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

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TUGS & TOWING NEWS

SEA MACHINES EMBARKS ON WORLD’S FIRST AUTONOMOUS, REMOTELY COMMANDED VOYAGE BY AN OCEAN TUGBOAT



In a milestone moment slated to prove that the world’s waterways are primed and ready for autonomous technology, Sea Machines will circumnavigate Denmark on a multi-week 1,000 nautical mile remotely commanded commercial voyage. Sea Machines Robotics, the leading developer of autonomous command and control systems for the maritime industry, announced today that it will embark on a

1,000 nautical mile autonomous and remotely commanded journey around Denmark later this month. Aply named The Machine Odyssey, the voyage marks a landfall moment for autonomous transportation and is slated to prove that the world’s waterways are primed and ready for long-range autonomy. The Machine Odyssey will depart from Hamburg, Germany, on September 30, with full onboard vessel control managed by autonomous technology, while operating under the authority of commanding officers located in the United States. This voyage will prove to the world, and specifically to the thousands of global companies that operate the fleets of cargo ships, tugs, ferries and the many other types of commercial workboats, that operators can integrate autonomous technology into their vessel operations for a host of technology-driven benefits, from enhanced safety and reliability to leaps in productivity and new on-water capabilities. The Machine Odyssey marks a new era in the human-technology relationship propelling on-sea operations in the 21st century. At the helm will be the Sea Machines SM300 autonomy system, which will also utilize the latest in Sea Machines’ industry-leading, long-range computer vision. The SM300 is a comprehensive sensor-to-propeller autonomy system that uses advanced path-planning, obstacle avoidance replanning, vectored nautical chart data and dynamic domain perception, all to control a voyage from start to finish. The SM300 provides the remote human commanders with an active chart environment with live augmented overlays showing the mission, state of vessel, situational awareness and environmental data, as well as real-time, vessel-born audio and video from many streaming cameras. Marine fleets operate in our planet’s most lively and often potent environment where the direct forces on vessels regularly exceed those ever experienced by machines on road, air or space. Safety of ship, crew and cargo is paramount within the Sea Machines’ autonomy stack, with

protection behaviors that enable the industry to optimize operations with assurance and an exacting balance of safety, productivity and efficiency. The project is named The Machine Odyssey – which translates to a long purpose-driven and eventful journey and harks to Homer’s Odyssey, which for millennia has inspired humanity by Ulysses’ and his crew’s courage to undertake a voyage of discovery and adventure. This in many ways exemplifies the attitude and journey of an American venture-backed, deep-tech startup such as Sea Machines. The selected vessel, a modern ubiquitous tug designed and built by Damen Shipyards of the Netherlands, is named the **Nellie Bly**, paying homage to the American journalist, industrialist, inventor and charity worker who was widely known for her ultra-bold and record-breaking solo trip around the world in 72 days. “From time immemorial the



oceans have driven the best of human innovation, designed and built by architects and engineers, and deployed by a select and special group of people, mariners, that much of society relies on today and evermore in the future for the supply of food, power, water, goods and transport. And as a technology space leader, Sea Machines takes it as our duty to embark into new waters, motor through any and all fog of uncertainty, and prove the value within our planned technology course,” said Michael Johnson, CEO of Sea Machines. “Just as other land-based industries shift repetitive, manual drudgery from human to predictable robotic systems, our autonomous technology elevates humans from controller to commander with most of the direct continuous control effort being managed by technology. This recast human-technology relationship is the basis of a new era of at-sea operations and will give on-water industries the tools and capability to be much more competitive, end the erosion of high-value cargo to air and road, put more vessels on water, operate in better harmony with the natural ocean environment and deliver new products and services.” Throughout the voyage the **Nellie Bly** will carry two professional mariners and occasional guest passengers and will call on ports along the route to display and demonstrate the technology. Sea Machines will stream the journey live on a website dedicated to The Machine Odyssey for all to have access to 24/7 updates from the sea, the crew, the command center, and more. *(Press Release)*

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VERSATILE ‘SAVE RIVER’

AMSOL's tug **'Save River'** has successfully executed projects in the region in support of a variety of

offshore and in-port operations - including harbour towage, coastal towage as well as marine



construction, offshore transshipment and offshore terminal support activities. This 9-year-old, 40-ton bollard pull twin screw multi-purpose tug has a draught of 3.5m and length overall of 22.57m. Master, Officers and Crew onboard are a highly experienced team of mariners with a track record of meeting client expectations to international standards. To enquire about the 'Save River's' availability to support your marine operations, please contact AMSOL's commercial team by

emailing amsol@amsol.co.za and we'll respond directly. *(Press Release)*

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BOLUDA TOWAGE CELEBRATES NAMING CEREMONY FOR TUG QUARTET (TIER-III)

On 16th September 2021, the naming ceremony of four newly-built tugs “**VB BOLERO**, **VB RUMBA**, **VB FLANDES** and **VB SAMBA**” has been held in the Port of Zeebrugge.



Pictured from left to right: Mrs. Chantal Orlans, Mrs. Ann Staelens, Mr. Geert Vandecappelle (CEO Boluda Towage Europe), Mrs. Annemie Malfait and Mrs. Veronique van de Reijt



On the group photo: Boluda family, Board & Management of Boluda Towage, Lady Sponsors and their husbands.

In 2021, Boluda Towage has taken four newly-built Damen tugs, the “**VB BOLERO**, **VB RUMBA**, **VB FLANDES** and **VB SAMBA**”, into service for the extended concession for towage services in the Port of Zeebrugge. In addition to efficient, smooth and safe shipping, sustainability is also an essential part of the concession agreement between Port Authority Zeebrugge and Boluda Towage. The newly-built tugs are complying with IMO Tier-III emissions requirements and are certified with the highest fire-fighting standards. The emissions of the tugboats, e.g. nitrogen oxides, will be reduced with 80%. Shore power also will become the norm for moored tugboats, so that these can switch off their engines when inactive and during the rest-period of the crew. The naming ceremony for the tug quartet was performed by the Lady Sponsors:

VB BOLERO : Mrs. Ann Staelens, wife of Mr. Dirk De fauw - Brugge Mayor / Port of Zeebrugge Chairman

VB RUMBA : Mrs. Annemie Malfait, wife of Mr. Tom Hautekiet - CEO Port Authority Zeebrugge

VB FLANDES : Mrs. Veronique van de Reijt, wife of Mr. Rob Smeets - COO Port of Antwerp

VB SAMBA : Mrs. Chantal Orlans - Director Corporate Affairs Port Authority Zeebrugge

The naming ceremony was attended, among others, by the president of Boluda Corporación Marítima and Boluda Towage - Vicente Boluda Fos, the Minister of Justice and the North Sea - Vincent Van Quickenborne, the Governor of West Flanders - Carl Decaluwé, Bruges Mayor - Dirk De Fauw, customers, suppliers, stakeholders, crew and staff of Boluda Towage. President Boluda Corporación Marítima, Mr. Vicente Boluda Fos: “Boluda Towage’s significant investment in the construction of these four new tugs is just one example of the company’s focus on offering the best service and maximum safety in the ports of Northern Europe”. Boluda Towage Europe’s CEO, Mr.

Geert Vandecappelle: “As a token of our appreciation for the many years of cooperation between Port Authority Zeebrugge/MBZ, Port of Antwerp and Boluda Towage, we invited the aforementioned Lady Sponsors to perform the naming ceremony. We are grateful for their commitment”. Deputy Prime Minister and Minister of the North Sea, Mr.



Vincent Van Quickenborne: “Our seaports are the logistical heart of Europe. Everyone knows that tugboats are very important workhorses of the ports. But, we must not forget the need for urgent and ambitious emission reductions within the maritime transport sector in the fight against global warming. As a government, we ensure ambitious regulations, and companies such as Boluda Towage are already making a difference”. Bruges Mayor, Mr. Dirk De fauw: “As the president of the port administration, I am delighted to ‘embark’ upon this collaboration with Boluda Towage again. It’s the continuation of a loyal, professional and sustainable relationship that will allow both MBZ and Boluda Towage to further enhance the shipping industry in Zeebrugge”. Vice President Boluda Towage, Mr. Vicente Boluda Ceballos: “The four new tugs, which were introduced in Zeebrugge, are in line with the objectives of Boluda Towage and the Port of Zeebrugge to have the latest technology, the highest efficiency and emissions reduction.” The **VB BOLERO** and **VB RUMBA** are highly manoeuvrable, high performance, environmentally friendly vessels of modern design. The 85-tonnes bollard pull ASD tugs 2813 were built at Damen Song Cam Shipyard in Vietnam. Thanks to their operational flexibility, the tugs can be used for harbour and terminal (un)berthing



operations, escort operations, firefighting operations, coastal and offshore towing operations. The **VB FLANDES** and **VB SAMBA**, 80-tonnes bollard pull ART80-32 Advanced Rotortugs, were built at Damen Albwardy Sharjah Shipyard in the Emirates. The triangular propulsion configuration of Rotortug ensures a great redundancy level and faster handling, while providing enhanced safety and highly accurate manoeuvring under all circumstances. *(Press Release)*

