Tugs Towing & Offshore Newsletter

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

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# TUGS & TOWING NEWS

## THE PORT OF AARHUS' NEW TUGBOAT NAMED

On Thursday, the Port of Aarhus's operations director Anne Zachariassen had the champagne bottle smashed against the side of the tugboat **Hermes**, when she named the port's new tugboat in the name of sustainability. It can tow with only one engine, even if it is equipped with two. "Few people think about the fact that a tugboat is absolutely essential in a port that is called at by ships as large as Aarhus. Many ships can neither get in nor out of the harbor without being towed, and therefore it has been crucial for us that we can make it much more sustainable in the future, "says Thomas Haber Borch, director of Aahus harbor. The new tugboat can tow with only one engine, even if it is equipped with two. This means that one can adapt its performance to the task and thus significantly save fuel for tasks that do not require its full traction. **Hermes** can sail 13 knots on two engines and 10 knots on one engine. It has a pile haul of 66.5 tonnes, which is 21 tonnes more than the tugboat that is now out of service, and 11 tonnes more than **Aros**, which is Aarhus Port's second tugboat. The new tugboat is approved for light ice sailing and equipped with a crane and fire extinguisher, so it can assist with firefighting from the water side. *(Source: Maritime Danmark; Photo: Uzmar)*

## CHARON DOES NOT DISMANTLE THE TOWING TARIFF SYSTEM IN THE STRAIT


The multi-year battle conducted by Caronte & Tourist against the various aspects of the regulatory framework governing the towing service in Italian ports has registered a new defeat. The TAR of Catania has in fact rejected an appeal initiated by the shipping company in 2020 against the Ministry of Infrastructure and Transport and the Port Authority of Messina, the Maritime Authority of the Strait in the person of the Commander and legal representative. The object of the dispute is silence (first) and the rejection (then, with additional reasons) of the request "for tariff restructuring and reorganization of the towing service in the ports of Messina, Milazzo and in the Strait area" (operated by Rimorchiatori Augusta, Rinuiti tugs group). In 2017 the administration approved - reads the sentence - "an experimental and temporary local regulation, valid for a period of not less than two years, concerning the towing service of ships in transit in the ports of Messina and Milazzo, in the relative bays and in the wider security area of the Strait of Messina including the port areas of Reggio Calabria and Villa San Giovanni. Three different ways of carrying out the service have been envisaged: 1) the maneuvering tug, 2) the tug for assistance; 3) operational readiness. Finally, the regulation, in articles 1 and 7, provides for a minimum experimentation period of two years at the end of which to examine the results achieved by the new organization of the service ". After two years and more, Charon advanced the aforementioned request, obtaining however, after a not short interlocutory period, its rejection, as mentioned. However, the related appeal was in turn rejected by the TAR, which substantially considered the objection raised by the administration to be legitimate as regards the consideration that, given the complexity of the framework, the experimentation was to be considered still in progress, thus making the hypothesis of tariff restructuring advanced by Caronte. The arguments on an alleged illegitimate time extension were also rejected, "as nothing excludes that in a future time the judgment formulated today (...) may change, following an inertia maintained by the Administration authorizing the contested provision beyond a reasonable term, *(Source: Shipping Italy)*

## VIPER & MAVERICK – TASMANIAN AQUACULTURE COMPANY ADDS CATAMARAN WORKBOATS TO FLEET

Tasmania-based salmon farming company Tassal Group recently took delivery of two steel-hulled catamaran workboats in a series from Chinese builder Taizhou Wuzhou. Designed by Chinese naval architects Alsen Maritime in partnership with Tasmania-based Southern Ocean Solutions, **Viper** and **Maverick** will be used for a variety of duties including mooring, net changing, towing, and general heavy works around Tassal's many leases. A set of fuel transfer pumps has also been installed on each workboat to enable these to provide bunkering of other vessels as well. **Viper** and **Maverick** each

have a length of 23.95 metres, a beam of 10.5 metres, and a depth of 3.2 metres. A pair of Cummins K19 diesel engines that each produce 373 kW at 1,800 rpm and are connected to ZF gearboxes deliver a maximum speed of 10.7 knots, a cruising speed of 9.5 knots, and a bollard pull of 12 tonnes. The designers said the choice of engines was deliberate to allow for more flexible manning as well as to minimise operating costs. The vessels were built to Bureau Veritas class rules as Special service/Multi-purpose workboats with Unrestricted Navigation notation. They were designed to be flexible and efficient and to be able to perform a multitude of tasks safely and effectively. A catamaran hull form was adopted to allow for higher steaming speeds in rougher weather, while minimising fuel consumption and emissions. This makes the newbuilds ideal for supporting fish farm-related activities in offshore waters where challenging operational conditions are the norm. Each workboat is equipped with a cargo deck that can carry up to 100 tonnes of assorted payloads, which will be held in place with the aid of securing foundations. The foundations are designed primarily to accommodate standard shipping containers but may be adapted for use with other cargo as well. Two Palfinger cranes have been installed to provide full coverage of the cargo deck while a 20-tonne deck winch is specifically designed to be able to work over the bow for mooring and net changing duties and even over the stern for towing duties. The bow roller is six metres wide with a SWL of 50 tonnes, which allows the handling of large nets over the bow. The starboard side rails are removable to also facilitate the handling of nets over the starboard side. A three-metre-wide stern roller of 50 tonnes SWL is also provided for working over the stern. Each vessel also has two Cummins 6CT generator sets that each produce 130 ekW at 1,500 rpm and a smaller Cummins 4BT 40ekW unit. These supply power for a navigation and communications suite that includes a Furuno radar, a Simrad forward-scanning sonar, a Garmin depth sounder and plotters, and radios from Samyung and Icom. The workboats each have liveaboard accommodations for three crewmembers. The accommodation spaces also include a mess and a small galley. *(Source: Baird)*

## SEA MACHINES TEAMS WITH MARITIME TRADE UNION FOR 1000 NM AUTONOMOUS VOYAGE

U.S. Coast Guard licensed merchant mariners represented by American Maritime Officers (AMO) are commanding the voyage around Denmark from Boston. In a first between a maritime union and an autonomous technology company, American Maritime Officers (AMO) has entered into a labor agreement with Sea Machines Robotics, the leading developer of autonomous command and control systems. The partnership signals the recognition by both entities that a prosperous future for the maritime sector is one built on a firm relationship among workers, technology and business. In the collaboration, AMO-represented U.S. Coast Guard-licensed officers are supporting Sea Machines' first-of-its-kind 1,000 NM autonomous voyage around Denmark. Aptly named The Machine Odyssey, the voyage marks a pivotal moment for autonomous transportation and is slated to prove that the world's waterways are primed and ready for long-range autonomy. AMO officers will command the **NELLIE BLY** on her autonomous voyage remotely from Sea Machines' Boston-based control center. The officers received training prior to the voyage kick-off and have support from the Sea Machines' engineering teams in Boston and Hamburg throughout the estimated three-week program. Additionally, the **NELLIE BLY** will always carry two on-board safety captains, with occasional guest passengers, and will call on ports along the route to display and demonstrate the technology. Known as the leading source for U.S. Coast Guard licensed merchant marine officers in all shipboard departments and shipping trades, AMO is taking the strategic step to ensure the merchant marine officers it represents can continue to have a secure role in an evolving industry as new technology is developed and applied. "AMO is working to anticipate and prepare for the future of the maritime industry, understanding the implementation of the technology will happen in the not-so-distant future. Failure to prepare for the future means failure to participate in it. Through this agreement, AMO is working to set careers for future generations of merchant mariners," said AMO National Executive Vice President Captain William Barrere. "AMO is

committed to ensuring the human element – particularly the expertise of U.S. merchant mariners earned through extensive experience and comprehensive training at industry-leading facilities, such as STAR Center – remains a key component of maritime transportation to ensure safe navigation, sustained mariner employment and the reliable operation of onboard equipment and systems." Since inception in 2015, Sea Machines has always been on a mission to create technologies that provide new operational methodologies, increase operational productivity and predictability, and increase at-sea safety for mariners. Sea Machines and AMO share the goal of ensuring the safe and effective operation of vessels as increasing levels of automation continue to be applied throughout an active industry. "Sea Machines is built by a team of mariners – currently employing from five of the seven U.S. maritime academies – and operates with a mission to uplift and expand marine industries with technology," said Sea Machines' CEO Michael Johnson. "We envision a future in which autonomous technology can expand the world's fleets and waterborne transportation systems, make transport over water more versatile and competitive with other modes of transportation, and expand the maritime workforce through growth in the industry, ultimately creating jobs. We're pleased to be working with AMO on this pioneering voyage toward the expansion of our industry." Sea Machines is streaming the journey live on a website dedicated to The Machine Odyssey HERE *(Press Release)*



