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

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MIDWEEK – EDITION

## TUGS & TOWING NEWS

### SVITZER OVERCOMES EUROPEAN TOWAGE CHALLENGES



Investing in fleet modernisation and crew training allows Svitzer to remain agile and flexible in northern Europe. Svitzer has become a leading towage provider in northern Europe by overcoming Covid-related and competition challenges. Three new tugboats have been added

to its fleet in the region as part of a modernisation programme. Svitzer Europe chief commercial officer Mattias Hellström says having a flexible fleet in the region enables the owner to overcome multiple challenges. “Our towage operations in northern Europe continue to face severe price pressure,” he explains to International Tug & Salvage. “This is topped off by unpredictable volumes due to disrupted maritime logistics and changing global demands in the oil and gas segment, all stemming from the Covid-19 pandemic.” Part of the strategy is to invest in the fleet and crews to overcome unpredictable circumstances. “In many parts of our European operation, we have tugs flexing between ports and over larger geographies which enables us to meet customer demand by providing the sprightliness they ask for,” says Mr Hellström. “From our perspective, the key to winning comes down to the operational agility and fleet flexibility we get from being a global company with multi local operations.” He welcomes competition from other tug operators in the region but wants a “level playing field” with all “adhering to local requirements set by port authorities and meeting safety standards”. Svitzer’s extensive regional fleet in Europe, of around 140 vessels, requires continued renewal and modernisation. So far this year, Svitzer has taken delivery of three new tugs in Europe. This includes Damen-built Svitzer Thames in the Port of London, UK and Scandinavia-based, Med Marine-built [Svitzer Edda](#) and [Svitzer Embla](#). “These are examples of new vessels where we combine innovative design features, making them fully capable of harbour towage combined with ice-breaking capabilities,” says Mr Hellström. Just as important is investing in seafarers and their training to operate these agile vessels. “The

maritime skillset among crews should reflect the responsibility they have from juggling vast assets every day,” he continues. “Towage is a people business. The bottom line of everything we do is tied to the skillset and dedication of our crews.” Svitzer employs seafarers and support staff with extremely high capabilities and years of training and experience. “It is great to see how our crew enable the flexibility needed under the current conditions for the industry,” says Mr Hellström. “The importance of crew, fleet agility and flexibility cannot be understated, and we are grateful for the support we are seeing now and have seen during the past year and a half in unprecedented times.” Svitzer Europe is also investing in technology, such as remotely controlled deck machinery and tugboats. It has an innovation partnership with Kongsberg to develop a tug able to undertake jobs while being remotely controlled from shore. “As a strong industry player, it is natural for us to look into projects that enable us to set the standards of towage for tomorrow,” says Mr Hellström. Svitzer is also committed to identifying potential growth opportunities for expanding its operations into new areas and markets. “Which means we are always looking for ways to expand our footprint within the industry,” he continues. “The current environment makes it difficult to predict organic growth, so naturally we are looking at tenders and other ways of growing. Each opportunity is carefully assessed to ensure there is a portfolio match or potential levers to effectuate via our existing business.” *New deliveries Svitzer Thames* is an azimuth stern drive (ASD) tug of ASD 3212 design. It is employed to handle container ships and gas carriers in London and Medway terminals. It has 80 tonnes of bollard pull, an overall length of 32.7 m and beam of 12.85 m. *Svitzer Edda* and *Svitzer Embla* are based on Robert Allan’s Tundra 3000 design. These 30-m tugboats both have a bollard pull of around 60 tonnes, hull beam of 12.6 m, draught of 5.6 m and maximum power of 3,900 kW. (Source: Riviera by Martyn Wingrove)

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## STOOMSLEEPBOOT NOORDZEE WEER OPERATIONEEL

Na een intensieve en complexe restauratieperiode is de 99 jaar oude stoomsleepboot **Noordzee** weer volledig operationeel. Op zaterdagmiddag 11 september hebben de drie kleindochters van oud-eigenaar Kees Jongert in Museumhaven Willemsoord te Den Helder de officiële ingebruiknamehandeling verricht. Zo'n vijf jaar is door tal van vrijwilligers op de museumhaven hard gewerkt om de robuuste zeesleper, die 1922 als bouwjaar heeft, weer in haar oude glorie te herstellen. “Zij hebben”, zegt voorzitter Monnie de Vries van de Stichting Stoomsleepboot Noordzee, “een fantastische prestatie geleverd. Daarnaast zijn wij veel dank verschuldigd aan de diverse fondsen die

ons financieel hebben gesteund, de indrukwekkende reeks meewerkende bedrijven, alle donateurs en de deelnemers aan onze crowdfundingcampagne.

Verder heeft de familie Jongert geweldig geholpen bij het verkrijgen van een nieuwe ketel voor de Noordzee.” De restauratie kon recentelijk worden afgerond met een tweede succesvolle proeftocht van



Den Helder naar Medemblik en terug. Het was de bekende luxe jachtenbouwer Kees Jongert die de Noordzee in 1976 voor een dreigende sloop wist te behoeden. Met veel toewijding restaureerde hij de Noordzee en nam hiermee vervolgens deel aan tal van evenementen in binnen- en buitenland. Na zijn overlijden, in 2010, werd de stoomsleper ondergebracht bij de Stichting Stoomsleepboot Noordzee. Vanwege een afgekeurde stoomketel dreigde opnieuw de slopershamer. Maar de Stichting Museumhaven Willemsoord, met al haar unieke faciliteiten en vaktechnische kennis, zag het wel zitten om de Noordzee weer volledig onder stoom in de vaart te krijgen. Als sluitstuk van de complexe restauratie mochten Kees Jongert's kleindochters Suzanne, Anniek en Marit Bleeker op 11 september de officiële ingebruiknamehandeling verrichten door de stoomfluit te laten gieren en vlaggen te hissen. De Noordzee, die ook een nieuwe website en virtuele tour heeft, kan nu niet alleen weer worden ingezet voor vaartochten met maximaal vijftig passagiers, asverstrooiingen en sinterklaasintochten, maar ook actief deelnemen aan nautische evenementen. De sleper vaart onder Nederlandse vlag en heeft den Helder als thuishaven. (*Press Release*)

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### EN AVANT 20 TOWING SMITBARGE 10

Last Thursday we have seen the **En Avant 20** (Imo 9408645) towing the **Smitbarge 10** (Imo 9595072) entering the IJmond with destination Grote Hout at Velsen. The transport was assisted by the IJmond tug **Telstar** (Imo 9796066). The **En Avant 20** was built in 2006 by Schiffswerft Lindenau & Co GmbH, - Kiel; Germany under yard number 255 for J. Johannsen & Sohn Seeschlepp und Transport GmbH, - Lübeck named Claus. In 2013 sold to Tebra Beheer BV and managed by T. Muller BV – Dordrecht



and renamed **En Avant 20**. The Dutch registered tug with call sign PCUZ has a length of 32.05 mtrs a beam of 11.64 mtrs and a depth of 5.95 mtrs. The two ABC diesel engines develops a total output of 3,700 kW (5,030 bhp) and performed a free sailing speed 12.7 knots and a bollard pull of 64 tons. The **Smitbarge 10** is one of the four (4) barges (SB11; SB12 and SB14) built at the Damen Galati shipyard – Romania in 2010 & 2011 under yard number 523902.

The barge has a length of 75 mtrs a beam of 23.50 mtrs and a moulded draft of 3.51 mtrs. The tug **Telstar (2)** was built in 2016 by Holland Shipyards BV. at Hardinxveld-Giessendam; Netherlands under yard number HS2015-027 and sold to Iskes Towage & Salvage – Ijmuiden; Netherlands. The Telstar (2) is a Eddy 24-75 Hybrid - Efficient Double-ended Dynamic tug design and has a length of 25,24 mtrs abeam of 12.20 mtrs and a depth of 6.77 mtrs. The two Mitsubishi engines develops a total output of 3,770 kW (5,127 bhp) which performed a free sailing speed of 12.5 knots and a bollard pull of 75 tons. *(Photo; Peter Maanders)*

## ALPHATRON MARINE USES VINTAGE TUG FOR MARITIME TRAINING EMPLOYEES

JRC/Alphatron Marine is a company that is very active in the development, manufacture, supply, installation and service of a wide range of navigation and communication equipment on ships. The company was founded in 1991 by experienced shipping people who know what the customer wants and what the world in which they operate is concerned with. The decreasing amount of people who have hazards and/or have a decent knowledge of the industry creates a gap



that is difficult to fill. To fill vacancies, it is now often necessary to draw from candidates who have little knowledge of shipping and its facets. With the use of the **Steenbank** tugboat, Alphatron Marine will be the first company in the sector to start providing so-called 'Mariniser training' for employees.

