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TUGS & TOWING NEWS

TUGS ON THE HIGHWAY, BARGES ON THE FREEWAY



America is a land of freeways and highways. These roads carry people and products from Key West to Caribou, Maine, from San Diego to Alaska, plus to all the many points between. Our roads are not just asphalt ribbons reaching for the horizon; they are the arteries of commerce. On any given day you may see tankers of olive oil, a thousand container trucks, cages full of turkeys, bins of lettuce or even sixteen wheelers moving a tire the size of your car. Someday you may see a tug and barge in your rearview mirror. Yes, a tugboat.

Pacific Maritime Group has a fleet of tugboats made to go by truck. Our smallest tugs are in some ways our most versatile. They “fly” out of the water onto a flatbed truck for deployment to jobsites on inland and remote, inaccessible waterways. Our fleet of tiny tugboats has been crucial to the success of big projects on natural lakes, man-made and residential lakes, rivers, reservoirs, dams, estuaries, ponds, amusement parks, anywhere there is water and a need. With tugs go barges. The perfect match for our small truckable tugs is our inventory of sectional



barges that can be lifted and trucked in sections and assembled at remote jobsites. These robust sectional steel barges are made to pin together to perform a barge size and shape to fit the job. We can then add spuds and spud winches, cranes, dredge equipment, dive and salvage gear, environmental

response packages, construction equipment, bulk materials, and so much more. Here is a tug plus 6 sectional barges on the upper Sacramento River. Poseidon and Flexifloat set the industry standard. At ten feet wide they are perfect for the road. We have loaded these barges with cranes, vehicles, drills, concrete forms, boulders and equipment of all sorts. Believe it or not, we made an island out of them to promote a television show. Don't be too surprised to see a PMG tugboat or barge on your commute to work, or on an outing to the High Sierras or out in the desert. Be sure to give us a wave, we think it's fun too!

(Source: Grant Westmoreland – Pacific Maritime Group Inc.)



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THE TENDER FOR PORT TOWING IN BARLETTA AND MANFREDONIA IS IMMINENT



The tender for the joint assignment of the towing service in the ports of Barletta and Manfredonia will be announced by October. This can be seen from a note from the Barletta Harbor Office which requests the employer associations concerned (Confitarma, Assorimorchiatori, Assarmatori, Fedarlinea, Federagenti, Federimorhciati) to express their opinion by 9 October on the hypotheses of structuring the tender formulated by the command. The structure of the service, in fact,

as a result of a comparison between the Harbor Offices of the two airports with the Ministry of

Sustainable Infrastructures and Mobility and with the Port System Authority of the Southern Adriatic Sea is destined to change. Today in Barletta the San Cataldo of the Moby group operates in extension, which already in 2011 gave up instead in Manfredonia, where today a tugboat belonging to the Poseidon company is located, concessionaire of the service in the ports of Crotone and Corigliano-Rossano, operating with free rules market, pending the assignment of the service to a regular concessionaire. Except for surprises, however, the two Harbor Offices will focus on a joint assignment to cover both ports, for a duration of 15 years. Interested parties will be required to use a first line tug per call and a second line tug in common between Barletta and Manfredonia, as well as two crews, consisting of 5 members each, of which a commander, a chief engineer, a worker-engineer and two sailors. The communication anticipates that the maximum cost that can be offered in the tender will be 326,737.72 euros and asks in particular for the opinion of the recipients on whether to "include (due to pandemic, ed) the year 2020 in the periods to be taken to reference for the purpose of calculating the cost of the service to be tendered and determining the rates ". In this regard, the note, the "prudential estimate" of the Adsp on a substantial consolidation / maintenance of the current traffic volumes in the two ports considered, highlights how the traffic of Barletta was stable in 2019 and decreasing in 2020, in the face of growth marked by Manfredonia also in the pandemic year, and recalls, as for the infrastructural upgrades planned in the short term, the deepening of the seabed planned in Barletta and, as for Manfredonia, "the two major infrastructural interventions: the safety of the works that constitute the industrial area and the characterization and dredging of the commercial area ". (Source: *Shipping Italy*; Photo: *Eduard Legkii*)

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KOTUG EXPANDS TASPOTS FLEET

Kotug International has increased its fleet of tugs operating in Tasmania as larger ships are expected to call at the growing port. Kotug transferred 32-m Rotortug **RT Sensation** from Port Hedland, Australia to Tasmania's northern port to enhance towage capabilities around the harbour. This 465-gt, 2013-built tugboat has joined Tasports' fleet in Bell Bay on the northern coast. It has 80 tonnes of bollard pull, more than enough to tackle larger ships expected to use the port and has the power to deal with emergencies. **RT**



Sensation joins sister vessel **RT Force** at the Tasmanian port after a 13-day, 2,786 nautical mile journey from Port Hedland. According to automatic identification system data, **RT Sensation** arrived to begin operations in Bell Bay on 27 September. This addition to the fleet further demonstrates Tasports' "commitment to continually manage marine risk and enhance services provided to customers" said Kotug. Rio Tinto has an aluminium facility and Japan's Mitsui OSK Lines (MOL) and Australian energy company Origin Energy are planning to build a renewable ammonia supply chain in the area. Bell Bay also has facilities for docking tankers, container ships, bulk carriers and general cargo ships. Also in Tasmania, Kotug Training & Consultancy is working with Australian Maritime College to provide training using simulators for tug masters, pilots and ship navigators. (*Source: Riviera by Martyn Wingrove*)

NEW TUG ENTERS SERVICE AT PORTLAND PORT



On September 18, Portland Port held the official naming ceremony of the newest tug to enter the fleet, the **Rupert Best**. It was announced earlier this year that the new tug would be arriving at Portland Port following its construction in 2019. The tug was built in Turkey to a Robert Allen design, the Sanmar Sirapinar class 'RAMparts 2200' azimuth stern drive tug will improve and help support the port's ability to welcome larger vessels. The multimillion-dollar tug entered service earlier this year shortly after the passing of Commander Best.

However, COVID-19 restrictions forced any naming ceremony to be postponed until it was safe to hold. The new asset joins Portland Port's existing tugs, the **Maiden Castle** and **Rufus Castle**, all playing pivotal roles in enhancing the port's towage capability. The new vessel has been named after former submarine Commander and Portland Port director, Rupert Best, who passed away in February of this year. Commander Best commanded the nuclear-powered submarine HMS **Courageous** during the Falklands conflict in 1982. He retired from the Royal Navy during the 1990s and was part of the consortium that persuaded Langham Industries to privately take over Portland Port from the Ministry of Defence in 1996, subsequently forming Portland Harbour Authority. Rupert was a strong advocate for both the port and Dorset as a whole and worked tirelessly to help the port grow to what it has become today. (*Source: MarineLink*)

THE MAKE-UP ON THE SOCIAL CLAUSE OF THE LA SPEZIA TOWING EASES THE TENSION

As revealed by SHIPPING ITALY, the social clause contained in the tender for the assignment of the towing service in the port of La Spezia had aroused a lot of discontent in trade union circles. The substance of the forecast was not different from what was established for the competitions already underway in Savona and Civitavecchia, but the expressions of the Captaincy had been particularly virulent, opening the article in question with an unusual negative definition, once, it seemed to read,

to preliminarily clear the field of possible exceptions: "The social clause does not impose the total reabsorption, indefinitely and in an automatic and generalized form, of the workers of the outgoing concessionaire". He then went on to add more, specifying that the clause consists only of "the obligation of mere harmonization of the working conditions with the organization of the incoming concessionaire and with the technical and organizational requirements envisaged in the new contract". And this, moreover, only "if the successor concessionaire does not have sufficient staff to cover the numbers or qualifications indicated in the offer presented". That is, if a newcomer with his own staff prevailed, the incumbent's seafarers would have to hope for new jobs by them, without being able to complain otherwise. The confederal unions did not officially protest, but, as mentioned, they did so informally, also complaining that they had not been heard at a preliminary stage, unlike the employers' associations. So much so that a few days ago the Port Authority corrected the article of the specification in question. The first paragraph has been replaced with the following: "The mode of execution of the service is achieved by promoting the employment stability of the staff employed in the execution of the service and by requesting the harmonization of working conditions with the organization of the incoming concessionaire and with the technical and organizational requirements foreseen in the new contract ". The change was claimed and appreciated by the trade union for the reference to "employment stability", albeit with the general reservations of the case: "The original wording was contrary to the spirit of the social clause itself. The fact remains that a newcomer who brings the minimum 10 crews required will have no obligation towards the workers of Rimorchiatori Riuniti Spezzini. Moreover, the room for maneuver granted by the procurement code did not offer any further space. But, at least, the new formulation offers the possibility to trade unions to open a discussion with the possible new contractor of the service, also taking into account that the minimum requirements of the call are parameterized on today's port. (Source: *Shipping Italy*)