## ANCHOR HANDLING SUPPORT VESSEL – SD HONOUR

The passage of offshore support vessels, of all shapes and sizes, through Cape Town and en-route to, of from, the oilfields of mostly West Africa is common. The same is true of the pit stop of the Anchor Handlers when towing an offshore industry barge, rig or FPSO past Cape Town. Today, usually, the Anchor Handlers belong to well known offshore operators. Much rarer is the Anchor Handler that belongs, instead, to a respected harbour tug operator. Back on 13th September at 07h00 the Anchor Handling Tug SD Honour (IMO 9704910) arrived at the Table Bay

anchorage from the Indonesian port of Batu Ampar. After a short wait in the anchorage, she entered Cape Town harbour at 09h00 and proceeded to the Landing Wall in the Duncan Dock. She was obviously not in for bunkers, but for some engineering requirements, and big ones at that. Within hours, shore based engineers were aboard **SD Honour** draining engine oil tanks, and air conditioning engineers were removing filters, and parts, of her a/c system and taking them ashore. By 20th September, a sign of her ongoing issues became apparent when she entered the Sturrock Drydock. However, the incorrect positioning of the blocks on the drydock floor, caused her to have to come out of drydock to allow the correct setting to take place, before she could return into drydock the next day. An unnecessary error, causing an unnecessary delay. The major problem became apparent when the Port Azimuth Nozzle was taken apart. It would appear that **SD Honour** had spent a long period in layup, with little or no preventative maintenance taking place. Damaged seals in the port propeller system, had allowed seawater to enter and contaminated the system oil supply. This became apparent on her positioning voyage across the Indian Ocean to Cape Town. Added to this were generator issues, and other maintenance requirements of a minor nature. Built in 2017 by PT. United Sindo Perkasa Shipyard at Kabil, on the island of Batam in Indonesia, SD Honour is 50 metres in length and had a deadweight of 795 tons. As an Azimuth Stern Drive Anchor Handling Tug she is powered by two MAN-B&W 9L27/38 9 cylinder 4 stroke main engines, producing 4,160 bhp (3,060 kW) each, driving two Azimuth Propulsion Units, to give her a service speed of 14 knots. She was built to the order of Tai Kong Holdings of Singapore, and named **Golden Honour**. An as Anchor Handling Tug she has a bollard pull of 120 tons, and has a FiFi2 firefighting capability, producing 7,200 m3 per hour. For manoeuvrability, she is equipped for DP2 position keeping. Purchased and owned by the great Dutch towage company, Kotug International of Rotterdam, **SD Honour**, with the initials SD describing her role as a Stern Drive tug, is described as an Infield Support Vessel, for use in the oil and gas industry as a support vessel, specifically for FPSOs, FSOs, FLNGs and other large assets requiring robust anchor handling and protection. Whilst better known as a provider of harbour tug services, both in Holland and Worldwide, Kotug also provide offshore services to the oil and gas industry. On completion of her urgent maintenance requirements in Cape Town, prior to continuing her voyage to her next contract, **SD Honour** exited the Sturrock Drydock on 1st October and repositioned to the end of the Landing Wall. On 4th October everything was complete, and at 15h00 she departed Cape Town, bound for Port Gentil in Gabon, and her next role. *(Source: Africa Ports & Ships by Jay Gates; Photo's: Dockrat)*


## ONEGA SHIPYARD HANDED OVER TO THE CUSTOMER AN AZIMUTH ICE-CLASS TUG "POMOR"

Onega shipyard (Onega OSSZ, Petrozavodsk, Republic of Karelia), after the successful completion of


sea trials and ferrying the vessel to Arkhangelsk, handed over to the customer an azimuth tug of the project ASD 3413 Ice Arc5 "Pomor" (building number 410), the press service reported factory. The azimuth tug was built by order of FSUE "Rosmorport" for the Arkhangelsk branch. During the tests, the commission checked the operating condition of the equipment, as well as the main operational characteristics, the functioning of automation, navigation and communication facilities. The tug showed full readiness for work and good performance. To ferry the vessel to the home port, a project was developed, including the construction of a pontoon intended for passage through the inland waters of the unified deep-water system of Russia, as well as towing the train to Belomorsk. From Belomorsk to Arkhangelsk the tug went under its own power. Designer of BV Damen Shipyards Gorinchem. The solemn ceremony of launching the tugboat, the keel of which was laid at the Onega shipyard on May 15, 2020, took place on May 14, 2021. The vessel with a reinforced hull, ice reinforcements and fenders has good towing characteristics and maneuverability and is intended for sea towing of vessels, floating objects and structures in clear water and in ice conditions. Tug class KM⍟ ARC6 (hull) ARC5 (mechanisms) IWS R1 AUT1 FF3WS ESCORT TUG. Main dimensions of the vessel: overall length 33.7 m; width 12.69 m; the maximum draft at full displacement is determined based on the results of the development of a technical project, but not more than 5.7 m; crew of at least 8 people; special staff of at least 2 people; traction on the hook is not less than 45 tons; speed at a maximum draft of 12 knots. The Onega shipbuilding and ship repair yard was founded in 2002 on the basis of the ship repair facilities of the White Sea-Onega Shipping Company, formed in 1944. In 2011, after a change of management, production stopped and the company went bankrupt. At the end of 2014, a decision was made to resume production and transfer the plant to state ownership. Watch the youtube video HERE *(Source: PortNews; Photo: Onegashipyard)*

# ACCIDENTS – SALVAGE NEWS

## GOLDEN RAY SALVAGE ENTERS FINAL STAGES

It ain't over until it's over—and the salvage of the capsized car carrier **Golden Ray** continues, though the end now seems in sight. Although the giant heavy lift catamaran **VB-10000** has completed cutting the vessel into eight sections, responders still have to get all of the remaining sections out of St. Simons Sound, Ga., where the car carrier capsized and to a recycling facility in Louisiana. On Sunday, wreck removal personnel transloaded Section Three of the wreck from a dry-dock barge on which it had been placed back in July and onto to the barge **Julie B**. The 400- by 130-foot **Julie B** can carry loads up to 4,200 pounds per square foot and is used to transit the wreck sections to the recycling facility. Responders are making preparations to transload Section Six, the final section of the wreck, from another dry-dock barge to the **Julie B** following which the two sections will transit together to the recycling facility in Louisiana. Meantime, nothing about the massive salvage operation is proving easy. During transloading operations on Saturday, the **Julie B** allided with the side of one of the **VB-10000** pontoons. The **VB-10000** did not sustain damage. Marine safety inspectors and response engineers assessed a 12-inch long by 4-inch wide crack in the side shell plating of the port bow of the **Julie B** above the waterline and repaired the damage on Monday. Watch the youtube video HERE *(Source: MarineLog)*

## KOTTER IN HARLINGEN WILL BE SALVAGED SOON

A cutter has been under water in the Zuiderhaven of Harlingen since 26 August. There are oil screens around it, but no activity from a salvage can be seen yet. That will soon happen, reports port director Paul Pot in the Leeuwarder Courant. The long wait was caused by the question of who should pay for the salvage. The owner has so far prevented all attempts to salvage the vessel. He thought that the ship would still have some value when it was salvaged. But the salvage costs are probably higher than the value of the wreck. As a result, the way is now clear for salvage. As soon as the weather is good, recovery company BDS will get to work. It first pumps out

the water, after which the cutter floats to the surface. He is then towed out. There are no worries about oil damage, says Pot. “It was just a very small layer of oil. That meant nothing.” Not everything is clear yet about the cause. It is possible that a pump has started siphoning and that the ship has flooded as a result. *(Source: Wouter van Dusseldorp; Photo: André Wijkstra, Scannernet)*



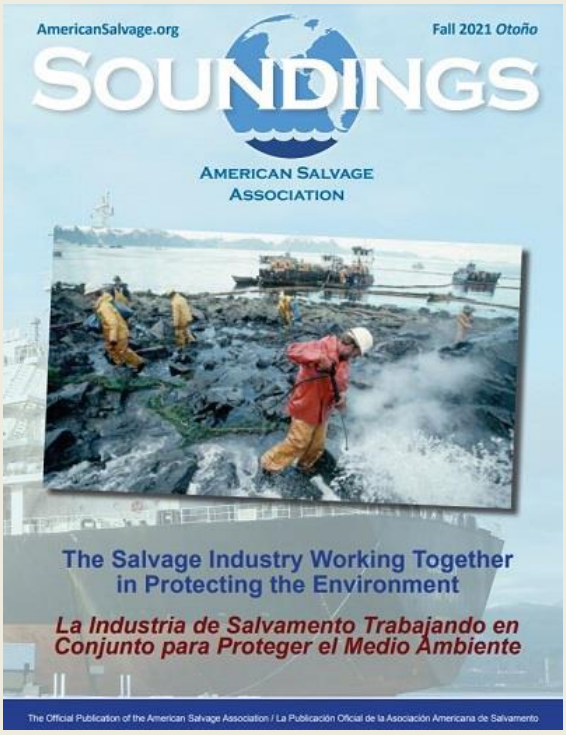
## SUDDENLY A 70,000-TON BULK CARRIER HITS A ROCK IN THE PUTIAN WATERS

The shipping elite circle learned from Fujian Maritime Affairs that at 4:15 pm on October 3, the Fuzhou-registered cargo ship "**Zhongan X**" carrying 55,000 tons of machine-made sand was on its way from Quanzhou northward and hit a reef 4.4 nautical miles south of Nanri Island in Fujian. In the water, the ship tilted to the left and tilted 8-10 degrees. There were 23 crew members on board, and the situation was very critical. After receiving the report of the danger, the Putian Maritime Safety Administration immediately launched an emergency response plan for maritime search and rescue to guide the ship's emergency plugging and drainage work. After full communication with the ship, the ship is in a stable and navigable state and there is no need to abandon the ship. The shipping elite has learned that the bulk carrier is a 7-cabin 70,000-ton bulk carrier with a length of 225 meters, a width of 32 meters, and a draft of 11.5 meters. The Fuzhou-registered bulk carrier "**Zhongan X**" had an accident when it hit a reef on the southern side of Nanri Island in Putian, Fujian Province. The shipping elite reminded everyone that ships should be cautious when they pass along the coast of China. The ship should have enough rich water depth. The Fuzhou-registered bulk carrier "**Zhongan X**" is unloading at the wharf under the guardianship of two search and rescue vessels. *(Source: New-qq.com)*