In addition to a piece of company history, training will be given in maritime concepts, typical habits, names, but also a bit of awareness of what is involved in the port of Rotterdam and beyond. The maritime world is a separate world that you either attract or not and precisely by getting acquainted with it in practice JRC/Alphatron Marine hopes to increase the appeal of our industry. In the late 1950s, the former coastal/harbour tugboat **Steenbank**, together with its sister ship **Schouwenbank**, was commissioned by L. Smit and Co. at the Bodewes construction yard in Millingen aan de Rijn to assist the ever-expanding ships in the then new Europoort. With a diesel electric propulsion and a capacity of 1250 hp and 13 tons of pulling power, these tugs were large and strong for that time. After the **Steenbank** had sailed for years for the Nieuwe Rotterdamse Sleepdienst (NRS) and the Belgian Navy, the ship was sold for scrapping in 2015. A group of enthusiastic people with a great passion for tugboats bought the ship and renovated her with the help of largely volunteers from the tugboat harbor of Maassluis. The ship has now been transferred to an NRS, but now the Nostalgische Rotterdamse Slepers BV, a non-profit company where all proceeds will be used to maintain the ship. There are also opportunities with the Steenbank for other interested companies that are confronted with a lack of knowledge. It is possible to use your own trainer or one of the volunteers. For more information, please contact: [Steenbank.NRS@gmail.com](mailto:Steenbank.NRS@gmail.com) (*Press Release; Photo: Ernst Lohmann*)

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## REMOTE MONITORING REDUCES MACHINERY FAILURE



Monitoring machinery and vibration using condition-based and predictive maintenance can stop issues becoming problems. Information from engine room equipment and propulsors enables operators to implement condition-based or predictive maintenance strategies and remotely manage vessel performance. Monitoring tug propulsion systems can reduce the risk of mechanical failures, improve

performance and reduce noise and vibration. Operators can use digital tools to transform tug maintenance and minimise downtime from machinery issues, improving transparency, reducing operational expenses, raising productivity and increasing flexibility, says SKF service sales manager Gavin Coull. “The ability to perform tasks remotely, digitally with less touch points, has many advantages,” he adds. “Continuous online monitoring is becoming more scalable and valuable every

day.” Swedish monitoring equipment supplier SKF has developed a portfolio of digital tools enabling remote maintenance to support marine operations. Its Enlight Centre is a unified data hub for predictive maintenance that collects data from sensors and systems for analysis, displaying the information in a dashboard that can be accessed by a chief engineer, superintendent, fleet manager or even by a class surveyor or an SKF remote diagnostic expert. SKF has also invested in artificial intelligence and digital technology to generate easily digestible insights on equipment health. When applied to rotating equipment, Mr Coull says advanced analytics and software can be used to “turn data into decisions and actionable insights” for crew on vessels. US-based precision alignment and vibration analysis firm AME Solutions technical projects manager Tony Planamento says the Covid 19 pandemic has driven more operators to use remote monitoring and analysis. He says Covid 19 has “forced the industry to start thinking outside of the box and come up with some creative solutions.” Companies are transferring more engine room data for condition monitoring through wireless sensors, Bluetooth gateways and connectivity to cloud resources. This data can be displayed on board for crew to act upon and ashore for managers to make better decisions. Mr Planamento says this can be applied to vibration data to monitor equipment wear. With conditioning-monitoring systems, if there is an issue with machinery, an alarm sounds. Technicians can “log in, analyse the spectrum, data, and figure out what is causing that alarm,” says Mr Planamento. “Some of these systems are pretty sophisticated in that they can trigger work orders to go and investigate this data as well. And that can help operators drill down to the root cause.”

*Vibration analysis* AME Solutions regional manager Rich Merhige explains how to discover the cause of potentially damaging vibrations. “Through vibration analysis, we can identify root causes and mechanical faults,” he says. This can be achieved through analysing established patterns and converting oscillations to their frequency domain, examining harmonics and splitting different noises into their related frequencies and amplitudes. “Due to mechanical creep and misalignment, there will be more noise,” says Mr Merhige. “It is important to maintain engine mounts, but we have seen this can be neglected.” He recommends tug operators examine isolating mounts and ensure they are maintained. Vibrations come from mass unbalance, misalignment, gear tooth wear and propeller cavitation. Linear vibration is split into vertical, horizontal and axial through analysis. Torsional vibration comes from changes in angular velocity and can be identified through rotational vibration analysis. If these are identified, tug owners can carry out precision alignment, dynamic balancing and change structural resonance to more natural frequencies to minimise harmful noise and vibration. There are regulatory requirements covering noise and vibration. The European Commission’s directive 2008/56/EC includes human-induced underwater noise in the definition of pollution and IMO’s adoption in SOLAS



requires vessel construction to reduce onboard noise. Other rules and regulations include IMO’s Marine Environment Protection Committee-approved guidelines focused on reducing underwater noise to mitigate any negative impact on marine life and DNV’s silent class notation. “There is more awareness about vibration and noise limits on vessels,” says Mr Merhige. “IMO has adopted rules to reduce vessel noise and vibrations. It is increasingly important to consider noise, vibration and machinery alignment, and to make sure machinery is operating properly,” he says. Geislinger Gesilco

& Acoustics director Christof Sigle says there are several methods of reducing both vibration and noise. “Reducing vibration is key to reducing engine and powertrain noise,” says Mr Sigle. “Highly integrated solutions save weight and installation space,” he says. Geislinger’s solutions for acoustically optimised drivetrain applications include reducing torsional vibrations through acoustically optimised steel-spring couplings. With these compact and high-power density couplings, stiffness and damping can be adjusted to customer requirements. Geislinger’s Silenco acoustic coupling combination reduces sound transmission and optimises acoustic attenuation with maximised transmission loss. They are lightweight, maintenance-free and have the lowest reaction force. However, there are challenges as vessel owners adopt hybrid propulsion and dual-fuel engine types. “New engines have higher firing pressures, so it becomes more challenging to manage vibrations,” says Mr Sigle. Vibration and noise can be minimised through design. “It is important to find the best solutions to reduce sound in systems,” says Mr Sigle. “We want to get in at the beginning of projects to find optimal solutions for these applications.”

*Insurance perspective* West P&I global head of loss prevention Simon Hodgkinson agrees developments in digitalisation, ship modelling and predictive maintenance are the future. “These are the first few steps of the journey,” he says. “It will be great to see the next generation of smarter ships. This will happen in the future, but too many owners are sitting on the sidelines.” Insurers are interested in technology developments and could be willing to reduce premiums for owners who demonstrate how these processes result in higher safety and lower risk. “Smart maintenance can add real value, especially from a loss prevention perspective,” Mr Hodgkinson says. “We want our members’ vessels to be maintained in good condition as this reduces the risk of an incident.” Condition monitoring and predictive maintenance provide “great early warnings for potential issues”. But there are practicalities that need to be considered. “It must be used in conjunction with proper crew training and operational and maintenance checks in line with manufacturer advice and best practice,” says Mr Hodgkinson. “There is a high cost to installing sensors on board and a cost to operate shore analysis.”

Planned maintenance kits unveiled to improve efficiency Caterpillar Marine has introduced planned maintenance kits for all its propulsion engines and generator sets up to, and including, C7.1 to improve servicing efficiency. It says these packages are a “fast, convenient, and affordable way for customers to ensure they have all the Cat parts they need, when they need them, for key service intervals.”

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These planned maintenance kits are for Cat C1.5-C7.1 products and are pre-configured with all the parts required to carry out regular maintenance for Cat propulsion engines and genset models over the lifetime of the asset in 2,000-4,000-hour cycles. “By introducing the new planned maintenance kits, we are empowering customers with another way to ensure maximum uptime and realise optimum performance and reliability for their propulsion engine or genset,” says Caterpillar Marine global commercial manager David Surroca. “The kits will contain everything customers need for their service interval except fluids, which can be obtained from their Cat dealer,” he adds. Two kits are required to complete the maintenance: a base kit and a filter kit. Each kit is tailored to specific engine requirements such as cooling systems, simplex or duplex filter arrangements. Houston, Texas-

headquartered Caterpillar Marine says its three-step process makes it easy to determine the appropriate kit for the engines and gensets. Once a kit has been used, customers can order another kit to prepare for the next cycle of scheduled maintenance. Customers can also acquire kits when purchasing a new engine or genset through a Cat dealer. Caterpillar Marine provides medium- and high-speed engines with outputs from 93 to 16,800 kW and gensets from 10 to 16,100 kW. *Manufacturers innovate for tug fleet propulsion.* Azimuth propulsion suppliers will incorporate electrical and hybrid innovations into their thrusters for new fleets of harbour and escort tugs to reduce fuel consumption and emissions, but improve bollard pull and manoeuvring for these newbuild tugboats. Schottel will include hybrid-mechanical drives into rudderpropellers it is supplying for a fleet of escort tugs under construction in Brazil. This follows a contract to supply thrusters for four azimuth stern drive (ASD) tugs Starnav intends to build at its Detroit shipyard in Itajaí. The first of the four 32-m escort tugs is scheduled to enter service in 2022. Schottel will supply SRP 490 nozzle thrusters, each rated at 2,525 kW featuring fixed-pitch propellers with a diameter of 2.8 m. With this thruster configuration and two diesel-driven main engines, these ASD tugs will achieve more than 80 tonnes of bollard pull and a maximum speed of 12.5 knots. Rudderpropellers on the first tug will feature Schottel's patented Sydrive-M technology from the start while the other three will be configured to be Sydrive-ready. Sydrive is a mechanical-hybrid drive system without the costly complexity of common hybrid technology, to help lower maintenance costs and fuel consumption. "By using Schottel's hybrid solution, we seek clean operations. Starting now is particularly important: the vessels built today will be in the water for decades to come," says Starnav chief executive Carlos Eduardo Pereira. "Our focus has always been the high level of reliability in the equipment, mainly safety and environment care," he explains. "With 34 vessels propelled by Schottel in our fleet, we will continue expanding our operations and benefit from a strong partner with extensive know-how in Brazil." Sydrive-M connects a port and starboard-mounted azimuth thruster in one vessel, allowing the thrusters to be driven together by only one of the main engines. The system needs no additional electronic components, which offers many advantages as demonstrated in three main operation modes: light operation or free sailing mode, full thrust operation mode and FiFi



mode. This configuration helps reduce the operating hours of the main engines, resulting in lower maintenance costs and reduced carbon emissions. Steerprop has re-entered the tug market with an order for six Z-drive azimuth propulsion units, each with electrical steering. These are for three harbour tugs Uzmar is building in Turkey to Robert Allan Ltd's RAMPARTS 2300 UZM design.