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QATARI PORTS PREPARE FOR EMERGENCY RESPONSE AND OIL SPILL INCIDENTS



Qatar has generated emergency response plans for two offshore support, container and general cargo ports. Indian Register of Shipping (IRClass) has delivered a set of detailed emergency reaction and oil spill contingency plans for Hamad and Al Ruwais ports, which fall under the authority of Mwan Qatar. IRClass said these plans meet both Qatari and

international guidelines and will enable these growing ports to respond effectively to any emergency or oil spill. Both ports are key offshore support bases and handle a wide range of vessels including container ships, roro, general cargo and livestock carriers. They play key a role in Qatar's economic

diversification and competitiveness strategy, and therefore need to react swiftly to emergencies. For this project, IRClass undertook a comprehensive site survey to identify possible hazards. It interviewed port personnel and reviewed all operating and emergency procedures to determine possible gaps. Detailed analysis was then conducted to determine the impact of port oil spills. Extensive quantitative risk analysis was completed, taking into account potential hazardous operations being handled at the ports, ahead of drafting the response plans. “Preparing ports for any eventuality is a critically important function,” said IRClass head of research and development Asokendu Samanta. “At IRClass, we are proud to support our colleagues working at the two ports of Hamad and Al Ruwais, and play our part in ensuring these two vital ports are prepared to handle any eventuality if it occurs.” IRClass worked with Mwani Qatar to deliver the plans on schedule and ensure the ports meet the highest international standards. Mwani Qatar has invested in Al Ruwais port by dredging the navigation channel, building new docks and six marine berths to accommodate offshore support vessels and commercial ships. The next phase of investment involves deepening the docks and navigational channel to 10 m to enable cruise ships to dock. Hamad port was officially inaugurated in December 2016 as one of the largest ports in the Middle East. It is a regional hub for containers, with investment to raise annual capacity to 7.5M TEU combined in three terminals. This port is a base for offshore and marine support vessels and handles car carriers, bulk grain and livestock, along with general cargo traffic. *(Source: Riviera by Martyn Wingrove)*

TUG IJSSEL

Last Monday was my Monday bike ride. I came across this beautiful tugboat [Ijsel](#) in the marina of Etten-Leur the province Noord-Brabant; Netherlands. Jasiu van Haarlem provided me with the below data. Motortug [Rijn](#) (31.50381); Build: 1936. Main Particulairs: 14,40 x - x 3,38 x 1,18 x 1,00 meter, Displacement: 5,578m³. Engine: 1x cyl. Kromhout, nr. 107810. Output: 50 bhp. = 37 kW. Engine: 1x 6 cyl. DAF, nr. A.43317, type 575.



Construction year: 1980. Build in hull: 1980. Output: 100 bhp. = 74 kW. Main Propulsion: Single Propellor.; ON: 381 B Arnh. 1960. *History:* 00-00-1936; 04-10-1960 RIJN (31.50381)/P. Scheers, Arnhem.; 00-00-1997 RIJN/A.J.W. Vos, Werkendam. (not in the register); 10-07-1997 RIJN/A. Marcelis, Hardinxveld-Giessendam.; 25-09-1998 RIJN/P. Voogt, Haarlem.; 00-00-2013 IJSSEL/J. Oosterwijk, Zevenbergen.; 27-10-2017 RIJN/J. Oosterwijk & E.J.M. Melissen, Langeweg-Etten Leur. The question now is whether it still changed owners after 2017. At least again from name namely [Ijsel](#). *(Photo: Towingline; History: Jasiu van Haarlem)*

VICENTE BOLUDA CEBALLOS, ELECTED PRESIDENT OF EUROPEAN

TUGOWNERS ASSOCIATION



Vice chairman of Boluda Corporación Marítima and executive vice chairman of the company's international towing division Boluda Towage, Vicente Boluda Ceballos was voted in as president of the European Tugowners Association (ETA) during the AGM held in Turku, Finland on 2 September. Vicente Boluda Ceballos had held the position of vice president of the ETA since 6 June, 2019, when he was voted in at the AGM held in Limassol Cyprus, and takes

over the presidency from Kimmo Lheto of Finnish company Alfons Hakans AS. The ETA currently has 85 members and 39 associate members, with a presence in 26 countries and a combined fleet of over 800 tugboats. Highlighted among the new ETA president's business roles, he is also president of the Spanish Tugboat Association since July 22 of this year; a member of the Executive Committee and Plenary Committee of the Official Chamber of Commerce, Industry, Services and Navigation of Valencia, and the president of Bodegas Fos. The new ETA president is 35 years old, with a degree in Business Administration and Management from the University College of Financial Studies (CUNEF) and the Complutense University of Madrid, and has taken part in numerous conferences and seminars related to the maritime-port sector both in Spain and internationally in Europe and South America. *(Press Release)*

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An advertisement for ROTC TUG. On the left is the logo for ROTC TUG, with the text 'TUG DEVELOPMENT SINCE 1996' below it. The central image shows a red tugboat in the foreground, with an offshore oil rig and another larger vessel in the background on the blue sea. On the right, a blue box contains the text 'ULTIMATE SHIPHANDLING' and 'By Rotantug' in a cursive font.

RESCUE TUG "CAPTAIN GURYEV" RETURNS FROM IRAN TO THE BLACK SEA FLEET

The crew of the rescue tugboat **Captain Guryev** from the rescue ship detachment is returning to Sevastopol after participating in ARMI-2021 in Iran. This was reported by the press service of the RF Ministry of Defense. The rescue vessel is currently in the Arabian Sea, the crew headed for the Suez Canal. The return to the Novorossiysk naval base is expected in the first decade of October 2021. In

the Gulf of Oman, **Captain Guryev** was used as a command vessel to ensure the participation of the Russian Navy team in the Glubina-2021 diving all-around. The SBS itself became part of the auxiliary fleet of the Russian Navy in December 2018. The vessel was built according to the project 22870 KB Vympel at the Astrakhan shipyard. *(Source: Sudostroenie; Photo: Ministry of Defense of the Russian Federation)*



DAMEN SHIPYARDS GROUP WINS INAUGURAL IDC FUTURE OF DIGITAL INNOVATION AWARD



Damen is proud and honored to be one of the seven recipients of the inaugural IDC Future of Digital Innovation Awards. Damen won in the category 'Performance as a Service' with its Triton program and received the award. US based International Data Corporation (IDC) initiated these awards to highlight successful digital innovation projects and initiatives. Other winners include Mattel (Fisher-Price Smart Connect), the U.S. Air Force (Virtual Mission Trainer), Shell (Open AI Energy Initiative) and the Istanbul Metropolitan Municipality (Pay-it-Forward). Damen Shipyards Group received the award for its Triton program. Damen Triton is a user-friendly digital platform that collects, analyzes, and visualizes data from any kind of connected vessel. With the platform, Damen vessels are equipped with 10,000-15,000 sensors, which collect various data. For instance, how much fuel, fresh water and oil are stored in on board tanks or engine performance indicators such as power, RPM or fuel consumption. Triton draws on Damen's design knowledge and years of experience with system and service integration to provide a platform that enables continuous operational optimization and improvements. This enables Triton users to optimize utilization of

their fleet and increase effectivity and efficiency of their operations in many different ways. *Innovative techniques* "IDC recognizes Damen Shipyards for its work to improve the service of its vessels," said Mickey North Rizza, Program Vice President, Enterprise Applications and Digital Commerce, IDC. "Damen used innovative techniques to change the vessel monitoring systems, aiding preventive maintenance, avoiding potentially costly repairs and maximizing vessel uptime. This digital innovation facilitated zero touch commissioning of remote offshore vessels, across all Damen built vessels and in collaboration with the relevant vendors in the vessel ecosystem." Triton is directly related to Damen's strategy to become the most sustainable, digitally connected shipbuilder and to provide its clients with a service spanning the lifecycle of its products, from sales lead to decommissioning. In September 2020 Damen Triton also received the CIO Magazine Innovation Award 2020 from ICT media. (*Press Release*)

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VSEVOLOD BOBROV – RUSSIAN NAVY'S NEWEST LOGISTICS SHIP BOASTS MULTI-ROLE CAPABILITIES



