

22nd Volume, No. 75 *1963 – “58 years tugboatman” – 2021* Dated 22 September 2021

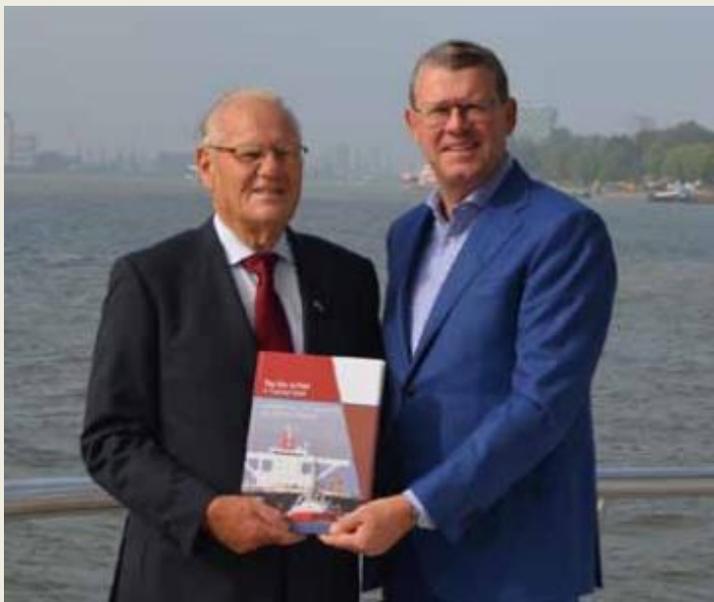
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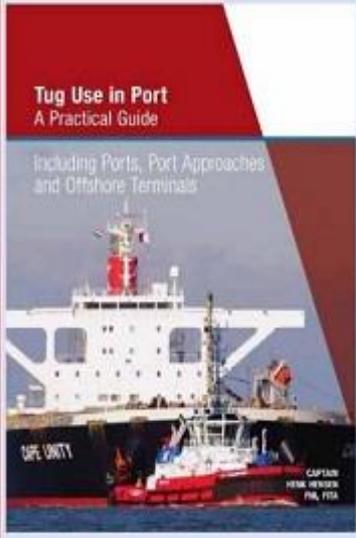
TUGS & TOWING NEWS

FIRST COPY OF THE FOURTH EDITION OF ‘TUG USE IN PORT. A PRACTICAL GUIDE’ OFFERED TO KOTUG’S PRESIDENT & CEO, ARD-JAN KOOREN



Author Captain Henk Hensen offered the fourth and fully revised edition to Ard-Jan Kooren, President & CEO of KOTUG International on deck of KOTUG’s training vessel the **RT BORKUM**. The book is considered to be the authoritative guide for everyone who sails a tug since it is a full reference book aimed to increase practical knowledge and safety of operations. ‘Tug Use in Port’ focuses on the need for highly trained and educated tug masters and crews, especially in this era of increased technology and environmental requirements. “Training is more important than ever”, says Captain Henk

Hensen. “Training is not just a matter of how to do the job, it is also important to understand why. To achieve that, theory is indispensable”. For that reason the book is of great importance also for pilots, ship masters and all others involved in ship handling with tugs. The IMO also mentioned ‘Tug Use in Port’ to be an authoritative guide on tug operations. It addresses present and future developments, demonstrates how training could be carried out, what should be trained, where the risks are and



Tug Use in Port
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CAPTAIN HENK HENSEN
FIM, FISA

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The new revised 4th edition of
‘TUG USE IN PORT’
by Captain Henk Hensen

Already circa 25 years the authoritative guide on tug operations and IMO recommend. It addresses present and future developments and shows how training can be carried out and what should be trained, where the operational risks are and why. It explains the various tug types, capabilities and limitations, towing equipment, escorting, and much more.

The book is specifically written for maritime professionals involved in the day-to-day practice and training of ship handling with tugs, particularly pilots, tug masters and training instructors, but also for towing companies, ship masters and mates of seagoing vessels, etc.

This and other practical tug books can be ordered at: <https://stc-publishing.nl/>



why. It explains the various tug types, capabilities and limitations, towing equipment and much more. In addition to earlier editions, the fourth edition also discusses decision support systems on board tugs, full electric tugs, tug operations in swell, stopping a ship by tugs, new escort and carousel tugs, and assisting navy ships. Not by chance the small ceremony took place on KOTUG's RT BORKUM, the high-end training

vessel of the KOTUG Training & Consultancy division. One chapter of the book is dedicated to autonomous sailing and the **RT BORKUM** was the first harbour tug that could actually sail autonomously, which makes the vessel an ideal location for the ceremony. Tug Use in Port. A Practical Guide, 4th edition can be ordered at: <https://stc-publishing.nl> Watch the video of the **RT Borkum** [HERE](#) or control click on the picture (*Press Release*)

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MARITIME PARTNERS CHRISTENS NEW TOWBOAT

Metairie, La., based Maritime Partners LLC recently held a christening ceremony for the 3,400 bhp towboat **David B. Fate** at the John Bludworth Shipyard in Corpus Christi, Texas. The vessel is named for Dave Fate, founder and CEO of Stonebriar Commercial Finance, who, back in 2015, provided Maritime Partners founders Austin Sperry and Bick Brooks with the financing to acquire the initial boat with which they began their maritime leasing business. The David B. Fate measures 110 feet long by 32 feet wide and has a depth of 11 feet and a design draft of 8.5 feet. Wheelhouse eye level is



34 feet. Main propulsion power is provided by twin EPA Tier 3-compliant Cummins QSK50M1s diesels. They turn 88-inch diameter Sound propellers, supplied by Texas Wheel Works in Port Arthur, Texas, via Reintjes WAF773 gearboxes with internal shaft brakes supplied by Karl Senner LLC. Service power is provided by two 99kW Cummins generator sets. Rio Controls & Hydraulics supplied the vessel's steering system, while Rio Marine Electric supplied electrical equipment and wiring. Premium Electronics of Houston supplied the navigation and communication equipment. Deck equipment includes a pair of 65-ton Patterson deck winches supplied by Stanley Parts & Equipment Company and a Schoelhorn-Albrecht Machine Company 14-inch, double barrel, 100,000-pound static line pull capstan. The vessel's laminated rubber fenders were supplied by M&M Bumper Service of Bourg, La. (Source: *MarineLog*)

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OUR COMPANY SUCCESSFULLY DELIVERED ONE UNIT OF 2942kW ASD TUGBOAT



On 19th of Sep, 2021, one unit of 2942kW ASD Tugboat, named **Yechang Tuo 9** which is designed and built for Yangjiang Port Yechang Tugboat Co., Ltd was successfully completed and delivered by our company Jiangsu Zhenjiang Shipyards. The vessel has length of 36.5m, breadth of 10.2m, depth of 4.6m, pull ahead of 51.1 ton, pull astern of 46 ton, endurance of 1,000 nm and speed of 13.3 knot. (Source: *Jiangsu Zhenjiang Shipyards*)

FOSS MARITIME ASSISTS THE FIRST-EVER MSC SHIP TO CALL ON THE PORT OF PORTLAND

Foss Maritime's Carolyn Dorothy and Sarah assisted the first-ever arrival of an MSC ship calling on the Port of Portland this morning. Under rainy skies, the MSC ELA arrived in Portland, Oregon. Foss' **Carolyn Dorothy** and **Sarah** harbor tugs greeted the MSC ELA on the Columbia River. "MSC calling

on the Port of Portland is a huge boost for the region, and illustrates the strength of the maritime infrastructure along the Columbia River. Foss Maritime is proud to be entrusted with the first of many MSC vessels and we are excited to see the region continue to grow,” said Art Dahlin, General Manager for Foss in the Columbia Snake River region. “As a solution to the many challenges facing the supply chain due to the pandemic, MSC’s arrival supports the fact that the Port of Portland is a viable option for shipping companies calling on U.S. West Coast ports,” added



Dahlin. Founded in 1889, Seattle-based Foss Maritime offers a complete range of maritime services and project management to customers around the globe. Foss offers worldwide marine transportation and harbor ship assists, emphasizing safety, environmental responsibility and high-quality service. (Source: gCaptain)

CHINA’S FIRST ELECTRIC-DRIVEN TUG DELIVERED

A Chinese shipbuilder passed a major technical milestone in August when its first all-electric tugboat



was completed. The shipyard in Lianyungang, Jiangsu constructed **Yungang Diantuo 1** for Lianyungang Port Holding Group. It has an overall length of 35.5 m, beam of 10 m and full-load draught of 3.5 m. Its energy storage system has total power of 5,000 kWh, enough for eight hours of working time before recharging. The lithium iron phosphate battery packs can achieve

the effect of 2,980 kW conventional harbour tugs, enable zero-emissions operations and reduce vibration and noise. *Yungang Diantuo 1* has a bollard pull of 48 tonnes and speed of 13 knots. It was built to China Classification Society and Lianyungang Maritime Safety Administration requirements. China State Shipbuilding Corp’s (CSSC) research institute designed this tug and developed the power propulsion system including energy storage, DC power distribution system and permanent magnet propulsion. The Wuhan plan approval centre of China Classification Society worked on the naval architecture. Lianyungang Port estimates this electric tugboat can save about 300 tonnes of fuel and 900 tonnes of CO2 emissions per year. This initiative is part of China’s drive to reduce emissions in

coastal and harbour operations. Other tugs are being built for domestic owners with diesel-electric propulsion in Chinese shipyards. Jiangsu Zhenjiang Shipyard group delivered an azimuth stern drive (ASD) tug to Yangjiang Port Yechang Tugboat Co on 19 September. **Yechang Tuo 9** has an overall length of 36.5m, breadth of 10.2m and depth of 4.6m. It has bollard pull ahead of 51.1 tons, pull astern of 46 tons, endurance of 1,000 nautical miles and speed of 13.3 knots. This shipyard delivered an ASD tug to Jiangsu Sugang Shipping Engineering Co in July with 55 tonnes of bollard pull and 15 knots speed. **Su Gang Tuo 1** has 3,234 kW of power and a FiFi1 fire-fighting system. It has an overall length of 37 m, breadth of 9.8 m and hull depth of 4.4 m. It also completed **Hua Hai Tuo 6** for Qinzhou Huaxi Tugboat Engineering in July. In June, the shipyard delivered two Xu Wei Gang Xiao harbour tugs to Lianyungang Xuwei Port and **Yong Gang Xian Tuo 9** to Ningbo Yonggang Tugboat. Jiangsu Zhenjiang Shipyard is likely to deliver more than 10 tugs in Q4 2021. Earlier this year, Guangzhou Hangtong Shipbuilding completed ASD tug De Ji 9 for its own subsidiary and MKN 208 for Vantage Hang Tong. Guangzhou Shunhai Shipyard completed Sinmin 1 for an undisclosed owner. Rizhao Gangda Shipbuilding is completing an ASD 34/60 tug for Rizhao Towing. *(Source: Riviera by Martyn Wingrove)*