Each of these tugs will have two SP 20 WD azimuth propulsion units, each delivering 1,610 kW of power. Steerprop sales manager Donato Agostinelli says these Z-drives were delivered during Q3 2021. "Since the tugs will be operating in challenging conditions and performing very different tasks throughout their life, the propulsion units must be efficient and reliable under all circumstances," he adds. "For these reasons, the units also come with our condition monitoring system as standard." The azimuth propulsors have electrical steering to increase the achieved bollard pull to 50 tonnes for these 23-m tugs. Electrical steering improves the manoeuvrability of the tugboat enabling more efficient use of the main engine's power compared with hydraulic steering. "The agile electrical steering system in

our Z-drive azimuth propulsion increases overall performance and reduces the running costs of the vessels,” says Mr Agostinelli. “The electrical system can also be upgraded with a battery pack to enhance performance even further, while at the same time lowering the environmental footprint of the system.” Electric steering gears offer a constant steering speed, which is important when performing sensitive tasks such as escorting tankers. “Since the steering uses power only when actively turning, it is very energy-efficient,” Mr Agostinelli continues. “In addition, the electrical steering also produces significantly less noise than hydraulic steering systems and requires little service due to its mechanically simple construction.” Mr Agostinelli says this award will enable Steerprop to gain more contracts in the tugboat propulsion market. “This is a great reference to make a re-entry in a segment that is not new to us, but in which we have not been present for a while,” he says. Steerprop’s W Series is a modular and scalable propulsion line with a power range from 900 to 7,000 kW. Propulsion units can have open or ducted propellers and can be delivered with a Z-drive or L-drive configuration. They comply with the rules of all major classification societies. *(Source: Riviera by Martyn Wingrove)*

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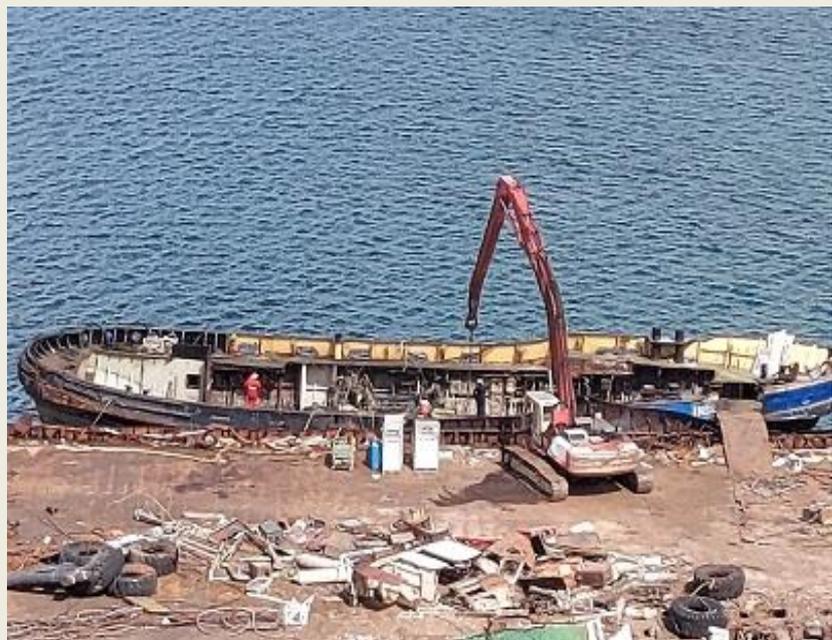
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## TUGBOAT INDUSBANK DEMOLISHED

Two weeks ago, the demolition of the tugboat **Indusbank** (Imo 6818708) started at Willemstad - Curacao. The engines, the top of the Voith’s and the superstructure have since been removed. What remains is the hull of the 1968 built tugboat. The photo shows what is left of this former Nieuwe Rotterdamse Sleepdienst BV (NRS) tugboat. The tug was built by Scheepswerven v/h H.H. Bodewes NV - Millingen a/d Rijn; Netherlands under yard number 672 and delivered to the Nieuwe Rotterdamse Sleepdienst BV – Rotterdam.



In 1979 she was transferred to the Nieuwe Vlissingse Sleepdienst (NVS) – Vlissingen. In 1980 she was rebuilt/lengthened and re-engined. In 1984 she was transferred to Smit Havensleepdiensten – Rotterdam. In 1985 she was chartered to Broco Towage Co. Ltd. –

Freeport; Bahama and left Rotterdam together with the sistertug **Smithbank**. In 1986 she returned to Smit Internationale Curacao – Willemstad for service at Balboa. In 1987 re-chartered to Broco Towage. In 1995 she was brought in to Freeport Towage under Wijsmuller colors. In 1997 Wijsmuller stepped out the joint venture and she was brought back into Smit colors. In 2000 to vof Indusbank - Rotterdam and managed by Marine Services Ltd - West Palm Beach, Florida. In 200x to Smit Americas Inc. Houston, Texas. In 2009 hit and damaged in the Annabaai together with tug JARO II by the freighter 'Slovan Rover' while last one was leaving Willemstad, one crew injured by broken mooring. In 2012 transferred to Smit Lamnalco Ltd. Sharjah; United Arab Emirates. On 30 January 2018 she had a fire in the engine room and was declared total loss and awaiting scrapping or reefing in Curacao. *(Foto John Smit-Curacao)*

## NELLIE BLY



The Damen Stan tug 1004 “**Nellie Bly**” was seen passing the Baanhoek bridge. StanTug 1004 RN TEMRYUK; 2016 Changde (501109) ex Mawani 9 '14 BV; RN TAMAN; 2016 Changde (501110) ex Mawani 10 '14 BV. Just over a year ago this small Damen tug and her sister were published on the Damen website. Both vessels were built in 2016 for present owners. Since new, both

sisters have been operated in the Baltic, from where they were transported back to the Netherlands just two months ago. This vessel type is extremely handy to assist during port operations or on river projects due to its high manoeuvrability and relatively high power-to-length ratio (4.2 tonnes bollard pull on 10 metres). The new owners will transport her to Norway, where she will be working as general assistance vessel in diverse operations, such as pontoon handling and mooring. 2nd under negotiating. Today we are excited to share with you the sale of the second of the Damen Stan Tugs

1004, this time to our valued customer Sea Machines Robotics from Hamburg, Germany. Sea Machines Robotics will cooperate with Damen Shipyards Group in their endeavours to convert and operate a fully autonomous demo vessel on very short notice, and have chosen this sturdy workhorse as their preferred platform. Damen is committed to excellence and values emerging technologies that increase vessels'



*The photo shows Mr. Holm (Buyer) and Mr. Overheul (Seller), signing the delivery protocol during the official hand-over*

productivity, predictability, efficiency and safety. For these reasons, we are excited to retrofit this tugboat with an SM300 autonomous command and control system and deliver it as the latest vessel within Sea Machines' global test fleet. Watch for additional information from Sea Machines about how this vessel will contribute towards the advancement of their industry-leading autonomous vessel technology and more. Since new, both sisters have been operated in the Baltic, from where they were transported back to the Netherlands just two months ago. This vessel type is extremely handy to assist during port operations or on river projects due to its high manoeuvrability and relatively high power-to-length ratio (4.2 tonnes bollard pull on 10 metres). We wish the new owners successful operations utilizing this true Damen workhorse. *(Source: Damen; Photo vessel AB)*

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## EUROCARIER AITANA B BOUGHT BY VAN WIJNGAARDEN



Van Wijngaarden Marine Services BV are proud to announce that they have expanded their fleet with the DP1 Eurocarrier 2712 "Aitana B" from Zumaia Offshore, in good cooperation both companies have come to an agreement. The vessel will sail under the name "**Waalstroom**", she is built in 2016 by Neptune Shipyard in Hardinxveld in The Netherlands. The **Waalstroom** fits very well in our range of tugs & workboats operating dredging, construction and renewable energy markets; said

Peter van Wijngaarden. She is fruitfully kicking off with some interesting projects in the Mediterranean and is ready to operate under the VWMS flag with our experienced crew. *(Press Release)*

## ACCIDENTS – SALVAGE NEWS

### ARTICLE CORRECTION

With reference to the Tugs Towing & Offshore Newsletter, 22nd Volume, No. 72, the article Beached

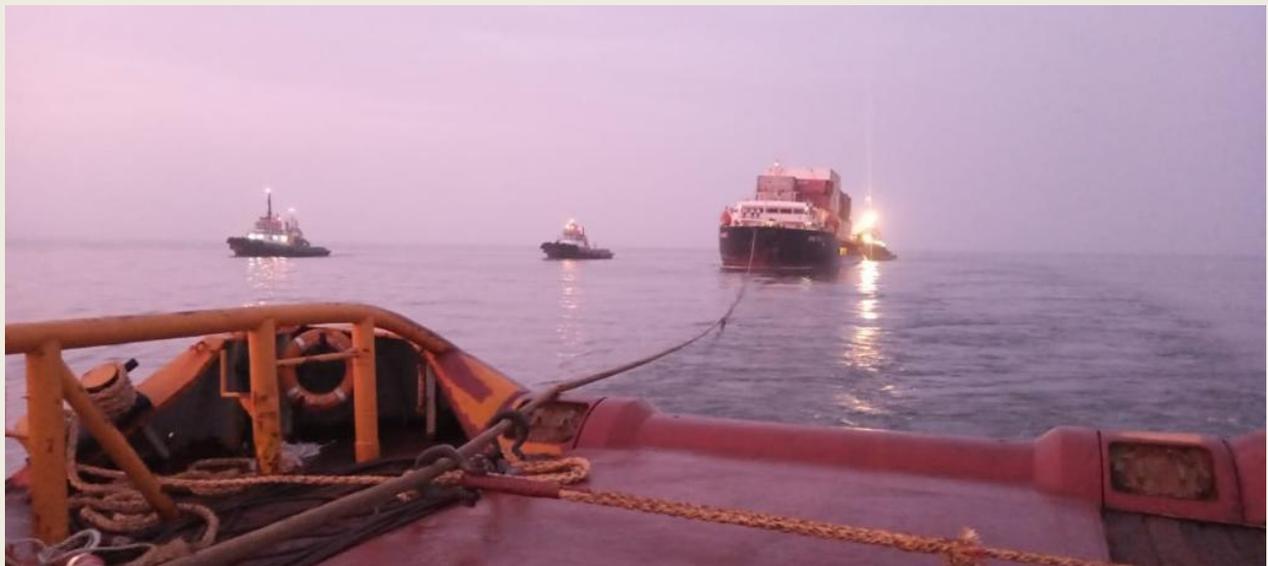
Heng Tong finally refloated at Karachi's beach after 48 days. Here find the new press release.