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ICEBREAKERS READY FOR WORK



Two anti-flood linear icebreakers **Ocelot** and **Tarpan** built in our Shipyard to order of the State Water Management Company Wody Polskie – Regionalny Zarząd Gospodarki Wodnej in Szczecin are ready to perform their functions. Both icebreakers – Ocelot and Tarpan left the shipyard on 26th August 2021 starting their first, probably the longest journey from Gdansk to the home port Szczecin – Podjuchy, which they reached on 10th September 2021. The voyage in difficult weather

conditions was an excellent test of the efficiency and reliability of the propulsion and other ship's systems, ensuring safety and efficient operation. Upon arrival in Szczecin, the crew were trained in the operation and maintenance of the engine room, radio navigation systems and onboard equipment. 17 September this year saw the official handing over to the Ordering Party of the currently most modern icebreakers in Poland. The delivery and acceptance documents were signed on behalf of RZGW in Szczecin by the contract engineer Mr. Wojciech Grześkowiak, on behalf of Remontowa Shipbuilding – by the project manager Mr. Tomasz Sulkowski. Ocelot and Tarpan will take part in the next icebreaking operation on the Oder River during Polish-German icebreaking action replacing two now more than 50 years old vessels. The construction of the icebreakers was partly financed by the Operational Programme Infrastructure and Environment 2014-2020 under the Cohesion Fund. *(Press Release Remontowa)*



SUBMARINE "LENINSKY KOMSOMOL" DELIVERED TO KRONSTADT

The towing of the first Soviet nuclear submarine K-3 "**Leninsky Komsomol**" to Kronstadt has been completed. As reported on October 1 in the press service of the Russian Defense Ministry, the nuclear submarine arrived at its destination. As noted in the military department, three tugs towed the submarine from the Severnaya Verf plant. Two boats were also involved in the event.

Hydrometeorological conditions along the towing route were normal. According to the commander-



in-chief of the Russian Navy, Admiral Nikolai Evmenov, at the next stage, a large amount of work will be carried out to turn the **K-3** submarine into a unique museum. As a reminder, the towing of the **Leninsky Komsomol** nuclear submarine from the Nerpa shipyard began in August 2021. The **Leninsky Komsomol** is the first Soviet and third nuclear submarine in the world. The ship was laid down on September 24,

1955 in Severodvinsk, launched on August 9, 1957. The submarine was built according to the project 627, developed in Design Bureau No. 143 (now - SPMBM "Malakhit"). In 1991, the submarine was withdrawn from the Northern Fleet. In 2005, **K-3** was delivered to the water area of the Nerpa shipyard (a branch of the Zvezdochka ship repair center) for subsequent disposal. In 2010, a decision was made to save the ship. *(Source: Sudostroenie; Photo: Russian Ministry of Defense)*

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ACCIDENTS – SALVAGE NEWS

HALF-SUNK IN THE PORT OF ALGIERS THE SHIP IVAN OF THE ITALIAN-MALTESE GLENHALLEN

Bad misfortune for the ro-ro ship **Ivan** of the Maltese shipping company Glenhallen Shipping which regularly connects the ports of the North Tyrrhenian in Italy with the opposite shore of the Mediterranean. According to what has been learned from SHIPPING ITALY, and as evidenced by videos and images available online, the ship tilted while it was moored in the port of Algiers; among the causes perhaps some wrong action in the phases of loading of the rolling stock and in the management of the ballast on board. The owner of the Glenhallen company, the Italian Umberto Lazzaretti, confirmed the incident that occurred to the **Ivan** ship in the past few hours, simply saying that “during the loading the ship tilted and took on water. It is still premature to comment on the recovery of the hull and the causes of what happened”. Also according to the first information leaked

from Algeria it seems that some workers on board, probably port workers, were injured in the accident and transported to the hospital. The ro-ro ship **Ivan** (aged 25 years and 1,000 linear meters of garage capacity), for years used for charter on the routes between Italy and Libya, had been taken over from the beginning of 2021 (with a three-year bare boat charter & purchase contract from Suardiaz) by Glenhallen who, in addition to this entry into the fleet, had also announced on the occasion the intention to debut in the transport of containers and add the port of Piombino to its network. *(Source: Shipping Italy)*




TUGBOAT CAPSIZED IN BANGKOK, 2 MISSING




Accident at the junction of Wat Phanang Choeng River. The tugboat smashed into each other and sank immediately after two people were missing. At 11:00 am on Sept. 29, the officers received a notification. The boat capsized at the Wat Phanang Choeng river junction. found that during the incident The river in the area flows very fast. which had an accident with a tugboat. Reporters reported that time of accident It was found that there were 5

tugboats. But the boat on the left hit the ship that came together. causing the boat to capsize around the vortex in front of the temple Two people were trapped inside the boat, one of whom was a woman at the bow of the ship. Before the incident, the shipmates next to shouted a warning when the ship crashes The woman was knocked out of the boat and sank, the body still not found. Initially, the staff of the Ayutthaya Rescue Service Association Diver of Ayutthaya Rescue Association Currently assessing the situation and plan in action Notify the Phutthaisawan Foundation to search for missing persons under water to arrange for the next operation. Watch the youtube video [HERE](#) *(Source: Khaosod online)*

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**ULTIMATE
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By Rotortug

BULKER NEAR GROUNDING IN VENICE ITALY, AFTER BLACKOUT

Bulk carrier **BEHCET C** suffered a blackout in Canale dei Petroli, Venice, Italy, while proceeding to Marghera, Venice, with pilot on board and 2 assisting tugs, in the morning Sep 29. The ship went out of control and moved towards Canal structures, and Canal's edge. Thanks to quick respond of f'castle crew and tugs, grounding was avoided. Both anchors were dropped, tugs worked full steam to divert loaded ship from hitting structures and grounding, the ship finally, was stabilized in Canal. The



crew restored power and restarted engine, **BEHCET C** berthed at Marghera about an hour after accident. (Source: Fleetmon)

PAC TOW SALVAGE SAVES 'APEC HAUS' IN PNG



Pacific Towing (PacTow) saved **APEC Haus** from likely and significant damage after it salvaged an abandoned vessel that had run aground within metres of the landmark building. The salvage of the ex New Zealand navy patrol boat '**Hawea**' occurred last Thursday evening during strong winds and a rising tide. The PacTow salvage team

expertly manoeuvred the leaking vessel off the rocks it was lodged on, then towed it back to its dedicated tug base at Motukea. After receiving notification of the marine casualty from the National Maritime Safety Authority (NMSA) and PNG Ports Corporation, PacTow rapidly dispatched its tug

'Wato' and lifeboat 'Buru'. Twelve crew and five members of PacTow's commercial dive team were directly involved in the salvage; with additional support provided by senior managers and operational personnel located at the company's headquarters. Upon arrival at Ela Beach at 7.00pm it was evident to the PacTow team that given the high waves and shallow water, the vessel was in imminent risk of breaking up. The divers quickly assessed the integrity of the **Haweas** hull and bollards for towing. The vessel was then towed by its stern to dislodge it from the rocks and then by its bow once it was in safer waters. The **Wato** and her crew proceeded to tow the vessel back to PacTow's tug base at Motukea, where she was securely moored shortly before 10.00 pm. The following day, when daylight permitted a thorough inspection of the vessel by PacTow marine engineers, it was discovered that the aging vessel was in exceptionally poor condition with several leaks. PacTow reports that the vessel's intake of water is currently mitigated by around-the-clock mechanical pumping. It is understood that the National Maritime Safety Authority (NMSA) is in the process of trying to track down the vessel's owners. PacTow plans on disposing of the vessel if the owners can't be located and the relevant authorities provide them with instruction to do so. PacTow has performed well over 50 salvages in the region and is Melanesia's leading marine salvage and emergency response company. General Manager Neil Papenfus described the most recent salvage as one of "patriotic duty given the significance of **APEC Haus** to our country." To learn more about Pacific Towing and its salvage capabilities, as well as its commitment to serving PNG and its communities: www.pacifictowingmarineservices.com. (Source: *Papua New Guinea Today*)