## SOUNDINGS 2021 FALL EDITION NOW AVAILABLE

Welcome to the Fall edition of Soundings Magazine! It is with great pleasure that we prepare for our first in-person Annual General Meeting on December 2nd, in New Orleans, LA, in conjunction with the WorkBoat Show since 2019. It has been a challenging period for all of our members, but we have

persevered and look forward to celebrating soon. We encourage all members to attend and, for those who are unable to travel to New Orleans, please join us virtually. You can register for this hybrid meeting at American Salvage Association 2021 Annual Meeting (constantcontact.com). In this final quarter the ASA Executive committee and the General Members will be holding our second annual two-day strategic planning meeting and look forward to sharing our discussions at our AGM. In this issue of Sounding's Magazine, you will find an article on how our members protect the environment through the work they do in the salvage industry, a topic that is most important to the global shipping community and the world. You will learn from Ty Letner how we prevent and protect our US waters from oil spills. In addition, as our members continue to respond in the U.S., Central and South America as well as globally, you will find member news and updates. You will also see new member Shore Offshore in our new member highlight. Please remember to send all member news and updates to ASAMCC@AmericanSalvage.org You can download the magazine HERE *(Press Release)*




## SEAWOLF-CLASS ATTACK SUB DAMAGED IN COLLISION IN THE SOUTH CHINA SEA

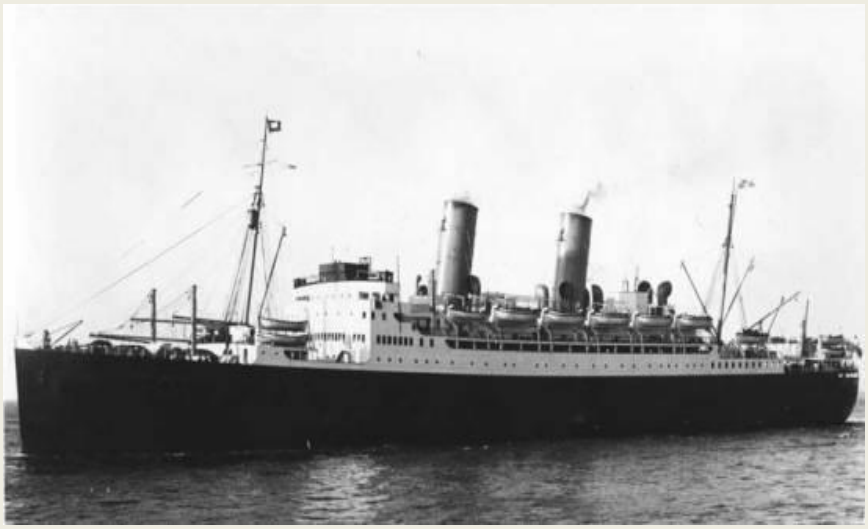
One of the most sophisticated submarines in the world, the **USS Connecticut**, sustained an underwater collision five days ago at an undisclosed position in the South China Sea, according to USNI News and other sources. At least 11 crewmembers sustained minor cuts, scrapes and bruises in the incident, and Navy Times reports that Connecticut has had to transit on the surface due to damage. "**USS Connecticut** (SSN-22) struck an object while submerged on the afternoon of Oct. 2, while operating in international waters in the Indo-Pacific region," Pacific Fleet spokesman Capt. Bill Clinton told USNI News. "There are no life-threatening injuries. The submarine remains in a safe and stable condition. **USS Connecticut's** nuclear propulsion plant and spaces were not affected and remain fully operational. The extent of damage to the remainder of the submarine is being assessed." He added that the U.S. Navy has not asked for assistance from third parties. The sub will return to a port in the 7th Fleet region, USNI reported; Navy Times understands that the port of refuge is the naval base at Guam, and **Connecticut** is due to arrive today. **USS Connecticut** is a Seawolf-class nuclear powered attack submarine. The class of three includes two standard-length

hulls designed for high-end submarine warfare (**USS Seawolf** and **USS Connecticut**), which were built and commissioned in the 1990s. The third and final vessel, **USS Jimmy Carter**, has a stretched-length hull designed for covert operations. Despite their age, the Seawolfs are some of the most advanced submarines ever delivered, and they are reportedly much quieter than the Los Angeles-class and Virginia-class boats that make up the majority of the Navy's attack sub fleet. With a reported top speed of 35 knots and an outsized magazine of torpedoes and missiles, they are also the fastest and best-armed in the inventory. However, they were also much more expensive to construct than the Los Angeles-class, and the Seawolf program was eventually shortened to just three vessels because of post-Cold War cost cuts. *(Source: Marex)*



# REMEMBER TODAY

## *RMS DUCHESS OF ATHOLL – 10TH OCTOBER 1942*



RMS **Duchess of Atholl** was one of a class of four steam turbine ocean liners built in Glasgow in 1927–29 for Canadian Pacific Steamships Ltd's transatlantic service between Britain and Canada. In the Second World War she was converted into a troop ship. In 1942 a U-boat sank her in the South Atlantic, killing four of **Duchess of Atholl**'s crew, whilst 821 survivors were rescued. *Cabin liners* In the First World War, Canadian Pacific pioneered a new class of passenger accommodation which it called "cabin class". It superseded both first and second class and proved popular. After that war the number of third class passengers crossing the North Atlantic declined rapidly, and other lines started to copy CP by converting a larger proportion of their accommodation to cabin class. In 1926 Canadian Pacific ordered a set of four new 20,000 GRT cabin class liners for its North Atlantic service between Britain and Canada. Their accommodation classes were to be "cabin", "tourist" and "third". CP chose the names of the new ships to reflect this revision of classes. Since the 1890s CP had given its most prestigious liners names beginning with "Empress of", and had given

many of its other passenger ships names beginning with "M". But it named the four new ships after British duchesses, suggesting a status below royalty but above any other rank. *Building* By the 1920s the marine use of steam turbines was well-established, but the four new ships pioneered the use of much higher-pressure steam than previous ships, which gave them more economical fuel consumption. John Brown & Company built three of the ships at Clydebank. **Duchess of Atholl** was unique in being built by William Beardmore and Company at Dalmuir, but was otherwise similar to her sisters. **Duchess of Atholl** was launched in late 1927, before any of her sisters from John Brown & Co. She was launched by Katharine Stewart-Murray, **Duchess of Atholl**, the Scottish Unionist MP after whom she was named. A silent documentary film made at the time about shipbuilding, Birth of a Liner, includes the launch of **Duchess of Atholl** and a visit to the John Brown shipyard by the HRH Elizabeth Bowes-Lyon, Duchess of York. During **Duchess of Atholl's** fitting-out an accident to one of her turbines delayed her completion until June 1928, at least a month after John Brown & Co completed her sister **Duchess of Bedford**. **Duchess of Atholl** was 582.0 ft (177.4 m) long, had a beam of 75.2 ft (22.9 m) and draught of 27 ft 0 in (8.23 m). She was 20,119 GRT and as built she was 11,866 NRT. She had six water-tube boilers with a combined heating surface of 30,696 square feet (2,852 m2). They supplied steam at 370 lbf/in2 to a set of six steam turbines. These developed a combined power output of 3,557 NHP and drove twin screws via single reduction gearing, giving her a speed of 17.5 knots (32.4 km/h). *Civilian service* On 13 July 1928 **Duchess of Atholl** left Liverpool on her maiden voyage to Montreal, six weeks after **Duchess of Bedford**. That same year **Duchess of Atholl** set a record of six days and 13 hours for an eastbound crossing from Canada to Liverpool, but she held the record for only a month. John Brown & Co completed **Duchess of Richmond** in December 1928 and **Duchess of York** in March 1929. The regular route for all four sisters was between Liverpool and Quebec. The new ships acquired a bad reputation for "lively" motion in heavy seas. As a result they became nicknamed the "Drunken Duchesses". On one eastbound crossing in 1935 **Duchess of Atholl** lost her rudder. She managed to reach Liverpool three days late. **Duchess of Atholl** carried wireless direction finding equipment and submarine signalling equipment. Submarine signalling was becoming obsolete as a form of communication, so by 1937 it had been removed and echo sounding equipment had been installed. **Duchess of Atholl's** net register tonnage was slightly revised several times in the 1930s. From 1939 it was listed as 11,772 NRT. When the Second World War broke out in September 1939 **Duchess of Atholl** at first continued her scheduled liner service between Liverpool, Montreal and Quebec, taking about eight days for each North Atlantic crossing.