*Successful Salvage of MV Heng Tong 77 Stranded at Clifton Beach, Karachi*

Alhamdulillah first salvage operation in Pakistan successfully accomplished by Authorized Salvage Contractor Seamax Marine Services, a local salvage company, on 07 September 2021. The major challenges we retaliated strategically were adverse swell and wind, tow-distance and reducing the



grounding reaction. The vessel **Heng Tong 77** was re-floated without any considerable casualty to team members or to the environment prudently with improvised strategies being relevantly implied by the team. An initial survey was carried out on 26th July 2021 by the team led by Capt. Faisal Rehman, the pilot surveyor specialist. We also attempted in the month of August, high tide times but were unsuccessful due to unfavorable weather then in our first attempt in the month of September, we were successful. **Heng Tong 77** was stranded at Clifton beach, Karachi since 21 July 2021, when the nation was rejoicing first day of BBQ Eid ul Adha Holidays. The vessel was en-route to Istanbul when it Arrived from Shanghai when it drifted and stranded on Clifton beach on July 21 2021 upon experiencing adverse weather conditions. "For the first time, a stranded ship has been rescued safely using local capabilities – a milestone in the country's shipping industry." – says Mr. Mehmood Maulvi, the Special Assistant to the Prime Minister (Imran Khan) on Maritime Affairs, in a media briefing. After the August attempts, the Salvage Engineer/company owner, Humayun Shaikh discussed with Project Advisor Cdre (R) Rashid Iqbal planned a bulletproof salvage plan consulting with his head of operations Captain Asif Tauni and Salvage Master Captain Altaf Awan and rest of the team including Chief Afzal Sarroyya, offshore projects lead supervisor, Muhammad Ali, an offshore expert and and the whole team and onshore subcontractors Ayan Shipbreakers was well-coordinated and prepared for a fail-safe successful attempt. The whole Seamax team named the plan as "Seamax Bullet Proof Salvage Plan" and the company director Arif Shaikh Project Director with his partner Usman Imran



was very happy and confident with the upcoming outcome. With the grace of Almighty Allah, we are

grateful to the people of Pakistan including our families for their hope and prayers, owner of the vessel, the shipping agent and all authorities involved especially Pakistan Navy, Ministry of Ports and Shipping, Pakistan Maritime Security Agency, Coast Guards, KPT and Sindh Police for rendering all out support. Special thanks are due for SAPM Mr. Mehmood Maulvi who remained supportive in every possible manner throughout the operation. All our team members and equipment, especially masters of tug boat, flat top barge, Multicat, onshore machinery support, accumulating total 130 crew members onshore and offshore involved, delivered 100% efficiency and were truly dedicated to the extreme for the project success considering it to be a national cause. (*Press Release - seamaxmarineservices*)

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## GERMAN CARGO SHIP RUNS AGROUND IN THE LIMFJORD

The German cargo ship **Simon B** ran aground this weekend in the Limfjord between Storvorde and



Hals, as it was on its way from Aggersund to Falkenberg in Sweden. The grounding happened on Saturday night, but according to the police was first reported by the captain on Sunday morning, writes Nordjyske. The 82 meter long cargo ship of 2,380 dwt. went aground shortly before midnight Saturday, but the captain did not immediately report the grounding to the Maritime Assistance Service (MAS) as he should. It did not arrive until 05.53, and

therefore the police were involved in the case, writes Nordjyske. "We have been told by the maritime authorities that the grounding took place on Saturday 11 September. And all groundings must be reported immediately, but the authorities have only received the notification on Sunday morning at 05.53. This means that the captain must be fined for late reporting, says duty officer Karsten Højrup Kristensen from North Jutland Police to Nordjyske. According to the newspaper, the fine is NOK 10,000. On Sunday afternoon, a tugboat managed to get the cargo ship pulled free from the ground, after which it sailed to the Greenland harbor in Aalborg, where divers will today have to examine the ship for any damage. The duty officer in MAS informs Nordjyske that the ship sailed

with lime, so that there should be no risk of pollution. The ship is under the management of GBS-Shipmanagement GmbH & Co. KG. (Source: Nordjyske).

### *IN RAVENNA, A FIRST SECTION OF THE BERKAN B SHIP WAS REMOVED*

“The recovery operations of the first section of the wreck of the **Berkan B** were completed this morning, as part of the intervention for the construction of the Ravenna Port Hub underway in the Romagna port”. This was announced yesterday by the local Port System Authority, which, following a dispute with the



original contractor (Micoperi), a few months ago provided for a variant of the Hub project, entrusting the latter to the contractor also the removal of the wreck that various troubles caused to President Daniele Rossi (including a request for indictment which will be decided in October, while it has never been denied that the Ravenna Public Prosecutor would have opened a second file concerning the contract for the removal ). The wreck was lifted by a crane of the Fagioli Company and the loads were then stabilized until their final positioning on the barge. “These are very complex operations as the components of a wreck in many cases no longer correspond to the initial theoretical technical data. It is, for this reason, in order to guarantee first of all the safety of people, of the environment and of the load, that it is essential and a priority to monitor the activities at every stage and to continuously stabilize the forces at play. To this end, the activities of the past weeks have been oriented which, it is reiterated, are part of the normal practice of this kind of operations. In the coming days, the activities will continue according to the contractor's schedule: "During this phase, the crane in use will be disassembled to move an exceptional load, a reactor weighing 500 tons, at Polynt, as proof of professionalism of the Fagioli Company which is able to carry out operations of great complexity. As soon as this operation is completed, the crane will return to Piombone to start the final lifting ". (Source: Shipping Italy)

### *DUTCH FREIGHTER BREACHED WHILE ENTERING KIEL CANAL*



General cargo ship **ARKLOW BREEZE** went NUC while entering Kiel Canal in Kiel in the morning Sep 10, en route from Denmark to Marin, Spain. Understood the ship collided with a quay wall, not clear if in the Lock or in Canal after passing the Lock. The ship was berthed in Canal, on Sep 11 she has been moved to Kiel and berthed in port. The ship suffered hull breach or breaches

in bow area, water ingress reported. She's said to be in need of repairs. (Source: Fleetmon; Photo Frank Behling)

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### ICHCA, IVODGA TEAM UP ON TRANSPORT, STORAGE SAFETY ISSUES

The International Cargo Handling Coordination Association (ICHCA) and the International Vessel Operators Dangerous Goods Association (IVODGA) have signed a memorandum of understanding (MoU) to tackle safety issues of dangerous goods, storage and transport. The collaboration of these two industry bodies will focus on producing clearly defined guidelines to best practice based on years of practical



experience in handling dangerous goods. Containership fires and explosions in port storage facilities continue to be the result of poorly packed and misdeclared hazardous materials as they move through the global supply chain, according to partners. According to international transport and logistics insurer TT Club, it is estimated that a major containership fire incident at sea occurs on average every 60 days. "The extraordinary disaster in Beirut last August was an all too unwelcome wake-up call to everyone involved in the transport, storage and distribution of dangerous materials," Richard Steele, CEO of ICHCA International noted. "However, similar incidents, smaller in proportion, yet damaging to life and limb as well as property happen across the supply chain on a frequent basis." A massive explosion occurred on on 4 August in the vicinity of the Beirut Port Complex, wreaking havoc across the city and killing dozens of people. The blast is believed to have originated from a chemical storage warehouse where an estimated 2,750 tons of ammonium nitrate got ignited. The material has reportedly been confiscated from a ship a while ago and stored there, but without proper safety measures. To tackle these rising problems, the partners will work on joint projects to improve standards across numerous common safety issues affecting the transport of dangerous goods. "The mutual cooperation of IVODGA and ICHCA will be aimed at the universal understanding and application of measures for the safe handling and storage of a range of goods with potential to cause explosions, fires and noxious gas emissions etc.," Steele also pointed out. "The mutual goals and the

shared respect of our two organisations will quickly result in a positive contribution to a clear and efficient communication between not just our respective members but crucially across all stakeholders in the supply chain whose interests touch any and all hazardous materials,” Uffe V. Ernst Frederiksen, A.P. Moller – Maersk A/S, Vice Chair of IVODGA and Special Adviser to ICHCA International. In September 202, ICHCA has partnered with four international freight transport and cargo handling organisations to help reduce container-related incidents aboard ships. One of the aims of this collaboration is to promote awareness and wider use of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units – the CTU Code. *(Source: Energy Today)*

## *TWO CREW ON EURONAV VLCC KILLED BY LARGE WAVE ROUNDING CAPE HORN*



Two crew members on board a Euronav-owned Very Large Crude Carrier (VLCC) have died after apparently being struck by a large wave as the ship rounded Cape Horn on Saturday, September 11th. The ship’s managers, Northern Marine Management, confirmed the incident in an emailed statement. According to the company, the fully-laden MT [Arafura](#) was on passage from Brazil to Long Beach, California when it

encountered adverse weather with large swells and waves. Based on preliminary information, as the vessel rounded Cape Horn, the vessel’s Chief Officer and Bosun, both Indian Nationals, were attending to an alarm in the forward part of the vessel when they were struck by a large wave, killing them both. A full investigation will be conducted into the incident. MT [Arafura](#) has subsequently altered its course to Valparaiso, Chile, where the bodies of the deceased seafarers are expected to be disembarked and repatriated. Arrival is expected to arrive September 18th. “Following discussions with the Chilean Maritime Authorities it is hoped that some crew changes will be possible at the same time,” Northern Marine Management said in its statement. MT [Arafura](#) is a 298,991 dwt, Belgian-flagged crude oil tanker that is 100% owned by the Belgian tanker company Euronav. The ship was built in 2016 and operates on the spot market. “Every sympathy and heartfelt condolences go out to the families from both Northern Marine Management and the vessel’s Owners, EURONAV,” the statement said. “The safety and wellbeing of all of our colleagues at sea is our number one priority for both Owners and Managers and a full and thorough investigation into this incident will be carried out to establish the root cause, and any possible lessons to be learned.” The statement also thanked the Chilean Maritime Authorities and MRCC for their professional and on-going support. Support was also being provided to the families of the victims. [Arafura](#) previously went by the name ‘[Gener8 Macedon](#)’ before joining Euronav’s fleet through its acquisition of Gener8 Maritime in 2018. *(Source: gCaptain; Photo: Nino Prpa)*

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## REMEMBER TODAY

### *POTOSI (BARQUE) 25<sup>TH</sup> SEPTEMBER 1925*

**Potosi** was a five-masted steel barque built in 1895 by Joh. C. Tecklenborg ship yard in Geestemünde, Germany, for the sailing ship company F. Laeisz as a trading vessel. Its primary purpose was as a "nitrate clipper" collecting guano in South America for use in chemical companies in Germany (mainly for making explosives and fertiliser).