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NEPTUNE MARINE HAS DELIVERED A EUROTRACTORTUG 2410 NAMED CONDOR TO VERBEKE SHIPPING

The **Condor** is recently delivered to Verbeke Shipping. Neptune Marine has a long-standing relationship with Verbeke Shipping, which has been strengthened by building the Condor. The vessel is 24 m long, 10 m wide and the draft is approximately 4 meters. The vessel is equipped with powerful IMO Tier 3 engines, which reduces emissions. *The Condor* The new EuroTractorTug 2410,



named Condor has been completely built in the Netherlands by Neptune Shipyards in Aalst. Within 14 months the **Condor** went from drawing to sailing. The **Condor** is a harbour assistance tug with optimum manoeuvrability. The vessel can be used for plough work and because of an efficient a-frame, she can be mobilised immediately for quick response jobs. The **Condor** is equipped with two Caterpillar C32 main engines, which generate 970 kW propulsion power and two Volvo D7A generator sets. During the bollard pull the vessel reached 27 tons bollard pull and a maximum speed of over 11 knots. The vessel is equipped with Voith propellers, to create excellent manoeuvring capabilities. The **Condor** is outfitted with a 60 tons towing winch, an a-frame with dredging plough and a compact deck crane. The Condor is classed by Bureau Veritas and delivered with a Dutch flag .
(Press Release)

UK PROJECT TO DEMONSTRATE LOW-EMISSIONS RIVER OPERATIONS



UK ports and a tug-barge operator are working with technology drivers to implement electrical supplies to reduce greenhouse gas emissions. Recycling and waste management company Cory is working with BAE Systems to reduce emissions from transporting waste on the river Thames. They will together consider low- and zero-emissions propulsion and power management

technology, combined with autonomous capabilities. Cory already turns waste into construction materials and a clean source of energy that feeds back into London's main power grid. This power could potentially supply other vessels operating along the Thames. This project is part of the Clean Maritime Demonstration Competition, funded by the Department for Transport and delivered by Innovate UK. "Cory's collaboration with BAE Systems is an important, co-ordinated effort to reduce shipping emissions and explore the potential of autonomous propulsion," says Cory director of logistics Fran Comerford-Cole. A feasibility study began in September with completion expected by March 2022. The aim is then to produce a vessel demonstrator to prove the findings of the study before it is adopted by the wider fleet. Cory uses five tugs to transport non-recyclable waste on barges via riverside transfer stations in Wandsworth, Battersea, the City of London and Tower Hamlets. It maintains this fleet at its repair centre at Denton Wharf in Gravesend. "As a business, we are proud of our stewardship of the Thames and the river's role in reducing the environmental impact of our operations," says Ms Comerford-Cole. "We want to take this a step further by helping to drive innovation in lower and zero-carbon marine vessels. In turn, this will help the UK on its voyage to net zero." Cory has already switched its fleet of tugs to run on hydrotreated vegetable oil, a biofuel, following successful trials that resulted in a reduction of net CO2 emissions by 90%. In another Clean Maritime Demonstration Competition project, GE Power Conversion will work with PD Teesport to provide electrical power to vessels, reducing greenhouse gas emissions. GE will use its capabilities in maritime electrification, energy management and digital technologies. Together with PD Teesport, it will develop a cloud-based, integrated digital solution for energy management at ports, with partners

Connected Places Catapult and Teesside University. For onboard clean power, energy storage systems such as battery packs will be needed. EST-Floattech has launched new battery designs as part of its Octopus series, a DNV-certified battery management system. These smart and lightweight battery solutions can be installed on any size of vessel with passive or active cooling with air or coolant when available in 2022. EST-Floattech's high-energy batteries are designed for long-duration and large-scale battery installations, for vessels requiring up to 1 MWhr of storage and electrical power for up to eight hours of sailing and could be used on tugboats with hybrid or electrical propulsion. Its high-power batteries have shorter energy storage and charging times, but higher power for vessels requiring opportunity charging, such as vessels frequently returning to charging stations. *(Source: Riviera by Martyn Wingrove)*

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ASD TUG 3010 ICE ARC4 SERIES TO BE LAID DOWN FOR ATOMFLOT IN SEPTEMBER 2021

A series numbering five tugs is to be built by Damen. Damen plans to lay down **ASD Tug 3010 Ice Arc4** series for Atomflot in September 2021, Aleksandr Degtyaryov, Head of Technical Department, Harbour Fleet Construction Supervision Group, FSUE Atomflot, said at the 4th International Conference “Development of Icebreaking and Support Fleet“ organized by IAA PortNews and held on 20 September 2021 as part of the NEVA Exhibition zero day programme. According to him, the series numbering five tugs is



to be completed by 2023. The length of **ASD Tug 3010** is 29.84 m, width – 10.43 m, draft – 4.9 m, speed – about 13.2 knots, engines - Caterpillar 2x1920 MW with Kongsberg US 255 thruster. Icebreaking capacity in flat field ice with bending strength of 500 kPa – at least 0.4. Watch the video [HERE](#) *(Source: PortNews)*

SAAM TOWAGE ADDS STATE-OF-THE-ART TUG TO THE PANAMA FLEET



After a 30-day voyage from Altinova, Turkey, the **SAAM Palenque** tug has arrived in Colón, Panama, where the company has positioned itself as the leading towage services provider on the Atlantic and Pacific coasts. SAAM Towage Country Manager in Panama, Matia de Luiggi said, “We have been eagerly awaiting the arrival of this new tug, which will be an important reinforcement for our fleet. A compact vessel with advanced fire-fighting systems, it has all the technical specs for

safely, efficiently serving the new needs of LNG and fuel vessels going through the expanded Panama Canal and landing at the Cristóbal port complex.” Palenque was built by the Sanmar shipyard and designed by Canadian naval architects Roberto Allan Ltd. It is a “twin” of the SAAM Valparaiso, also operating in Panama, and the Albatros, currently operating in Peru. *Tug specifics* In terms of technical specs, the tug is compact, measuring 24.4 meters long and 11.25 meters wide, an ideal size for operations in small spaces like the entrances to the Panama Canal or the Cristóbal port. The tug boasts a bollard pull of 72 tons and a maximum speed of 12.5 knots. The “fire-fighting 1” notation makes the vessel very suitable for operations in LNG and fuel terminals. Furthermore, it offers accommodations for a crew of up to six people, including crew chambers, a kitchen, showers, double bunks, heating and air conditioning. *(Press Release)*

ACCIDENTS – SALVAGE NEWS

MORE COMPANIES WILL REMOVE X-PRESS PEARL

A number of salvage companies have expressed interest in solving the task of removing the wreck of the container ship **X Press Pearl**, which caught fire off Colombo in Sri Lanka in May. But first, make sure that there is no more oil left in the wreck. The ship had 278 tons of fuel on board when the fire broke out. How much is left after the fire and minor spills is not known with certainty. Until the ship is emptied of oil and evidence can be provided, Sri Lanka will not allow an attempt to remove the wreck. Since the



fire, the **X Press Pearl** has been stable on the seabed, monitored by drones to keep an eye out for any spills from the wreck. At the same time, a diving company has been busy diving down to the ship's containers, to assess whether anything can still be saved. There were 1,486 containers on hold on the ship, which has a capacity of 2,743 TEU when the fire broke out. A number of the containers contained chemicals and other flammable products. The **X-Press Pearl** had just arrived at the anchorage off Colombo, on a voyage from Hazira, India, when the fire broke out. Investigations suggest that the crew was well aware that the cargo was in danger when it searched the anchorage, but there is no official report on the incident yet. The ship was delivered from the Zhoushan Changhong shipyard in China in February this year. (Source: *maritime Denmark*)

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DISABLED MSC KATARINA ARRIVES UNDER TOW IN DURBAN FOR REPAIRS



Readers will recall our report about the 12,400-TEU container ship **MSC KATRINA** (IMO 9467445) which became disabled on 9 September while off the Cape South Coast. The 140,096-gt box ship was sailing from Lomé in Togo, West Africa for the Far East, with Colombo showing as her next port, when she experienced an engine room fire that resulted in the ship becoming dead in the water. The South African AMSOL-operated salvage tug **SA AMANDLA** left

