamboat Company tugboat in operation on the

Rondout from 1884 until 1947. Built in 1859 in Philadelphia, PA, she was seriously damaged by fire on three separate occasions - on December 1, 1881 in Greenbush, NY; on December 13, 1903 at Rondout, and on May 30, 1936 also at Rondout. Each time she was rebuilt and continued to operate. One of the oldest propeller tugs in the Cornell fleet, she was beaten in age only by the Terror, an aptly named tugboat built in 1854, purchased by Cornell in 1892, and condemned by steamboat inspectors as unsafe in 1910. The **Wm. S. Earl** was finally abandoned July 20, 1949 and scuttled in Port Ewen, NY at 90 years old. Her long life and frequent rehabilitation was attributed



Edward Coykendall (grandson of Thomas Cornell), who considered the **Wm. S. Earl** a favorite. The foghorn itself appears designed to be blown by the mouth and the sound likely would not have traveled very far, but it would have been enough to notify other boats of the **Wm. S. Earl**'s presence in a fog. Essentially, foghorns like this helped prevent boats from hitting each other! The Smithsonian National Museum of American History also has several tin foghorns, including this one, which was used on fishing dories off the Grand Banks in the 1880s. To learn more about the history of fog signals, check out this detailed article from the United States Lighthouse Society. (*Source: Hudson River Maritime Museum*)

WINDFARM NEWS - RENEWABLES

GLOBAL OFFSHORE AWARDED ARRAY CABLE INSTALLATION CONTRACT AT PARKWIND'S ARCADIS OST 1 OFFSHORE WIND FARM



Global Offshore, a leading provider of cable installation, repair and trenching services to the offshore renewables, utilities and oil & gas markets, and part of the Global Marine Group, has been awarded a contract for the installation and burial of 27 array cables at Parkwind's Arcadis Ost 1 offshore wind farm. The scope of work will see Global Offshore carry out the project

management and marine engineering; cable protection systems supply and installation, pre and post

lay surveys, cable loading and laying, cable burial and post-burial survey. As part of the turnkey package, Global Offshore's sister company, OceanIQ, will provide route engineering services for the project, with another of Global Offshore's sister companies, CWind, providing crew transfer vessels and cable pull-in services. Global Offshore will be utilising two of Global Marine Group's versatile cable ships, **Normand Clipper** and **Global Symphony**, with work at the site commencing in the second half of 2022. Mike Daniel, Managing Director at Global Offshore, said, "We are delighted to confirm this latest contract win, which will see us to provide the unsurpassed service to Parkwind that our customers have come to expect from Global Offshore. We have been providing cable trenching, installation, burial, management, repair, and maintenance services to the offshore wind industry since the installation of the first European offshore wind farm two decades' ago. "With a dedicated in-house engineering department, an experienced project management team, and a wealth of capable offshore personnel, alongside specialist offshore assets, we are confident in our ability to ensure the success of this project." Elien Van Winckel, cable package manager at Parkwind said: "We are pleased to award the Arcadis Ost 1 cable installation contract to Global Offshore. They have been selected for their extensive expertise and know-how in dealing with particularly challenging soil conditions." Arcadis Ost 1 is a 257 MW offshore wind project developed by Parkwind. The wind farm will be located in the Baltic Sea, northeast of the island of Rügen in Germany. *(Press Release)*

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REACH SUBSEA SECURES NEW DEALS IN RENEWABLES SECTOR

Norwegian subsea services provider Reach Subsea has won contracts with new, undisclosed clients in the renewables sector. Additionally, the company has secured a call-off under one of its frame agreements with an international client. According to Reach, the contracts represent about 70 project days for 2021 execution. Approximately two-thirds of the awarded days are in the



renewables market. The projects involve both inspection, maintenance and repair (IMR) and construction support work in multiple regions, and will be performed by the **Stril Explorer** in co-operation with MMT, the **Olympic Artemis**, and a third party vessel. Reach now has around 1,700

project days, of which around 1,400 project days are for 2021 execution, with the remainder for execution in 2022. These figures do not include options and expected call-off extensions under frame agreements, the company stated. “We are pleased to have secured contracts with new key clients in the renewables market and call-offs under existing contracts, and it shows that we are closer to achieving our key ambition in terms of increasing our footprint in the renewables market”, said Jostein Alendal, CEO of Reach Subsea. *(Source: Offshore Energy)*