As its shipping route was between Germany and Chile, it was designed to be capable of withstanding the rough weather encountered around Cape Horn. Potosi was named after the Bolivian town of Potosí (the highest city in the world), its name beginning with "P" according to a Laeisz' tradition begun in the 1880s. The **Potosi** and sister ships became known as the Flying P Line and were described by Robert Carter as "without doubt, the most successful fleet of sail-driven ships ever assembled under one flag..." **Potosi** had five masts and was rigged as a barque, meaning that the first four masts were square-rigged, each carrying six sails, and the fifth mast carried three fore-and-aft-sails. She was the third windjammer in the world merchant fleet with that kind of rigging, after the France I of the Antoine-Dominique Bordes line of Bordeaux, and the first German (auxiliary) steel barque Maria Rickmers of the Rickmers line. In total, within the world merchant fleet, there were only six windjammers of this class of five-masted barque rigging, with four masts having carried five, six or partly seven sails on each mast: France I, Maria Rickmers (carried seven sails (skysails) on fore, main, mizzen masts, jigger mast with six sails), Potosi, R.C. Rickmers, France II (carried five sails as a bald header), and København.[citation needed] The Potosi's shipping line sister ship, Preussen also had five masts, but was square rigged on each mast. The idea of building such a ship for the Laeisz fleet came from the famous Laeisz-captain Robert Hilgendorf, who was to become the Potosi's first master. His considerations and ideas had a great influence on the ship's design and he was the supervising ship officer when the huge barque was under construction. She was assigned the call sign RKGB, and as with all P-liners her hull was black with a white waterline and a red underwater ship—the colours of the German flag at that time. Author Daniel S. Parrott describes the features of the "Flying P-Liners" and says "The effectiveness of the Flying P-Line lay not only in the construction of the vessel but also in their management." He also points out that

"none of the four- or five-masted Laeisz ships ever foundered or was dismasted in a Cape Horn storm in the course of countless voyages." During World War I, she was interned in Chile, and was then given away as reparation. Under Chilean ownership, she was renamed the **Flora** (sign QEPD). In 1925, she caught fire in the Atlantic and eventually had to be sunk by artillery. *History* The **Potosi** was launched in 1895 at the shipyard of J. C. Tecklenborg AG, Geestemünde and was used in the saltpetre trade (Salpeterfahrt) between Chile and Germany, setting record speeds in the process, due to her excellent sailing characteristics. She made twenty seven "round voyages" (Hamburg to Chile and back) under five captains between 1895 and 1914. Her first master, the legendary sea captain Robert Hilgendorf, sailed her up to 1901. Capt. Georg Schlüter (2 round voyages), Jochim Hans Hinrich Nissen (10), Johann Frömcke (3), and Robert Miethe (4) followed. On 23 September 1914, due to the onset of the First World War, the **Potosi** was held at Valparaíso harbour. In 1917 while still moored in Valparaíso, she was sold to the F. A. Vinnen shipping company of Bremen, but on October 2, 1920 she was given to France as part of the vast war reparation demanded from



Germany. The French government sold her to Argentina which transferred her to the Floating Docks Co. of Buenos Aires. However the ship remained unmoved in Valparaíso harbour. In 1923 she was eventually purchased by a local company González, Soffia & Cía. of Valparaíso, and renamed the **Flora**. After a year of repair and refit, in December 1924, under the name of "**Flora**", August Oetzmann, a former Laeisz captain, sailed her to

Hamburg with a cargo of nitrate in 110 days arriving on 30 march 1925. Many people of Hamburg came to welcome the old lady and wished Laeisz to purchase her from the Chilean owner but this was not possible. The **Flora** sailed back to Chile (May 25) via Cardiff (July 17) taking a cargo of 800 tons of coal and 5000 tons of "patent fuel" bound for Mejillones. On September 15, 1925, en route to Cape Horn, the ship caught fire off the Patagonian coast northwest of the Falkland Islands (at 50°17.5'S, 61° 42'W). Captain A. Oetzmann decided to set course to Comodoro Rivadavia, reaching the harbour, which was merely a bay with a sandy beach, a long wooden pier, and several petrol tanks, on September 18, 1925. He anchored the ship five miles (8 km) off the coast in the roads of Comodoro Rivadavia and alerted the harbour authorities to fight the fire in the ship. As no proper equipment was available, it took three days before help came. The ordered fire engine that came was not able to extinguish the fire. Next day a huge explosion ripped her steel decks apart. The main mast fell overboard pulling the rest of the rigging with it except for the foremast. A tug tried to tow her away from the petrol tanks, and succeeded after several attempts. The **Flora** ran aground on the sandy beach. The seamen dropped the anchor and took everything usable from the ship. The fire kept burning while the ship's hull was repeatedly lifted by the waves and slammed into the shore. The coal-filled hull burned for some days. One morning the ship had disappeared from the beach. The rudderless hull was found a few days later floating 25 nautical miles (46 km) off the coast and 80 nautical miles (150 km) to the north of Comodoro Rivadavia. The Argentine cruiser **Patria** sank the burning hull of the former famous ship by gunfire on October 19, 1925. The wreck lies near the

position 45°15'S 66°15'W Coordinates: 45°15'S 66°15'W. *Technical data* The **Potosi** was steel-built, with a waterline length of 110 m and a total hull length of 122.42 m. The hull was 15.15 m wide and the ship had a displacement of 8,350 tons, for an effective carrying capacity of 6,400 tons. The ship had only one bulkhead in the bow section—the collision bulkhead. The ship had five masts, four of which were fully rigged, with courses, upper and lower topsails, upper and lower topgallant sails, and royals. Counting the staysails (12) including jibs (4), she carried 43 sails (24 square sails in six storeys, 12 (normally 9) staysails between the five masts, four foresails (jibs) and three fore-and-aft spanker sails including two spanker sails on two gaffs and a spanker topsail) with a total sail area of 56,510.53 sq ft (5,250.000 m<sup>2</sup>) [5,250 sq metres]. Not only the hull was steel, but also her masts (2.82 ft (0.86 m) in diameter on deck level, lower and top mast were made in one piece) and most of all spars (yards except for the royal yards, spanker boom) were constructed of steel tubing, and much of the rigging was steel cable. The only wooden spars were the four royal yards, the four topgallant masts and the two gaffs of the spanker fore-and-aft sails. She was designed as a so-called "three-island-ship", i.e. a ship that has a midship island (67.2 ft (20.5 m)), also called midship bridge or "Liverpool house" (the first ships equipped with that feature came from Liverpool yards), beside the forecastle (41.1 ft (12.5 m)) and poop (26 ft (7.9 m)) decks. There, inside the Liverpool house, dry and well-ventilated accommodation for crew, mates, and captain were installed, as well as the pantry and chart room. The main helm—a double rudder wheel of 5.8 ft (1.8 m) diameter—stood on top, well protected against huge waves. A second helm was near the stern. Under good conditions, the huge barque could reach a speed of 19 knots (35 km/h). Her best 24-hour-run were 376 nm in 1900 under Capt. Hilgendorf. The Potosi was manned by a crew of 40–44. She was the fastest P-liner apart from the five-masted fully rigged ship Preußen which could reach speeds of more than 20 knots (37 km/h), but was less maneuverable. (Source: Wikipedia)

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## OFFSHORE NEWS

### *RIMORCHIATORI RIUNITI COLLECTS \$ 95 MILLION AND ENTERS THE BRAZILIAN CBO AFTER THE SALE OF FINARGE*

Cbo - the Brazilian group active in offshore support which has recently acquired the subsidiary Finarge Apolo Marítimo Ltda together with five of its Ahts from Finarge (part of the Genoese Rimorchiatori Riuniti) - has announced the closing of the operation, of which other details have not yet emerged. known. The main one is the value of the transaction, which overall is equal to 94.4 million dollars. The amount, it is learned, includes a portion of cash payment (a part of which has already been paid, while the rest will be paid in the next 24 months), the assumption of the debt of Finarge Apolo Marítimo Ltda itself and - perhaps even more interesting - the purchase of some newly

issued shares (precisely 7,762,856) of Cbo by Finarge Srl. This will therefore allow the Genoese company, and ultimately the Rimorchiatori Riuniti group, to become a minority shareholder of Cbo with the 5.6% alongside Patria (an asset management company which has Blackstone among its shareholders) with 37.76%, Vinci Partners also with 37.76% and finally Bndespar with 18.8%. On the side of Finarge and Rimorchiatori Riuniti, the reasons that led to the operation had already been partially explained by



the group's CEO, Gregorio Gavarone, last July, when the top management of RR confirmed the existence of SHIPPING ITALY of an ongoing negotiation for the sale or rental of some Ahts. Commenting today on the conclusion of the deal, Gavarone declared to our newspaper: "Yesterday's date finally saw the conclusion of a long and complex negotiation that allowed us to lighten our presence in the offshore market where we had been working for about thirty years with a particular focus on Brazil and which has not failed to give us very positive feedback. The persistence of the crisis that has afflicted the sector for some years now has however forced us to take a drastic decision ". Gavarone also underlined how the agreement will keep the Genoese group tied to "a sector that we believe can still give satisfaction in the medium term", highlighting how in evaluating the goodness of the solution the "great advantage that a Brazilian operator operating with the has national flag on the award of Petrobras contracts ". Finally, another aspect that played in favor of the operation was "the project for the listing of the Cbo share, which should give further impetus to the company valuation, further enhancing our shareholding". For its part, Cbo highlighted that the acquisition will allow it to consolidate its position as "one of the main AHTS operators in the Brazilian offshore maritime support market", in particular in operations involving the management and maintenance of Fpso pipes, a "Activity that has acquired relevance in the Petrobras tenders this year". The group also clarified better what the fate of the 5 vehicles detected by Finarge will be, which as already highlighted by SHIPPING ITALY correspond to Ah **Giorgio P**, Ah **Varazze**, Ah **Liguria**, Ah **Camogli** and Ah **Valletta**. Contracts with Petrobras are already in place for the first four, with a backlog of a gross value of approximately \$ 126 million, while a new job is still awaiting - although "already in Brazil and able to operate" - 1 'Ah **Valletta**. Finally, with the operation, all the seafarers working on these 5 units have passed to the Brazilian group, who will thus join a staff that has a total of approximately 1,450 employees. (Source: *Shipping Italy*)