Cape Town harbour to go to the aid of the stricken vessel, whose fire was safely put out although it left the ship without any chance of continuing her voyage to the East. It was decided to take the ship under tow to Durban where MSC maintains its own technical department and where repairs can be carried out. SA Amandla arrived on site and despite strong winds off the South African east coast, took MSC Katrina in tow and headed for Durban at a speed of around 4.4 knots, arriving off the KZN port on Wednesday 15 September 2021. The following day, with quite heavy rain still falling, and with the support of four harbour tugs, the **SA Amandla** and her tow entered port to berth the

container vessel at the Durban Container Terminal, Pier 2 North Quay. The 366-metre long, 48-metre wide ship was moved again on Saturday 18 September, this time to Pier 1, berths 102 and 103, where she will apparently remain while undergoing repairs. According to the Transnet National Ports Authority she has been booked for repairs over a period of one month. The accompanying photographs were all taken by Trevor Jones, the first three above in the rain of Thursday 16 September, and the others below under the blue sky of Saturday 18 September 2021. The latter show the giant ship being manoeuvred into position towards Pier 1. (*Source: Africa Ports & Ships*)

CAPSIZED RIVER BOAT LEAVES 10 DEAD IN SOUTHWEST CHINA

A boat that capsized on a river in southwest China has left at least 10 people dead, with another five still missing, according to state media on Sunday. CCTV said that the ship overturned shortly after it departed Saturday evening in Guizhou Province. Preliminary investigations suggest that the ship was blown over by strong winds. The tragedy struck days before China's annual Mid-Autumn Festival, when families traditionally gather to have dinner and mooncakes. Local authorities said the ship was overloaded when the



accident happened. At least 46 people were on board, exceeding the maximum capacity of 40 people, according to CCTV. As of Sunday, rescuers had saved 31 passengers, state media said, with most of the those on the boat thought to be students. Over a dozen rescue teams have been dispatched to join the search and rescue operation, according to the official Xinhua News Agency. The broadcaster added that rescue boats, frogmen and divers were deployed to search for the missing, but heavy downpours and undercurrents have hampered overnight rescue efforts. (*Source: 10News*)

BOURBON RHODE SURVIVOR SECURES 'SUBSTANTIAL COMPENSATION' OVER 2019 SHIPWRECK

A surviving crew member of the lost offshore tug **Bourbon Rhode** has secured 'substantial compensation' for the ordeal, the International Transport Workers' Federation said Monday. The sinking of the Bourbon Rhode was a major story in 2019. The Bourbon Offshore tug, with 14 crew on board, sank in the middle of the Atlantic Ocean on September 26, 2019 during a voyage from Las Palmas, Gran Canaria to Georgetown, Guyana after experiencing heavy weather from category 4 Hurricane Lorenzo. Three of the vessel's crew members were subsequently rescued from a life raft. The bodies of another four were recovered and seven were never found. Searchers also located an overturned fast rescue craft from the vessel. One of the survivors was Ukrainian seafarer Yevgeniy Nikolov. He sustained injuries in the incident and has been unable to return to working at sea. But working with the Marine Transport Workers' Trade Union (MTWTU) of Ukraine, he was able to

obtain “a substantial amount in compensation.” “I can say for sure: I turned to the right place,” said



Nikolov, while speaking to cadets and fellow MTWTU seafarers. “You listened to me, looked into my problem and did everything to help. I am grateful for everything that has been done for me and my family and I will gladly share my experience with other seafarers.” MTWTU Chairman Oleg Grygoriuk described how they were able to help the injured seafarer and win

his claim. “We were quite radically minded discussing the strategy, given that the company kept ignoring open negotiations for one and a half years. However, it is noteworthy that the company acted quickly as soon as it found out that Yevgeniy’s interests were represented by the MTWTU,” said Grygoriuk. “It’s no coincidence that when employers such as this hear that a seafarer has the backing of the ITF union family, and us, the only maritime ITF affiliate in Ukraine,” Grygoriuk added. *(Source: gCaptain)*

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BULKERS DAMAGED IN COLLISION OFF TURKEY

Turkish authorities provided assistance to two Marshall Island registered bulkers that collided near the Dardanelles, a vital seaway leading from the Aegean to the Sea of Marmara. Both vessels reported damage but remained afloat and there were no injuries reported to the crew. The Turkish Ministry of Transport and Infrastructure’s General Directorate of Maritime Affairs



said that it received the report of the collision shortly before 2:00 a.m. local time on Saturday,

September 18. One bulker, the Danish-owned **Clipper Como**, reported significant damage requesting assistance. The 11-year-old bulker (37,300 dwt) reported that it is listing between 5 and 10 degrees to port and down at the bow after sustaining a midship impact in the area of its number two hold. The vessel, which measures 623 feet in length, was carrying a load of raw phosphate stone from Morocco to the Turkish port of Samsun on the Black Sea. The other vessel, the 20-year-old Greek-owned **Levantes** reported damage to its forepeak tank. The 76,015 dwt vessel told the Turkish authorities that it was managing the intake of water with the ship's pumps. The **Levantes** was outbound from Russia bound for Egypt loaded with 66,000 MT of wheat. A rescue boat and two tugboats were dispatched to provide assistance and a Turkish Navy corvette also diverted to the scene of the collision. The **Levantes** was able to proceed to a nearby anchorage and later the **Clipper Como** was also moved to an anchorage. Divers conducted an underwater survey and reported that neither vessel was in danger of sinking. Turkish authorities are investigating for possible pollution. They also reported that the **Clipper Como** suffered a loss of cargo, but the stone was not hazardous. Current AIS data shows that the **Levantes** was permitted to depart and is heading to Greece where it will undergo repairs. Turkish authorities reported that they had been prepared to evacuate the **Clipper Como** and now that the vessel has been determined to be stable, they are looking at the possibility of offloading at least a portion of its cargo. An investigation into the cause of the accident is underway. (Source: *Marex*)

CARGO SHIP GROUNDS IN BULGARIA



A Panama-flagged general cargo ship ran aground on Bulgaria's coast in the Black Sea early Monday morning. AIS ship tracking data shows the MV **Vera Su** was traveling at about 7 knots when it ran straight into the rocky shore near Cape Kaliakra. Bulgarian National Radio reports no pollution or injuries as a result of the accident. A photo released by Bulgarian prosecutors said the circumstances of the grounding are under investigation, including to determine whether a crime had been committed. Panama-

flagged cargo ship **Vera Su** grounds in Bulgaria pic.twitter.com/5svFex0SfZ The 3,217 dwt cargo ship was underway from Ukraine to Varna, Bulgaria with a cargo of fertilizer when the accident occurred. The ship is 89.21 meters long by 12.5 meters beam and was built 1989. (Source: *gCaptain*)

CONTAINER CAUGHT FIRE ON BOARD COSTAMARE'S FEEDER SHIP IN ITALY

Fortunately, a fire that in recent days affected the **Luebeck** in the port of Catania, a 1,078 Teu container ship owned by Costamare but in service for MSC, was resolved without particular problems. According to reports from Maritime Bulletin, the fire broke out on a container aboard the unit last September 16 while it was in the Sicilian port. Of particular concern was the fact that the

box would be loaded with yellow phosphorus, a highly flammable substance. The fire - reports La Stampa - would have been extinguished thanks to the contribution of the Fire Brigade, who intervened with the naval section and the diving team at the request of the Coast Guard, also present at the accident site with some patrol boats. Subsequently, the ship would be inspected by the Nbc (nuclear, biological, radiological and chemical) nucleus of the fire brigades themselves and then subsequently enter the port. The header also shows a photo of the ship flanked by the tugboat Punta Cugno (of the Augustea fleet), which was therefore probably one of the vehicles involved in the operations. A video of the Local Team finally shows [Luebeck](#) as it enters at the airport. According to the maritime databases, the ship left the port of Catania over the weekend for Ravenna, where it arrived this morning. (Source: *Shipping Italy*)



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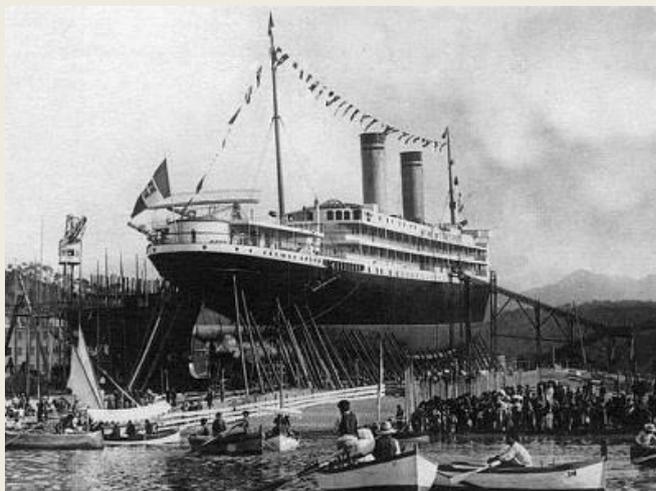