Saint Petersburg-based shipyard Severnaya Verf recently handed over the second Project 23120 or Elbrus-class ice-capable fleet support ship to be ordered by the Russian Navy. Built to a design developed by Spetsudoproekt Design Bureau, the vessel has been named **Vsevolod Bobrov** after a celebrated Russian football and ice hockey player and

coach. As with earlier sister Elbrus, the second Project 23120 vessel was designed primarily to provide logistical support for Russian Navy task forces during their extended sea deployments. Secondary duties include cargo transport, towing of distressed vessels at sea, hydrographic research, seabed mapping, and surface and underwater search and rescue (SAR). Underwater SAR is performed with the vessel operating primarily as a mothership for a smaller deep-diving rescue submersible. **Vsevolod Bobrov** has a length of 95 metres, a beam of 22 metres, a draught of nine metres, and a displacement of 10,000 tonnes at full load. The interior can accommodate the regular crew of 27 as well as 43 other personnel, such as rescued survivors of accidents at sea. The vessel can reach speeds of up to 18 knots when in the open sea. Operating at a cruising speed of 12 knots will

allow the vessel to sail up to 5,000 nautical miles – or stay out at sea for 60 days – in between refuelings. Manoeuvrability is enhanced by bow thrusters and rudder propellers. A dedicated hold will be used for the transport of bulk cargo while the separate aft deck with an area of 700 square metres is available for other forms of freight such as containers and wheeled and tracked vehicles. The two cargo spaces have a combined capacity of approximately 2,000 tonnes. A pair of electro-hydraulic folding cranes on the aft deck and a DP system enable **Vsevolod Bobrov** to easily load and unload cargo even in ports with unprepared quays. These features will also make it possible for the vessel ship-to-ship transfers of cargo in the open sea. The cranes are capable of lifting up to 50 tonnes and are optimised for handling standard cargo containers. Towing operations are to be carried out with the aid of main and auxiliary towing winches with bollard pulls of 120 tonnes and 25 tonnes, respectively. **Vsevolod Bobrov** has both automation A1 and ice class Arc 4 notations awarded by the Russian Maritime Register of Shipping (KM). These indicate the vessel's abilities to operate with a minimal bridge crew and to navigate in surface ice up to 0.6 metres thick. Besides crew cabins, the vessel's accommodation spaces include a medical bay with six beds and storage areas for firefighting and rescue equipment. Among the emergency service spaces is a decompression chamber for use by divers. The navigation and communication electronics include X- and S-band radars, a search radar, GPS, and a global navigation satellite system (GLONASS). The communications equipment also feature encryption systems to ensure secure data transfers. The onboard systems draw electrical power from four 4,450kW diesel generator sets while the vessel is underway. When at berth, a fifth generator specifically for supplying power for hotel loads will be utilised. **Vsevolod Bobrov** also has a flight deck capable of accommodating the Russian Navy's Ka-27 utility helicopters. There is also space on the vessel for two rigid inflatable boats (RIBs), which are to be used for general support duties such as personnel transfers at sea. The helicopters and the RIBs will also significantly augment the vessel's own SAR capability. (Source: Baird)

KANONERSKY SHIPYARD COMPLETED THE REPAIR OF THE TUGBOAT "TORNADO"

Kanonersky Shipyard has completed the repair of the **Tornado** tugboat. This was reported by the press service of the plant. The vessel belongs to Baltic Fleet LLC and was built according to the ASD Tug 2810 project by the Dutch company Damen at the Chinese shipyard Vinashin Song Cam Shipyard in 2007. The **Tornado** itself is one of the standard tugs of the Dutch shipbuilding monster. Its length is 29 m. Maneuverability is ensured by two rudder propellers, and a



maximum tractive effort of 60 tons allows complex operations to be carried out without problems. For simple operations, the vessel runs on electricity or diesel-electric power. It is expected to start operating as intended shortly. (Source: Sudostroenie; Photo: Botsmanmat / fleetphoto.ru)

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ACCIDENTS – SALVAGE NEWS

MANAGING MARINE EMERGENCIES



The capacity to respond to emergencies at sea is essential to ensure that the South African coastline and marine environment are protected from pollution. In partnership with the South African Department of Transport (DOT) and the South African Maritime Safety Authority (SAMSA), AMSOL provides this essential service to the shipping industry and the Emergency Towing Vessel ‘**S.A. Amandla**’ is stationed in Cape Town. *Two recent cases highlighted the continued importance of this service.* On the 30th of June, AMSOL’s Captain Simon Radebe, Officers and Crew aboard the tug responded to a callout to assist the General Cargo Ship ‘Unispace’ which was disabled at anchor 5 miles south of Danger Point, Gansbaai. The tug departed Cape Town in

adverse weather conditions and arrived on the scene shortly before daybreak on the 1st of July. After successfully securing a tow connection, the disabled vessel was towed to the Port of Cape Town and delivered to her Owners. More recently, in the early hours of Monday the 6th of September, a 365-metre-long container vessel, which had a substantial amount of deck cargo onboard, suffered an engine room fire rendering her immobilised and drifting south of Cape Agulhas. The ‘**S.A. Amandla**’, then in Saldanha Bay on another standby job, was dispatched to assist the casualty and arrived in the area before midnight. During this time the casualty had drifted closer to the coast, causing much concern for authorities as it was at risk of running aground. A connection was safely made just after first light on the 7th of September and the tug immediately towed the container vessel offshore to gain sufficient searoom. Tug and tow are proceeding to Durban. Over the years, experience has taught us that preparedness for a marine emergency is key. AMSOL recently partnered with Ocean and Coastal Empowerment and Action Network (OCEAN), a non-profit organization in South Africa, to support the completion of the National Oiled Wildlife Preparedness, Response & Contingency Plan (NOWPRCP), a national framework led by the Department of Forestry, Fisheries & the Environment (DFFE). The Draft Plan was initiated in 2017 and is an annexure to the now approved National Oil Spill Contingency Plan; it being a fully integrated Plan drafted by experienced oiled wildlife response managers. It aims to coordinate rescue and rehabilitation efforts of oiled wildlife

among various organisations in the case of an incident such as marine pollution from a casualty at sea. It also guides the response to oiled wildlife and the development of marine species colony plans. An updated and detailed NOWPRCP will assist in ensuring that South Africa is best prepared to respond to a pollution incident. *AMSOL's Dave Murray*: "The opportunity for AMSOL to provide a grant to OCEAN to assist DFFE in completing this important process reflects our shared objective for preparedness in the case of an oil spill in the marine environment. Whilst prevention is always the priority, the importance of preparedness can never be underestimated. The work being done to consult and engage with stakeholders is a critical component of the project, and we thank OCEAN for their efforts and DFFE for the opportunity to partner and make an impact." (*Press Release*)

INACCURATE STABILITY CALCULATIONS FOUND AS PROBABLE CAUSE IN GOLDEN RAY CAPSIZING

Inaccurate stability calculations caused the capsizing of vehicle carrier **Golden Ray** with more 4,100 vehicles loaded inside, resulting in a total loss of the vessel and all of its cargo, the National Transportation Safety Board said Tuesday. The report identified the chief officer's error entering ballast quantities into the stability calculation. The NTSB's issued a Marine Accident Report today detailing the board's investigation into the September 8, 2019 capsizing of the roll-on/roll-off vehicle carrier as it transited outbound



through St. Simons Sound near Brunswick, Georgia. All 23 crewmembers and one pilot on board were rescued, including four engineering crew who were trapped in the vessel for nearly 40 hours. Two crewmembers sustained serious injuries. Damages from the incident have been estimated at \$200 million. The **Golden Ray** sustained significant damage due to fire, flooding and saltwater corrosion and was declared a total loss estimated at \$62.5 million. An estimated \$142 million worth of cargo, including more than 4,100 vehicles, was also lost. Wreck removal operations in Georgia's St. Simons Sound continue to this day. According to the NTSB, the 656-foot-long **Golden Ray** began to heel rapidly to port during a 68-degree turn to starboard less than 40 minutes after leaving port. Despite attempts by the pilot and crew to counter the heel, the rate of turn to starboard increased, and the vessel reached a heel of 60 degrees to port in under a minute before it grounded outside of the channel. The NTSB determined the probable cause of the capsizing to be the chief officer's error entering ballast quantities into the stability calculation program, which led to his incorrect determination of the vessel's stability and resulted in the **Golden Ray** having an insufficient righting arm to counteract the forces developed during a turn while transiting outbound from the Port of Brunswick through St. Simons Sound. Contributing to the accident was the vessel operator's lack of effective procedures in their safety management system for verifying stability calculations. The operator was G-Marine Service Co. of Busan, South Korea. The NTSB also concluded the **Golden Ray** did not meet international stability standards at departure and possessed less stability than the chief officer calculated. According to the NTSB, after the vessel capsized, open watertight doors allowed

flooding into the vessel, which blocked the primary egress from the engine room, where four crewmembers were trapped. Two watertight doors had been left open for almost two hours before the accident. No one on the bridge ensured that the doors were closed before departing the port. “The circumstances of this accident show that even when transiting in protected waters, watertight integrity is critical to the safety of the vessel and its crew,” the report said. “It is essential that the operator ensure that crews verify that all watertight doors are closed in accordance with safety management system procedures.” The NTSB has issued two safety recommendations to G-Marine Service Co. Ltd. The first recommends the company revise its safety management system to establish procedures for verifying stability calculations and implement audit procedures to ensure their vessels meet stability requirements before leaving the port. The second recommends the company revise its safety management system audit process to verify crew adherence to the Arrival/Departure Checklist regarding the closure of watertight doors. The prolonged **Golden Ray** wreck removal operation is continuing in St. Simons Sound, Georgia, with crews now working to remove the final two remaining sections using the heavy-lift vessel **VB-10000**. The **VB-10000** has been used throughout the operation, which has involved cutting the wreck into eight separate sections for lifting and removal by barge. The public docket for the investigation contains more than 1,700 pages of factual information, including interview transcripts, photographs and other investigative materials and is available online at <https://go.usa.gov/xFKfT>. The 46-page Marine Accident Report is available at <https://go.usa.gov/xMWcn>.