## **McDERMOTT'S AMAZON VESSEL TO INSTALL PIPELINES AT SHELL'S WHALE PROJECT**

Offshore installation firm McDermott said Monday that its upgraded **Amazon** vessel was coming to the Gulf of Mexico to support a subsea contract for the Whale Development in Alaminos Canyon. Oil major Shell in July reached a final investment decision for its Whale deepwater field development. Discovered in 2017, Whale will feature a semi-submersible production host in more than 8,600 feet

(2621 meters) of water with 15 oil-producing wells. McDermott will provide engineering,



procurement, construction, installation, and commissioning (EPCIC) for 30 miles (50 kilometers) of pipeline and approximately nine miles (15 kilometers) of umbilical to connect five drill centers to a new offshore platform. The project will begin immediately and is expected to be completed in 2024. Samik Mukherjee,

McDermott's Executive Vice President and Chief Operating Officer said: "This contract, which will take place in a water depth of more than 9,000 feet, is a massive opportunity to demonstrate how the **Amazon**, with its industry-leading pipelay capabilities, is redefining what is possible within ultra-deepwater construction. We are also looking forward to bringing the Amazon into the Gulf of Mexico—especially as we use this opportunity to continue our long track record of successful project execution." The company said that the Amazon's upgraded specs enable highly automated operations, the production of hex joints from single or double joints using an onboard multi-joint facility, and a pipe hold capacity of 10,000 metric tons. "Its increased level of automation also enables a significant reduction in the crew numbers required to safely perform pipelay operations—boosting its operational resilience against the ongoing COVID-19 landscape," the company said. McDermott's **North Ocean 102** will install the umbilical and the Amazon will transport and install the rigid ultra-deepwater pipelines. The Whale development is 60%-owned and operated by Shell Offshore Inc. (60% operator). Chevron, as a partner, owns 40%. The field is expected to start production in 2024, with the expected peak output of around 100,000 barrels of oil equivalent per day (boe/d). The field currently has an estimated, recoverable resource volume of 490 million boe. To be located in the Alaminos Canyon Block 773, adjacent to the Shell-operated Silvertip field, about 10 miles from the Shell-operated Perdido platform and approximately 200 miles southwest of Houston, Whale will be Shell's 12th deepwater host in the Gulf of Mexico. *(Source: MarineLink)*

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### *SIEM OFFSHORE UPGRADES PSV WITH HYBRID BATTERY PACKAGE*

Norwegian shipping company Siem Offshore confirmed on Saturday that its dual-fuel platform support vessel (PSV) **Siem Symphony** was upgraded with a hybrid battery package. The latest battery upgrade is in line with Siem's strategic focus on reducing its environmental footprint. According to

the vessel owner, the battery upgrade makes this PSV able to deliver efficient, safe, and environmentally friendly operations through its high specification, as the vessel was designed and built to satisfy the IMO 2020 regulations. The battery installation was conducted during the second quarter at Westcon's yard on the Norwegian west coast. The PSV was assigned the Battery Power notation from Det Norske Veritas (DNV). After checking the initial results, Siem Offshore expressed its satisfaction at seeing an



immediate effect in the reduction of the PSV's fuel consumption. Due to Lundin Energy Norway's commitment to minimise the impact of its marine activities, Siem said it was confident the company would be able to achieve this goal by managing "the greenest term contract PSV fleet in the world". Namely, Siem was awarded a charter contract by Lundin Energy for the **Siem Symphony** vessel back in March 2020. The contract was awarded for supporting a ten-well drilling campaign on the Norwegian Continental Shelf. The firm contract was estimated to last up to 600 days plus options, which the vessel was expected to begin during the second quarter of 2020. (Source: *Offshore Energy*)

### *AQUA HELIX – DUTCH-DESIGNED PROFF-OF-CONCEPT CREWBOAT WITH 122-PASSENGER CAPACITY*



Damen Shipyards Group, through its Damen Shipyards Antalya facilities in Turkey, has completed construction of a new high-speed vessel that had been developed in response to the offshore industry's need for an alternative type of crewboat boasting cost-effective operation and improved safety features. The Bureau Veritas-classed all-aluminium Aqua Helix significantly deviates

from the typical crewboat design, being noticeably larger than its contemporaries. It has an LOA of 73.4 metres, a beam of 11 metres, a maximum draught of 4.5 metres, and a maximum deadweight of 105 tonnes. Its dimensions enable it to accommodate up to 122 technicians and 12 crewmembers on a single trip, allowing an operator to conduct fewer sailings and, in turn, keep fuel and maintenance costs to a minimum. The foredeck has an area of 35 square metres and a deck load rating of 2.5 tonnes per square metre, making the crewboat an ideal vessel for cargo transfer duties as well. Transfers of personnel are done mainly via a custom-made Ampelmann motion-compensated telescoping

gangway, which Damen said boasts reduced weight and electric cylinders to make it a near-perfect fit for the vessel. A basket that can carry 10 people is also available as a backup transfer system to and from the bridge deck. Damen said that the vessel's weight distribution has also been optimised for smooth and comfortable roll periods within the limits set by BV's stability requirements. An efficient bow design makes it possible for the vessel to operate in significant wave heights of up to three metres and helps minimise occurrences of slamming, enabling fuel consumption to be reduced even further. For improved comfort, there are reclining seats for all 122 technicians across two decks as well as amenities including two personnel areas, a bar, and a lounge. The interior spaces benefit from a 785,000BTU/hr air conditioning system and also feature wi-fi connectivity and personalised entertainment options in the form of video and music on demand. The crew also benefit from the much greater interior space. The main and lower decks both feature crew cabins and technical spaces while the main deck also has a mess with an adjacent pantry. The wheelhouse meanwhile was designed to provide clear 360-degree visibility. Four MTU engines drive HamiltonJet propulsion units via Reintjes VLJ-type gearboxes to deliver a maximum speed of 40 knots and a range of 800 nautical miles at a cruising speed of 37 knots. The engine room also comes equipped with a ventilation system in the form of two extraction fans. A VEEM gyrostabiliser and Naiad Dynamics automatic active ride control interceptors ensure a comfortable ride even under typical operating conditions while a Kongsberg Maritime DP2 system helps guarantee safer transfers to and from offshore platforms. The crewboat also has a set of Veth bow thrusters for enhanced low-speed manoeuvrability during berthing and mooring. Danfoss shaft generators supply electrical power for the vessel's vast array of navigation and communication electronics, which include X- and S-band radars, compasses, ECDIS, two searchlights, GMDSS for A2 areas, a PA and intercom system, and an HSC-approved night vision camera. A 95ekW emergency generator has also been installed. The crewboat is also adequately equipped for dealing with emergencies. The firefighting setup consists of sprinkler systems in the accommodation spaces, a fixed gas-flooding system in the engine room, and manually-operated extinguishers. Also fitted on board is a rescue boat with a davit launch system. Aqua Helix will sail under the flag of Saint Vincent and the Grenadines. It will undergo further proof of concept trials in the North Sea later this year following the installation of its gangway. *(Source: Baird)*

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## MUSEUM NEWS

### *BRISBANE'S HISTORIC STEAM TUG FORCEFUL TAKES A RIVER TRIP AHEAD OF A HEALTH CHECK*

Queensland's last-remaining steam tugboat, **ST Forceful**, will once again take to the Brisbane River last January. The 95-year-old tug boat was moved down river from its berth at Queensland Maritime Museum to The Yard slipway at Hemmant in order to undergo a survey of her hull. "**ST Forceful**

served the people of Brisbane for 45 years both on the river and as a rescue and recovery vessel off the Queensland coast,” QMM CEO Emma Di Muzio said. “She is a treasure of this city, and this slipway visit and survey is a critical part of protecting her for the future.” Shipping played a vital role in the development of Brisbane through the middle of the 20th century, with **ST Forceful** working constantly along the river and at the port. Her coal-fired boilers and triple-expansion engine are also rare



surviving examples of the technology of the time. “Forceful has been at QMM since its inception in 1971, but stopped doing pleasure cruises in 2006 due to concerns about her sea-worthiness and age,” Ms Di Muzio said. “Many volunteers and enthusiasts have worked to maintain her as an exhibition ship, and protected her during the 2011 floods. “We are grateful to Maritime Safety Queensland, The Yard, Bhagwan Towing and Maritime Industry Services for helping us give her the care and attention due to a such a beautiful and respected craft.” *A Brief History of ST Forceful* **ST Forceful** was built by Alexander Stephen & Sons, Ltd., in Glasgow, Scotland, and launched in November 1925. She sailed to Australia under her own steam and began ship-berthing duties along the Brisbane River from March 1926. One of her finest moments was in February 1929 when she assisted towing the stricken steamer **Arafura** through a cyclone some 300km to Brisbane. **Forceful** was commissioned by the Australian Navy in 1942, and served as a harbour tug and rescue vessel based in Darwin. She received two battle honours: “Darwin 1942-43” and “Pacific 1943”. With Brisbane’s tugboat fleet gradually upgrading to more efficient diesel-engined vessels in the post-war period, **Forceful’s** work decreased and by 1964 she was the last coal-burning tug on the Brisbane River. **ST Forceful** was retired from service in 1970 and gifted to the then-brand new Queensland Maritime Museum in 1971. She served as a pleasure cruise boat, including regular runs up and down the river during Expo 88. In 2006 she began life as a museum ship only, moored at Queensland Maritime Museum. Technical details: Length: 121 feet; Beam: 27 feet, 1 inch; Draft: 13 feet, 5 inches; Displacement: 288 tons. (Source: *Queensland Maritime Museum*)