SAFE BOATS INTERNATIONAL AND DIVERSE MARINE SIGN PARTNERSHIP AGREEMENT



SAFE Boats International in the US has signed a partnership agreement with Diverse Marine in the UK. For the past three years SAFE Boats has been working with Diverse Marine promoting SAFE Boat designs in European markets. The new arrangement brings Diverse Marine’s crew transfer vessel (CTV) designs and experience to the US offshore wind

market. Diverse Marine director Ben Colman said, “We are delighted to have completed the partnership agreement with SAFE Boats International. Under the agreement we will share our designs and lend marketing and production support to SAFE Boats for constructing CTVs and other vessels in our portfolio. “We have worked with SAFE Boats for a number of years in the UK and have established a strong relationship in many sectors. Our hope is we can share our experience to reduce costs for CTVs in the emerging American market.” SAFE Boats chief executive Richard Schwarz said, “Signing this agreement is an exciting step in our drive to bring class-leading designs and industry expertise to US offshore wind. “SAFE Boats and Diverse Marine both have long histories of delivering robust, reliable solutions for government and commercial customers. “The agreement brings the complementary experience of our companies to the emerging US offshore wind market. It is the next step in our ongoing relationship with Diverse Marine and a continuation of our efforts to partner with leading designers and builders around the world.” *(Source: Riviera by David Foxwell)*

DREDGING NEWS

SALMON RIVER DREDGING WRAPS UP

As part of its \$15 million REDI Regional Dredging Project, the NY State removed a significant amount of sediment from the Salmon River navigation channel last month. This dredging program is set to allow continued passage of watercraft, safeguarding recreational access and ensuring these waterways continue generating economic activity that is critical for shoreline communities. The dredging of up to 20 navigation channels along Lake Ontario’s south shore and the St. Lawrence River is a significant aspect of the Governor’s \$300 million Resiliency and Economic Development Initiative (REDI). The Salmon River/Port Ontario project, which included the river channel between the north and south breakwaters, removed approximately 3,600 cubic yards of sediment from the

navigation channel. The dredging was undertaken with a long reach excavator on a barge, supported by dump scows and a tugboat. Sediment removed from the waterway was placed down-drift of the channel's breakwater. According to the NY State, this strategic placement will support natural beach nourishment and revitalization north of the river. To date, the State has completed seven REDI dredging projects and removed approximately 27,000 cubic



yards of sediment to provide recreational boaters with safe access to Lake Ontario. The completed dredging projects include Port Bay, Blind Sodus Bay, and East Bay in Wayne County, Sandy Pond Inlet in Oswego County, Little Sodus Bay in Cayuga County, Braddock Bay in Monroe County, and Golden Hill State Park in Niagara County. (Source: *Dredging Today*)

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TSHD JUAN SEBASTIÁN DE ELCANO READY FOR DAMPIER JOB



The Pilbara Ports Authority (PPA) will begin dredging and survey operations within the Port of Dampier during the next week. According to their official announcement, the works will be undertaken at the following locations: * Rio Tinto Channels, * Parker Point Berths, * East Intercourse Island Berths, * Dampier Salt Berth. The dredging operations will be carried out

by the TSHD **Juan Sebastián de Elcano** and the hydrographic survey will be conducted by the vessel PHS **Zephyr**. "Mariners should navigate with caution and provide a wide berth in the vicinity of the dredging and survey vessels," said PPA. (Source: *Dredging Today*)

YARD NEWS

SHIPBUILDING COMPLEX “ZVEZDA” COMMENCES CONSTRUCTION OF TWO MULTIFUNCTIONAL RESEARCH SHIPS

Shipbuilding Complex “Zvezda” (SC Zvezda in Bolshoy Kamen of the Primorsky Territory) has commenced building two multifunctional scientific research ships of unrestricted navigation. The first parts were cut in the hull production unit using a high-tech plasma-cutting machine,