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BA RIA - VUNG TAU: MY AN 1 SHIP WAS RAMMED AND SUNK WHILE MOORING, 17 PEOPLE WERE RESCUED



While anchored in the waters of Ba Ria - Vung Tau, the ship **My An 1** was rammed and sunk by a foreign ship. 17 people on board **My An 1** were rescued. About 2:30 on September 14, the general cargo ship **Lisa Auerbach** (Liberian nationality), with a tonnage of more than 12,600 DWT, was traveling 7.2 nautical miles from the cape

of Vung Tau when it collided with the **My An 1** (Vietnamese nationality) ship. anchored at position

18, in Vung Tau mooring area. As a result of the collision, the ship **My An 1** sank. At this time, there were 17 people on board and more than 9,900 tons of clinker. Receiving information about the accident, Vung Tau Port Authority chaired and coordinated with the ship's captain **Lisa Auerbach** and ship **My An 1** and related units to search and rescue. Thereby, 17 people were saved on the **My An 1** ship (including 13 crew members and 4 passengers). According to the Vung Tau Port Authority, there were about 40 tons of oil in the sinking **My An 1** ship. In order to prevent oil pollution incidents, Vung Tau Port Authority has instructed vessel owners to take countermeasures, watch and warn safely for ships operating in the area to know and avoid. Talking to PV Thanh Nien at 3:30 p.m. on the same day, a leader of Vung Tau Maritime Administration said that the location of the damaged ship was far from the channel, so it did not affect the traffic. Up to now, no oil spills have been detected. Currently, vessel owners have installed marine warning buoys around the location of the sinking **My An 1** shipwreck, and at the same time brought 17 victims to the shore to isolate according to regulations to prevent the Covid-19 epidemic. The Vung Tau Maritime Port Authority has instructed and requested the owner of the **My An 1** ship to soon study, develop and deploy a plan to pump and absorb the remaining oil, in order to prevent the risk of oil spills. (Source: Thanh Nien; Photo: Nguyen Long)

INVESTIGATION LAUNCHED AFTER NEAR-MISS INCIDENT ON HEBRON

An investigation has been launched into a near-miss incident on ExxonMobil's Hebron platform off Canada, which had the potential for fatality. ExxonMobil Canada has reported that on 14 September 2021 on the Hebron platform during preparations for an



upcoming lift (no-load connected), the south intervention deck auxiliary hoist hook fell five-six metres to the deck, according to an incident disclosure from the Canada-Newfoundland and Labrador Offshore Petroleum Board (C-NLOPB). The hook weighed 3.6 kg. The hoist operator was the only individual in the area and was located approximately six metres away. There were no injuries. The incident had the potential for fatality, based on the Dropped Objects Prevention Scheme (DROPS) calculator, the petroleum regulator said. ExxonMobil has stopped all auxiliary crane operations and has initiated an investigation into the root cause of the incident. The C-NLOPB is monitoring ExxonMobil's investigation of the incident. The ExxonMobil-operated Hebron platform started production in November 2017. Since then, there have been several safety incidents on the platform. The latest one was in August 2021 when a worker on the **Avalon Sea** support vessel was injured while supporting activities associated with lifeboat winch load testing on the platform. Discovered in 1980, the Hebron field is estimated to contain more than 700 million barrels of recoverable resources. The platform is located about 350 kilometres offshore Newfoundland and Labrador's capital St John's, in the Jeanne d'Arc Basin in water depths of about 300-92 meters. The site consists of the Hebron, West Ben Nevis, and Ben Nevis fields. The Hebron platform consists of a stand-alone gravity-based structure, which supports an integrated topsides deck that includes living quarters and drilling and production facilities. The platform has a storage capacity of 1.2 million barrels of oil. (Source: Offshore Energy)

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REMEMBER TODAY

77 YEARS OF JUNYO MARU – 18 SEPTEMBER 1944 - HELL SHIP TRAGEDY IN BENGKULU SEA



Monday morning, September 18, 1944 Hans Luning never thought that the explosion that rocked the **Junyo Maru** ship would lead to the sinking of the ark belonging to the Japanese Empire. At that time, he thought the explosion came from the ship's boiler. In his memoir quoted from National Geographic Indonesia , Hans Luning wrote about the two

explosions that sank the cargo ship **Junyo Maru**. The first and second explosions were only a few seconds apart. "Smoke of gunpowder hit us. The ship's sirens blared alerting us that the ship had been hit by a torpedo. The atmosphere was panicked. Our ship was still high in the water, but without thinking further, I jumped into the sea," he said. **Junyo Maru** is nicknamed the ship of hell because of its inadequate facilities, plus its cruel and violent crew. The cargo ship was carrying 6,500 people in crowded conditions. They consisted of 2,300 Dutch, British, Australian, Indonesian and US prisoners of war. The remaining 4,200 indigenous people or Javanese coolies are used as romusha to work on the railway network in Sumatra to transport coal to be shipped to Singapore.



The conditions on the ship were inhumane. There was hardly any drinking water for the passengers. Toilet facilities were not prepared, except for a few boxes which were circulated for defecation. Every corner of the ship seemed to contain only suffering. How could I not, prisoners on the upper deck were exposed to wind and rain every night, and the brutal tropical sun throughout the day. While the passengers under the tub were roasted in a steel oven. Those who were sick, weak, and emaciated lived crammed together. Beds are filled with helpless people. Some prisoners



can only stand, others squat. The suffering began on September 14, 1944, 77 years ago. 6,500 people who were prisoners of war and romusha coolies were crammed into the ship measuring 405 feet long and 53 feet wide. The cargo ship made in 1913 departed from Tanjung Priok Port for Padang. As quoted from an article written by Robert Barr Smith on Historynet.com, before the ship sails, the smell of human bodies and feces is very strong. Many

prisoners suffered from malaria or dysentery, even both. Some died and others went insane. There was no self-defense equipment on board the ship. Just a few rafts stacked on the deck. Life jackets are available exclusively for Japanese sailors and officers. The **Junyo Maru** ship sailed past Mount Anak Krakatau, along the west coast of Sumatra, towards Padang. However, on the way, **Junyo Maru** was torpedoed by a British submarine, **HMS Tradewind** in the waters near Muko Muko City, Bengkulu. The British did not know that the ship belonging to the Kingdom of Japan was carrying prisoners of war. Two torpedoes were fired at the front of the ship as well as the stern. The freighter began to sink, starting from the stern. Panic ensued. The prisoners below had only one iron ladder to run from. They fight. A fight broke out. A number of people can be heard singing the Dutch national anthem, 'Wilhelmus'. The chant of the song 'Ambon, Haroekoe Saparoea' echoed. Others swear, scream in panic, or pray. A powerful explosion then occurred, **Junyo Maru** sank into the sea. Red foam appeared when the stern of the ship into the water. Not from blood, but from red leaves that were piled up in the barn. "I saw the ship sinking. On the front deck, the romusha who couldn't swim fell as **Junyo Maru** was almost vertical and then disappeared into the sea," said one of the prisoners of war, Willem Punt. **Junyo Maru's** fate ended in the Indian Ocean on September 18, 1944. A total of 5,620 people died in the most devastating marine accident in the midst of World War II. Most of the victims were native coolies who were turned into romusha, reaching 4,000 people. Survivors rely on their lives on rafts and ship debris. All around them, people were dying at night, crying for help in the dark. A desperate howl rang out, but no help arrived. At dawn, the Japanese corvette returned, pulling the survivors out of the water. The rest is gone. Those who survived were



not relieved. A total of 680 survivors were forced to work on the Pekanbaru railway network which stretches for 220 kilometers. One survivor wrote that only 96 prisoners survived. But there was not a single survivor among the poor romusha. To commemorate the unfortunate event, Stichting Herdenking **Junyo Maru** established the **Junyo Maru** Monument in Ereveld Leuwigadjah, Cimahi, West Java. The monument is not only dedicated to those who died in the shipwreck of hell, but also to all those who perished at sea during the 1942-1945 war. The plaque of the monument which was inaugurated on September 21, 1984 reads, "Herdenking Slachtoffers Zeetransporten 1942-1945, Stichting **Junyo Maru**". (Source: *Liputan6*). *Editorial*: The book "Scheepsrampen en Jappenkampen" written in Dutch describes this disaster. The book is written by Hendrik Boot, son of one of the surviving victims. The book can be ordered at <https://boek-boot.nl/>