## WINDFARM NEWS - RENEWABLES

### *HIGH TIEN OFFSHORE TO BUILD TAIWAN’S FIRST LARGE CABLE LAYING VESSEL*

High Tien Offshore Engineering (High Tien Offshore) – a company led by a former CSBC president and chairman of CSBC’s joint venture with DEME – is set to invest in a large cable laying vessel (CLV) which will serve the offshore wind market in Taiwan. “Following the investment by CDWE in a large floating crane vessel “**Green Jade**”, the local offshore engineering company – High Tien Offshore Engineering Co., Ltd. (High Tien Offshore) is going to invest and own the first Taiwanese large Cable Laying Vessel (CLV)”, the company said, further adding that the move was in line with the government’s promotion of the localisation development strategy for the offshore wind industry.

According to High Tien Offshore, the cable laying vessel will have a high load capacity, a large



turntable, strong dynamic positioning capability, high resistance to wind and waves, and will be equipped with advanced WROV and trenching equipment. The CLV is expected to be built by the end of 2023 and to take on its first cable laying projects in 2024. Along with offshore wind projects in Taiwan, the company is planning to deploy the vessel on projects

in the wider Asia Pacific region, as well as internationally. “The aim of the investment of High Tien Offshore in an advanced large Cable Laying Vessel is to build an independent role for the main offshore installation works”, said Tseng Kuo-Cheng, High Tien Offshore’s Chairman and former president of CSBC and chairman of CSBC-DEME Wind Engineering (CDWE). “We will keep our vessel, talents and technologies in Taiwan: setting our roots here, developing and contributing to Taiwan, and then for a further expansion in the APAC and international market”. *(Source: Offshore Wind)*

*Advertisement*



## *MACGREGOR TO EQUIP AWIND’S CSOVs*

Awind, a subsidiary of Integrated Wind Solutions, has ordered equipment packages for two Commissioning Service Operation Vessels (CSOVs) from MacGregor, part of Cargotec. MacGregor will deliver two equipment packages each consisting of a 3D motion compensated electrical gangway system, Colibri crane, and a remote control station located on the vessel bridge. The two vessels, scheduled for delivery in 2023, will be built by China Merchants Heavy Industry (CMHI) in Nantong. They will be prepared for continuous zero-emission operations and operate as mother vessels for wind turbine technicians as they perform safe and efficient work on the offshore turbines. In addition, Awind has secured an option with CMHI shipyard for up to four additional vessels. In June, Awind secured a charter contract with Dogger Bank Wind Farm for the first of its two walk-to-work CSOVs. This contract will commence in the second quarter of 2023. The vessel will be used during the commissioning of the 13 MW GE Renewable Energy Haliade-X turbines on the first two phases of the development, Dogger Bank A and Dogger Bank B, until completion in 2025. MacGregor

equipment has also been ordered for the Edda Wind vessels, one of which has also been chartered for Dogger Bank offshore wind farm. The 3.6 GW wind farm is being built in three equal phases of 1.2 GW each, located on the Dogger Bank in the North Sea, over 130 kilometres off the coast of the UK. When complete in 2026, the offshore wind farm will be able to produce enough electricity to power around five per cent of the UK's electricity demand. *(Source: Offshore Wind)*



### NEW REM CSOVs TO HAVE KONGSBERG PM THRUSTERS



Kongsberg Maritime has signed a contract with Fincantieri's Vard subsidiary to supply a large package of permanent magnet (PM) thrusters for installation on two new offshore wind construction service operation vessels (CSOVs) recently ordered by Rem Offshore. The scope of delivery for each vessel includes PM azimuth thrusters, together with PM tunnel thrusters and a retractable azimuth thruster. Kongsberg says that PM thrusters

contribute to improved maneuverability, reduced noise – both in the vessel and in the sea – and higher propulsion efficiency, reducing energy consumption and environmental emissions. The thrusters will be controlled by Kongsberg's K-Master bridge solution, which combines dynamic positioning (DP) and maneuvering functionality in an integrated, joystick-driven system that can be managed by a single operator. The package leverages some of Kongsberg's most innovative technologies, including solutions to limit vessel movement when close to wind turbines during service assignments and to facilitate walk-to-work functionality. The thrusters' advanced propeller design has been developed at Kongsberg's facility in Ulsteinvik, Norway, part of a cluster of maritime companies located in the Sunnmøre area in western Norway, and also home to Rem Offshore. "In the maritime cluster at Sunnmøre, we have a tradition of working together to develop and be first to use new technology that gives us a competitive advantage," says Åge Remøy, Chairman of the Board, Rem Offshore. "With this project, we are doing it again. Together with Vard and Kongsberg Maritime, we are building a sustainable platform for offshore wind service." PM thrusters differ from conventional thrusters in that the propeller blades are not driven directly with a motor and shaft.

Instead, an electromagnetic field generates rotation around the outer edge of the propeller blades. This rotational force (torque) is produced by a compact and efficient PM motor integrated around the outer diameter of the propeller. The system permits direct drive to the propeller, with no gears required, yielding a fast response time with the least possible energy use. This rapid power delivery helps Kongsberg's control systems to reduce vessel movements in the sea. PM thrusters are also quiet compared with traditional thrusters, do not require an external cooling system, and take up less space – a consideration of great benefit to ship designers. “This type of technology is key to the green shift for shipping,” says Ottar Ristesund, SVP Sales, Kongsberg Maritime. “A ship is a complex system of technologies, and our job is to offer integrated equipment that makes the ship a good long-term investment for shipping companies, regardless of the type of fuel to be used. PM technology offers flexibility for the future for vessel owners.” The first vessel will be delivered from Vard in Norway in first half of 2023. The hull will be built at the Vard Braila shipyard in Romania. The second vessel will be built and delivered by Vard Vung Tau in Vietnam and is scheduled for delivery in 2024. (Source: *MarineLog*)

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MARINE **FIRE FIGHTING SOLUTIONS**



The advertisement features a central image of a red tugboat with a white superstructure, sailing on the water. To the left of the tugboat, there is a red box with white text that reads "1500 FIRE EXTINGUISHING SYSTEMS DELIVERED FOR 500 SHIPS BY 2019". To the right of the tugboat, there is a red box with white text that reads "25<sup>th</sup> ANNIVERSARY 1994 - 2019" and the website "www.aksisfire.com". Above the tugboat, there are two red boxes with white text: "INVEC 1236 CLEAN GAS SYSTEM" and "FIRE DETECTION SYSTEM". The AKSISFIRE logo is prominently displayed at the bottom center of the advertisement.

## DREDGING NEWS

### GLDD NABS SEVERAL MAJOR DREDGING CONTRACTS

Great Lakes Dredge & Dock Corporation (GLDD) has announced the receipt of several major dredging awards totaling \$261.3 million. The awarded work includes: - Corpus Christi Upper Bay Reach Channel Improvement Project (Capital, Texas, \$139 million); - Fire Island Inlet to Montauk Point Phase 1 Beach Project (Coastal Protection, New York, \$47.5 million); - Thimble Shoal East Deepening Project (Capital, Virginia, \$38.4 million); - Mississippi River, Baton Rouge to Gulf of



Mexico, Southwest Pass Hopper Dredge Rental Project (Maintenance, Louisiana, \$24.3 million); - Cape May Inlet Beach Renourishment Project (Coastal Protection, New Jersey, \$12.1 million);

Commenting the latest news, David Simonelli, Chief Operating Officer, said: “Great Lakes is pleased to add these projects to our backlog of deepening, coastal protection, and maintenance dredging projects that will contribute to our 2021 performance and position us well for 2022.” “Great Lakes fourth quarter start of the Corpus Christi Upper Bay Project Phase 3 restarts the Port and Corps channel deepening efforts after completion of Phase 1. These projects support the overall improvement and resiliency of our country’s environment, coastlines and infrastructure.” The Corpus Christi Upper Bay Reach Channel Improvement Project is to complete the third phase of the four phase Corpus Christi deepening project. The Fire Island Inlet to Montauk Point Beach Project entails the dredging of the Fire Island Inlet and beneficial use of dredge material for sand placement at Gilgo Beach and Robert Moses State Park. The Thimble Shoal East Deepening Project involves dredging of the Thimble Shoal Federal Navigation Channel with some beneficial use of dredged material for beach nourishment at the Ocean View beach area of Norfolk, Virginia and Ocean Park area of Virginia Beach. The Mississippi River, Baton Rouge to Gulf of Mexico, Southwest Pass Hopper Dredge Rental Project, awarded in the second quarter, consists of furnishing a fully crewed and equipped self-propelled trailing suction hopper dredge to perform maintenance work in the Mississippi River Southwest Pass and Calcasieu River. The Cape May Inlet Beach Renourishment Project entails the placement of sand from a designated borrow area onto two beach locations at the Cape May Inlet. (Source: *Dredging Today*)