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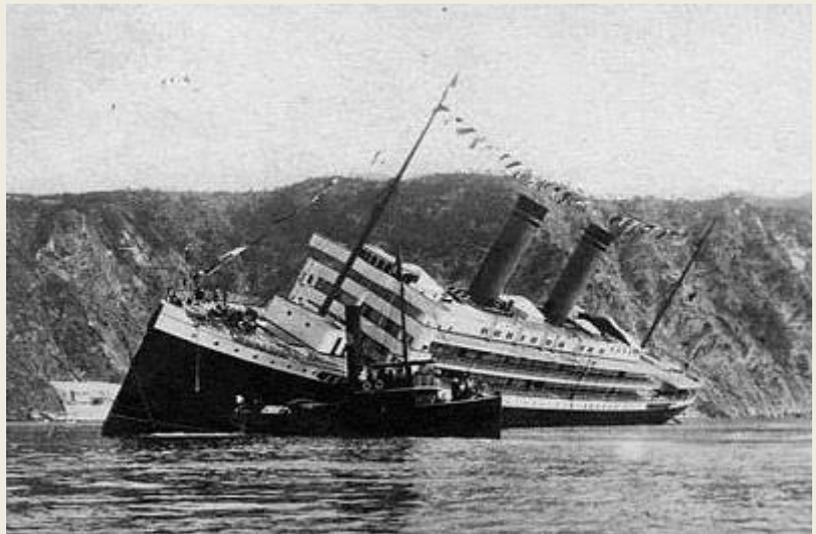
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SS PRINCIPESSA JOLANDA 22ND SEPTEMBER 1907

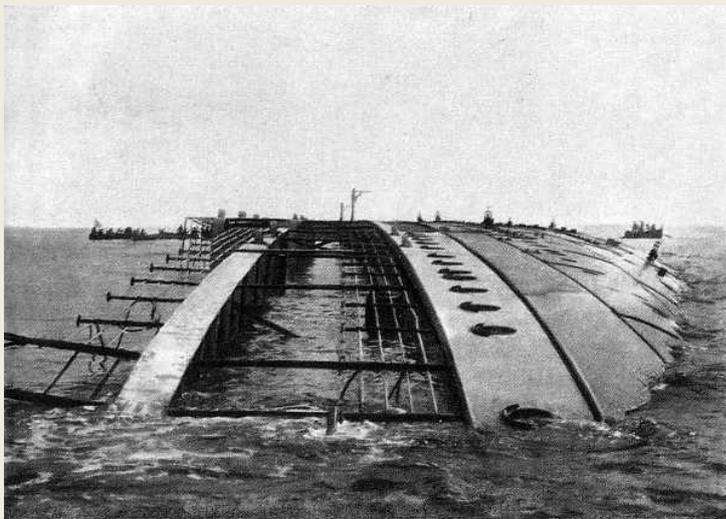


The SS [Principessa Jolanda](#) was an Italian transatlantic ocean liner built by Cantiere Navale di Riva Trigoso for the Navigazione Generale Italiana (NGI) shipping company. Named after Princess Iolanda Margherita di Savoia, the eldest daughter of King Victor Emmanuel III, the ship was intended for the NGI's South American service. At 9,210 tons and 141 m (463 ft) in length, she was the largest passenger ship built in Italy up to that time. Constructed at a cost of 6 million lire to designs by Erasmo Piaggio, the [Principessa Jolanda](#) has also been called the

first true Italian luxury liner. She was among the first transatlantic vessels fitted with Marconi Wireless telegraphy, electric lighting throughout and telephones in each cabin. At 12:25 pm on 22 September 1907 the nearly completed **Principessa Jolanda** was launched before a large audience of onlookers, government officials and foreign journalists. After travelling down the slipway, the ship immediately became unstable and heeled sharply to port. Efforts by tugboats and shipyard workers to rescue the situation, including lowering the anchors to starboard to counteract the movement, were unsuccessful. After 20 minutes the vessel's list was such that it began taking on water through openings in the upper decks. She soon capsized with her funnels a few metres above and parallel to the water. Within an hour she finally slid lower until only a few feet of the side were visible. The captain, his guests and the workers onboard had just enough time to escape in the lifeboats. There were no casualties. Although brand new, she was deemed unsalvageable and the wreck was broken up on site. The engines were salvaged



and used in another vessel, now believed to be the SS **Milazzo**. *Causes of the sinking* Shipyard technicians concluded that launching the Jolanda with all her fittings and furnishings already installed but without any coal or ballast resulted in the center of gravity being too high. Once the ship began heeling, a large amount of movable material increased the list, an example of the free surface effect involving solid objects as opposed to the more common liquids. Water entered through portholes and other openings in the superstructure as the ship heeled over. These and other errors, such as launching the ship too rapidly, caused the fatal instability that led to disaster. It was further theorized that the abrupt change in transverse rotational axis during the ship's descent down the long launch ramp caused the bow to press against the chute itself as the stern hit the water. This may have caused a crack somewhere in the keel, contributing to admission of water to the hull.



Regardless of the exact cause, it was eventually determined that full responsibility for the loss of the steamship was due to the shipyard's technical mistakes during launch and not in the design or construction of the vessel. *Sister ship* At the time of SS **Principessa Jolanda's** launch construction on her sister ship, SS **Principessa Mafalda**, was well advanced with most of the framework completed. The **Mafalda** was launched in 1908 with much of her superstructure uninstalled in order to

prevent the same disaster. The launch was successful and **Mafalda** was fully completed in March 1909. She became the flagship of the NGI and also served as an officers billet during World War I. In 1927 **Mafalda** sank in a separate disaster. (*Source: Wikipedia*)

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OFFSHORE NEWS

TAMIMI 6 – UAE-BUILT CREWBOAT QUARTET ENTER SERVICE WITH SAUDI OPERATOR HIGH SEAS MARINE

Grandweld Shipyards in the UAE has completed its deliveries of four aluminium crewboats in a series ordered by High Seas Marine and Industrial Services (HSM) an offshore support vessel (OSV) operator based in the port city of Ras Tanura in eastern Saudi Arabia. Grandweld said the four newbuilds were constructed and delivered to



HSM over a period of 14 months. They will be used to serve HSM's oil and gas clients in the Gulf region with their initial work being in support of local company Saudi Aramco. The builder said the construction of the 40- by eight-metre crewboats presented a challenge due to their design specifications being completely different from existing market requirements. These included the use of a different kind of block, a wider beam resulting in considerably greater deck area, increased depth, a propulsion system designed for high-deadweight operations, and the incorporation of four main engines instead of the normal two. The somewhat unorthodox decision to install four engines was dictated by the need for extra reserve power that the owners expect will enable each crewboat to achieve optimum performance throughout its service life. High operating speeds will therefore be achieved with the engines operating at 85 instead of 100 per cent MCR to minimise wear. In addition to boasting 360-degree visibility, the wheelhouse features individual display screens that will allow the bridge crew to monitor the performance and condition of the vessel's four 1,230kW main engines in real-time. This will guide them in making even slight adjustments to the vessel's operating profile as necessary while underway as well as indicate potential issues to ensure proper scheduling of needed maintenance. HSM Managing Director Ibrahim Al Saeed remarked that, besides being capable of reaching speeds in excess of 30 knots, the crewboats also needed to guarantee stability and comfort, especially for the passengers, to satisfy operating requirements set forth by Saudi Aramco. The vessels were thus designed to be able to operate even under the rough weather conditions typical

in the offshore waters of the Persian Gulf. Each crewboat also boasts a deeper draught for improved stability in the high seas and a wave-piercing bow for more efficient sailings. The passenger cabin has seating for 90 technicians and comes with plug-and-play features. Aft of the passenger cabin is a spacious deck that can be used to transport cargo totalling 60 tonnes. There is also a fast rescue boat with a dedicated deployment crane located just aft of the wheelhouse. The HSM crewboats may also be utilised for limited firefighting duties thanks to the installation of a manually operated monitor just outside the wheelhouse. *(Source: Baird)*

DEALMAKER KKR ACQUIRES NORWAY'S OCEAN YIELD FOR \$830M



Deal-chasing private equity giant Kohlberg Kravis Roberts (KKR) is set to acquire Norwegian shipowner Ocean Yield. The two companies announced Monday that U.S.-based KKR will take control of Ocean Yield for a cash payment of \$4.70 per share. The offer price implies a total valuation of about \$830 million. The deal has been approved by Aker Capital AS -

which holds a 62 percent controlling stake in the firm - and will result in delisting Ocean Yield from the Oslo Stock Exchange. Barring unforeseen circumstances, the companies expect to complete the deal in the fourth quarter of this year. Established in 2012, Ocean Yield has seen its fleet increase from three to 63 vessels. The company's fleet include oil tankers, liquefied natural gas carriers, container ships, offshore vessels, and an FPSO, which it charters out to shipping companies on long-term contracts. "We have been impressed by what Ocean Yield's management team and employees have achieved since the company was formed a decade ago through the strategy of investments in modern fuel-efficient vessels," said Vincent Policard, KKR Partner and Co-Head of European Infrastructure. He added that with the acquisition, KKR intends to continue building a leading ship-leasing company by providing access to long-term capital. KKR has \$429 billion in assets under management as of June this year in sectors cutting across capital markets, infrastructure, energy, real estate and more. Its infrastructure arm currently manages over \$38 billion, and it has made 52 investments globally over the last 13 years. "We are pleased that KKR, a leading global investment firm with a strong track-record in successful partnerships, is becoming a strategic partner to us," said Lars Solbakken, Ocean Yield. He added that by leveraging KKR's capital, expertise and network, Ocean Yield will be well positioned to build a substantially larger company. *(Source: Marex)*

NEXTGEO (MARNAVI) SURVEYS FOR TERNA'S TYRRHENIAN LINK ARE UNDERWAY

The geomarine survey activities conducted by Next Geosolutions aimed at the construction of the western section of Terna's Tyrrhenian Link project, which will connect Sicily with Sardinia and the Italian peninsula through a double submarine cable 950 kilometers long and 1,000 MW of power. These will be carried out by [Ng Worker](#), the latest acquisition by the company controlled by Marnavi

which, moreover, just yesterday announced a 'rebranding' that will lead it to shorten its name only in NextGeo. Flying the Italian flag, the **Ng Worker** (formerly Pacific Worker) in particular will carry out, in the days of favorable weather conditions, marine surveys for geophysical surveys using multibeam systems, side scan sonar and sub bottom profile sonar. At the moment the ship is heading towards Cagliari, where it should arrive on 10 September. According to Terna, the construction of the west section of the Tyrrhenian Link will improve electricity exchange capacity, favor the development of renewable sources, the reliability of the grid and the entire system, confirming Sicily's role as an energy hub in the Mediterranean. In addition to the west section, the project also includes an east connection from Sicily to Campania. *(Source: Shipping Italy)*



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OFFSHORE SUPPORT VESSEL HEADING FOR ANGOLA – GREATSHIP MANISHA



Cape Town is a regular port of call for all of the multitude of types of offshore support vessel that operate for the oil and gas industry. The majority of them are either calling in for bunkers and stores, whilst en-route from one contract in one part of the world, and heading to another part of the world to undertake the next contract, or they are coming down from the West African oil and gas fields, to undertake major maintenance, drydocking and annual surveys.