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OFFSHORE NEWS

DE BEERS' LATEST DIAMOND RECOVERY VESSEL DEPARTS DAMEN SHIPYARDS MANGALIA FOR SOUTHERN AFRICA



Following the official handover held on the 18th and 19th of August at Damen Shipyards Mangalia, Debmarine Namibia's new diamond recovery vessel departed on a four-week long maiden voyage to the Port of Cape Town, South Africa, where it will be fitted with mission equipment before beginning operations off the coast of Namibia early next year. The successful delivery marks the end of the shipbuilding phase of a

landmark project that began over three years ago. It is the first vessel to be delivered by Damen Shipyards Mangalia, the Romanian yard that joined the Damen group in 2018, to take on large and complex, engineered to order projects under the banner of the Mid-Sized Vessels division. Debmarine Namibia is a subsidiary of the well-known diamond mining and jewellery company De Beers, owned in equal shares with the Government of the Republic of Namibia. The Additional Mining Vessel (AMV#3) as it is technically known, will use sub-sea crawling extraction techniques to retrieve

diamonds from the seabed off the coast of Namibia. These will then be processed on board. 177 metres in length, it is now the largest diamond recovery vessel in the world and the new flagship of the Debmarmine Namibia fleet. The vessel is expected to operate for at least 30 years. The build involved many challenges, ranging from the onset of COVID-19 early in the project to the management of many subcontractors, each contributing their specialist skills and products. Engineering challenges included the installation of a DP2 dynamic



positioning system based on a seven-thruster propulsion system powered by six generators, to enable greater flexibility in the vessel's operations. Project management was undertaken by De Beers Marine South Africa (Pty) Ltd. With the constraints of COVID-19 Damen also undertook the complete commissioning process, implementing incremental ways of working to ensure that it was all completed on time. "De Beers celebrates the completion of the vessel which, after a long period of design, construction and testing has now proceeded to sea" said Michael Curtis, Head of the AMV3 Project. "The vessel build has been a truly multinational effort which has converged successfully at Damen Shipyards Mangalia. The build of this magnificent ship has enjoyed a high profile in Namibia as the largest ever single investment in the history of marine diamond recovery. "Today marks a



significant milestone in the project and for our company as the vessel starts its journey to Cape Town where it will be outfitted with the mission equipment. Damen's dedication to building this high-quality and complex vessel, under very difficult circumstances and to do so with an excellent safety record is acknowledged and the quality of the ship is a testament to the skills of all who have been

involved." *(Press Release)*

PGS CONCLUDES 3D SURVEY IN BARENTS SEA WITH NEW RECORDS

PGS has completed a simultaneous node and streamer acquisition for Lundin Energy and partners in PL1083 in the Barents Sea, setting several acquisition records. PGS mobilised in late May deploying drop-nodes leased from Geospace Technologies and operating **Ramform Hyperion** as streamer vessel, and Sanco Swift as source vessel with an ultra-wide source configuration. The survey area covered 3,812 square kilometres in a tandem source-over-streamer operation. The GeoStreamer spread towed

behind the **Ramform Hyperion** comprised of 18 streamers with 75-metre separation and 8,025 metres length. This is said to be a world record for the largest streamer count, amounting to 144.45 kilometres. The Sanco Swift's ultra-wide hexa-source was a record-breaker as well with 437.5 metres, which made it the widest source spread ever towed. According to PGS, this is the first survey to use automated free-dropped nodes where a substantial



portion of the survey area was covered with a sparse grid of approximately 1,000 ocean bottom nodes. To deploy the nodes onto the seabed, the company designed a conveyor belt system, installed on a support vessel. The nodes were retrieved from the seafloor using a remotely operated vehicle (ROV). “The successful management of this integrated technology project in a complex offshore setting, including the most advanced in-sea equipment configuration to date, is further proof of PGS’ operational capability and that this capability translates smoothly from streamer to node operations”, said Rob Adams, EVP Operations in PGS. To remind, the Norwegian seismic player secured the 3D exploration survey work with Lundin Energy Norway in March. (Source: *Offshore Energy*)

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DOF SCORES NEW CONTRACT AND EXTENSION WITH PETROBRAS

DOF ASA's Brazilian subsidiary, Norskan Offshore, has secured a new long-term contract and an extension for two of its AHTS vessels with Petrobras. DOF announced on Tuesday, 14 September 2021 that its Anchor Handling Tug Supply (AHTS) vessel, **Skandi Botafogo** with 180t bollard pull (BP) was awarded a brand new three-year contract with Petrobras with the scheduled startup of operations in the fourth quarter 2021. The vessel was built in 2006 by Vard Niteroi in Brazil. The company also stated the contract includes an extension of 500 optional days to be mutually agreed with Petrobras. Petrobras has also agreed on a one-year extension of the existing contract for **Skandi Amazonas** (AHTS 21,000) vessel with Norskan. This means the contract has been extended until September 2022. “I am very pleased to announce these contract awards which again confirm the DOF Group strong position in Brazil. With the above contracts the total order intake in Brazil represent a value of approx. NOK 2,15 billion so far in 3rd quarter,” stated Mons S. Aase, DOF's CEO. Earlier this year, the vessel owner reported a one-year contract extension was agreed with Petrobras

for another vessel featuring a remotely operated vehicle (ROV). This was Norskan's **Skandi Paraty**



AHTS vessel, and the contract was extended until July 2022. Petrobras and DOF have worked together several times in the past. In related news last year, Petrobras agreed with DOF to appoint **Skandi Urca** and **Skandi Fluminense** AHTS vessels to support exploration and production activities on the Brazilian continental shelf, and contracted **Skandi Rio** for the same work a few

months later. It is also worth mentioning that the contracts DOF Subsea signed in May this year allow the company to support the ocean bottom node (OBN) seismic surveys on Petrobras' Tupi, Iracema and Jubarte fields offshore Brazil. (Source: *Offshore Energy*)

KONGSBERG TO DIGITALISE ISLAND OFFSHORE'S 26-VESSEL FLEET

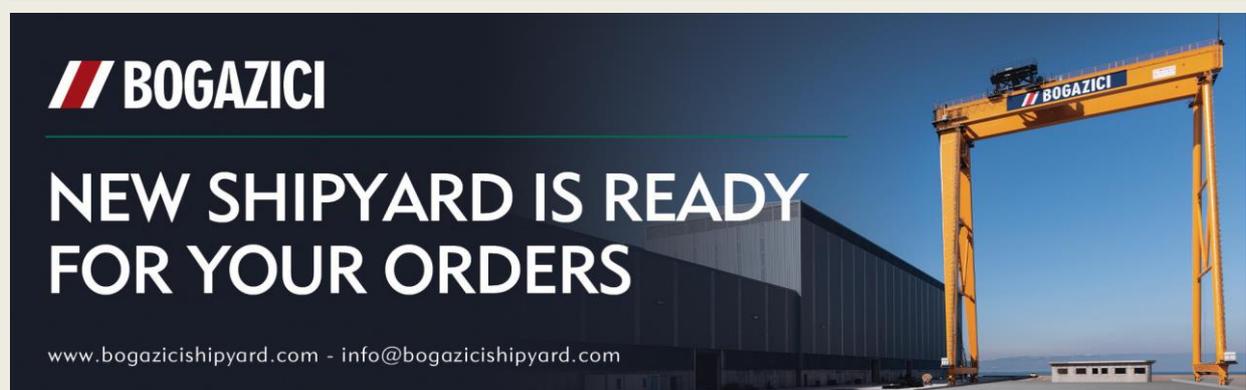
Kongsberg Digital, a subsidiary of Kongsberg has signed a contract with Island Offshore to digitalise its fleet of 26 offshore service vessels with the company's Vessel Insight cloud data infrastructure solution. The software solution was launched in 2019 and this is one of its largest contracts, according to Kongsberg. Andreas Jagtøyen, the executive vice president of Digital Ocean at Kongsberg Digital commented on the collaboration with Island Offshore: "We look forward to working closely with them to deliver and further develop



solutions that can give them a competitive advantage in the market, as well as helping them to achieve their goals for safety, efficiency and sustainability." Once they install this infrastructure, Island Offshore will be able to use a common platform to collect all the data from its fleet. The company will have the ability to compare operational data from all vessels to reduce emissions and fuel consumption by using the collected data to benchmark its vessels and enable advanced decision support tools. The reporting process automation will also be facilitated with this software. Kongsberg has already connected four vessels in Island Offshore's fleet to the Vessel Insight platform. The vessels are using the Kongsberg Maritime Vessel Performance application and MARESS, which is a partner application from Yxney Maritime and can be found via Vessel Insight's Maritime Ecosystem. In a short span of time, this has enabled the move to automated reporting from the previous manual

one. Therefore, Island Offshore has now decided to arrange the installation of the platform for the remaining vessels in its fleet. Trond Hauge, the technical manager of Island Offshore explained: "By collecting all data on one common platform, we gain a correct and efficient starting point to analyze our operations and compare all the vessels in the fleet. In this way we can share experiences between the vessels and ensure that we operate as efficiently and safely as possible, while at the same time making our fleet even more sustainable by reducing fuel consumption. With increasing demands for reporting, moving from a manual to an automated reporting process will save us a lot of work." The Vessel Insight platform captures and aggregates quality data in a cost-effective and secure way by providing a vessel-to-cloud data infrastructure, according to Kongsberg Digital. It provides APIs, vessel-specific dashboards and data analysis tools, and enables access to fleet overview. In recent news, Kongsberg Digital agreed to collaborate towards accelerating digital solutions and transformation for Shell's well delivery and performance. The oil major has used Kongsberg's real-time data products in its global wells portfolio for several years. *(Source: Offshore Energy)*

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UMKHUSELI A WELCOME ADDITION TO THE FLEET