THE SZYPER FISHING BOAT SANK IN THE SEA PORT OF DARŁOWO

The wooden fishing boat **Szyper** sank in the sea port of Darłowo. The accident happened on Thursday at around 5 pm. The unit, which had not been used for two years, became unsealed during a stop at the wharf and eventually sank. The shipowner, Mariusz Szubert, blames the government for the situation, which has not supported sea anglers for two years after the ban on cod fishing was introduced in



2019. After being pulled out and secured, the vessel will be towed to the shipyard in Darłowo. Mariusz Szubert has two fishing vessels in the port of Darłowo. Both have been idle for two years due to the ban on cod fishing. For one of them, in 2020 he managed to get help offered to anglers by the government (PLN 200,000). Unfortunately, the vessel that sank due to absurd regulations did not receive such help. As a result, the shipowner did not have the funds for its renovation. The annual cost of maintaining such a vessel in the port is about PLN 30,000 - says Szubert. - I wanted to use government aid in 2020, but because of strange regulations, I did not succeed. In order to receive help, I had to make 90 voyages over the course of 5 years. I had as many as 135 of them, but it turned out that in the fifth year of cruises there must be 18, and I didn't have that many. Which meant that although I met the conditions, I did not meet them. I didn't get any help. Today we have the effect. Such cases will be more and more frequent, because unrenovated fishing boats will only get more

and more damaged. Fortunately, the cutter was insured. On Friday morning an attempt was made to lift the vessel with a crane. Later the firefighters pumped out the water. After securing it and obtaining the appropriate permits, it will be towed to a nearby shipyard. I don't know yet whether the unit will be renovated or scrapped. It all depends on the size of the damage. Unfortunately, in both cases these will be significant costs that I will have to cover myself - adds the shipowner. It is worth recalling that since September 2019, more than 100 recreational sea fishing vessels have been trapped in Polish ports. All because of the ban on fishing for cod - the fish that was the main source of income for anglers. After almost a year of battle in 2020, some shipowners received financial support under COVID - 19 (PLN 200,000 for either scrapping the vessel or a temporary change in the scope of activity). However, officials introduced a number of restrictions, which meant that only 58 units received aid (a total of PLN 14 million out of the promised PLN 20 million). Currently, talks are underway with the parties for further help for anglers. The problem, however, is that anglers cannot be treated in the same way as commercial sea fishermen, and officials have difficulty determining when We will come back to the matter. Watch the video [HERE](#) (Source: PortalMorski; Text and photo: Hubert Bierndgarski)

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ANOTHER BOAT CAPSIZED NEAR THE SAME SPOT. PEOPLE ON BOARD SWIM AWAY TO DEATH



In the afternoon, on October 1, 2021, reporters reported that while the officers were on duty to speed up the salvage of the tugboat. Wat Phanan Choeng waterfront area Repeated shipwreck in the middle of the Chao Phraya River near Ayothaya Bridge Phra Nakhon Si Ayutthaya Phra Nakhon Si Ayutthaya Province Which is not far from where the tug boat capsized earlier. . It is a wooden motorboat used to tug on the boat with 1 man. able to escape

from the ship in time And landed safely, knowing the name of Mr. Manop Khamhom, 56, revealed that after he took the motor boat out to help transport diving equipment. to be used to salvage

previously sunken tugboats. During that time the water flowed into the boat. together with a rubber hose for pumping water out of the boat is loose causing the ship to sink It is right on the bridge over the Chao Phraya River. Watch the video [HERE](#) (Source: *Thairath Online*)

THE SHIP NAMED HEBA-M SMASHED FISH PONDS IN GÜLLÜK BAY

The ship **Heba-M**, which docked to load feldspar ore at the port in Güllük Bay, plunged into the pool of fish farms. More than 1 million fish escaped into the sea in the accident where the sea bream pools were destroyed. The Cook Islands flagged 110-meter-long, 18-meter-wide ship named **Heba-M**, built in 1995 off the coast of Güllük Bay Papaz Island in Muğla's Milas district, crashed into fish ponds 1 nautical mile from the shore. About 1 million fish, weighing between 400 and 500 grams,



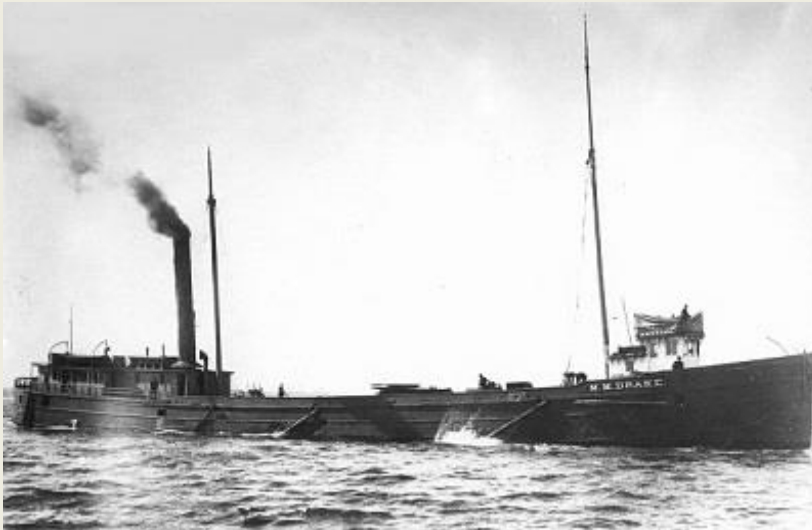
escaped into the sea from the shattered pools. It was learned that 3 sea bream pools were damaged in the accident. While the statement of the ship's captain and 2 assistants was taken by the Coast Guard regarding the incident, it was reported that the teams affiliated to the Milas District Agriculture and Forestry Directorate carried out damage assessment after the accident and an investigation was started regarding the accident. *Work to rescue the ship continues* Meanwhile, rescue efforts continue with the help of divers on the ship, which broke down due to the pool's nets getting entangled with the propellers. (Source: *Deniz Haber*)

REMEMBER TODAY

S.S. M.M. DRAKE – 02ND OCTOBER 1901

The SS **M.M. Drake** was a wooden steam barge that towed consorts loaded with coal and iron ore on the Great Lakes. She came to the rescue of the crews of at least 4 foundering vessels in her 19 year career only to meet the same fate in her final rescue attempt. **Drake** sank in 1901 off Vermilion Point after a rescue attempt of her consort Michigan. Her rudder, anchor, and windlass were illegally removed from her wreck site in the 1980s. They are now the property of the State of Michigan. The rudder is on display as a loan to the Great Lakes Shipwreck Museum and the anchor and windlass are on loan for display to Whitefish Township Community Center. The wreck of **Drake** is protected as part of an underwater museum in the Whitefish Point Underwater Preserve. *Career Drake* was constructed in 1882 in Buffalo, New York as a wooden steam barge and named for the line superintendent of her building company, Mr. Marcus Motier Drake. The **Drake** started her career in September 1882 by towing the barge **F.W. Gifford**. In 1883 she was chartered for Lake Erie to Duluth, Minnesota for coal and from Marquette, Michigan to Lake Erie for iron ore. She ran aground at the

Fox Islands in September 1883. In 1885 she was re-admeasured and had upper decks added at the



Union Dry Dock Company in Buffalo, New York. James Corrigan of Wickliffe, Ohio became her third and final owner in 1889. During her nine-year career, she came to the rescue of distressed vessels and she had several mishaps of her own, including stranding on a reef in 1882, running ashore in 1888 near Cheboygan, Michigan, and striking a bar and sinking at the dock in Duluth, Minnesota in 1889. In 1883, **Drake** rescued

the crew of her consort, the 347-ton schooner **Dot** (the former Mary Merrit), when **Dot** began leaking and sank off Grand Marais, Michigan. In 1889, **Drake** picked up 3 passengers and the 15-man crew from the wooden steam barge **Smith Moore** that had been sideswiped by James Pickands in heavy fog. **Drake** towed **Moore** for 6 hours when **Moore** finally sank only 300 feet from the bar at the mouth of the Munising, Michigan harbor. In 1900, **Drake** rescued the 8-man crew from the leaking schooner-barge **R. Hallaran** that foundered off Keweenaw Point near Stannard Rock Light. **Drake** saved at least 4 crews from foundering vessels during her career but her final rescue of her own consort's crew caused a fatal blow to her structure that resulted in her suffering the same fate. *Final voyage* On 1 October 1901, **Drake** headed into a storm on Lake Superior with her consort, the 27-year-old, 3-masted schooner barge **Michigan**, both heavy with iron ore loaded at Superior, Wisconsin. As **Drake** labored through frigid rain and 55 miles per hour (89 km/h) wind, by 2 October 1901, the seams of **Michigan's** planking began to leak at a rate that overwhelmed her pumps. The flooded and dense iron ore cargo made it likely that **Michigan** would sink without warning before the dawn of the day. Captain John McArthur Jr., of **Michigan**, ordered the thick towing hawser pulled in within hailing distance of **Drake** to communicate their status by shouts amplified with a megaphone. It was decided that **Michigan's** crew would be removed in the pitch black night as there was no chance of launching **Michigan's** yawl in the prevailing winds. **Michigan** was drawn up to **Drake** so