However, most people forget that South Africa also has a small oil and gas industry of its own, located off the Southern Cape coast. Albeit a small industry player in comparison to most other states, there are specialised vessels operating out of Mossel Bay harbour in support of that very operation, and these offshore support vessels also require the need to head for Cape Town for major maintenance, drydocking and annual surveys. Just one month ago, on 16th August at 17h00 the offshore multi-purpose diving support and platform supply vessel **Greatship Manisha** (IMO 9466465) arrived at Cape Town from Mossel Bay and entered the harbour, going alongside the Eastern Mole. She had arrived for a major overhaul which was to take many weeks. After a short while at the Eastern Mole, **Greatship Manisha** shifted across the Duncan Dock to E berth, where a bevy of heavy duty mobile cranes, and a variety of engineering support equipment were waiting to start cutting down railings, take down deck housings, and remove an extensive pile of both internal, and external, steelwork in anticipation of her forthcoming overhaul, with the volume of steel removed, including removal of her large deck crane, indicating a major role change about to get underway. After a week at E berth, she shifted again, this time to the Landing Wall, where she was prepared for entering the Sturrock Drydock, which she duly did a few days later. After a week, she floated out of drydock and made her way into the Ben Schoeman dock, where she went alongside the Dormac support quay at 502 berth for completion of outstanding engineering works. Only on 18th September, after 33 days alongside, did **Greatship Manisha** leave the confines of Cape Town harbour and head out into Table Bay, where she completed a short sea trial, and surprised most people by displaying her next port of call as not being a return to Mossel Bay, but rather to Luanda in Angola. Built in 2010 by Keppel Singmarine Shipyard in Singapore, based on a Marin Teknikk MT6012 design, **Greatship Manisha** is 93 metres in length and has a deadweight of 4,600 tons. She is powered by four main engines, namely two Wärtsilä 8L26 8 cylinder 4 stroke engines producing 3,526 bhp (2,600 kW) each, and two Wärtsilä 8L20 8 cylinder 4 stroke engines producing 2,012 bhp (1,480 kW) each, giving her a service speed of 13.8 knots. She also has an emergency generator providing 189 kW. She is a DP2 vessel with three forward tunnel thrusters, each of 1,050 kW each, and two aft Wärtsilä FS275 azimuth propulsion thrusters of 2,600 kW each. She

is one of two sisterships, and has a moonpool for diving and ROV operations, provides 1,020 m² of deck space which is capable of taking 2,200 tons of deck cargo, and she is able to accommodate up to 66 persons. Owned by Greatship Global Offshore Service of Singapore, she was unique in that she was taken on bareboat charter by Marine Crew Services (MCS) of Cape Town in 2017, for an initial two year contract with PetroSA, and her flag was



switched from that of Singapore to South Africa, with **Greatship Manisha** being re-registered in Mossel Bay. At the time she became only the third ship on the South African register, not involved in the fishing industry, or under South African government ownership. With an operating crew complement of 17, the switch of flag allowed MCS to increase the number of her South African crew employed aboard, from initially two, up to nine, with the Second Officer, Third Officer, Third Engineer, and six Deck Ratings being locally employed. The plan of MCS at the time was to increase

the South African crew complement as experience was gained, and command certification was attained, so that eventually the whole operating crew would be 100% South African. Additionally, as part of the programme of training future Merchant Navy Officers, SAMSA was to grant the vessel ‘Training Ship’ status, which meant that a further six young South African Deck and Engineering Cadets could be placed by MCS aboard the vessel, to gain the necessary sea time, and practical training experience, towards gaining their professional seagoing certification. Whilst the owners of **Greatship Manisha** are Greatship Global Offshore Services of Singapore, they are a subsidiary of Greatship India Ltd., of Mumbai in India, who themselves are a subsidiary of the Great Eastern Shipping Company, also of Mumbai, and whose houseflag is flown by the vessel and displayed on her funnel. Details of her recent contract with PetroSA, and her potential next deployment to Angola, and if that affects her South African manning arrangements are, as of yet, not known. However, her port of registry has reverted, once more, back to Singapore, which indicates a major change has occurred. *(Source: Africa Ports & Ships; Photo’s Dockrat)*

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BREXIT DEMANDS MORE PLANNING



Brexit has changed the way ESVAGT works in Great Britain. Having the right equipment and personnel in place now takes more planning and more time. ESVAGT has many vessels working in the energy sector in Great Britain, where ESVAGT supports offshore wind and oil and gas production. The shipping company therefore needed to thoroughly prepare itself for the consequences of Brexit in good time before Great

Britain left the EU on the 31st of January this year. And the company has been closely following developments since the withdrawal, says Martin Ørbæk Nielsen, Strategic Senior Procurement Manager: “The fear was that we would have difficulties in logistics and that we would be faced with more bureaucracy and complications, so we made sure we were thoroughly prepared with existing suppliers and with back up suppliers in the UK – our plan B was in place,” he says. *New rules for manpower* Brexit means that Great Britain is no longer within the common market rules for tariffs and for the free labour market. ESVAGT sends personnel and goods in and out of Great Britain on a daily basis, and the shipping company is registered with the EU customs authorities to ease the inward flow of goods. The

company has also taken advantage of the competencies of customs specialists at NorSea, who have helped ESVAGT get on top of the increased amount of paperwork. “Regardless of whether we are talking about personnel, food products, spare parts or medical equipment entering Great Britain, Brexit has brought potential roadblocks. We follow the situation very closely ourselves and it is good to have partners on board who have the right contacts,” says Martin Ørbæk Nielsen. *A couple of extra days* Six months after Brexit came into force, ESVAGT can conclude that it was well prepared for what was coming – and that it is a good idea to stay that way. “This is of course also new for the British and small adjustments are being made all the time that we need to adapt to,” says Michael Rønn, Head of Purchase & Logistics for ESVAGT: “To counter this, we have added a couple of extra days in our planning when working with Great Britain. Things just take a day or two more than they used to, especially when we need to transport goods from Britain to Denmark,” he says. *(Press Release)*

BP CHARTERS PROSAFE UNIT FOR UK NORTH SEA JOB

Oil major BP has chartered the Prosafe-owned flotel **Safe Zephyrus** to provide gangway connected operations to support the Seagull project at the ETAP central processing facility in the UK North Sea. Prosafe said last Friday that the firm duration of the contract, starting in 1Q 2022, was 10 months with up to four months of options. The value of the contract firm duration is \$35.5 million, and the firm duration including options value is \$49.3 million. According to Prosafe, the Safe Zephyrus is one of the world’s most advanced and versatile accommodation vessels, complying with stringent rules in both UK and Norway.



Safe Zephyrus previously worked for BP on the Clair Ridge platform located West of Shetland under a contract awarded in October 2018. The contract started in May 2019 for a period of five months with a one month option. The Prosafe-owned **Safe Zephyrus**, a sister vessel to the **Safe Boreas**, was built at Jurong Shipyard, Singapore, to the GVA 3000E design and is equipped with a DP3 system and 12-point wire mooring arrangement. Delivered in 2016, it has a large open deck area of more than 1000m² and two 50 tonne cranes. When it comes to the project the Safe Zephyrus will be working on, the Neptune Energy-operated Seagull is a high-pressure, high-temperature development located in the Central North Sea approximately 10 miles south of the BP-operated ETAP Central Processing Facility (CPF). Seagull will be tied back to the ETAP CPF partially utilising existing subsea infrastructure. Gas from the development will come onshore at the CATS processing terminal at Teesside, while oil will come onshore through the Forties Pipeline System to the Kinneil Terminal, Grangemouth. Sanctioned in March 2019, the Seagull project saw the first step in its offshore execution in September 2020 with the beginning of the subsea construction phase. In January 2021, Seagull partners started drilling on the Seagull project, using Valaris’ Gorilla VI (JU-248) jack-up rig. The drilling campaign consists of four development wells expected to last 18 months. *(Source: Offshore Energy)*