This ceased when she reached Liverpool on 27 November. *Final voyage and loss* On 3 October 1942 **Duchess of Atholl** left Cape Town unescorted for Freetown, from where she was to continue to the UK. She was carrying 534 passengers: 236 army personnel, 196 naval personnel, 97 RAF personnel, five nurses and 291 civilians, including many women and children. At about 0755 hrs on 10 October the ship was about 200 miles east-northeast of Ascension Island, making a zigzag course, when the German Type IX submarine **U-178** sighted her at a range of about 3 nautical miles (6,000 m). **U-178** immediately dived and at 0829 hrs fired two torpedoes at the ship's port side. One missed, but the other hit the centre of **Duchess of Atholl's** engine room. The ship lost speed and made an

uncontrolled 180 degree turn to port. As her engine room flooded, which soon caused the ship's electric lighting to fail. At 0837 hrs **U-178** fired two more torpedoes. Again one missed the ship but the other hit her in roughly the same place as the first. **Duchess of Atholl's** Master, Henry Allinson Moore, gave the order to abandon ship. Three of the ship's lifeboats had been destroyed by the explosions and a fourth was too damaged to be used, but 26 were successfully launched. At 0918 hrs **U-178** fired another torpedo, which missed. At 0921 hrs the U-boat fired a final torpedo, which hit **Duchess of Atholl's** starboard side near her foremast. Captain Moore and his senior wireless officer threw all code books, classified documents and nine confidential bags of mail overboard before becoming the last personnel to leave the ship at 0945 hrs. Four crew had been killed but there were 821 survivors, and among them only two passengers and two crew were injured. Some time after 1100 hrs **U-178** surfaced. She approached some of the lifeboats, questioned four men about the ship's name, cargo and destination, and then left. **Duchess of Atholl** sank at 1125 hrs at 07°03'S 11°12'W. *Rescue* **HMS Corinthian**, converted from an Ellerman Lines cargo steamship, rescued all 821 survivors from **Duchess of Atholl.**

The torpedo attack destroyed **Duchess of Atholl's** main wireless. Its operators used an emergency wireless to transmit distress signals, but the attack had also put its receiver out of action so they did not know whether anyone had acknowledged their signal. One of the lifeboats was fitted with a wireless set. After abandoning ship the operators continued to send distress signals, and made contact with the wireless station on Ascension Island. From Ascension Island the ocean boarding vessel **HMS Corinthian**, a converted Ellerman Lines cargo steamship, put to sea to find the survivors. **Corinthian** had direction finding equipment with which it tracked the survivors' wireless signals. At 1030 hrs on 11 October she sighted the lifeboats, and within five hours she had rescued all 821 survivors. The Free French Flower-class corvette FFL **Commandant Drogou** escorted **Corinthian** to Freetown, where they arrived on 15 October. **Duchess of Atholl's** survivors left Freetown on 18 October aboard the armed merchant cruiser **HMS Carnarvon Castle**, a converted Union-Castle passenger liner, which took them to Glasgow. *(Source: Wikipedia)*

# OFFSHORE NEWS

## CREW FROM 'ESVAGT CANTANA' DONATES SEAFARING PRIZE TO THE DANISH HEART ASSOCIATION


The '**Esvagt Cantana**' crew was awarded 25,000 kroner for providing relentless first aid to a colleague who suffered a cardiac arrest. Now, the crew has donated the award to the Danish Heart Association. It took 104 minutes of uninterrupted CPR, before the crew on board '**Esvagt Cantana**' were finally able to get their 19-year-old colleague Asbjørn Morell back to life, after the young sailor had suffered a cardiac arrest in the middle of the North Sea. The rescue operation ended happily - Asbjørn Morell has fully recovered and is seaworthy again. The effort from the crew has received a lot of praise, including from Danish Shipping´, who awarded the Maritime Prize 2021 and 25,000 kroner to the crew on '**Esvagt Cantana**' for the effort. Now, the crew has chosen to donate the award to a cause literally close to their hearts: the 25,000 kroner has been donated to the Danish Heart Association: "We were all agreeing that the Danish Heart Association was just the right recipient for the donation", says skipper Jan Ole Kristensen, who was guarding the bridge on the night of Asbjørn's cardiac arrest. Anne Kaltoft, CEO of Danish Heart Association, is delighted with the donation: "When I first heard about the crew's great courage and determination, I was very impressed. It testifies how important it is to be able to rescue and to never give up ", she says: "I am very proud that the crew has chosen to donate the Maritime Award to us in the Heart Association. We fight every day for a high-quality emergency response and to ensure that as many people as possible can help save lives if the accident should occur,"she says. On behalf of ESVAGT, DCEO Kristian Ole Jakobsen, expresses "extreme pride" in having such skilled and top professional colleagues. *(Press Release)*


## TURKEY SENDS CYPRIOT VESSEL AWAY FROM ITS CONTINENTAL SHELF

Turkey sent a Greek Cypriot research vessel away from what it says is its continental shelf in the Mediterranean on Sunday after it entered the area without permission, Turkey's Defence Ministry said, in a sign of renewed tensions. For decades, Turkey has been at odds with Greece and Cyprus over competing territorial claims in the east Mediterranean, air space, energy, the status of some islands in the Aegean, and the breakaway Turkish state on the divided island of Cyprus. After months

of tension last year that sparked fears of direct confrontation between NATO members Turkey and

Greece, the two sides agreed in January to resume talks to address their differences after a five-year hiatus. *The next round of talks will be in Ankara on Wednesday.* Cyprus was split in a 1974 Turkish invasion triggered by a brief Greek-inspired coup. Since then, Cyprus has been run by a Greek Cypriot administration in the south that Ankara does not recognize, and ties with the Turkish state to the north are now at their lowest point. The Turkish Defense Ministry said in Monday's statement that the **Nautical Geo**, a Greek-Cypriot research vessel under the Maltese flag, was taken away from the Turkish continental shelf at the weekend after being warned that it was trespassing. Ankara also launched diplomatic initiatives with Malta and Italy, the country of the ship's owner, it said. "Despite these initiatives from Turkey, the **Nautical Geo** research vessel tried to enter Turkish Continental Shelf without permission. Upon this, it was questioned and warned by a ship belonging to the Turkish Navy," the ministry said. "Following the vessel's entry into the continental shelf without permission despite this, the research vessel was removed from the Turkish Continental Shelf," it said, adding Turkey blocked the **Nautical Geo's** work east of the island of Crete last week for the same reason. There was no immediate comment on the incident from Greek Cypriot authorities. Turkey's foreign ministry said on Saturday "unilateral" steps by Greece and Greek Cypriots in the Mediterranean were stoking tension. *(Source: Offshore Engineer; Reporting by Tuvan Gumrukcu Editing by Daren Butler, Robert Birsel)*



## OFFSHORE VESSEL – NORMAND INSTALLER

Ship observers always have their own favourite type of vessel, the one that they enjoy seeing the most. For some it is container ships, to others it is Tankers. In those parts of the world where road traffic is moved in great numbers, it is Ro-Ro or Ro-Pax ferries, and in areas where the offshore oil and gas industry is prevalent, it is offshore support, towage and construction vessels. From many years of working in the combination world of helicopters and the offshore oil and gas industry, my

favourite type is any offshore vessel that comes with its own helideck. On 28th September at 04h00 the offshore construction vessel **Normand Installer** (IMO 9328819) arrived in the Table Bay anchorage from Maputo in Mozambique, where she had been operating for the previous two months. She remained at anchor for only a short period and at 11h00 she entered Cape Town harbour and proceeded directly to the Eastern Mole. As with all similar arrivals of offshore vessels, she had called in, ostensibly, for bunkers, fresh supplies, stores and to effect a crew change, whilst