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Photo: Courtesy by Sanmar

that her bow was up against **Drake's** stern quarter on the leeward side. With the two wooden hulls grinding against each other, the crew of **Michigan** leaped to **Drake** when the waves brought the two decks level to one another. Just as the last of the **Michigan's** crew were safely transferred to **Drake**, the wind carried **Michigan** into a sea trough causing her jib boom that jutted forward from her forepeak to rake across length of **Drake**. **Drake's** after cabin was fractured and her tall smoke stack was lopped off and shoved overboard. **Drake** was mortally wounded. The loss of her smoke stack

prevented a proper draft to her boilers to form a full head of steam to her engines and part of that steam was diverted to the pumps needed to stay ahead of the flooding below decks caused by the fractured after cabin. Without full steam, **Drake's** Captain J. W. Nicholson, could not keep her from hanging up in the sea trough in gale force winds even though he ordered the crew to break up her cabins to feed a wood fire that burned hotter than a coal fire. When **Northern Wave**, a 2 year old steel package freighter, headed upbound out of Whitefish Bay shortly after 6:00 that



morning, she spotted the struggling **Drake** flying a distress signal from one her masts and the crew frantically swarming the cabins with fire axes and bare hands. When Captain M.S. Peterson eased **Northern Wave** to the windward side of the foundering **Drake**, three crew members leaped to the deck of **Northern Wave**. Heavy seas prevented the steel **Northern Wave** from staying alongside for a rescue of **Drake's** crew without risking her wooden hull. **Northern Wave** attempted to tow the water-logged **Drake** but the hawser immediately snapped. Captain Peterson informed Captain Nicholson by megaphone that he would standby in case **Drake's** crew could be taken off but both knew the near



impossibility of launching the lifeboats in the gale. By late afternoon **Drake** had slowed to a crawl due to her inability to keep up steam. **Northern Wave** still hovering nearby. The situation appeared hopeless until the steel freighter, **Crescent City**, came upon the struggling **Drake**. **Crescent City** was nearly twice the size of **Drake** and she used her massive hull to provide an artificial lee from the gale force wind. **Michigan's** cook, Harry Brown, leaped toward **Crescent City** before the two vessels were close enough and was swallowed by Lake Superior. The rest of the crew waited until the hulls of the two ships were grinding together and all of them safely jumped to **Crescent City** by 17:00. **Crescent City** reached the Soo Locks with **Michigan** and **Drake** crews at 2:00 on 3 October 1901. **Drake** was a \$35,000 loss and **Michigan** was a \$19,000 loss. *Wreck history* The schooner-barge **Michigan** was never seen again after the night of 2 October 1901. The wreck of **Drake** was first discovered by Captain Campbell of **Liberty** just 4 days after she sank on 6 October 1901, when he was downbound for the Soo Locks. Captain Campbell reported that **Drake** was located between Vermilion Point and Whitefish Point lying on her side in 40 feet (12 m) of water with about 5 feet (1.5 m) feet of water over her with a floating spar still

strung to the hull. The wreck of **Drake** lay forgotten on the bottom of Lake Superior for 77 years until she was rediscovered at 46°46.588'N 85°05.933'W in 1978, by the Great Lakes Shipwreck Historical Society (GLSHS)[6] who subsequently illegally removed her rudder, windlass, anchor, and a sign board in the 1980s. Michigan's Antiquities Act of 1980 prohibited the removal of artifacts from shipwrecks on the Great Lakes bottomlands. The Evening News reported a Michigan Department of Natural Resources and Environment 1992 raid on the Great Lakes Shipwreck Museum and its offices that found evidence of 150 artifacts illegally removed from the state-claimed bottomlands, including artifacts from **Drake**. Following a settlement agreement with the GLSHS, **Drake's** rudder, anchor, and windlass are now the property of the State of Michigan. The rudder is on loan to the GLSHS for display nearby the Great Lakes Shipwreck Museum and the anchor and windlass is on loan to Whitefish Township for display next to its community building. Great Lakes diver Harrington reported that **Drake's** wreck lies scattered on the lake bottom about 0.5 miles (0.80 km) from Vermilion Point. Oleszewski reported that decades of winter ice and spring and fall storms smashed the remains of her upright keel leaving only the boiler standing. The **Drake's** wreck site is protected for future generations of scuba divers by the Whitefish Point Underwater Preserve as part of an underwater museum. Divers who visit the wreck sites are expected to observe preservation laws and "take nothing but pictures and leave nothing but bubbles". Harrington cautions that "divers must be certain of their abilities and equipment" when diving the Whitefish Point Underwater Preserve. (Source: Wikipedia)

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OFFSHORE NEWS

EIDESVIK SCORES LONG-TERM CONTRACT WITH AKER BP

Offshore vessel operator Eidesvik Offshore has been awarded a long-term contract with the Norwegian oil and gas company Aker BP for its **Viking Lady** platform supply vessel (PSV). This is a three-year charter contract, which will start in January 2022. The contract stipulates options for a further extension that Aker BP can pursue. Jan Fredrik Meling, the CEO and President of Eidesvik commented on the new contract: "Both Eidesvik and Aker BP have ambitious targets for reductions in GHG emissions and greener vessel operations. We are pleased to see that Aker BP shows confidence in us by offering the long-term framework conditions we need to develop new emission reduction initiatives." Eidesvik confirmed on Wednesday that this contract was awarded in direct continuation of the current charter under the companies' frame agreement. Initially, Aker BP entered into a frame agreement with Simon Møkster Shipping, Eidesvik Offshore, and Solstad Offshore for the supply of platform supply vessels in March 2019. Later that same month, Aker BP awarded a one-year contract to Eidesvik for its **Viking Lady** PSV under this three-year frame

agreement. In March 2020, Eidesvik got a six-month contract with Aker BP, which was extended for four months in June 2020, while in September last year, the company secured a one-year extension for this PSV. The vessel was built in 2009 by Westcon Yard in Norway. The 92 m, LNG-fueled PSV has four Wärtsilä 32DF dual-fuel engines with advanced vessel automation and Wärtsilä's Low Loss Concept for minimization of electrical losses. (Source: Offshore Energy)



AKER BP BOOKS LOW-EMISSION VESSELS FROM SOLSTAD AND MØKSTER



Norwegian oil and gas company Aker BP has awarded long-term contracts to PSVs owned by Solstad Offshore and Simon Møkster Shipping. As a result, the two vessels will be upgraded with a battery-hybrid system. In March 2019, Aker BP entered into a three-year frame agreement with Solstad Offshore, Simon Møkster Shipping, and Eidesvik Offshore for the

supply of PSVs. Solstad reported on Wednesday that Aker BP had awarded a three-year contract for Solstad's **Far Solitaire** platform supply vessel (PSV), scheduled to start in direct continuation of the current one. Adhering to the frame agreement between the two companies, the contract stipulates six yearly options for extension. Therefore, this vessel will be fully utilized until the fourth quarter of 2024. PSV **Far Solitaire** has been on contract with Aker BP since 2018 when the oil company awarded the vessel a three-month contract, which was set to start in mid-January 2018. Later, in June 2020, Aker BP extended the call off for the **Far Solitaire** vessel until the end of 2020, while in September last year, the company agreed on a 12-month extension contract for this PSV, starting on 1 January 2021. To reduce emissions from operations, the vessel will be upgraded with a battery-hybrid system, which Solstad considers to be one of the many important steps undertaken to reach its long-term decarbonisation target. **Far Solitaire** PSV was built in 2012 and is of a UT 754 WP design. After the upgrade scheduled for December 2021, the vessel will be the 9th PSV Solstad operates on the Norwegian Continental Shelf with a battery-hybrid system and installed shore power connection, according to the company. Møkster was also awarded a three-year time charter contract by Aker BP

under the current frame agreement. The contract entails extension options for a high specification PSV with battery hybridization, as reported by the company on 29 September. The company explained that the hybridisation programme is ongoing for three vessels including the **Stril Polar**, which is under contract with Aker BP and will continue to support its operations under the new contract after the battery installation scheduled for January 2022. **Stril Polar** is a 93.5 meters long and 19 meters wide platform supply vessel of an STX PSV 09L CD design, which was delivered in February 2012. The vessel began working for Aker BP in 2016 as a substitute for its sister vessel, the **Stril Orion**, during its five-year classing. Aker BP extended the contract for the pair in July 2017 for five months firm, with options, starting from 1 August 2017, while in January 2018, the company extended charter deals for a term of three months, and in July 2018, Møkster won another three-month extension for these vessels. Møkster is committed to delivering low-emission vessels and, based on the company's estimates, CO2 emissions would be reduced by approximately 1000 tons per year for the **Stril Polar** vessel. The company considers the new contract as a very important step to reach its internal goals of 40 per cent reduction of GHG emissions by 2030. (Source: *Offshore Energy*)