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STRATEGIC MARINE ANNOUNCES NEW 42M GEN 4 FAST CREW BOAT



New design offers expanded operating capabilities, lower emissions and fuel efficiency; Enhanced safety and comfort features from previous generations; Options include motion compensated gangway, gyro-stabilizer and semi-autonomous system. Strategic Marine (S) Pte Ltd has announced the launch of its new Aluminium 42m Gen 4 Fast Crew Boat (FCB) design. The vessel comes with a highly efficient new hull form and Z-bow which improves seakeeping, requires less power

for the same speed and deadweight (DWT), reducing fuel consumption and lower emissions. The new hull form has been developed in collaboration with Southerly Designs with CFD analysis and optimization by Seaspeed Marine Consulting. It has been put through comprehensive model testing at the Australian Maritime College to further verify and validate the performance predictions. se extensive test results confirm that the hull resistance is reduced by over 8% compared to the Gen 3 hull form. Furthermore the new vessel incorporates design enhancements based on feedback from operators, improving on the performance of Strategic Marine's extremely successful Gen 3 design which was launched in 2014. The new Gen 4 FCB is 42m in length, with cargo carrying capacity of 190DWT, a clear deck area of 140m², a cargo deck area of 120m² and a deck loading capacity of 2.5 tonnes/m². It has business class seating capacity for between 80 and 100 passengers with space for 12 crew in seven berths and one medical room/office. The wheelhouse has been increased in size for optimum comfort and visibility and the main passenger super structure area has been fitted with maximum size windows with improved positioning to provide excellent passenger visibility, reducing motion sickness. An optional gyro stabilizer significantly reduces the vessels rolling motion, increasing safety and efficiency during personnel transfers, the gyro coupled with an optional motion compensated gangway gives the ultimate level of safety for personnel transfers to the offshore installation. The vessel can also be fitted with an autonomous control module for either local or remote autonomous operations. The Gen 4 FCB can be fitted with three Cummins KTA 50 M2 engines, delivering clean and efficient power of 4,026kw (5,400hp). The vessel can deliver a service speed in excess of 30 knots @ 85% MCR with a full speed of

32 knots @ 100% MCR and the fuel consumption at service speed is approximately 827 litres/hr (3 engines). Chan Eng Yew, CEO of Strategic Marine, said: "Strategic Marine has considerable experience in building boats for this market having been doing so since 2001, with more than 70 fast crew boats delivered. Each new vessel design is based on our goal of continuous improvement, whilst exceeding our customers' needs, operationally and environmentally. The latest Gen 4 design is Strategic Marine's answer to the increasing operational demands of not only our clients, but the environment too." *The Gen 4 FCB dimensions:* Length overall 42 metres; Beam (max) moulded 8.20 metres; Depth moulded 3.75 metres; Hull baseline design draft (approx.) 1.90 metres; Propeller draft max (approx.) 2.10 metres; GRT (approx.) 317; Max deadweight 190 tonnes (increased from 105 tonnes); Clear deck area 140m² (increased from 120m²); Cargo deck area 120m² (increased from 100m²); Deck loading capacity 2.5 tonnes/m² (increased from 2.0 tonnes/m²); Fuel oil 84.2m³; Fresh water 33.0m³; Black/grey water 0.5m³. *The Gen 4 FCB can be equipped with the following options:* Motion compensated gangway; Deck crane; GYRO stabilizer; Active ride control; SCR System for IMO tier III compliance; Hybrid propulsion options; Biosafe notation; Twin bow thrusters; Bow boarding; Ballistic protection; DP1; Semi-autonomous control; Fire Fighting Systems; The vessel has already achieved "Approval In Principle" with Lloyds, BV and RINA, but can be classed with any other IACS classification society. *(Press Release)*

MUSEUM NEWS

MUSEUM HARBOUR GOUDA - NETHERLANDS

In the Museum Harbour Gouda you will find a beautiful collection of monumental commercial vessels that determined the image on the water in the early 1900s. The aim of the museum is to preserve old Dutch ship types and the harbour atmosphere in the Gouda cityscape. The Museum Harbour is located in a beautiful spot on the edge of the old town. The monumental ships are located in the Turfsingel and the turning basin of the historic Mallegat lock.



This lock connects the harbour basin with the Hollandse IJssel. The IJssel is still a tidal river here: very special, so far inland. In the summer it is a coming and going of pleasure boating. Next to the lock is the old skipper's watch room, museum harbour café 't IJsselhuis. This is open from Thursday to Sunday. The terrace has the best view of Gouda. In the evening the cook serves a delicious dinner. Explanation about the ship types and the ships can be found on the information boards along the quay. On the Vest you will see the wharf with the Werfhuys, where skippers carry out work on their own ship. Who knows, you may witness traditional ship-related crafts such as riveting or forging. In short: the Museum Harbour Gouda is more than worth a visit. Museum harbour Gouda is freely accessible. The ships themselves cannot be visited. They are inhabited. The ships are restored and maintained by the skipper's families themselves. In addition to 20 berths for the permanent residents of the port, passers-by with a historic ship can get a temporary berth. More information about this can be obtained from the harbour master on duty. *Yard and Werfhuys* The Museumhaven Gouda has

a small wharf site with the Werfhuys on it. Here, the skippers carry out work for their own ship. One



of the museum ships is regularly in front of the yard to sound a part, hammer in a box or to do maintenance on the spars. The harbour crane is located on the wharf site, with which skippers can hoist small boats in and out of the water or, for example, replace a sword. In the Werfhuys there is room for woodworking, steel processing and painting. Ship-bound crafts such as riveting are used where possible, but modern technology is of course not lacking. You can never tell

in advance whether someone is working on the construction site, but feel free to come and have a look. *Ship types* Museum harbour Gouda offers a berth to residents of original, monumental

commercial vessels that determined the image on the water in the early 1900s. The aim is to preserve old Dutch ship types and the associated harbour atmosphere in the Gouda cityscape. The ships described on the site have a permanent berth in the harbour, but that does not mean that they are always there. They are sailing monuments. So you may find that one or more ships are gone, or that ships are in different places than where you found them last time. (*Tugboat photo: Ruud Zegwaard*)



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WINDFARM NEWS - RENEWABLES

INYANGA AND SAAS JOIN FORCES FOR MARINE RENEWABLES AND OFFSHORE WIND

British company Inyanga Maritime and French company Ship As A Service (SAAS) have signed a

collaboration agreement for the marine renewable energy and offshore wind markets. The two



companies will join their complementary skills and naval assets to provide turnkey solutions to companies in this sector, Inyanga said. Inyanga Maritime, which opened a subsidiary in France earlier this year, recently acquired a DP2 multi-purpose vessel, **Inyanga Entsha**. The 58-metre-long vessel will feature a 75-tonne heave-compensated A-frame and a 15-tonne deck/subsea crane. Said to fill the gap

between inshore multicats and deep-sea offshore construction vessels, **Inyanga Entsha** will be used for marine energy and fixed and floating wind energy markets in Europe. SAAS is a marine and subsea services provider with several work and survey vessels, observation class remotely operated vehicles (ROVs), drones, and instruments. Over the last few years, the company carried out multiple operations for tidal, wave and wind energy sectors. “SAAS and Inyanga Maritime are both result-driven companies, with strong focus on innovation and blue growth. SAAS operates vessels dedicated to sea survey, marine energies and sea trials”, said Hervé Allaire, CEO of SAAS. “Inyanga’s impressive track record proved its ability to find a solution to every new challenge. It was thus obvious to join our forces to offer our clients turnkey innovative and efficient solutions”. (Source: *Offshore Wind*)

SEAWAY PHOENIX TICKS OFF FIRST OFFSHORE WIND ASSIGNMENT

Seaway 7’s recently converted cable laying vessel (CLV) **Seaway Phoenix** has completed its first assignment. The 130-meter long vessel installed its first inter-array cable at an undisclosed offshore wind project in Taiwan. According to Seaway 7, **Seaway Phoenix** features an AHC 34-tonne offshore crane, two work-class ROVs including a launch and recovery system,



and one trenching ROV. It has a cable loading capacity of 4,000 tonnes and two cable turntables each with a 2,000-tonne loading capacity. To remind, Subsea 7’s renewables and heavy lifting business revealed in September last year that it will convert the **Seaway Phoenix** to become a dedicated inter-array grid and export cable installation and trenching support vessel. Subsea 7 stacked the vessel following its contract end in 2018. (Source: *Offshore Energy*)

DREDGING NEWS

LONGBOAT KEY BEACHFILL PROJECT ALMOST DONE



Coastal engineering firm Olsen Associates, Inc. reported yesterday that Weeks Marine dredge **C.R. McCaskill** is making finishing touches on the Longboat Key beach renourishment project. According to the report, the dredge is pumping the final load of beach sand. Site clean-up, surveys, beach tilling, and vegetation planting will occur over the next few days. The **C.R. McCaskill** is a 30" cutter suction dredge, comparable to the **E.W. Ellefsen** that was

used for beach Segments 2 and 3 of the Longboat Key project. The town's \$35 million beach renourishment project began mid-March, and is now in its final stages. The project included two contractors for the sand pumping operations along different segments of the island, and the third one for the construction of rock groins to help with the erosion. In total, the two contractors (Weeks Marine and Cottrell Contracting) placed approx. 900,000 cubic yards of sand along the Longboat Key shoreline this spring/summer to stabilize the north tip of the island and to combat the severe erosion that threatens Greer Island. *(Source: Dredging Today)*

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CONVERTING M/V CAPT JOHN A. GRAHAM TO SIDE CAST DREDGE

MOTAS Dredging Solutions has supplied the concept, detailed design services and hardware of the dredging installation for the conversion of the M/V **Capt John A. Graham** to a side cast dredge. Brice Civil Constructors is the operator of the dredge, which is currently in operation and doing extensive agitation dredging in the Atchafalaya River near Morgan City in the USA. The concept was to mount a large dredge pump with two drag arms on the deck of an Offshore Supply Vessel. Rather than pumping material into the hold of a hopper dredge, the vessel would pump the material back overboard. "We supplied the concept & detailed design services and hardware of the dredging

installation,” MOTAS said. “Together with our partner Hagler Systems, the whole dredging installation was supplied to the shipyard, assembled and installed onboard.” “We had mechanical challenges we had to overcome” added Brice Civil Constructors, “but we’ve been pumping now for nearly a year. The average volume we’ve pumped on a month-to-month basis is about 5 million cubic yards per month.” The cost savings measured per cubic yard of material pumped are significant compared to cutterhead and hopper rates.