says press center of the shipbuilding company. According to the Ministry of Education and Science of the Russian Federation, the steel-cutting process which marks the beginning of ship construction was kicked off by Minister of Education and Science Valery Falkov, Rosneft Vice-President Andrey Shishkin and General Director of Zvezda Sergey Tseluiko. “The recent history of Russia has not seen keel-laying of research ships yet. Together with Rosneft we are implementing some major projects which ensure qualitative changes of the environment for development of science in Russia. One of them is the construction of multifunctional scientific research ships at Zvezda shipyard. We will look forward to obtaining two modern research ships at the boundary between 2024 and 2025”, said Valery Falkov. Ministry of Education and Science earlier announced a competition for the best names for research vessels. The competition involved over 30,000 participants. The ships will be named after Viktor Ilichyov who contributed a lot in development of ocean science, hydrophysics and hydroacoustic, and Aleksandr Lisitsyn, one of the founders of marine geology in Russia. The ships are intended for a wide range of research works, both fundamental and applied one. The new multipurpose ships will be deployed for physical, chemical, meteorological, biological, geophysical and other types of research in the global ocean. They are to be equipped with laboratories for analysis of water samples, suspended solids and bottom sediments. The ARC4 ice class vessels will be able to break through ice of up to 0.8 meters thick. The ships will feature endurance of up to 50 days, cruising range – over 7,500 nautical miles. Their maximum speed will be at least 15 knots. The ship design also foresees a helipad. The ships will thus be able to operate in the Arctic conditions. Special attention was paid to environmental sustainability of ships. The design of the scientific research ship was developed by Lazurit central design bureau. Allocations for construction of the new research ships total RUB 28.4 billion. The purpose of the new vessels is to carry out scientific research and fundamental and applied work in the waters of the World Ocean, including hydrometeorological survey, measurement of magnetical, gravity, electric and thermal fields, realization biological and environmental researches, high-resolution geological and hydrographical bottom survey, lab sampling and analysis of geologic and bottom materials with the use of ocean engineering, ecological monitoring of the environment. A wide range of measurements will be carried out using the up-to-date onboard and towed facilities; the Research Vessel laboratories will be able to process the obtained data in real time. According to earlier statements of Rosneft, two scientific research ships will be built by Zvezda shipyard under the “Science” project in pursuance of RF Government’s decision to designate SC Zvezda as the sole contractor under the project. (Source: PortNews)

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KEEL LAYING FOR 53M MULTIFUNCTIONAL OIL SLICK RECOVERY VESSEL



On 6th of September, 2021, one unit of 53m Multifunctional Oil Slick Recovery Vessel has been carried out keel laying successfully, which is designed and built by our Jiangsu Zhenjiang Shipyard for Ningbo Zhoushan Port Company Limited. (Source: Jiangsu Zhenjiang Shipyard)

FACTORY SEA TRIALS OF THE FOURTH BOAT "RONDO" HAVE BEEN COMPLETED

At the Sredne-Nevisky shipyard (SNSZ), the factory sea trials of the Rondo boat of the P1650 project have been completed. Sudostroenie.info was informed about this on September 7 at the shipyard's press service. During the tests, the SNSZ commissioning team checked the operability of the main systems and mechanisms of the boat. The vessel will become the fourth boat of the P1650 project built at the SNSZ for the needs of the Border Guard Service of the Federal Security



Service of the Russian Federation. The lead boat of the R1650 project "Rondo" was handed over to the customer in 2015. The multipurpose boat of the R1650 project "Rondo" is designed to perform the tasks of the patrol and inspection service, to be on duty in designated areas, to deliver and remove special personnel from ships subject to inspection, to transport groups of special personnel, cargo, and to rescue people in areas of duty. A feature of the boat "Rondo" is the use of various materials and technologies during construction. The use of composite materials in the manufacture of the deck, deckhouse and fittings provides a high quality finish. At the same time, the hull of the boat, made of shipbuilding steel, and the design features of the bottom-outboard fittings allow the ship to be operated in the winter. Multipurpose boat of the R1650 project "Rondo" Displacement - 28.5 t; Speed - up to 13 knots; Crew - 2 people.; Passenger capacity - 10 people.; (Source: Sudostroenie; Photo: SNSZ)

WEBSITE NEWS

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Last week there have been new updates posted:

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

- *Sanmar delivers the most powerful escort tug of Turkish Directorate General of Coastal Safety*
- *Hybrid, emission-reduced, environmentally friendly: Starnav opts for SCHOTTEL solutions*
- *SAAM again chooses SANMAR for Panama*
- *Med Marine launched 120tbp tug built for Kenya Ports Authority*
- *China's First Fully Electric Tugboat Enters Service*

2. *Several updates on the Broker Sales page posted last week*

(New page on the website. If you are interested to have your sales on the website)

(pls contact jvds@towingline.com)

- *Offshore Support Tug with Fifi and AHT equipment (New)*
- *SPV "SAKARYA" sale in the Caspian Sea*
- *Offshore Tug for Sale in Bulgaria*
- *Offshore Tug (AHT) for Sale in the UAE*
- *Damen exclusive broker for Herman Sr. B.V. m.v. "Yogi"*

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

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