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OMEGA SUBSEA TO PROVIDE SERVICES ONBOARD NORMAND FRONTIER

Omega Subsea has secured a contract with Norwegian shipping company Solstad Offshore for the provision of ROV management and maintenance services, among others. The contract includes services relating to the operation and maintenance of both ROV and Launch and Recovery systems (LARS) onboard subsea construction vessel **Normand Frontier**, and project management, manning, and engineering services. According to Omega Subsea, **Normand Frontier** recently secured a significant backlog of contracts and is already in the process of mobilizing for its first project in West Africa. "Our ability to adapt to the needs of our clients as a delivery or project unfolds, as well as our dedication to increase capacity for growth to meet the needs of the market are key elements in our



securing this opportunity and positioning ourselves to be ready for further opportunities in the future,” said Trond Berge, Omega Subsea’s general manager. To remind, Solstad Offshore reported in July that it had won two medium-term contracts for **Normand Frontier** and **Normand Navigator** in the second half of 2021. Normand Frontier is set to support an ultra-deep subsea project in South America for an

international contractor. (Source: *Offshore Energy*)

SEAWAY 7 EMERGES AS OHT AND SUBSEA 7 COMBINATION COMPLETES

Subsea 7 has officially completed the transaction to combine its Renewables business unit with Norway’s OHT ASA into a pure-play renewables company. Effective from the closing of the transaction, the combined company is renamed Seaway 7. Subsea 7’s wholly-owned indirect subsidiary, Subsea 7 Blue Space, holds 72% while OHT holds 28% of the new



company’s shares. According to the company, Subsea 7 will fully consolidate Seaway 7 in its financial statements from 1 October 2021. “We are very pleased to reach this milestone and begin operations as the newly combined Seaway 7 Group. The industrial logic of the combination, which strengthens and broadens our offering, whilst adding differentiated assets to a market-leading capability and track record, has been well understood by our clients, investors and employees”, said Stuart Fitzgerald, incoming CEO of Seaway 7. “We look forward to positioning Seaway 7 as one of the market leaders in the delivery of bottom-fixed offshore wind farm solutions, contributing to an efficient and sustainable energy supply for the future”. To remind, in July, Subsea 7 revealed the plans to combine the two companies into a new company named Seaway 7. Seaway 7 will offer a full range of specialist standalone transport and installation (T&I) services, as well as integrated T&I and EPCI solutions that combine the installation of turbines, foundations, substations, and cables. The company will be headquartered in Oslo and focused on fixed offshore wind. Subsea 7 will retain its business in the floating wind, which is not a part of this transaction. (Source: *Offshore Energy*)

SUBSEA 7 WINS SUBSEA CONTRACT WORTH AT LEAST US\$750M

The scope of work on the new award includes the provision and installation of infield flowlines,

control umbilicals, tie-in connections, associated subsea equipment, a gas export pipeline and a



monoethylene glycol injection pipeline. Subsea 7 said it defines a major contract as being over US\$750M. Subsea 7 has secured a contract it described as “major” but has not named the project or the client. While Subsea 7 was unable to furnish more detail due to contractual obligations, the company said the new award extends the engineering, project management and procurement

scope of a contract announced on 12 March 2021. Details regarding that contract are scant, too, but the scope of work includes engineering, project management and procurement with engineering activities commencing immediately at Subsea 7’s office in Sutton, UK. Subsea 7 said project management and engineering for the new award has already commenced and will be managed from the local Subsea 7 office. The company said the contract will be recorded in the backlog of the Subsea and Conventional business unit in the third quarter of 2021. *(Source: Riviera News)*

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OLYMPIC COMMANDER FINDS NEW OWNER

Olympic NOR, a wholly-owned subsidiary of Olympic Subsea, has sold the multi-purpose vessel **Olympic Commander**. The Norwegian company did not reveal any more details about the sale and the transaction, just that the delivery took place this week. **Olympic Commander** is of MT 6016 design and of DNV+1A1 class. The 93-meter long vessel was launched in 2006 and converted to subsea in May 2007. It features an 816 m²



cargo deck, diesel electrical propulsion, a 140-ton AHC crane, a 6,0 meters x 5,28 meters monopool, and 4,800 deadweight tonnage. The vessel is said to be able to accommodate up to 80 persons. (Source: *Offshore Energy*)

WHY THE NEED FOR MORE ATTENTION AT CAPE TOWN? – LV NORTH OCEAN 105



The Reel Pipelay vessel with the self-explanatory descriptive name, **Lay Vessel North Ocean 105** (Imo 9433183) made an unexpected arrival in Cape Town in order to receive yet more engineering input from the Dormac facility in the port. Prior to arriving in Cape Town, Lay Vessel North Ocean 105 has first arrived in Durban back on 24th July, and spent 53 days alongside, at various locations within the port, including the Dormac facility at the Bayhead, receiving required upgrades and

necessary maintenance. Maintenance completed, she sailed from Durban on 15th September at 13h00 and proceeded to the Durban anchorage, where she remained at anchor for just over one day, before setting sail for Cape Town on 16th September at 15h00. Arriving at the Table Bay anchorage on 19th September at 20h00, she stayed overnight at anchor and entered Cape Town harbour on 20th September at 15h00, proceeding directly to the Dormac repair quay at berth 502 in the Ben Schoeman Dock. The interesting question is why she needs further attention from Dormac in Cape Town, after spending time in Durban getting the engineering attention provided by Dormac in that location. A full technical description of the specifications of this stunning pipelay vessel was given in a separate article, written during her stay in Durban, and published [HERE in Africa Ports](#) on 2 August. Readers are invited to avail themselves to this article, in order to gain a picture of the operational complexity, and the capabilities, of **Lay Vessel North Ocean 105**. Her capabilities were



utilised prior to her arrival in Durban, on her previous contract. Contracted by India's state owned Oil and Natural Gas Corporation (ONGC) back in 2018, **Lay Vessel North Ocean 105** was assigned to the ONGC deepwater project in the Krishna Godavari Basin, located some 37 miles to the South East of the port of Kakinada, in the State of Andhra Pradesh, off the East coast of India. The contract called for the installation of subsea umbilicals, risers, and flowlines (SURF), in water depths ranging

between 300 metres and 3,200 metres, linking up to 34 deepwater trees, with **Lay Vessel North Ocean**



105 laying the majority of the Subsea production System (SPS). This subsea award represented the largest single subsea contract ever awarded by ONGC. It was signed by McDermott of Houston in the USA, who are the owners of **Lay Vessel North Ocean 105**, and was scheduled for completion and delivery in 2020, for the natural gas component of the project, and 2021 for the oil component of the project. In April 2021, prior to starting the project, **Lay Vessel North Ocean**

105 was required to go into drydock at the Hindustan Shipyard at Visakhapatnam, for seven days, for repairs and upgrades. For the duration of the project she operated out of the port of Kakinada for purposes of bunkering, storing and completing crew changes. She also operated out of the port of Kattupali, in the neighbouring state of Tamil Nadu, where her umbilicals, risers and flowlines were loaded from a facility within the port. The length of the scheduled time alongside in Cape Town, receiving the necessary maintenance, is not known, and neither is the location of her next contract, but presumed to be either West Africa or Brazil. This is not the first time that **Lay Vessel North Ocean 105** has visited Cape Town, as she called in during August 2014, as well as during January 2017. (Source: *Africa Ports & Ships* by Jay Gates; Phot's: Dockrat)