Hardware supplied together with their partner Hagler Systems includes: - The dredge pump; - Two dragheads with jetwater provision in the heel and adjustable visor; - The dredge arm; - The Turning glands; - Dredge pipes; - The gantries with several sheave blocks; - The winches; - Hydraulic installation and the Hydraulic Power Pack (HPU); - The pump inspection piece. (Source: *Dredging Today*)

THE FIRST THAMES CALL FOR CEMEX GO INNOVATION



Port of London Authority (PLA) has just announced the first Thames call for the marine aggregate dredger **CEMEX Go Innovation**. “The vessel called at CEMEX Northfleet and benefited from the £3.5 million new dry discharge system installed under our PLA Investment Plan to secure Thames river traffic and improve building materials throughputs at the site,” PLA said. Damen and CEMEX have worked jointly

on the development of the Marine Aggregate Dredger MAD 3500 from its earliest stages and the design is the result of extensive market research and customer consultation. As such, the CEMEX Go Innovation represents the start of a new era for an aggregates industry that is faced with an aging fleet of vessels and an increased focus on marine activity. The MAD concept as a whole has been designed around the need for 21st century vessels that can deliver safety, efficiency, minimal environmental impact and crew comfort. At the same time, they must achieve maximum uptime in a work environment that places great stresses on a vessel and its equipment. (Source: *Dredging Today*; Photo: Geoffrey Watson)

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CREATING NEW LAND WITH THE MOST POWERFUL CSD IN THE WORLD

The most powerful cutter suction dredger (CSD) in the world ‘**Spartacus**’ has joined DEME’s fleet in Abu Qir, Egypt, to work on the largest dredging and land reclamation project in their history. The project includes: - reclamation of 1,000 hectares of new land; deepening of the port’s approach channel to -23m; - dredging of a turning basin to -22m. Under the scheme, an enormous volume of more than



150 million m³ will be dredged. *Unrivalled production capacity* The CSD **Spartacus** sets a new benchmark in the global dredging market. Its ground breaking, eco-friendly design and countless innovations on board make it the only one of its kind, said DEME. The Spartacus is the world’s largest self-propelled CSD and the first to be powered by liquefied natural gas (LNG). The four main engines can run on LNG, MDO and HFO, and the two auxiliary engines have dual-fuel technology. With 44,180 kilowatts, the dredger is the most powerful CSD in the DEME fleet, and the strongest cutter suction dredger in the world. This vessel is capable of handling even the most challenging rocky bottom formations. *Long-term track record in Egypt* The unmatched technical capabilities and power of ‘**Spartacus**’ in combination with DEME’s versatile fleet, featuring the latest technology, were key factors in securing this important contract. In addition, DEME has built an excellent reputation, strong local footprint and long-term track record in Egypt, which includes its participation in the iconic Suez Canal widening and deepening project (2015). Crucially, DEME’s engineering capabilities enabled the company to develop the most cost-efficient approach for the execution of the project. The Abu Qir development program is due for completion in 2023. (Source: *Dredging Today*)

YARD NEWS

YANMAR RECEIVES FIRST ORDER FOR 6EY22ALDF MARINE DUAL FUEL ENGINES FOR LNG-FUELED LARGE COAL CARRIER

Yanmar has received an order for dual fuel 6EY22ALDF engines which will be used to power

generators on board a LNG-fueled large coal carrier to be operated by Mitsui O.S.K. Lines, Ltd. The

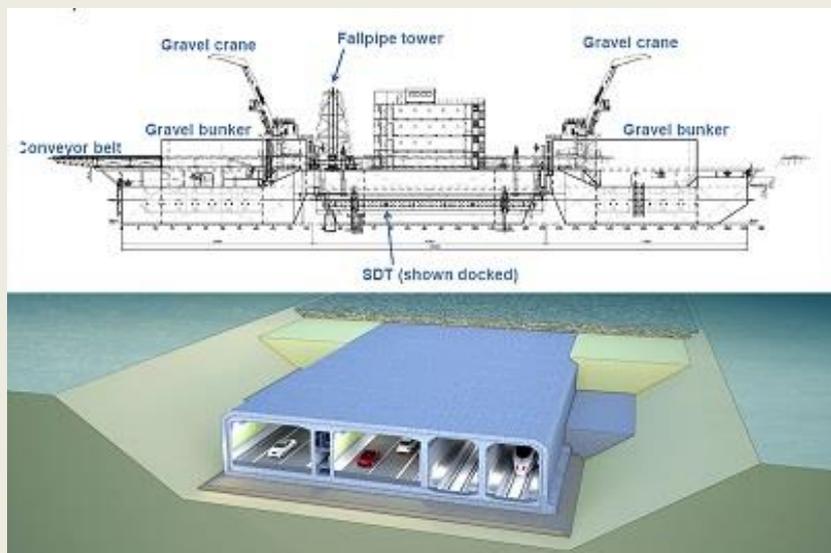


coal carrier will be built by Namura Shipbuilding Co., Ltd. Emission regulations in the marine sector are becoming ever more stringent, with LNG vessels being adopted globally as a means of reducing environmental impact. As this trend has progressed in recent years, dual fuel engines have attracted ever more attention. Their ability to run on both diesel and environmentally friendly LNG allows them to satisfy International Maritime Organization (IMO) Tier 3 regulations whilst also reducing

greenhouse gas (GHG) emissions. YANMAR will continue its efforts to reduce marine engines' environmental impact and develop clean marine powertrains to provide optimal solutions that meet the needs of our customers. *Marine Dual Fuel Engine 6EY22ALDF* With features such as load fluctuation tracking and high thermal efficiency, in addition to precision air-fuel ratio control technology, 6EY22ALDF engines always maintain optimum combustion, enabling them to deliver stable, highly reliable operation. *6EY22ALDF main specifications* Type: Marine dual fuel engine; Engine model: 6EY22ALDF; Engine rated power: 800 kW; No. of cylinders: 6; Cylinder bore x stroke: 220 x 320 mm; Displacement: 73 L; rpm: 900 min⁻¹; Fuel: LNG (liquefied natural gas) / Marine diesel oil. (*Press Release*)

CRIST SHIPYARD IN GDYNIA TO BUILD A COMPLEX BARGE - A BALLAST BED FOR THE CONSTRUCTION OF THE SUBMERGED FEHMARNBELT TUNNEL

Crist Shipyard SA from Gdynia concluded a contract for the construction of a specialist vessel with the FLC (Femern Link Contractors) consortium responsible for the design and construction of the submerged caisson tunnel, which will provide a permanent connection in the Fehmarnbelt. The connection will consist of a highway and a railway line in an 18-kilometer tunnel that will allow faster travel between Scandinavia and Europe, between the ports of Puttgarden in Germany and Rødbyhavn on the island of Lolland in Denmark.



The tunnel connection will enable train travel between Hamburg and Copenhagen in less than three hours (currently four and a half hours). Femern Link Contractors, FLC, is a joint venture responsible for the design and construction of the submerged tunnel. The joint venture is made up of international construction companies with individual experience in large infrastructure projects. The joint venture partners are VINCI Construction Grands Projets (lead company for two contracts for the construction of a submerged tunnel and a precast tunnel factory), Per Aarsleff Holding A / S (lead company for the tunnel access ramps contract), Soletanche Bachy International (a subsidiary of VINCI Construction), CFE, Dredging International NV, Wayss & Freytag Ingenieurbau, Max Bögl Stiftung & Co, BAM Infra and BAM International. Crist build a full unit (bark) multipurpose (MPP - Multipurpose) provided also in the submersible device to discharge (so called. SDT, built also by Crist), which serve to uniform laying of the gravel on the seabed under the elements of the tunnel submersible (submerged caissons) . As part of the project, Crist will cooperate with the local partner design office StoGda, which is responsible for the development of the technical design and the working design. The vessel will have a 130.2 m long hull (total length 149 m, including transmission belts). The total width will be 48 m. The unit will accommodate up to 19 people, it will have two gravel chambers, each up to 7,000 tons of gravel. The remote controlled gravel placement tool (SDT) will be lowered from under the vessel hull to 46m below the waterline, where gravel foundations will be laid under the sunken tunnel. The combination of a high level of automation and the latest positioning technologies will ensure the exact placement of the gravel foundations. According to the company in its announcement - "this is another large infrastructure project won by Crist, after the construction of, among others, the specialist Zourite unit for the construction of the sea viaduct on the island of La Reunion or the specialist Marco Polo dock for the construction of caissons, thanks to which the area of the Principality was enlarged. Monaco "and the winning of the contract" confirms the shipyard's well-established position in the specialist craft market. In the press release (also after our inquiry to the shipyard), it was not stated when the contract was exactly signed (the shipyard only informed us that the contract was signed and final). As revealed in the response to the Marine Portal's inquiry - this technically interesting unit is to be delivered to the contracting authority in the first half of 2023. (*Source: PortalMorski*)

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SEATECH STUDIES NEW USE FOR BATTERY-ELECTRIC DRIVE - HARBOR LIGHTERS

The Maritime and Port Authority of Singapore is looking at new ways to decarbonize the small workboats that keep its busy harbor humming. Singapore is home to about 1,600 licensed diesel-powered harbor craft, like small tugs and lighter vessels, which help serve the thousands of merchant ships that call at the port every year. The MPA is sponsoring three separate projects - led by Sembcorp, Keppel and SeaTech - to explore new ways to use battery-electric power aboard these

short-range working vessels. For its part of the project, Singapore-based naval architecture firm