As part of AMSOL's fleet renewal strategy, the company has recently purchased a modern Anchor Handling Tug Supply Vessel (AHTSV). The 8-year old, 4 427 DWT, DP2 tug will provide AMSOL seafarers with new opportunities for learning and development; supporting AMSOL's talent pipeline and the development of maritime leaders of the future. AMSOL's Chief Executive Officer Paul Maclons: "The investment decision highlights our confidence in South Africa and envisaged future developments in the Oil & Gas and Shipping sectors in Africa where we compete by providing sustainable marine solutions." The vessel, named **'Umkhuseli'** (meaning protector/defender), will be flagged in South Africa and arrived

in South African waters this week. Not only is AMSOL the leading employer of South African

seafarers, but it has also implemented a strategy to increase the number of its vessels on the South African ships' registry as an integral part of the company's stated intent to grow the Maritime Economy. The local flagging of the **'Umkhuseli'** will bring to 12 the number of AMSOL owned specialist vessels on the South African Ships' Register, including tugs, AHTSV, product tanker, emergency towing vessel and offshore supply launches. *(Press Release)*

ISLAND CHAMPION IN TRANSIT

The Platform Supply Vessel (PSV) **Island Champion** made a short stay at anchor in Halifax, NS September 14-15. The Bahamas flag vessel is en route from Montrose, Scotland to Norfolk, US. Built in 2007 by Aker Braila, completed by Aker Brevik to a UT776E design, it is a 4,382 gt vessel of 4,100 dwt. With the usual capability to carry liquids, cement, and barite it can also carry pipe on deck and its fitted



for oil recovery, standby and is rated FFII (firefighting) and DP2 (dynamic positioning). Its reason for stopping in Halifax is not known. *(Source: Mac Mackay-Tugfax)*

HARVEY GULF CONVERTS SECOND PLATFORM SUPPLIER TO TRI-FUEL STATUS



U.S.-based offshore vessel provider Harvey Gulf International Marine has taken delivery of its second tri-fueled vessel with real-time emissions monitoring. The company has immediately put into service the **Harvey Power**, a 310' platform supply vessel, utilising three fuel sources: liquefied natural gas, electric battery power, and ultra-low sulphur diesel. According to Harvey Gulf's update from Thursday, this makes Harvey Power the second tri-fueled vessel in America. The first one

was the Harvey Energy PSV, which was retrofitted with a Wartsila battery-power system in September 2020. The PSV was already a dual-fuel vessel capable of fully operating on LNG or diesel. The **Harvey Power** will be primarily operated utilising only LNG and battery power. Harvey Gulf has three additional PSVs being retrofitted with batteries to make them tri-fueled, yielding a fleet of five

such vessels. Conversion for the final three vessels to tri-fuel status is expected to be completed by the end of March 2022. The **Harvey Power** is also being outfitted with a real-time emissions monitoring system that will allow the company to track **Harvey Power's** emissions in real-time. The system will provide data showing reductions in emissions from the utilisation of LNG as a single fuel source, as well as combined fuel sources using LNG and battery power and diesel and battery power. As explained by Harvey Gulf, the company will now be able to compare that data from emissions using diesel as a single source and show the emissions savings that these vessels provide and the corresponding reduction of their respective carbon footprints. The company also plans to install such monitoring systems on all five of its tri-fueled vessels. Earlier this year, Harvey Gulf also completed the conversion of the **Harvey Champion** PSV to a dual-fuel status. The conversion was completed in February, enabling the vessel to run on both battery power and diesel. (*Source: Offshore Energy*)

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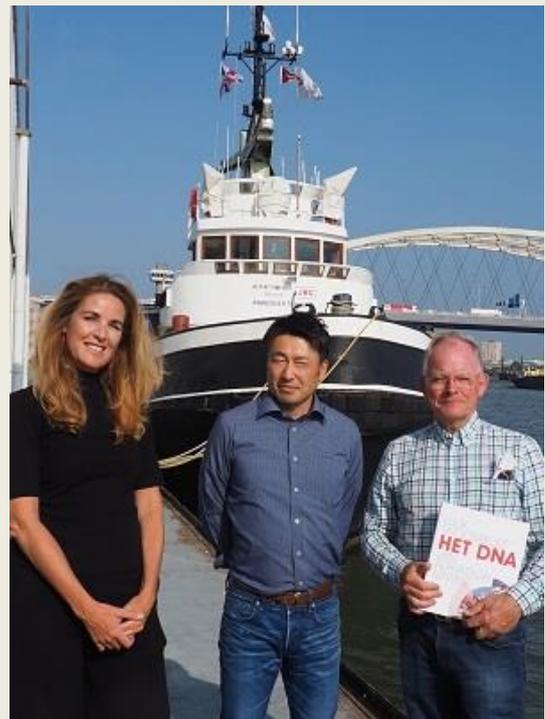
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BOOK REVIEW

‘LUUK VROOMBOUT, HET DNA VAN ALPHATRON MARINE’ IS MEER DAN DE SUCCESSTORY ACHTER HET BEDRIJF

Een ongevaarlijke vorm van ‘bootulisme’ is de vrij zeldzame aandoening waaraan Luuk Vroombout lijdt. Wat dat precies inhoudt, is beschreven in het rijk geïllustreerde boek dat deze week is verschenen: ‘Luuk Vroombout, het DNA van Alpatron Marine’. Het is geen biografie of wollig historisch overzicht, maar een innemende verzameling verhalen over een selfmade man die zijn hart en eigen inzichten volgde. Over meer dan 30 jaar noeste arbeid in de maritieme wereld. Schrijfster Nathalie Lans slaagde erin een boek te maken dat meer is dan de successtory achter het bedrijf. Het gaat over gepassioneerd ondernemerschap, over de Rotterdamse haven, maritiem erfgoed, globale vraagstukken en last but not least over ‘het zout in de aderen.’ Een aanrader voor bootjesmensen en ondernemers. Maassluiser Luuk Vroombout schopte het van engineer tot CEO van een wereldspeler op de markt van de maritieme elektronica.

Zijn bedrijf Alpatron Marine zag in september 1991



het levenslicht. Officieel dan, want al veel eerder was de oprichter wereldberoemd in de Rotterdamse haven vanwege zijn innovatieve en servicegerichte aanpak. De afgelopen decennia gaf hij samen met Dick Slingerland, zijn helaas veel te vroeg overleden compagnon die naast Alpatron Marine ook andere Alpatron bedrijven mede oprichtte, op onconventionele wijze handen en voeten aan het bedrijf op de markt van de maritieme elektronica. Hoe het bedrijf uitgroeide tot een wereldspeler met 450 medewerkers en hoofdkantoren in Rotterdam, Tokyo, Singapore en Houston, is nu dus opgetekend in een rijk geïllustreerde uitgave van 176 pagina's. Een tijdperk samengevat in coördinaten waarbij de breedtegraad, lengtegraad en dieptegraad zijn ingegeven door werknemers, opdrachtgevers en (privé)relaties. *Captains of industry* Nathalie Lans die niet alleen schrijfster is, maar met haar communicatiebureau FreeLans al drie decennia werkzaam is in de maritieme industrie, kroop in de huid van Luuk Vroombout die per 1 juni jl. wat afstand heeft genomen van de



dagelijkse taken als CEO en nu als commissaris, adviseur en medeoprichter aan het bedrijf verbonden is. “Anders dan bij een biografie, heb ik niet Luuk zelf, maar heel belangrijke personen in zijn leven geïnterviewd. Captains of industry zoals Gerrit van der Burg (KRVE), Kommer Damen (Damen Shipyards), Robert Reitsma (Scylla) en Ton Kooren (Kotug) deelden hun verhalen. Maar ook zijn vrouw, dochter, broer, grote klanten als Stena Line en De Haas, Rotterdamse coryfeeën als Jos van der Vegt en personeelsleden van het eerste uur vertelden gepassioneerd over hun avonturen met Luuk.” De Maassluisse roots en liefde voor historische (sleep)boten spelen eveneens een belangrijke rol in het boek. Zo vertelt onder andere burgemeester Edo Haan over het engste wat hij ooit in zijn leven heeft gedaan dankzij deze kleurrijke Maassluizer... Hierbij een link om online door het

boek te bladeren: https://issuu.com/freelans/docs/luuk_vroombout_het_dna_van_alpatron_marine (Press Release; Fotobijdschrift: Luuk Vroombout samen met zijn opvolger Reiji Miwa en schrijfster Nathalie Lans)

MUSEUM NEWS

HISTORIC SHIPYARD WOLTHUIS IN SAPPEMEER

“The yard is named after the last owners, the Wolthuis family. They bought the yard in 1922,” says Johan Kielman, secretary of the foundation that manages the shipyard. „The yard has been here since 1690. First, whole ships were built, such as tjalks and bolships. When the ships became bigger and bigger, and Wolthuis came to lie behind more and more bridges and locks, it eventually became a repair yard for inland shipping.”





The Historic Shipyard Wolhuis is one of the last shipyards in the Netherlands where almost everything is still as it was in the early 1900s. The smithy is still there and most of the machines that are there are over a hundred years old. And everything still works! In the oldest, wooden part of the yard you will find the carpentry workshop with woodworking machines that still work perfectly. And in the front, in the stone shed, are all the metalworking machines: punching machines, a record cutter and a record printer. That everything still works is because they are fairly simple and above all extremely

solid machines. Everything is made of heavy cast iron and that will never come off. School youth who come here, let's always operate the pendulum punch, that's really hard work. We then tell them that boys aged 13, 14 were already working in the yards, and had to do this every day. That makes an impression." The volunteers of the yard, often men who have also worked in a shipyard, carpentry factory or machine builders, regularly use and demonstrate their craft. "For example, we show how it sounded. You place two plates on top of each other with a hole in it, and through that hole you drive a glowing latch. The retainer is behind it to hold the latch, and at the front you knock the head of the latch flat with a hammer. Because the latch shrinks when it cools, the two plates are then firmly attached to each other. But you can also see the blacksmith at work here, who is always there when we are open. Hoogezand and Sappemeer are part of shipbuilding. There used to be thirty or forty yards here! We are the only steel yard north of Amsterdam where you can still see how it used to be, and we think it is very important that that is preserved."