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MUSEUM NEWS

113 THOUSAND PEOPLE VISITED BANDIRMA FERRY MUSEUM IN THE LAST 3 MONTHS

The museum, which attracts the most tourists within the body of Samsun Metropolitan Municipality, has not changed this year. It was learned that 113 thousand people visited the Bandırma Ferry Museum in the last 3 months. Bandırma Ferry Museum, which brought Gazi Mustafa Kemal Atatürk and his comrades to Samsun on May 19, 1919, is one of the most visited places by visitors. Similar to the ferry, which was taken out of service and dismantled in 1924, it has been rebuilt and has been serving as a museum since 2005 by the Samsun Metropolitan Municipality. A total of 113,924 people,

29,427 of whom were students, visited the museum in the last 3 months, where wax statues of Mustafa Kemal Atatürk and his comrades-in-arms meeting, as well as historical documents, photographs, personal belongings and war materials are exhibited in the ship's cabin. The SS **Bandırma** was an Ottoman mixed cargo ship
(Source: *Deniz Haber*)



WINDFARM NEWS - RENEWABLES

ALICAT TO BUILD NORTH STAR RENEWABLES' HYBRID DAUGHTER CRAFT



Great Yarmouth-based Alicat has won a multi-million-pound contract with North Star Renewables to build two hybrid-powered daughter craft. Once completed, the craft are destined for the Dogger Bank offshore windfarm, 130 km off England's northeast coast. They will utilise a combination of diesel and electric outboards, a world

first for this form of craft. Designed by Southampton-based naval architects Chartwell Marine in collaboration with North Star, the daughter craft will be used to safely transfer technicians from North Star's service offshore vessels (SOVs) to work on the offshore wind turbines at Dogger Bank A and B. North Star said the new daughter craft will also use stabiliser technology, ensuring the vessels will not only deliver reduced carbon emissions, but provide class-leading comfort for the technicians on board "while setting a new standard for safe operations." The new craft will also be able to undertake transfers in wave heights of up to 1.7 m Hs – significantly higher than other windfarm daughter craft. The first daughter craft is being built under the supervision of North Star Group's Boston Putford division in Lowestoft. This will allow time for performance analysis and improvements, crew training and additional development ahead of the first of SOVs arriving mid-2023. (Source: *Riviera by David Foxwell*)

JAPANESE INK MOU FOR JOINT OPS OF CABLE-LAYING VESSELS

Kokusai Cable Ship (KCS) and Mitsui O.S.K. Lines (MOL) have signed a Memorandum of

Understanding (MoU) for collaborative operations of cable-laying vessels for the offshore wind market. The two Japanese companies plan to jointly research commercial opportunities in new subsea cable-laying demand, mainly for offshore wind projects in Japan and throughout Asia. MOL and its group company MOL Marine & Engineering (MOLMEC) are in charge of ship management and operation



including supplying seafarers who have advanced skills to operate the dynamic positioning systems, while KCS is responsible for cable handling and laying operations. KCS stated it was the first to launch a cable-laying vessel in Japan, the **KDD Maru** back in 1967. Since then, the company has been involved in the construction of some 70,000 km of subsea cables, mainly in the Asia-Pacific region. MOL and MOLMEC have managed and operated a total of four KCS-owned cable-laying vessels, including the **KDD Maru**, for over 50 years. (Source: *Offshore Wind*)

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WORLD'S BIGGEST OFFSHORE WIND DEVELOPER SSE MOVES INTO JAPAN

SSE Plc formed a joint venture in Japan to gain a foothold in one of the most promising markets for offshore wind. The Scottish utility, one of the companies behind the world's largest offshore wind park, will pay \$208 million to take an 80% stake in a joint venture with Pacifico Energy, one of Japan's largest renewable energy firms, it said in a statement on Wednesday. The expansion comes after activist investor Elliott Investment Management called for the company to spin off its renewable arm. Elliott is now said to be one of its top five shareholders. SSE has said no decision has been made. Japan has big plans for its offshore wind market, targeting 10 gigawatts by 2030 and 30-45 gigawatts a decade later. SSE has so far been focused on the U.K. but said in March it was looking for a move into Japan to leverage its expertise. The company is developing the 3.6-gigawatt Dogger Bank project off the east coast of England, the largest of its kind. World's Biggest Offshore Wind



Farm Developer Heads to Japan Rothschild & Co. and Freshfields Bruckhaus Deringer LLP acted as respective financial and legal advisers on the transaction. Separately, SSE said that output at its renewables unit in the U.K. fell as much as 32% in the first half, or 11% below its own target. Britain experienced a period of particularly low wind earlier this month that led to record power price spikes. "This shortfall was driven by unfavorable weather conditions over the summer, which was

one of the least windy across most of the U.K. and Ireland and one of the driest in SSE's hydro catchment areas in the last seventy years," the company said. *(Source: gCaptain by Rachel Morison)*

INCAT CROWTHER-DESIGNED CREW TRANSFER VESSEL UNDER CONSTRUCTION IN CHINA

Australian vessel designer Incat Crowther said Friday China's first purpose-built catamaran crew transfer vessel was under construction at AFAI Southern Shipyard. To be operated by Goldsea Marine & Offshore Engineering (Shanghai) Co Ltd, the vessel will support China's offshore wind farm sector. "The Incat Crowther 32 will represent a step-change in vessel capability in the area, offering stability,



performance and functionality unmatched by vessels currently serving the industry," Incat Crowther said. According to Incat Crowther, the vessel design is based on a semi-SWATH platform, which offers stability in big seas and a comfortable ride for personnel. Incat Crowther says its Resilient Bow Technology minimizes impact loads at the wind turbine boat landings and reduces onboard accelerations. This combined with the high bollard pull will provide a transfer wave heights in excess of 2m. "The vessel will be propelled with controllable-pitch propellers offering excellent fuel economy and 20t bollard pull. Comfort is further enhanced by a resiliently mounted cabin and fitment of suspension seats for 12 technicians. The main deck features four single cabins, two bathrooms, a locker and change area, and a storage area for lift bags. There is also a refreshment area and adjacent settee," Incat Crowther said. "The upper deck has two single cabins, a bathroom,

and a pantry and mess area. The wheelhouse is elevated, providing excellent visibility over the bow, including with containers on deck," the company further said. Below decks are a workshop and a utility room, housing storage, and laundry facilities. The vessel will be powered by twin MAN D2862LE466 main engines, each producing 1,029kW, driving controllable-pitch propellers. The vessel will have a service speed of 20knots, with a maximum speed of in excess of 25 knots. (*Source: MarineLink*)

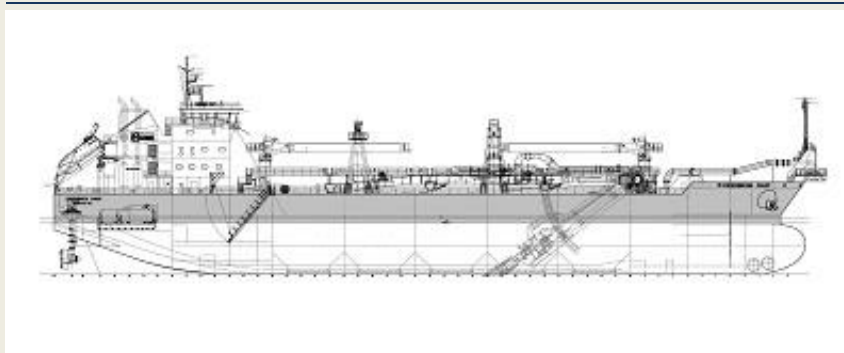
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DREDGING NEWS

SCHOTTEL TO DELIVER THRUST FOR LARGEST DREDGER IN U.S.A.