transiting from one offshore contract to another. As soon as she was alongside, the bunker tanker Al Safa came alongside to transfer bunker fuel, the ship chandler's vehicles arrived, and the ship agent's fleet of crew transfer minibuses lined up alongside the vessel, to start the transfer of crew to the airport, and home. With all her requirements met, Normand Installer sailed from Cape Town on 29th September at 14h00, with her destination set as Georgetown, in the South American nation of Guyana. Completed in 2006, with her hull being built at the Maritim Shipyard at Gdansk in Poland, and her outfitting and sea trials being completed at Ulstein Verft, in Norway, **Normand Installer** is 124 metres in length and has a deadweight of 9,512 tons. She is an extremely complex vessel, diesel-electric powered, with DP3 classification, and her power requirements are as complex. She is powered by four main engines, namely two Wärtsilä 16V32 16 cylinder 4 stroke engines producing 10,300 bhp (7,680 kW) each, and two Wärtsilä 8L32 8 cylinder 4 stroke engines producing 5,150 bhp (3,840 kW) each. These are linked to two Wärtsilä SV105 gearboxes, which via electric motors, drive two Wärtsilä LIPS CPS115 controllable pitch propellers in fixed nozzles, with twin spade rudders, which are both fitted with flaps. This gives her a transit speed of 12 knots. To provide her manoeuvrability via her Kongsberg DP3 system, she has two forward Wärtsilä CT250M-D tunnel thrusters providing 1,500 kW each, two aft Wärtsilä CT250M-D tunnel thrusters providing 1,500 kW each, and a forward centereline Wärtsilä LIPS FS225-240/MNR azimuth thruster, also providing 1,500 kW. For emergency power she has a Caterpillar CP generator providing 200 kW. Designed by Wärtsila Ship Design to their VS2404 design, and costing NOK650 million to build (ZAR1.12 billion or US$74.43 million), **Normand Installer** is owned by Solstad Offshore ASA of Skudesneshamn in Norway, and is operated by Single Buoy Mooring (SBM) Offshore of Monaco. She is managed by Advanced Deep Sea Installation (ADSI), who are a joint venture between Solstad and SBM, with the Solstad logo adorning her funnel, and the logo of SMB adorning the accommodation block. Capable of offshore construction, including both 'J' and 'S' lay methods of rigid and flexible pipelaying, she has a 250 ton heave compensated, crane, a 175 ton heave compensated crane, and a 350 ton 'A' Frame for overside and stern operations. Equipped with a large moonpool and two overside ROV stations, Normand Installer can conduct subsea construction operations up to a depth of 3,000 metres, providing either horizontal lay, or vertical lay, of pipelines. She can accommodate 100 persons on any offshore project. Her aft working deck is set on two levels, with the upper working deck level providing 1,272 m2 of cargo deck space, capable of taking a cargo load of 4,300 tons. Her lower working deck level is equipped as an anchor handling area, and she is provided with towing winches

capable of a bollard pull of 309 tons, which enables her to also act as both an anchor handler, and an emergency tug in any given situation. She has an underdeck pipeline and cable carousel, capable of holding a load of 2,000 tons of either flexible pipes, umbilical cables or risers. The carousel was built by Marine Fabricators Ltd. of Newcastle-on-Tyne in the UK in 2009. The carousel was then shipped out to Durban in sections, and Dormac fitted the new carousel in **Normand Installer** at their Bayhead facility, completing the fitting in July 2009. This is not her first call into a South African port this year, as she called for a bunker stop at Ngqura, back in May, when she was positioning from the North Sea to her new contract in Mozambique. Prior to this, she has also called into Port Louis, at Mauritius in November 2017, and had made a further call in Cape Town back in October 2015. Her current positioning voyage to Guyana is to support the ExxonMobil Liza Field project in the Stabroek Block, situated almost 110 nautical miles offshore, and at a water depth of 1,600 metres. Back in 2020, **Normand Installer** began the subsea development of the Liza Field with the laying of the subsea umbilicals, risers and flowlines (SURF) required to tieback the field to the incoming FPSO. The FPSO is called '**Liza Unity**', and was completed at the Keppel Shipyard in Singapore. She is owned by SBM Offshore, and she departed Singapore for Guyana on 28th August, and at the time of writing was about to round the Cape of Good Hope, under tow by ALP Defender, and with three other ALP vessels in attendance, with a bunkering call expected to be made in Walvis Bay. The next field development by ExxonMobil offshore Guyana is the Payara Field, and Keppel Shipyard are currently completing the FPSO for that field development, to be called 'Prosperity' and again owned by SBM Offshore. Due to its SBM connection, it is thought that Normand Installer will also be involved with the laying of all SURF requirements, to tieback this FPSO to the subsea development in the Payara Field. *(Source: Africa Ports & Ships; Photo's: Dockrat)*

## ORUÇ REIS SEISMIC RESEARCH VESSEL ANCHORED OFF THE COAST OF ANTALYA

Continuing its exploration activities in the Mediterranean, the seismic research vessel **Oruç Reis** anchored off the coast of Antalya. **Oruç Reis**, 86 meters long and 23 meters wide, which has been conducting 3D seismic surveys in the Mediterranean for a while, anchored in the Gulf of Antalya. Some citizens watched the ship, which can be seen from the world-famous Konyaaltı Beach, from the benches. It was seen that there was a cargo ship anchored near Oruç Reis. The seismic research vessel can carry out all kinds of geological, geophysical, hydrographic and oceanographic researches, especially natural resource exploration. *(Source: Deniz Haber)*

## YAVUZ DRILLING SHIP ARRIVES AT FILYOS PORT

**Yavuz** Drilling Ship, which set out to determine the hydrocarbon reserves off the Black Sea, reached Filyos Port. Boat; After the tower assembly operations, **Fatih** and **Kanuni** will work for natural gas explorations in the region. **Yavuz**, an ultra-deep water drilling vessel owned and operated by Turkish Petroleum Corporation; Arrived at Filyos, Turkey's third largest port. Having served in countries such as Tanzania, Kenya, Malaysia and Vietnam, which were launched in 2011 for the first time; **Yavuz** Drilling Ship, which was purchased by TPAO in October 2018, participated in drilling activities in the Mediterranean in 2019. **Yavuz** Drilling Ship, which docked at Haydarpaşa Port last August for the preparations for the Bosphorus passage and the dismantling of the tower, opened to the Black Sea as of yesterday, after the completion of the works. The tower platform of the **Yavuz** Drilling Ship, which anchors at Filyos Port, will be brought to the port and mounted in the coming days. *Second deep sea drilling ship after Fatih* The Yavuz Drill Ship, which has the ability to drill up to 12,200 meters, has a length of 229.6 meters and a width of 36 meters. Yavuz Drill Ship, which has 2 drilling rigs measuring 130 meters in size, is Turkey's second deep-sea drilling ship after Fatih Drill Ship.

While the ship has a dynamic positioning system, it has the ability to drill smoothly even in waves up to 6 meters. *After installation of the tower, it will attend the first mission in the Black Sea* Yavuz Drilling Ship will serve in the Black Sea, where drilling and testing continues after the final preparations are completed. The Fatih and Kanuni drilling ships and the Yavuz Drilling Ship, which is registered in the inventory of TPO, will also contribute greatly to the natural gas exploration in the Black Sea. On the other hand, after the discovery of 540 billion cubic meters of natural reserves, efforts to find reserves in the Black Sea continue. *(Source: Deniz Haber)*



## PALFINGER ACQUIRES OPTS OFFSHORE ACCESS SYSTEM

Palfinger's marine business has acquired the Offshore Passenger Transfer System (OPTS) developed by Lift2Work. As first highlighted by OWJ in 2017, the system is a hydraulically-operated lifting system for people and equipment. It is motion-compensated and can lift up to six people and equipment weighing up to 2,000 kg. Palfinger chief executive Andreas Klauser said, "The OPTS will bring new cross-selling opportunities and strengthen Palfinger's position as a solution provider in the marine and offshore industry." Lift2Work general manager Jan Rooswinkel said, "As a leading manufacturer of innovative marine solutions, Palfinger is the optimal company for the acquisition. With its technical expertise and ability to meet stringent customer requirements, we are confident that Palfinger will successfully bring the OPTS to market maturity." *(Source: Riviera by David Foxwell)*

## SEABIRD SECURES ONE-YEAR CONTRACT FOR FULMAR EXPLORER

SeaBird Exploration has entered into a firm duration one-year contract for the **Fulmar Explorer** with a repeat client. The contract, which is to commence in November this year, replaces the letter of intent (LOI) that was signed in July. As reported back then, **Fulmar Explorer** would carry out the


work programme in the Western Hemisphere for a "leading operator" with an expected duration of about four months. SeaBird's 80-metre long source vessel will start mobilizing for the contract next week, the company informed. "The **Fulmar Explorer** is in the final stage of outfitting to a high-end OBN source vessel for the future, with capability for nine gun strings, high volume triple source, and redundancy", said Gunnar Jansen, CEO of SeaBird Exploration. "Securing a contract with one year's duration in the OBN segment marks a positive shift for SeaBird, with an improved back-log and visibility for 2022". The Cyprus-based company secured a three-year credit facility at the beginning of last year with SpareBank 1 to outfit **Fulmar Explorer** for seismic operations. In March this year, SeaBird won a new contract for the provision of source vessel services for an ocean bottom node (OBN) survey in the Eastern hemisphere. *(Source: Offshore Energy)*