The yard can be visited every Tuesday and Thursday afternoon. *(Photo's Joop Bartels and Bert Daems)*

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WINDFARM NEWS - RENEWABLES

ALL MORAY EAST WIND TURBINES INSTALLED



The 100th and final wind turbine has been installed at the Moray East offshore wind farm site, located some some 22 kilometres off Aberdeenshire in Scotland, according to an update from Ocean Winds. Fred. Olsen Windcarrier's jack-up vessel **Bold Tern** installed the wind farm's first Vestas 9.5 MW wind turbine in January. The work hit the halfway mark in June, shortly after the vessel was replaced by **Blue Tern**, and around the same time Moray East exported its first power to the national grid via its new substation south of New Deer in Aberdeenshire. In July, when 64th wind turbine was in place, Moray East became the largest offshore wind farm in Scotland in terms of installed capacity, passing the 588 MW Beatrice. Commissioning work is still underway on the 950 MW offshore wind farm, which is scheduled to officially enter operation in 2022, from when it will produce electricity at GBP 57.50/MWhr (around EUR 67/MWhr). The project is owned

by Moray Offshore Windfarm East Ltd (MOWEL), a joint venture company owned by Ocean Winds (56.6 per cent), Diamond Green Limited (33.4 per cent), and CTG (10 per cent). (*Source: Offshore Wind*)

AMPELMANN'S GANGWAY FOR CHINESE SOV SERVING GUANGDONG YANGJIANG OWF

Ampelmann has signed its first contract for a motion-compensated gangway in China, where Guangdong Safety New Energy is set to fit the gangway onto its new Service Operations Vessel (SOV) which will be deployed on the Guangdong Yangjiang offshore wind farm, located some 74 kilometres off the coast of Guangdong province. The company, which will deliver its A-type gangway to



Guangdong Safety New Energy by the end of October, says that the 60-metre SOV, named MV **Guang An Yun Wei 88**, will be first the such vessel equipped with a motion compensated gangway in China. Guangdong Safety New Energy is a wholly-owned subsidiary of Guangdong Yuean Shipping, with the project marking Yuean's first step in the offshore wind operations and maintenance sector, according to Ampelmann, with whom the vessel operator will cooperate for a minimum of six months and could possibly extend the contract for another six months. In addition, following its first project in China, the Dutch gangway provider is looking into the possibility of training local operators to support upcoming projects in the country. *(Source: Offshore Wind)*

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FIVE UK PROJECTS LOOKING TO DECARBONISE MARITIME SECTOR WITH OFFSHORE WIND



Five UK projects revolving around decarbonisation of the maritime sector by using offshore wind solutions have won GBP 3.3 million (around EUR 3.9 million) through the Clean Maritime Demonstration Competition, funded by the UK Department for Transport and delivered in partnership with Innovate UK. One of the Competition's flagship projects is a feasibility study into establishing a National Clean Maritime Demonstration Hub in ABP's Grimsby docks – the world's

largest offshore wind operations and maintenance (O&M) port, according to the Offshore Renewable Energy (ORE) Catapult, which is leading the project and is also either leading or is a consortium partner in the other four initiatives. ORE will also be working alongside MJR Power & Automation to develop a world-first offshore vessel charging system taking power from an offshore wind farm and on the development of an offshore wind power barge that can provide vessel-to-vessel charging capability in a project led by Aluminium Marine Consultants (AMC). The project developing offshore wind on-turbine electrical vessel charging system will design, build, and test an

electric charge point situated on a wind turbine. This approach will access the infrastructure already in place (turbine platform, electrical cables) to provide renewable electricity to vessels. As an eCTV ‘docks’ with the turbine a cable reel will lower down an electrical charge connection which will plug in to the vessel and charge a battery on-board. AMC’s project project will complete a detailed design and operational simulation of a mothership charging vessel, hosting a number of electric CTV’s. The mothership will take the concept of in-field charging and provide a flexible solution capable of removing diesel emissions from offshore wind Operations and Maintenance. Furthermore, Concept Systems Ltd (CSL) has been awarded funding to investigate data-led emissions management and Artemis Technologies will be supported in further developing its eFoiler technology. ORE Catapult says the five projects will also convene industry, the supply chain, and the government to address the policy, commercial, regulatory, and technical barriers to achieving maritime decarbonisation. “The decarbonisation of the UK’s maritime fleet is essential if we are to achieve Net Zero by 2050 and transitioning to a future of zero-emissions shipping with clean vessels and alternative fuels is vital”, ORE Catapult stated in a press release from 15 September. “As both a potential producer and user of clean fuels, the UK’s offshore wind industry is in a unique position to act as a springboard for that broader maritime decarbonisation”. The five offshore wind-driven projects are part of a total of 55 projects that have together secured GBP 23 million (around EUR 27 million) in funding through the Clean Maritime Demonstration Competition. *(Source: Offshore Wind)*

DREDGING NEWS

FIVE DAMEN DREDGERS ON TABASCO JOB

Five Damen CSD500s have been successfully shipped to the province of Tabasco, in southern Mexico, the Dutch shipbuilding company said. According to Damen, the dredgers have already started the dredging operations, contributing to an enormous river maintenance job. The Mexican government recently announced that within the framework of the implementation of the



“Dredging Works in the State of Tabasco”, the Secretaria de Marina dredgers began work on the González River. The first stage of works will take place in the González River and at the mouth of the Grijalva River. The second stage is expected to begin with the dredging of the tributaries in Jalpa de Méndez, Nacajuca and Villahermosa; finally finishing with the third stage in the Sierra and Samaria-Carrizal river systems. *(Source: Dredging Today)*

OCEAN CITY OKS FUNDING FOR CAPITAL IMPROVEMENTS

The Ocean City Council gave final approval to a bond ordinance last week that will fund capital

improvements throughout town. The measure includes \$5.5 million for reconstructing streets and



alleys and another \$5.5 million for neighborhood drainage projects. It includes \$2 million for bayside dredging, \$2 million for the improvement of public buildings, and another \$1.5 million for other public facilities. “The funding ordinance is one of the first steps that will allow us to complete projects such as pumping stations to help mitigate flooding in the 9th-18th Street and West 17th Street areas,” Mayor Jay Gillian said in

his weekly update. “It will pay for dredging shallow lagoons, boardwalk restrooms and things like Pickleball and bocce ball courts for our residents and guests.” Dredging work is scheduled this year for Carnival Bayou, Venetian Bayou, Sunny Harbor and South Harbor. Projects included in the bond ordinance are guided by Gillian’s five-year capital plan. *(Source: Dredging Today)*

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CULLIVOE BREAKWATER WORKS MOVE AHEAD

Work is progressing well at a breakwater project at Cullivoe in the Shetlands, where the North Yell Development Council (NYDC) is enlarging the marina and business park. “We are installing two grades of rock including armour blocks of up to 2-3 meters,” said Peter Madsen Marine Contractors A/S in their latest project update. The new marina would be a “very



welcome boost” for the tourism industry in tough times. Also, the new facility – formed by the breakwater – will have berths for visiting sailboats, with showers, toilet blocks and caravan spaces. It

will also free up space for more commercial fishing boats to dock at the main pier. “A small community like this always has to be looking ahead,” said Mark Lawson, the NYDC chairperson, the group behind the plans. “We always have to be looking at ways to generate employment and protect the communities up here, especially now. One of the big growth areas in the last few years has been tourism, especially for fishing, and we’re hoping the marina will really help that, and make it a more attractive area for business generally.” *(Source: Dredging Today)*

NORFOLK DREDGING WINS NAVAL WEAPONS STATION EARLE CONTRACT



Norfolk Dredging has won a \$23.2 million firm-fixed-price contract for a maintenance dredging project at Naval Weapons Station Earle. The work to be performed provides for maintenance dredging the areas surrounding piers including all berths, turning basin, terminal channel, and a portion of Sandy Hook federal channel. The dredging operations will be performed in Colts Neck, New Jersey. It is expected that this dredging program will be completed by December 2022. According to

the U.S. Department of Defense (DoD), this contract was competitively procured via the beta.sam.gov website with five proposals received. The Naval Facilities Engineering Systems Command, Mid-Atlantic, Norfolk, Virginia, is the contracting activity. *(Source: Dredging Today)*