SCHOTTEL is selected to equip the largest U.S.-flagged, self-propelled trailing suction hopper dredger (TSHD) Frederick Paup with three rudder propellers type SRP 510 L FP. The dredger will be owned and operated by

Manson Construction Co., and is currently under construction at the Keppel AmFELS Shipyard in Brownsville, Texas. It will be 128 m in length, have a 25 m breadth and about 9 m draught and will have a hopper volume of 11,500 m³. The vessel will represent Manson's single biggest investment in its 116-year history. *Benchmark in hull design and machinery* "The Frederick Paup will set a new benchmark in the US hopper dredge market", says Jordan Brown, Project Manager at Manson Construction Co. "The innovations include many aspects of improved ship design as well as specific demands regarding automation, machinery, and equipment. SCHOTTEL was able to meet these requirements as the thrusters will optimally support our vision of top performance in terms of mounting, thrust and manoeuvrability," he concludes. *Thrusters installed in portside, centre and starboard position* Hockema Group, Inc. created a well-elaborated hull design concept that allows for the propulsion system to be integrated in an exceptional manner. The aft appendages are optimally tailored to the rudder propellers in order to supply the thrusters with the lowest-possible turbulence flow. The three SCHOTTEL RudderPropellers type 510 L FP are powered by diesel-electric drives and feature propeller diameters of 2.8 m and a power intake of 2,240 kW each. A particularly long propeller arm length allows for an arrangement at the stern in portside, centre and

starboard position with convenient access for future maintenance. The 360-degree-steerable SRPs will enable the Frederick Paup to always benefit from maximum manoeuvrability, outstanding course stability during free sailing, and powerful thrust in the chosen direction. Besides the nozzles featuring enhanced corrosion protection with ProAnode, the RudderPropellers will be equipped with the DNV-GL type-approved SCHOTTEL LeaCon sealing system. Considered a non-oil-to-water interface, the system complies with the VGP regulations of the US Environmental Protection Agency (EPA). *Operation areas throughout the U.S.* Frederick Paup, named after Manson's Chairman of the Board, will be built to the requirements of the American Bureau of Shipping (ABS) classification society. The vessel is scheduled to enter operation in 2023 and will support the U.S. Army Corps of Engineers in maintaining marine transportation highways primarily along the Gulf Coast and Atlantic Coast, as well as throughout the country. *(Press Release)*

MAKING OF SPLIT HOPPER BARGES BY BAARS

Baars Sliedrecht today released this very interesting video about two new 450m³ split hopper barges – **B405** and **B406**. A split hopper barge is a vessel used for installing soil, sand or stones (dredge material) – usually operating in conjunction with backhoe dredgers. Powered by two hydraulic cylinders, the bottom of the barge splits like a grab. When sailing, the parts are kept closed by a number of locks. Watch the youtube video [HERE](#) *(Source: Dredging Today)*



KALBARRI DREDGING OPERATIONS KICK OFF



Recent update from the Department of Transport shows that urgent dredging is underway in Kalbarri, Western Australia. The authorities have expedited dredging at the mouth of the Murchison River as increased siltation has significantly reduced water depth in the area. Maintenance dredging works at the entrance started mid-September 2021 and will proceed until mid-December 2021. Dredging will occur Monday to Saturday

during daylight hours, with provision to undertake operations during hours of darkness if required,

the government officials said. Approximately 60,000 cubic metres of sand will be moved from the northern bank of the entrance channel and the sand spit from the southern shore during the three-month project. The works will be carried out by a cutter suction dredge 'Mudlark I' (18m x 5m) equipped with a 40-metre floating pipeline marked by orange buoys and flashing orange lights. DoT concluded that the dredge has no self-propulsion and uses spuds and anchors to move. The dredge and connected pipeline will remain in the area of operation after normal operating hours for the duration of the works. *(Source: Dredging Today)*

TSHD BRISBANE MAKING ITS WAY TO GLADSTONE

Trailing suction hopper dredger **Brisbane** is making its way up to Gladstone for annual maintenance dredging of the harbour, according to the Gladstone Ports Corporation. "In the last financial year we welcomed 1909 ships to our three ports," said GPC. "It's important we provide safe "harbour roads" for visiting vessels – just as our roads are maintained to keep them safe for drivers." The dredge will be in Gladstone for 33 days to



help with the removal of built up sediments that are naturally transported into the harbour. As reported, all maintenance dredging will be done under strict controls with a broad range of environmental monitoring activities involved. The TSHD **Brisbane** is utilised by all QLD ports for the majority of maintenance dredging activities and by GPC for all main navigational channel maintenance dredging. The vessel was designed with mechanisms to mitigate the environmental impacts caused by the dredging operations. These mechanisms are equivalent to the features installed in the latest TSHD models used around the world. Since the commissioning of the TSHD **Brisbane** it has been updated regularly to incorporate the latest environmental advances in dredging technology, ensuring the TSHD **Brisbane** operates at the same level as the most recent built TSHDs (Haskoning Australia Pty Ltd 2016). *(Source: Dredging Today)*

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YARD NEWS

EASTERN SHIPBUILDING GROUP ANNOUNCES COMMENCEMENT OF STEEL CUTTING FOR USCGC INGHAM (WMSM-917)



On Monday, September 27, 2021, Eastern Shipbuilding Group, Inc. (ESG) commenced construction of United States Coast Guard Cutter (USCGC) **INGHAM** (WMSM-917) – Hull 3 of the Heritage Class Offshore Patrol Cutter (OPC) program. The occasion was observed by leaders of the United States Coast Guard Project Resident Office at ESG’s Allanton Shipyard where the first steel plates

were cut by ESG personnel in the 103,000 sq ft steel and aluminum processing facility and transferred to the Nelson Street Shipyard for assembly and construction. This milestone is yet another signal of growing momentum in the OPC program. The lead OPC, **USCGC ARGUS**, is nearly fully assembled and remains on schedule and on budget. In May 2021, the keel was laid for the second OPC, **USCGC CHASE**, and all long lead time materials have been ordered for USCGC Hull 4. “We are excited to begin the construction of **USCGC INGHAM**, the third vessel of the Heritage Class OPC program,” said Joey D’Isernia, President of Eastern Shipbuilding Group. “Our dedicated workers and subcontractors are delivering exceptional quality and speed every day. It is our highest priority to get these superior vessels to the men and women of the USCG so that they can carry out their important missions around the globe with greater capability and effectiveness. Our track record of consistent government shipbuilding execution and unmatched quality has given our customer the confidence they needed to bring yet another vessel onto the production line. Our forward momentum continues to increase on this program and our recent investments in our people and our facilities will ensure that the men and women of the USCG receive these critical assets on the shortest timeline possible with the highest level of quality.” ESG fully rebuilt its operational facilities following Hurricane Michael in 2018 and also expanded them with over \$42.5 million in infrastructure improvement investments. ESG dedicated its Nelson Street Shipyard exclusively to the USCG OPC program to ensure an unimpeded and hot production line experienced in constructing OPCs. The company has completed a launchway conversion and is making associated dredging investments at the yard to have a facility capable of launching and delivering two OPC sized vessels per year. At its Allanton Shipyard, ESG has constructed a state-of-the-art C5ISR Production Facility to accomplish testing and integration of operational combat systems, equipment, and simulators on premises prior to final installation on the vessel. Later this year, ESG will commission a new aluminum superstructure fabrication and assembly hall at its Nelson Street facility. The OPC is designed to conduct multiple missions in support of the nation’s maritime security and border protection. The OPC will provide a capability bridge between the national security cutter, which patrols the open ocean in the most demanding maritime environments, and

the fast response cutter, which serves closer to shore. The OPC design includes the capability of carrying an MH-60 or MH-65 helicopter and three operational Over The-Horizon small boats. The vessel is also equipped with a highly sophisticated combat system and C5ISR suite that will enhance capabilities to execute the service's missions. *(Press Release)*

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LIFTAL ACQUIRES DAMEN HOISTING

Liftal Hijstechniek acquires Damen Hoisting. The agreement will be effected on 1 October and the organisation will be incorporated into the full-service specialist in lifting and hoisting technology. For Liftal this is a strategic expansion in the Rotterdam region, for Damen a choice to stay with its core business. Damen Hoisting was established five years ago as a business unit of Damen



Anchor & Chain Factory B.V., located on the premises of Damen Shiprepair Rotterdam in Schiedam. The hoisting division serves customers from various markets such as the maritime, offshore, industrial and civil engineering industries. Specialist services and activities are carried out in the field of lifting and hoisting under the EKH quality mark. Reasons for the sale include market saturation and Damen's strategic choice to focus more on its core business. Liftal Hijstechniek has been active in the south-west of the Netherlands and in various European markets in the field of testing and certification of hoisting and lifting equipment for maritime applications, oil/gas/wind energy sectors, industrial markets and the construction sector since 1998. From its Belgian branch, the company covers the connecting regions in Belgium such as Antwerp, the Terneuzen-Ghent canal zone and port areas on the coast. Both management boards are happy with the acquisition, Damen Hoisting's General Manager Perry Rikkers says; "First and foremost, we are pleased because this guarantees the employment of the seven Damen employees of Hoisting. We are fully confident that this acquisition will positively help our customers and that they will continue to receive top service. This is a positive step forward for all involved." Hans Hirdes, Manager of Liftal, adds;