# BOOK REVIEW

## *145TH EDITION OF BROWN'S NAUTICAL ALMANAC "THE SAILOR'S BIBLE" WILL BE AVAILABLE FROM OCTOBER 2021*


Brown, Son & Ferguson Ltd. is proud to announce that the 2022 publication of Brown's Nautical Almanac will the 145th Edition. The Almanac will be available at home and abroad from October 2021. Established in 1850 on the south side of the River Clyde in Glasgow, Brown, Son & Ferguson Ltd. Soon started publishing books for the sailing ships that visited the city. In these early days there were few publications on maritime affairs available and its range of titles steadily grew. A new and exciting era dawned for the firm with the first issue of Brown's Nautical Almanac in 1876. Every year it continues to be completely revised with ongoing care and attention given to its preparation. Sailors will find a wealth of detailed information, including; Buoyancy, Distance Tables, Marine Safety, Navigation, Stability, Tide Tables for World Ports and Time Zones. This list is by no means exhaustive, and sailors will find a host of useful information throughout the book. Orders can be placed now for an October delivery Brown, Son & Ferguson Ltd. is dedicated to quality and traditional standards. The company provides nautical books and stationery for the maritime industry and is based in Glasgow, Scotland. Their publications can be found in colleges, marinas, ports and aboard ships around the world. The ISBN is: 978-1-84927-118-9 and the RRP is £67.00. For further information please visit our website www.skipper.co.uk or email

us at info@skipper.co.uk *(Press Release)*



# MUSEUM NEWS

## *MAASSLUIS KRIJGT GELD VOOR ONTWIKKELING HAVEN*


De gemeente Maassluis krijgt 650 duizend euro uit de Erfgoed Deal. Met dit geld gaat de gemeente de eerste stappen zetten uit het '10 jaren ontwikkelplan voor Maritiem Historisch Maassluis'. Het programma Erfgoed Deal van de Rijksoverheid stelt geld beschikbaar om erfgoed een zinvolle en zichtbare rol te geven in stedelijke ontwikkeling. Wethouders Corine Bronsveld van Cultuur en Sjef Evers van Duurzaamheid en Financiën zijn blij met de toekenning. "Maassluis wil de potentie van maritiem erfgoed benutten, versterken en verduurzamen. Met het geld uit het Erfgoed Deal programma kunnen wij daar een enorme impuls aan geven." *Plan voor historisch maritiem Maassluis* Het 10 jaren ontwikkelplan historisch maritiem Maassluis, dat in het voorjaar van 2021 door de gemeenteraad is goedgekeurd, vormt de basis van de aanvraag bij het Programmabureau Erfgoed Deal. Twee keer per jaar wordt hiervoor een aantal projecten toegevoegd aan het zogenoemde Uitvoeringsprogramma Erfgoed Deal. In het totaal heeft de rijksoverheid 40 miljoen euro beschikbaar gesteld om projecten te stimuleren erfgoed een rol te geven bij de aanpak van klimaatadaptatie, energietransitie en omgang met stedelijke groei en krimp op weg naar een duurzamer Nederland. De afgelopen maanden heeft de gemeente met een groot aantal stakeholders, zoals de Stichting Sleepboothaven Maassluis, Ervaar Maassluis en de Erfgoedkwartiermakers gewerkt aan een voorstel. Doel van deze aanvraag is om het maritieme erfgoedensemble van schepen, havens, havenpanden en musea in te zetten als vliegwiel voor de gebiedsontwikkeling van het historische havengebied en de stadskern van Maassluis. *Haven als kracht van Maassluis* De eerste stap is het ontwikkelen van een gemeenschappelijk vaar- en publieksprogramma voor de historische schepen in de haven. Hierdoor wordt de samenwerking tussen de vrijwilligers van de schepen en de musea bevorderd, waardoor Maassluis meer bezoekers kan trekken. De tweede stap is de ontwikkeling van een zogenoemd Living Lab in het havengebied. In dit Lab worden verduurzamingstechnieken voor

schepen, havens en havenpanden ontwikkeld, getest en toegepast. Deze technieken dragen bij aan de energietransitie én aan de exploitatie van het maritieme ensemble. Doel is dat op termijn alle betrokken partijen door samenwerking meer kunnen bereiken en verdienen dan wanneer ieder op zich blijft werken. Dat is goed voor henzelf, voor de stad en garandeert het behoud van het varende erfgoed. *Hotspot voor varend erfgoed* Het inzetten van het maritieme erfgoed voor de ontwikkeling van het havengebied leidt er toe dat Maassluis op termijn een hotspot wordt voor recreatie met historisch varend erfgoed en een broedplaats zal zijn voor kennis over verduurzaming van maritieme ensembles. De derde stap is de ontwikkeling van een gebiedscoöperatie '**Maritiem historisch Maassluis**', die op termijn de samenwerking zal borgen tussen de schepen, musea, onderwijs en bedrijfsleven. Vandaag is bekend geworden dat het Programmabureau Erfgoed Deal de aanvraag van de gemeente Maassluis heeft gehonoreerd. *(Source: persbericht gemeente Maassluis)*

# WINDFARM NEWS - RENEWABLES

## DAMEN'S REVOLUTIONARY FAST CREW SUPPLIER FCS 7011 COMPLETES SEA TRIALS AND HEADS TO THE NETHERLANDS

After five years of market consultation, research, design, engineering and construction, the first of Damen's ground-breaking **Fast Crew Supplier (FCS) 7011** class has completed its sea trials off the Turkish coast and is set to begin the passage to the Netherlands. The offshore energy market and prospective customers will soon be able to experience the comfort and capabilities of the 74-metre, 40 knot, 122-passenger, crew change vessel. The **FCS 7011**, in combination with the latest Ampelmann walk-to-work system, represents the very latest in marine access thinking, having been developed in consultation with the offshore energy industry and leading maritime research institutes. Its goal is to meet the challenges presented by the unpredictability of the price of oil and increasingly competitive renewable energy. As a cost-effective crew transportation solution featuring the highest levels of both comfort and safety, it offers a viable alternative to helicopter transport and has already gained substantial interest from clients in the southern North Sea, the Gulf of Mexico, Brazil and West Africa. The business case is based on its ability to transfer much larger numbers of personnel for longer distances at higher speeds. This opens the door to moving away from day-rate structures towards a pay per journey model and, potentially, vessel sharing, whereby multiple offshore installations can be served in a single round trip, thereby delivering substantial savings in both time and operational costs. With journey times of up to 12 hours, comfort and safety are key. To achieve this the design incorporates the Damen Sea Axe bow, the positioning of the accommodation just aft of amidships, and interceptors fitted within the vessel's stern, all to minimise sensations of motion as it moves through the sea. The **FCS 7011** also features a range of motion-compensating technologies to optimise the safety of crew transfers. These include a Kongsberg DP system, a tailor-made Ampelmann gangway and a VEEM gyrostabiliser, operating alongside the MTU main engines, Hamilton waterjets, Danfoss

shaft generators, Reintjes gearboxes and Veth bow thrusters. The result is a tightly integrated advanced control system capable of delivering and receiving personnel safely in a wide range of sea states. On arrival in the Netherlands, the Ampelmann gangway system will be installed, making the **FCS 7011** ready for fully-integrated, proof of concept trials in the North Sea. By joining forces to commercialise the vessel, Damen and Ampelmann have combined Damen's decades of experience in designing and building crew change vessels with the industry-leading walk-to-work expertise of Ampelmann. *Video* A short video is available HERE *(Press Release)*



## ØRSTED AWARDS TURBINE INSTALLATION CONTRACTS FOR GODE WIND 3 AND BORKUM RIFFGRUND 3


Ørsted has awarded contracts to Seaway 7 and Cadeler for the installation of the wind turbines for the Gode Wind 3 and Borkum Riffgrund 3 offshore windfarms in Germany. The contract awards are subject to Ørsted's final investment decision. If the company does proceed with the projects, they are due to be fully commissioned by 2024 and 2025. Seaway 7 said it would use the jack-up installation vessel **Vind 1**, the turbine installation vessel ordered by OHT, now part of Seaway 7. On 1 October 2021, Subsea 7 confirmed that the combination of its offshore wind business with OHT had been completed. Subsequent to the combination, OHT was re-named Seaway 7. Subsea 7 Blue Space Limited, a wholly-owned indirect subsidiary of Subsea 7 SA, holds 72% of Seaway 7 ASA shares and Subsea 7 SA will fully consolidate Seaway 7 ASA in its financial statements from 1 October 2021. Further details have been announced by Seaway 7 ASA and can be found on www.seaway7.com. Seaway 7 chief executive Stuart Fitzgerald said, "We are excited to have been awarded this contract, which is the first award for our new wind turbine installation vessel." Cadeler said its award covers transport and installation of a minimum of 48 11-MW turbines for the windfarms, which will be built adjacent to Ørsted's Borkum Riffgrund 1 and Borkum Riffgrund 2 offshore windfarms and in the vicinity of Gode Wind 1 and 2. Cadeler will deploy its installation vessel Wind Osprey which, by the time the project is set to start, will have an

upgraded main crane. On completion, the combined capacity of the windfarm at Gode Wind 3 and Borkum Riffgrund 3 will be more than 1 GW. *(Source: Offshore Wind)*