YARD NEWS

KANONERSKY SHIPYARD REPAIRED THE MURMANSK ICEBREAKER

Kanonersky ship-repair yard performed repair and restoration operations on the [Murmansk](#) icebreaker. Reported by the press service of the SRZ. This vessel was laid down at Vyborgsky NW on December 26, 2012, launching took place at Arctech Helsinki Shipyard on March 25, 2015. It was put into operation on December 25, 2015. Note that "[Murmansk](#)" is the second in a series of three icebreakers of project 21900M, built at VSZ and the Finnish shipyard USC. The head Vladivostok and the serial Novorossiysk became his brothers. All vessels were built by order of Rosmorrechflot for FSUE "Rosmorport" for the purpose of operation in the Baltic and Arctic seas in the spring-summer period. The Sudostroenie.info portal managed to become guests of the icebreaker by preparing a photo report. Diesel-electric icebreaker project 21900M. It is a double-deck vessel of unlimited navigation area with two full-turn rudder propellers and a bow thruster, which is equipped with a helipad. The icebreaker has a fuel supply sufficient for autonomous operation for 40 days. The technical design of the icebreaker was carried out by the Central Design Bureau

"Baltsudoproekt" - a subdivision of the Federal State Unitary Enterprise "Krylov State Scientific Center". Displacement - 14,000 tons.; Length - 119.8 m.; Width - 27.5 m.; Design draft - 8.5 m.; Deadweight - 5340 t; Travel speed in clear water - 17 knots.; Icebreaking capacity - 1.5 m.; Main diesel generators power - 4x6750 kW; Crew - 35 people. (Source: Sudostroenie; Photo: Christina Ryaguzova / Sudostroenie.info)



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OVER 950 VESSELS DELIVERED

PROUD SHIPBUILDERS







REMONTOWA SHIPBUILDING SA WITH THE AWARD DEFENDER MSPO 2021 IN KIELCE

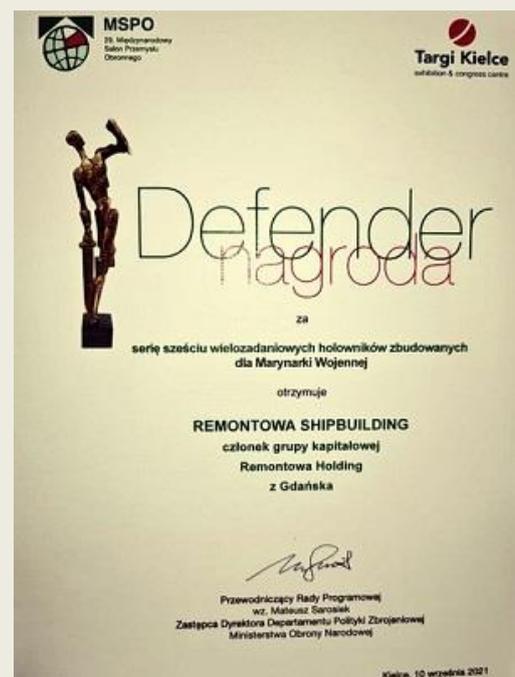
Remontowa Shipbuilding SA has received the Defender award for a series of six tugboats (B860) for the Polish Navy. This award is granted every year by the Programme Council of the International Defence Industry Exhibition MSPO in Kielce. For 29 years, in September, the International Defence Industry Exhibition has become a place for presenting the greatest achievements of the arms industry from all over the world. On the stands of Polish and foreign leaders of the defence industry there were presented, among others, armament and aviation equipment, air defence equipment, as well as the necessary armament of navy units. One of the final touches of MSPO is the ceremonial Gala, during which the Defender awards are granted. The idea behind the competition is to award products distinguished by originality and innovation of technical thought, exploitation values and favourable economic indices. Almost as many products competed for the Defender award this year as in pre-pandemic times. The judging panel considered 77 entries. The award for a series of multipurpose auxiliary vessels built for the Polish Navy was received by Dariusz Jaguszewski – a member of Remontowa Shipbuilding SA Management Board. *State-of-the-art in its class* Stocznia Remontowa Shipbuilding SA in 2017-2021 built and handed over to the Polish Navy six vessels

prepared to perform a very wide range of tasks under the programme: “Technical security and rescue



operations at sea pk. HOLOWNIK”. Three of them – H-1 **Gniewko** (B 860/2), H-2 **Mieszko** (B 860/3), H-3 **Leszko** (B 860/5) – were incorporated into the Support Ship Squadron of the 3rd Flotilla in Gdynia, the others: H-11 **Bolko** (B 860/1), H-12 **Semko** (B860/4) and H-13 **Przemko** (B 860/6) were incorporated into the 12th Wolin minesweeper Squadron which is a tactical division of the 8th Coastal

Defence Flotilla in Świnoujście. The Tugboat Programme is the first fully implemented naval programme associated with the construction of new vessels as part of the Technical Modernisation Plan for the Polish Armed Forces. These vessels were built by a Polish shipyard on the basis of construction documentation developed by a Polish design office. More than 80 percent of the equipment was provided by Polish suppliers. Instruction manuals for use, maintenance and repair were developed by a team of shipyard engineers. The construction of the tugboats was supervised by the Polish Register of Shipping. Tugboats are intended, among other things, for combat security and logistic support at sea and in ports, technical evacuation operations, rescue support, transport of people and supplies, fire fighting, pollution neutralisation and taking torpedoes out of water. They have a modern propulsion system consisting of two latest generation diesel engines, each with a power of 1193 kW. Through two lines of shafts and bevel gears, they drive the propellers in the nozzles of the two azimuth thrusters, giving the vessels excellent manoeuvrability and a pile pull of 35T. This is of great importance for one of the main tasks, which is to assist larger ships when manoeuvring in harbour basins where space is limited, and to guide them through sensitive areas. Additionally, the location of the ship’s bridge, much higher than in older generation tugs, increases the visibility of the vessel’s surroundings. Modern bridge equipment ensuring ergonomic operation gives the possibility of viewing operating parameters of engine room devices and mechanisms. Participation in firefighting operations is possible thanks to two water cannons controlled both from the bridge and directly from the stern via a portable control station. The pump, pumping seawater as an extinguishing agent, is connected via a clutch to one of the main engines, giving it a capacity of 2,700 cubic metres per hour with a jet range of 120 metres. In the event of the need to evacuate passengers of other vessels, the vessels can take 50 people on board. They feature a contract displacement of 490 tonnes and the ability to carry 4 tonnes of cargo on the open deck. They also have equipment for transporting and picking up practice torpedoes from the water. The tugs have also



been adapted to collect oil substances from the sea surface. For this purpose, they have a 300-metre-long pneumatic dam, which is set up and fences off oil spills, which are then collected in a special tank using a skimmer. The ice class of the tugs allows them to operate in difficult hydrological conditions and, assisted by icebreakers, even in severe ice conditions. The fuel reserve is sufficient for 7 days, while the autonomy of the tugs is 5 days. They are manned by a 10-person crew with seven cabins (four single and three double). These vessels are larger than standard tugs, whether in Navy service or among civilian vessels. They are over 29 metres (29.2m) long and over 10 metres (10.47m) wide. Watch the video [HERE](#) (*Press Release*)

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THE TVER REGION PLANS TO MODERNIZE THE BELOGORODSKAYA SHIPYARD



Troitsk Crane Plant (part of the S&A Group of Companies) is ready to implement an investment project in the Tver Region for the development of the Belogorodskaya Shipyard in the Kimrsky District. Writes about this edition "Lenin Banner". During 2022, the investor plans to restore shipbuilding on the territory of the shipyard, as well as develop new related competencies. At the same time, it is planned to create

up to 300 new jobs. According to the newspaper, the plan for the rehabilitation of the enterprise provides for a program of modernization of the existing production for a total amount of more than 500 million rubles. Reconstruction of infrastructure facilities, re-equipment for serial large-hull shipbuilding, construction of workshops for block-modular installations and composite products, and a testing base are envisaged. It is planned to build a fishing fleet, river modular and other vessels at the renovated shipyard, as well as develop composite small-sized shipbuilding. (*Source: Sudostroenie; Photo: Belogorodskaya Shipyard*)

KEEL LAYING FOR 5000HP ASD TUGBOAT

On 16th Sep, 2021, a 5,000HP ASD Tugboat, built by Jiangsu Zhenjiang Shipyards, which was built for domestic owner, was keel laid successfully. (Source: Jiangsu Zhenjiang Shipyards)



NEW BUILDING

- Harbour Tug; Owner: Sanmar Denizcilik Turkey. Norwegian company Corvus Energy signed a memorandum of Understanding with Sanmar Shipyard for development of future supply and integration of energy supply systems plus fuel cell technology to serve electric and hybrid tugs built by Sanmar. The tug series will be Robert Allan designs offering bollard pulls of 30-70 tonnes. Corvus will be responsible for battery and fuel cell technology.
- Harbour Tug; Delivery: 03-2022; Flag: Korea (South); Builder: Grandweld United Arab; Owner: Specialities Construction Kuwait. Notes: 50t bollard pull. Robert Allan TRAKtor 2700-Z design. Operation in Shuwaikh Port, Kuwait.
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Last week there have been new updates posted:

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

- *Boluda Towage celebrates naming ceremony for tug quartet (Tier-III)*
- *Sea Machines Embarks on World's First Autonomous, Remotely Commanded Voyage by an Ocean Tugboat*
- *Alphatron Marine zet vintage sleepboot in voor maritieme training medewerkers*
- *PIRIOU will soon deliver 16m tug for Société Coopérative des Lamineurs of Brest and Roscoff harbours*
- *Boluda Towage starts towing operations in Rostock, Germany*

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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