“Geographically, the takeover of the activities of Damen Hoisting is a nice addition to Liftal Hijstechniek’s current working area. In addition, given the presence and concentration of shipping, offshore, wind and large industry, the Rotterdam region offers sufficient potential to further expand our activities. Partly in view of the promised support from the Damen Group, we are confident of continuing and further expanding the activities of Damen Hoisting within Liftal Hijstechniek.” Work already started under existing agreements and contracts will be completed under Damen Hoisting. Work that has not yet started but has already been agreed will be performed by Liftal under the conditions agreed with Damen Hoisting. *(Press Release)*

VAN OORD ORDERS MEGA JACK-UP FOR 20 MW OFFSHORE WIND TURBINES



Van Oord has ordered a new self-elevating offshore installation vessel that will be able to operate on methanol and install wind turbines with a capacity of up to 20 MW. The vessel is being built by the Yantai CIMC Raffles Shipyard in China. The design is by Knud E Hansen. The jack-up is expected to enter the market in 2024 and will work under the Dutch flag. Van Oord has also taken

an option on a second vessel. Pieter van Oord, CEO Van Oord, said: “This investment prepares us for the increase in scale in the offshore wind industry and allows us to maintain our leadership position.” The new 175-metre offshore installation vessel will be purpose-built for the transport and installation of foundations and wind turbines. With a crane supplied by the Dutch company Huisman, the jack-up will be able to lift more than 3,000 tonnes. The vessel will also feature an advanced jacking system. Four giant legs, each measuring 126 metres, will allow the ship to be jacked up and work in waters up to 70 metres deep. Arnoud Kuis, Managing Director Offshore Wind of Van Oord: “Thanks to our experiences with the installation vessels [Aeolus](#), [MPI Resolution](#) and [MPI Adventure](#), we have a good grasp of working with jack-up installation vessels. Now we are going one step further – the new ship will be the largest of its kind. Compared to the [Aeolus](#), this new version has 88% more deck space and over 80% more lifting capacity.” By running on methanol, the vessel’s CO₂ footprint will be reduced by more than 78 per cent, Van Oord said. In addition, the jack-up will be equipped with an advanced active emissions control technology, Selective Catalytic Reduction, to reduce the NO_x emission to an absolute minimum. An installed 5,000 kWh battery pack will take the peak loads and regenerate energy to reduce the fuel consumption, and corresponding emissions, even further. This investment is part of the company’s EUR 1 billion fleet investment programme over the next five years. In December 2020, Van Oord had already ordered a new green cable-laying vessel at VARD in Norway. Van Oord said that the company is committed to reducing CO₂ emissions and to becoming carbon-neutral by 2050, in line with the Paris Agreement. “To become carbon neutral by 2050, we look for new fuel technologies. We see methanol as one of the alternatives to meet the industry’s goals to reduce its environmental impact. Similar steps have already been made in our investment programme with the construction of

three LNG-fuelled trailing suction hopper dredgers and the ordering of a new green cable-laying vessel,” Jaap de Jong, Director Ship Management of Van Oord, said. Since 2002, Van Oord has contributed to the installation of a cumulative renewable energy capacity of 14.5 GW. That represents 40 per cent of the total installed capacity of approximately 35 GW of offshore wind worldwide at the end of 2020. The demand for offshore wind farms remains high, Van Oord said. The European Union aims to install 300 GW of offshore wind capacity by 2050, and worldwide this is expected to be 2,000 GW. In the Netherlands, the goal is to realise 20 GW up to 2030 and another 20 GW in the next decade. Wind turbines at sea are also rapidly getting bigger. In 2002 there were wind turbines of 2 MW, nowadays turbines of 14 MW are installed. The rotor blades are already well over a hundred metres long and the transport and installation requires larger ships. (*Source: Offshore Energy*)

Advertisement

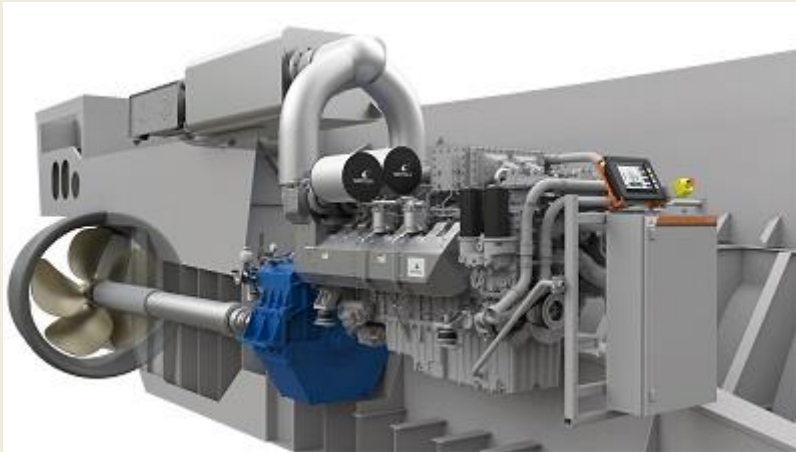


WÄRTSILÄ AWARDED MARINE SECTOR COMMERCIAL CERTIFICATION FOR EU STAGE V COMPLIANCE

The technology group Wärtsilä has received marine sector commercial certification for compliance with the EU’s Stage V standards. The Stage V legislation, which came into force in 2020, tightens restrictions on non-road engines and equipment, and sets stricter limits on emissions, especially particulate matter (PM) and nitrogen oxide (NOx) emissions.



The certification applies to the total solution, including the Wärtsilä 14 engine and exhaust after-treatment system, and was received by Wärtsilä in September, 2021. Stage V certification is required for engines powering the European inland waterways vessels, which together comprise a fleet of approximately 17,500 ships. The first deliveries of the certified Wärtsilä 14 engine will be for two new passenger ferries being built for the Swiss company General Navigation Company (CGN) by Shiptec AG. The ferries will operate between Switzerland and France across Lake Geneva, with the first vessel expected to commence operations in December 2022. “This certification is an important step in Wärtsilä’s commitment to promoting greater environmental sustainability for shipping, and to achieving a decarbonised maritime sector. The fact that the Wärtsilä 14 marine engine has been



so recognised is clear evidence of the technical developments achieved in support of these commitments,” says Johan Penninga, Account Manager, Wärtsilä Marine Power. In addition to the Wärtsilä 14 engine itself, the key technology element is the new high-speed engine version of Wärtsilä’s NOx Reducer (NOR) system, which utilises selective catalytic

reduction (SCR) technology, and a Diesel Particulate Filter (DPF). The system was shown to have successfully demonstrated all required performance and functionality features by TÜV Nord, the official technical services provider. Final type approval was issued by Generaldirektion Wasserstrassen und Schifffahrt (GDWS). *(Press Release)*

STEEL CUTTING FOR FOUR UNITS OF ASD TUGBOATS WITH BIG HORSEPOWER

On 30th Sep, 2021, four units of ASD tugboats with big horsepower (two units of 5,000HP and two units of 6,800HP), built for Zhoushan, have been steel cut at our Jiangsu Zhenjiang Shipyard. Leaders from owner company have attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*



GREAT LAKES SHIPYARD WINS \$1.9 MILLION IN GOVERNMENT CONTRACTS

Great Lakes Shipyard, a division of The Great Lakes Towing Company, has recently been awarded government contracts amounting to more than \$1.9 million. The contracts, which could be valued at nearly \$2.5 million if all options are exercised, include haul out, maintenance, and repair work of the following vessels: U.S. Coast Guard: Cutter **KATMAI BAY**; and U.S. Army Corps of Engineers: Detroit District Floating Plant (Tug **DEMOLEN** and Crane Barge **VELER**); and Buffalo District Barge BC6214. Great Lakes Shipyard is a regular provider of maintenance and repair services to the federal government, particularly the USCG and USACE Great Lakes vessel fleets. The vessels are “repeat customers” and were at Great Lakes Shipyard for their last routine drydockings back in 2016. “These are some of our favorite projects to have in the shipyard. We have great working relationships with



the Coast Guard and the Army Corps, and the contracts help keep our crews busy with steady work,” said Dan Keith, Project Manager. The Shipyard will utilize its new 900-ton Marine Travelift to haul out the vessels and barges and perform the work simultaneously. For a short period, all four vessels will be on drydock in the yard at

the same time. Most of the work will be completed before the end of November. *(Press Release)*

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 Lameurs 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

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