# DREDGING NEWS

## WATER INJECTION DREDGER L'OSTREA BAPTIZED

Grand Port Maritime de Bordeaux' water injection dredger (WID) **L'Ostrea** was baptized in a naming ceremony last week. MOTAS Dredging Solutions was responsible for the engineering and delivery of the complete dredging installation including the dredging control and monitoring system. For this project, MOTAS Dredging Solutions made an interchangeable design which can be outfitted on other vessels as well. With the dual-fuel engines, the dredger will be able to burn liquefied natural gas (LNG) or marine diesel oil. Compared to diesel, natural gas emits 25 % less carbon dioxide (CO2), 80 % less nitrogen oxides (NOx), and almost no sulphur dioxide or particulate matter. By using this type of fuel, combined with electric dual fuel propulsion, which is more energy efficient, and water injection dredging, Bordeaux Port Authority will be able to maintain the port accesses and equipment in a more environmentally-friendly way. The L'Ostrea will work on the quaysides and on the navigation channel, in addition to the trailing suction hopper dredger (TSHD) Anita Conti. She will replace the **La Maqueline**, a grab hopper dredger dating from 1984, that was recently sold. *(Source: Dredging Today)*

## OCEAN ISLE BEACH DREDGING SET FOR NOVEMBER

Norfolk Dredging has won a $6.6 million contract for the Costal Storm Risk Management (CSRM) work at Ocean Isle Beach, Brunswick County, NC. According to USACE, the benefits of this CSRM project include protection from erosion and other effects from coastal storms. The project provides economic benefits by protecting private property,

and ensuring beaches are primed for tourism and recreation. This program is unique in that the contract has an option for the U.S. Army Corps of Engineers (USACE) to build a beach behind a terminal groin that is being constructed by the town. At the end of this project, the east end of the island will look drastically different and provide added benefits toward recreation, erosion protection and a potential habitat for sea turtles and nesting shorebirds. The work will consist of dredging, transporting, placing, and shaping beach fill and performing all pre and post construction beach surveys. The borrow area for Ocean Isle Beach is in Shallotte Inlet. The dredging is scheduled to start November 16 and expected to end in March 2022. *(Source: Dredging Today)*



## WORKS UNDERWAY ON $16M SEDIMENT CLEANUP PROJECT IN DULUTH, MN

J.F. Brennan Company, Inc. has been busy lately working on a sediment cleanup project in Duluth, Minnesota. According to the company, they are dredging hydraulically, mechanically, and using a CableArm bucket to remove contaminated sediment from two ponds, located near the Duluth-Superior Harbor in the St. Louis River Area of Concern (AOC). Earlier this year, the U.S. Environmental Protection Agency (EPA) and Minnesota Pollution Control Agency signed a $16 million project agreement to remediate the "Ponds behind Erie Pier." Fast forward to this fall: Brennan crews are onsite remediating sediment, the company announced. This sediment cleanup project will address a century's worth of contamination, protecting public health and aquatic life while improving access to a port that is critical to the region's economy. Brennan will dredge approx. 60,000 cubic yards of contaminated sediment from the two ponds, and their partner, Infrastructure Alternatives, Inc., will provide geotextile tube dewatering and water treatment. Once dredging is complete, the company will finish up by capping

the area. *(Source: Dredging Today)*

# YARD NEWS

## NEVSKY SHIPYARD STARTS CUTTING METAL FOR CONSTRUCTION OF TWO RESEARCH VESSELS OF PROJECT 17050


Nevsky Shipbuilding & Ship Repair Yard (Nevsky Shipyard, NSSZ, part of United Shipbuilding Corporation) has started cutting metal for construction of research vessels of Project 17050, says USC. The keel-laying ceremony for two ships ordered by Russian Federal Research Institute of Fisheries and Oceanography (VNIRO) is scheduled for November 2021. As it was earlier announced by Ilya Shestakov, head Rosrybolovstvo (Russian Federal Fisheries Agency), the contract with Nevsky Shipyard has been signed in 2021. Each ship will cost about RUB 3 billion. The delivery is scheduled for the end of 2023. The Research Vessels were designed to carry out complex fisheries and oceanographic studies. The RV's key particulars: LOA: 54 m; Breadth: 13.6 m; Max. speed - 14 knots. Capacity – 26 crew members and a team of scientists. The RVs will have onboard laboratories: of hydrobiology and hydrology, an analytical lab, and a fish processing plant. The ships are intended for the Northern and Far Eastern basins. “We hope the shipyard will succeed. If required amid the epidemiological situation the delivery can be postponed to 2024”, said the head of Rosrybolovstvo. *(Source: PortNews)*

## NAVY AWARDS AUSTAL USA $144.6 MILLION TWO-SHIP T-ATS CONTRACT

Jump starting its plans to get into steel vessel construction, Austal USA, Mobile, Ala., has been awarded a $144,623,645 fixed-price incentive (firm target) modification to previously awarded contract N00024-21-C-2209 for the detail design and construction of two towing, salvage, and rescue ships (T-ATS 11 and 12). The contract modification establishes options for up to three additional ships, which, if exercised, will bring the total cumulative value of the contract to $385,084,067. Austal USA says it will utilize its proven ship manufacturing processes and innovative methods that incorporate lean manufacturing principles, modular construction, and moving assembly lines, all housed under the company’s new state-of-the-art enclosed steel production facility set to open in April. “The Austal USA team is excited to get to work on this program and leverage our new steel manufacturing line to support the U.S. Navy’s and U.S. Coast Guard’s requirements for steel ships,” Austal USA President Rusty Murdaugh said. “Our consistent on-budget and on-schedule delivery of quality ships continues to lead the industry. Our highly skilled

workforce prides itself on maintaining the excellence our customers have come to know and expect from Austal." T-ATS will provide ocean-going tug, salvage, and rescue capabilities to support U.S. fleet operations and will be a multi mission common hull platform capable of towing heavy ships. These ships will be able to support current missions, including oil spill response, humanitarian assistance, and wide area search and surveillance. The platform also enables future capability initiatives like modular payloads with hotel services and appropriate interfaces.


Austal USA broke ground on its $100M steel manufacturing facility in March 2020. The line will be ready to cut steel in April. The T-ATS award is one of several steel shipbuilding programs the company is pursuing as it diversifies its capabilities. Austal USA previously announced it submitted a bid to build the U.S. Coast Guard's Offshore Patrol Cutter and continues to execute a Light Amphibious Warship concept studies and preliminary design contract for the Navy and Marine Corps. Austal USA says its new steel line and facility expansion also positions it well to be the follow-on frigate yard for the U.S. Navy. Paddy Gregg, CEO of Austal USA's parent, Austal Limited (ASX: ASB) Austal Limited called the contract a milestone in the history of the company and a great demonstration of the company's new steel shipbuilding capabilities in the United States, following on from the successful addition of steel shipbuilding to its capabilities in Australia. "This is great news for Austal USA as they enter a new era of steel shipbuilding in the United States, supporting the Navy's requirements for steel ships," he said. *(Source: MarineLog)*



## NG SHIPREPAIR APPOINTED BY AMW-MARINE AS SERVICE PARTNER FOR HAMILTONJET

As of 1st October 2021, NG Shiprepair from Lauwersoog is a service partner for AMW-Marine regarding HamiltonJet (water propulsion systems for ships). The agreement between AMW-Marine and NG Shiprepair was signed yesterday afternoon. The HamiltonJet waterjet is one of the most

advanced and innovative marine propulsion systems in use today and is at the forefront of waterjet propulsion technology. NG Shiprepair personnel are trained to perform maintenance and repair to HamiltonJet specifications.