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### JENKINS MARINE READY FOR THE HASLAR MARINA SCHEME

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Later this week, Jenkins Marine Ltd will begin the next round of maintenance dredging works within the Haslar Marina Gosport. The dredging is set to begin from 17 September 2021 with the completion expected by early November 2021, reported the Queen’s Harbor Master Portsmouth. Haslar Gosport, Hampshire, GB, is an all tide 650 berth marina which requires regular maintenance dredging and this year there is an estimated 15,000-30,000m<sup>3</sup>

of material to dredge. As in previous years, Jenkins Marine will use their 30.1m backhoe dredger ‘**DOREEN DORWARD**’ to complete the Haslar project. The spoil will be loaded into one of two 44.1m self propelled split hopper barges “**NAB**” or “**NEEDLES**” for disposal to the Nab spoil Ground. Operations will be conducted daily between 0600 and 2100 Monday to Friday but with the option to work weekends if bad weather is a factor, the Harbor Master said. (Source: *Dredging Today*)

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### GERALDTON MAINTENANCE DREDGING KICKS OFF

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The Geraldton 2021 Maintenance Dredge Project is officially underway, Mid West Ports Authority informs. The cleanup program will involve removing naturally accumulated sediments from within the inner harbour of Geraldton Port and southern navigational channel. For this job, RN Dredging

Pty Ltd – the Australian subsidiary of Rohde Nielsen A/S – will send the trailer suction hopper dredger **Modi R**. Two beneficial re-uses have been selected for the sediments, with those removed from the inner harbour placed into the Berth 7 land reclamation area and sediments from the navigational channel placed into the natural system at a designated nearshore placement area adjacent to Bluff Point. Mid West Ports Authority has just released this beautiful photo of the partly installed pipes that will move the sediments from the dredger onto the Berth 7 reclaim, which have now been fully installed. *(Source: Dredging Today)*



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### PARANA SHORT-TERM DREDGING CONTRACT FOR JAN DE NUL



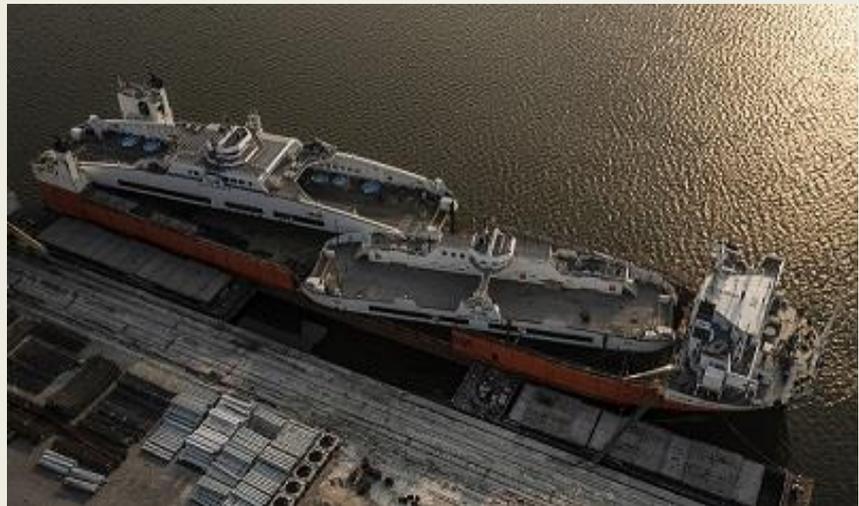
Argentina's government has agreed a short-term deal with Jan de Nul to dredge the Parana River, Reuters reports. The company completed a 25-year maintenance agreement earlier this year and currently carries out the work until a new long-term contract is signed by the National Ports

Administration (NPA). The Parana River is at its lowest in 77 years due to a severe drought in Brazil where it begins. Approximately 80% of Argentina's agricultural exports move out of the country on the Parana. The Parana has been managed for decades by Jan de Nul, but the government this year handed management to NPA. A tender for new long-term dredging project on the river is to be launched soon. *(Source: Dredging Today)*

## YARD NEWS

### *NORTH AMERICA'S FIRST ALL-ELECTRIC CAR FERRIES DEPART DAMEN SHIPYARDS GALATI FOR ONTARIO, CANADA*

The first, fully-electric road ferries to sail in North America are now on their way from Damen Shipyards Galati to Lake Ontario, Canada, to begin operations. Ordered by the Ministry of Transportation, Ontario, Canada, the **Amherst Islander II** and **Wolfe Islander IV**, 68 and 98 metres in length respectively, represent a new generation of zero-emission large ferries. The vessels



departed the yard on 26 August to be loaded on the semi-submersible transport vessel **Super Servant 4** and will arrive in Lake Ontario in mid-September. Both of the open-deck vessels are equipped to be fully-electric, but also have twin diesel generators installed to allow hybrid and full diesel propulsion for maximum redundancy. Due to the harsh winters the ferries also feature 1B Ice class hulls and 1A Ice class azimuth thrusters, allowing them to be fully operational down to -25 degrees centigrade. The delivery of the vessels marks the completion of the first of the two stages of the project. The second stage, which is well underway, involves an ambitious programme in which Damen is working with the Ontario government to install the facilities that will enable the vessels to use shore power supplied via integrated shore charging and mooring systems. This will enable them to recharge their batteries while loading and unloading between the short crossings to and from the islands. This involves not only the installation of the necessary transmission infrastructure at each of the four ferry docks, but also the complete rebuild of the docks to accommodate the new vessels plus the onshore electrical equipment. The systems will also utilise load displacement and peak-shaving technology to achieve maximum efficiency and minimal costs. The vessels themselves will use an innovative, fully automatic charging system developed by Wabtec Stemmann with features that include motion compensation to ensure a stable connection between the ship and the shore even in rough seas. Delivering 6MW of power, charging takes just ten minutes. With the shoreside works due for completion in 2022, following extensive training for crews over the remainder of 2021, the ferries will commence operations in hybrid mode using the diesel generators to supply electricity to the motors. “This integrated project is the first of its kind and one that we hope will demonstrate that fully-electric ferries of this size are a viable proposition,” says Leo Postma, Damen Area Director Sales Americas. “Damen now offers turnkey packages for organisations looking for integrated all-electric ferry systems, working with local contractors and suppliers to install the shoreside infrastructure that best suits local requirements and conditions. It has been a pleasure working with the Government of Ontario to bring this project to fruition and we very much look forward to seeing it fully operational. This is the future!” Damen is providing full support with staff in Ontario for the 16-month warranty period and is also establishing a Service Hub in British Columbia to provide long term support to the Canadian market. Damen is currently midway through a programme to build and deliver six Damen

Road Ferries 8117 E3 for BC Ferries. While presently fitted with hybrid propulsion systems, they are designed to be adapted for full electric propulsion in the future. Ontario's new ferries bring extra capacity and will make crossings faster as well as greener for the one million passengers and 500,000 vehicles which travel annually between Wolfe Island and Kingston, and the 270,000 passengers and 130,000 vehicles which travel to and from Amherst Island each year. *(Press Release)*

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## THE NUCLEAR-POWERED ICEBREAKER "ARKTIKA" COMPLETED THE INTERFACTORY TRANSITION FROM KRONSTADT TO THE BALTIC SHIPYARD



The Kronstadt Marine Plant has completed the planned work on the replacement of the propeller electric motor on the icebreaker "Arktika". This was reported by the press service of the Baltic Shipyard, to which the ship was delivered after the end of the 9-hour interfactory passage. At the KMOLZ dock, Baltzavod specialists cut out a part of the outer skin of the icebreaker's hull and carried out a set of operations to replace the propeller electric motor. In addition, the revision of the rudder

complex, bottom-side fittings and painting of the ship's hull were carried out. At present, the icebreaker is moored at the pier on Vasilievsky Island, onboard power supply has been taken on board, and the fire system is connected. The final installation of the GED, its alignment and adjustment of the systems will begin soon. The plant is to start testing the starboard engine in October. Universal nuclear icebreaker of project 22220. Project developer - Central Design Bureau "Iceberg" Length - 173.3 m; Width - 34 m; Propeller power - 60 MW; Draft at the design waterline - 10.5 m; Minimum working draft - 8.55 m; Displacement - 33,54 thousand tons; Assigned service life - 40 years; Crew - 75 people. *(Source: Sudostroenie; Photo: Baltic Shipyard)*

## SSRZ "MIDEL" LIFTED A TWIN-SCREW PUSHER TUG "OST-1506"

SSRZ "Midel" lifted the **OST-1506** twin-screw pusher tug onto a slip to conduct a dock survey. This

was reported by the press service of the enterprise. The main purpose of the vessel, built at the Nevsky Shipyard at the very end of 1986, is to tow dry cargo ships and oil barges and trains with a total carrying capacity of 12-15 thousand tons. The customer of the work is Farostransflot LLC. After their completion, the vessel will resume work as intended. P-153 project twin-screw pusher tug (type OT-1500); Length - 41.5 m; Width - 13 m; Board height - 3.8 m; Overall height - 15.5 m; Displacement in cargo - 768 t; Draft when loaded - 2.52 m; Light displacement - 666 t; Empty draft - 2.4 m; Crew seats - 17; Autonomy - 12 days; Speed (without a train in deep, calm water) - 20.5 km / h Main engine type - diesel 6VD26 / 20AL-2; Power - 2x100 kW. (*Source: Sudostroenie; Photo: SSRZ "Midel"*)



## WEBSITE NEWS

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Last week there have been new updates posted:

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

- *Alphatron Marine zet vintage sleepboot in voor maritieme training medewerkers*
- *PIRIOU will soon deliver 16m tug for Société Coopérative des Lamaneurs of Brest and Roscoff harbours*
- *Boluda Towage starts towing operations in Rostock, Germany*
- *Sanmar delivers the most powerful escort tug of Turkish Directorate General of Coastal Safety*
- *Hybrid, emission-reduced, environmentally friendly: Starnav opts for SCHOTTEL solutions*

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

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

*(pls contact [jvds@towingline.com](mailto:jvds@towingline.com))*

- *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”*

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