SeaTech has partnered with Yinson Green Technologies to design an electric lighter craft with a high degree of charging flexibility. This includes a swappable battery system and a "universal charging connection adapter" to allow the vessel to recharge at docks of opportunity. The deliverables for the project also include a digital twin, electrification concepts and charging

infrastructure. PBES Energy Solutions will be the battery provider, and contributing partners include RINA, BSM, Jurong Port and Batam Fast Ferry. "The members in this consortium are convinced that our harbourcraft electrification project has the potential to significantly contribute towards the goal of a carbon neutral footprint for Singapore," said Prabjot Singh Chopra, the VP of technology at SeaTech. "Through our collaborative efforts, we aim to do our part in helping our industry meet IMO's greenhouse gas emission targets for 2030 and 2050." MPA Singapore is financing these three initiatives using its Maritime GreenFuture Fund, and it has allocated a total of \$6.6 million for all three projects. Both Keppel and Sembcorp are designing electric passenger ferries, but Keppel will be taking on an additional role in testing charging infrastructure at its new Floating Living Lab facility, to include a pilot of a "floating energy storage system." *(Source: Marex)*

EASTERN SHIPBUILDING GROUP, INC. (ESG) AWARDED "MANUFACTURER OF THE YEAR" BY BAY COUNTY CHAMBER OF COMMERCE

Eastern Shipbuilding Group, Inc. (ESG) has been awarded "Manufacturer of the Year" by the Bay County Chamber of Commerce. The award recognizes a Bay County company that contributes to the local economy while exhibiting excellence in leadership, performance, profitability, and workforce relations. Joey D'Isernia, President of ESG accepted the award on Friday, September 17th at the Industry Appreciation Celebration (IAC) Awards Breakfast. The IAC shines a spotlight on companies that help boost the economy and improve quality of life in Bay County. "It's an honor to



be recognized for our economic contributions by our community. We wouldn't be here without the support of Bay County. We owe our success to our strong company culture combined with our skilled and committed workforce. In the face of unimaginable obstacles, they have shown incredible resilience and commitment to getting the job done,” said Joey D’Isernia, President of Eastern Shipbuilding Group. Headquartered in Bay County, Florida, ESG is a leading innovator in marine construction and repair, utilizing both conventional assembly methods and modular construction. This combination of techniques has made its three facilities some of the most modern and efficient operations in the country. Eastern has built world class vessels for national defense and commercial purposes; the sizable fleet of quality built Eastern vessels can be found from coast to coast and around the world. ESG recently built the latest fleet of iconic Staten Island Ferries and serves as the prime contractor for the U.S. Coast Guard’s highest acquisition priority, the Heritage Class Offshore Patrol Cutter. Today, Eastern has a portfolio of over 350 vessels and is known as one of the most diverse vessel construction companies because of its state-of-the-art production line and fabrication processes. ESG is currently the largest private employer in Bay County and has approximately 1,300 contract and fulltime employees across its three main shipbuilding facilities. The company is in a growth mode and hiring qualified individuals in nearly every area of the business. *(Press Release)*

Advertisement

MARINE **FIRE FIGHTING** SOLUTIONS



The advertisement is a horizontal banner with a blue background. On the left, a white box contains the text: "1500 FIRE EXTINGUISHING SYSTEMS DELIVERED FOR 500 SHIPS BY 2019". In the center is a photograph of a red and white fire fighting vessel on the water, with callouts for "HYDRO 1500 CLEAN GAS SYSTEM" and "FIRE DETECTION SYSTEM". On the right, a red circular logo marks the "25th ANNIVERSARY 1994 - 2019" with the website "www.aksisfire.com" below it. The AKSISFIRE logo is centered at the bottom.

AKSISFIRE

POWERFUL HERITAGE. BRIGHT FUTURE. – 100 YEARS OF SCHOTTEL



2021 is a special year for SCHOTTEL: the 21st November marks the 100th anniversary of the company’s founding by Josef Becker. The trained locksmith opened his workshop in a small German village on the Rhine and almost 30 years later he wrote shipping history by inventing the rudder propeller that is steerable through 360 degrees. *Stefan Kaul, Chief Executive Officer (CEO) of SCHOTTEL GmbH: “Bold decisions at the*



right time” “Our history is marked by bold decisions at the right time and having the courage to take bigger and bigger steps. Josef Becker laid the foundation for this in 1921. Since then, SCHOTTEL has grown continuously with the development, production and sales of marine propulsion systems. Today, our propulsion solutions have made the seven seas their home. What we do, we do wholeheartedly: in all areas, according to the same high standard, all over the world.”

Powerful Heritage. *The company's beginnings* After Josef Becker establishes the workshop “J. Becker Maschinenbau-Werkstätte”



in November 1921, he builds and repairs machines for the local farmers. In 1925, a move from land to water takes place: he develops the sloop, a dinghy that is unsinkable due to large, permanently installed air boxes and can be rowed and turned easily. Only a few years later, Josef Becker designs and constructs various motorboats, at that time still a novelty on the Rhine. To meet the growing need for space, a shipyard is built in 1934 on a nearby plot of land at Rhine kilometre 578.4 – the river section known as Schottel. *A*

classic ship propulsion system: the rudder propeller At the end of the 1940s, Josef Becker starts testing a propulsion system that will revolutionize shipping: the SCHOTTEL RudderPropeller. As a starting point for his ideas, he takes the well-known outboard drive. He finds the solution by using a Z-drive

without a separate rudder blade but with a propeller that can be steered 360 degrees around its own axis without any restrictions. This is the first time that steering and propulsion have been combined and vessels benefit from the full power of the units during manoeuvring. With this invention, he paves the way for the company's future. Domestic and foreign orders start pouring in



quick succession. In 1967, SCHOTTEL equips the **Janus**: the first harbour tug with rudder propellers. It sets off a revolution in the push and tug boat market. *Internationalization from 1958* At the same time, the internationalization of the company progresses. In 1958, SCHOTTEL Netherlands is



founded as the first subsidiary abroad, followed by more than a dozen others worldwide. Today, SCHOTTEL is represented in all of the world's key shipping centers. The workforce is growing, too: starting with a first apprentice in July 1922, the international SCHOTTEL Group currently employs around 850 people. *Tugs, ferries, offshore vessels* Time and again, SCHOTTEL provides the answer to current needs of the maritime industry by means of newly developed propulsion solutions.

Besides the global tugboat market, in which SCHOTTEL was able to secure dominance at an early stage, the company equips numerous ferries. At the end of the 1990s, new developments for the ferry market enabled the move from the harbour basin to the high seas. During the offshore boom, which will continue until 2015, the company secures a 20 percent market share in the offshore supply vessel segment. *Expansion of production capacities: Wismar and Dörth* In 1998, SCHOTTEL takes over the company Wismarer Propeller und Maschinenbau GmbH (WPM), thereby expanding its product range to include controllable pitch propellers up to 30 MW. In addition, retractable as well as particularly large SRP units are manufactured in Wismar today. When the founding location in Spay no longer offered any room for expansion, a new production site was opened in nearby Dörth in 2015. There, the traditionally high vertical range of manufacture can be expanded and the production capacity is increased by about 30 percent. Optimized production processes, an apprentice workshop

for the next generation, a motivating work environment and committed environmental protection make Dörth one of the most modern rudder propeller factories in the world. *Bright future. 70+ years of propulsion expertise* With the invention of the rudder propeller in 1950, Josef Becker laid the foundation for SCHOTTEL becoming one of the world's leading manufacturers of vessel propulsion systems. Decades of expertise in the field of propulsion combined with state-of-the-art technologies have enabled SCHOTTEL to



offer a wide range of innovative and future-oriented products and services. *Solutions for vessels of all types and sizes* Today, SCHOTTEL products can be found on almost all types of vessels. In addition to Tug & Offshore Energy and Ferries, Yachts & Passenger Vessels, the company has a stable market position in the Merchant Vessels and Navy & Governmental segments. This applies equally to new vessels and to modernizations. Automation, propulsion control and hybrid propulsion systems extend the product range which is supplemented by marine services. *German engineering* More than 100 engineers work hand in hand every day across various specialist departments to create reliable products that prove their performance in practice. Constant investments in research and development ensure that SCHOTTEL customers benefit from products of the highest standard.

Advertisement

YOUR PROPULSION EXPERTS

100 SINCE 1921

WE KNOW WHAT MOVES VESSELS

www.schottel.com

The advertisement features a dark blue background with a white boat on the water. The SCHOTTEL logo is in the top right corner, and the text '100 SINCE 1921' is prominently displayed in the center.

After sales service: keeping an eye on the entire life cycle As already displayed by Josef Becker, customer proximity, competent advice and personal after sales service are still part of the SCHOTTEL philosophy today. Thanks to fast support, downtimes are reduced to a minimum and vessels are ready for operation again in no time. In addition to the worldwide sales and service network, customers can attend seminars to update their technical knowledge: either locally, in one of the four training

centers (Spain/Germany, Houma/USA, Singapore, Fremantle/Australia), or online. *Stefan Kaul: "Powerful heritage. Bright future."* "The customer is the focus of our daily business. Those in the maritime industry who turn to SCHOTTEL have always been able to expect products and services of the highest standard. Our goal is to be the first choice in marine propulsion solutions. To this end, we use our entire wealth of experience and all our innovative strength to improve existing areas and expand into new ones. This and the powerful heritage of Josef Becker will help us to stay on course for a bright future." *(Press Release)*

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

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Last week there have been new updates posted:

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

- *Maritime Partners christens new towboat*
- *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*
- *Boluda Towage celebrates naming ceremony for tug quartet (Tier-III)*
- *Alphatron Marine zet vintage sleepboot in voor maritieme training medewerkers*

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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