*Regional service and support*

Jeroen Goes, sales manager at AMW-Marine: "In an industry where deployability is critical and 24/7 support is needed, we have determined that we need a partner to operate the ever-expanding fleet of HamiltonJet-powered offshore crew and support boats around the wind farms in the North Sea area. We have found a partner in NG Shiprepair to provide this regional service and support. Their geographic location with access to the open sea, abundance of space, 220-ton boat lift and 24/7 organization make them a popular service and maintenance location and as such an ideal partner for us to work with. Together we strive for excellent service in the region." *(Press Release)*

## COMPETITION ANNOUNCED FOR CONSTRUCTION OF 18 MW ICEBREAKER FOR RUB 10.5 BILLION

Rosmorport says a competition has been announced for construction of a 18 MW icebreaker of Icebreaker 7 class for seaports of the North-West (Baltic) basin. According to the tender materials, the initial price is RUB 10,502,621,100. The bids are welcome until 22 October 2021. Earlier announced competitions for construction of the second icebreaker were declared void due to absence of bidders. The contract price was finally raised from RUB 7.3 billion to RUB 10.5 billion and Samara based shipbuilding and ship repair company Nefteflot won the competition but later it was blamed for "avoiding implementation of the state contract" at the meeting of the tender committee held on 29 September 2021. According to earlier publications of IAA PortNews, the contract on construction of the first ship of Project 21900M2 was signed by Rosmorport in 2019. Pella shipyard was contracted to build the icebreaker intended for the Far East for RUB 7.54 billion by 2024. In the end of October 2020 the icebreaker was laid down by Sietas (Germany). Those familiar with the matter shared with IAA PortNews their doubt concerning timely completion of the project by Sietas

in view of the shipyard's financial difficulties. As it was reported in early August 2021, Turkish shipbuilding and ship repair specialist Kuzey Star Shipyard signed an agreement with Petrozavodsk, Karelia based Onezhsky Shipyard for the construction of two state-of-the-art dual-fuel icebreakers of Project 23620 for Rosmorport, as a subcontractor of the newbuilding project. That agreement was signed three weeks after Onezhsky Shipyard was contracted by Rosmorport for the construction of the above mentioned ships. Line icebreaker of Project 21900M2 with diesel-electric propulsion is intended for ensuring year-round operation of freezing ports in the North-West Basin of Russia. It is to be built under the Comprehensive Plan for Modernization and Expansion of Core Infrastructure (CPMI) covering the period until 2024. Ship specifications: LOA – 119.8 m, BOA – 27.5 m, draft – 8.5 m, speed - 17 knots, full displacement – 14,300 tonnes. Project 21900M2 was developed by Vympel Design Bureau. *(Source: PortNews)*



## TOS STELT ROEL LATUHERU AAN ALS MANAGING DIRECTOR TOS PORT & LOGISTICS B.V.

Per 1 november start Roel Latuheru als Managing Director en partner bij TOS Port & Logistics B.V. Roel is een ervaren havenlogistieke bestuurder en ondernemer. Bij TOS gaat hij leiding geven aan het team dat BBL studenten en professionals bemiddelt en begeleidt in de havens en logistiek. Ivan Wagenaar, Commercial Director: 'TOS heeft als echt Rotterdams bedrijf grote ambities om de huidige havenlogistieke activiteiten in Rotterdam verder te boosten en het werkgebied te vergroten. Roel brengt veel know how mee en heeft een groot netwerk om onze ambities binnen de havenlogistieke sector verder vorm te geven. Vanuit zijn laatste rol als General Manager bij een bemiddelaar van havenlogistieke professionals, zijn ruim 20 jaar ervaring in de uitzend- en detacheringsbranche (voornamelijk in de niche van de havenlogistiek) en als bestuurslid van Promotion Council North Sea Port weet hij wat er speelt en waaraan behoefte is in de markt. Wij

kijken enorm uit naar de komst van Roel en wensen hem en het TOS Port & Logistics team veel succes met het verder op de kaart zetten van onze havenlogistieke dienstverlening.' TOS is een Rotterdams familiebedrijf. In 1992 gestart als een personeelsbureau voor de zeevaart, havensleepvaart en kompasstelling. In bijna 30 jaar is TOS uitgegroeid tot een internationaal opererende maritieme dienstverlener. Het werkveld van TOS is uitgebreid naar offshore, offshore wind en ship deliveries en wordt ondersteund door een wereldwijd netwerk van kantoren. Sinds vier jaar bemiddelt en begeleidt TOS ook BBL studenten en logistieke professionals in de Rotterdamse haven. (Press Release)

## STEEL CUTTING FOR THE SECOND 5220KW ASD TUGBOAT

On October 8,2021, our company Jiangsu Zhenjiang Shipyard has carried out steel cutting for the second 5220kW ASD tugboat which is built for JIANGSU WISDOM SHIPPING CO., LTD. Relevant leaders from JIANGSU WISDOM SHIPPING CO., LTD. have attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

## SECTIONS OF THE NEW STRAŻAK-28 FIRE SHIP ARE BEING BUILT

At Remontowa Shipbuilding SA, work is progressing on the construction of a new fire vessel, **Strażak -28** (B-861-1) for the Szczecin and Świnoujście Seaports Authority. After located in August this year. keel, it will soon be time to bring all the sections under construction together. Hull elements such as the bow, superstructure and stern are created. At a later stage, they will be joined together, which will end the prefabrication process. Then, after the appropriate works are completed, the unit will be launched and further works will be continued in the shipyard's dock. **Strażak-28** is being built at the Remontowa Shipbuilding SA shipyard. According to the assumed schedule, it will supply the ZMPSiŚ SA fleet next year. It will be a modern unit 29.2 m long and 10.47 m wide, with a bollard pull of 45 tons,

equipped with two powerful FiFi pumps with a capacity of 2700 m3 / h each. The ship will be intended, among others to perform fire protection tasks during reloading, transport of hazardous materials by tankers carrying gases and flammable liquids, requiring assistance from a fire unit and tasks related to rescue and safety at work in the port of Szczecin and Świnoujście. Apart from the functionality of a fire ship, the unit will be able to limit the spills of petroleum derivative substances, perform emergency towing of vessels that may pose a threat to safety in the port and outside it, and will have an L2 ice class, which will enable it to swim in medium ice conditions. Today, the fleet of ZMPSiŚ SA includes two fire ships. **Strażak-26** is based in Świnoujście , and in the first place assists methane carriers delivering liquefied natural gas to the LNG terminal. President Lech Kaczyński. At the time, ZMPSiŚ has at its disposal **Strażak -24** , which protects the port in Szczecin, and also provides assistance with a vessel carrying dangerous goods on the Szczecin-Świnoujście fairway. The purchase of a new fire vessel is co-financed by EU funds under the Infrastructure and Environment Operational Program 2014-2020, Priority axis III Development of the TEN-T road network and multimodal transport, Measure 3.2 Development of maritime transport, inland waterways and multimodal connections, Project "Purchase of a ship for the Szczecin and Świnoujście Seaports Authority ". *(Source: PortalMorski)*



## NEW BUILDING

- Harbour Tug; Delivery: 08-2022; Flag: USA; Builder: Conrad Industries USA; Owner: Great Lakes Dredge & Dock USA. Name: **CAPE HATTERAS**. Yard number: 1320. IMO: 9952880.
- Harbour Tug; Delivery: 11-2022; Flag: USA; Builder: Conrad Industries USA; Owner: Great Lakes Dredge & Dock USA. Name: **CAPE CANAVERAL**. Yard number: 1321. IMO: 9952892.
- Pusher; Delivery: 10-2022; Flag: Brazil; Builder: Uzmar Shipyard Turkey; Owner: Hidrovias Do Brasil. Length (OA): 46. Option two more giving possible total order of four vessels in series. Robert Allan, Canada design. 2 x Wartsila engines. Operation on rivers in northern Brazil.
- Pusher; Delivery: 06-2023; Flag: Brazil; Builder: Uzmar Shipyard Turkey; Owner: Hidrovias Do Brasil. Length (OA): 46. Option two more giving possible total order of four vessels in series. Robert Allan, Canada design. 2 x Wartsila engines. Operation on rivers in northern Brazil.
- Tractor; Delivery: 11-2022; Flag: USA; Builder: Washburn & Doughty USA; Owner: McAllister Towage USA; 2 x Tier 4 Caterpillar engines 6,700 hp with twin Schottel Z-drive units and Markey winches situated on bow and stern. Tier IV standard. Option two more giving possible total order for four tugs. 84t bollard pull.

- Tractor; Delivery: 11-2022; Flag: USA; Builder: Washburn & Doughty USA; Owner: McAllister Towage USA; 2 x Tier 4 Caterpillar engines 6,700 hp with twin Schottel Z-drive units and Markey winches situated on bow and stern. Tier IV standard. Option two more giving possible total order for four tugs. 84t bollard pull.
- Harbour Tug; Delivery: 07-2022; Flag: USA; Builder: Master Boat USA. Owner: Bay-Houston Towing Co. USA; Length (OA): 28.3. Notes: 2 x Caterpillar engines.
- Harbour Tug; Delivery: 07-2022; Flag: USA; Builder: Master Boat USA. Owner: Bay-Houston Towing Co. USA; Length (OA): 28.3. Notes: 2 x Caterpillar engines.
- Harbour Tug; Delivery: 09-2022; Flag: USA; Builder: Master Boat USA. Owner: Bay-Houston Towing Co. USA; Length (OA): 28.3. Notes: 2 x Caterpillar engines.
- Harbour Tug; Delivery: 12-2022; Flag: USA; Builder: Master Boat USA. Owner: Bay-Houston Towing Co. USA; Length (OA): 28.3. Notes: 2 x Caterpillar engines.

# WEBSITE NEWS

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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*
   - *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*

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*

mailto: *jvds@towingline.com*

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