Tugs Towing & Offshore Newsletter

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

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MIDWEEK–EDITION

TUGS & TOWING NEWS

A TUG NAMED – OUBANGUI

Less than a month since a brand new, Damen built, ASD 2813 tug transited through Cape Town, en-route from the Damen shipyard in Vietnam, to her new home in Cotonou in West Africa, than yet one more newbuild makes her way from yet another Damen yard to West Africa. On 30th September at 04h00, the brand new harbour tug **Oubangui** (IMO 9770878) arrived at the Table Bay anchorage, from Port Victoria in the Seychelles, and she held off the port for a short five hours, when at 09h00 she entered Cape Town harbour and proceeded directly to the Repair Quay. Built in 2021, and commissioned only in July, by the Albwardy Damen Shipyard at Sharjah in the UAE, **Oubangui** is 28 metres in length and has a deadweight of 153 tons. She is a popular Damen ASD 2810 tug, where ASD stands for Azimuth Stern Drive and her length and beam are the following numbers. The ASD 2810 is the best-selling design of all Damen harbour tugs, with over 150 of them sold, all around the world, since they were first introduced way back in 2002. She is powered by two Caterpillar 3516C TA HD/C 16 cylinder main engines, each producing 2,500 bhp (1,865 kW), and driving two Rolls-Royce US255 azimuth thrusters, with fixed pitch propellers, to give her a sea speed of 12.9 knots. She can accommodate 8 crewmembers. She is named after the Oubangi River, or Ubangi River, which is the largest river that flows into the northern side of the mighty Congo River, and through the Republic of Congo. Her auxiliary machinery includes two Caterpillar C4.4 TA generators providing 107 kVA, and a Caterpillar C32 ACERT generator, which gives her FiFi1 firefighting capability, via two fire monitors, the ability to pump 1,200 m3 per hour. Her bollard pull is 58 tons. Damen are well known for building vessels for stock purposes, which enables them to respond very quickly to orders, which require quick delivery times. The order for **Oubangui** was only made in October 2020. She was completed for her new owners, the Port Authority of Pointe Noire, in the Republic of Congo, known as Port Autonome de Pointe-Noire (PAPN). PAPN already have two other ASD 2810 tugs operating in the port of Pointe Noire, with **Loufoulakari** being completed

by the Damen Galati shipyard, at Galati in Rumania, and delivered in 2011, and **Massabi** which was completed by the Damen Song Cam shipyard, at Haiphong in Vietnam, and delivered in 2019. The acquisition, and introduction, of modern tugs at Pointe-Noire is a result of a large investment programme for all elements of the port, where EUR128 million (ZAR2.21 billion) of public funding, and EUR200 million (ZAR3.45 billion) of private funding, was provided to bring the port up to date, with modern facilities in all areas, and for all trades, and enable Pointe Noire to compete with any other port in the region. As with the larger Damen ASD 2813 tug, delivered to Cotonou earlier in September, **Oubangui** is currently registered in St.Vincent, solely for her delivery voyage, although her home port of Pointe-Noire is very visible on her hull. Her delivery voyage from Sharjah included a short bunkers, and stores, stop at Port Victoria in the Seychelles, and her arrival in Cape Town allowed both the local Damen and Caterpillar technicians to go aboard her and ensure all of their systems were working perfectly. She was due to depart from Cape Town, bound for her new home, yesterday 3rd October. *(Source: Africa Ports & Ships by Jay Gates; Photo's: Dockrat)*

SLEEPBOOT WILLEM MARIE VERLAAT NA 65 JAAR DE WOLWEVERSHAVEN VAN DORDRECHT

Na 65 jaar verlaat de voormalige stoomsleepboot **Willem-Marie** de Wolwevershaven van Dordrecht. De 83 jarige schipper Willem van IJsseldijk heeft het schip geschonken aan Dennis Boekweit. De huidige eigenaar kon tot 15 jaar terug 'overal zijn haar in kammen' maar sinds hij de 80 is gepasseerd wordt het onderhoud zwaarder. Boekweit gaat het schip weer in originele staat terug brengen. Zo gaat de huidige motor eruit en komt er weer een drie cilinder triple expansie stoommachine in te staan. De huidige motor is er in 1948 ingezet nadat de stoomketel was afgekeurd. Deze motor zal worden geschonken aan een museum. De **Willem Marie** is gebouwd in 1910 bij G. en H. Bodewes in Martenshoek. (Source: Scheepspost) De sleepboot heeft een hele geschiedenis. Zij werd gebouwd in 1910 bij Scheepswerf Gebr. G. & H. Bodewes – Martenshoek voor B. Oosterhuis – Delfzijl als de **Hendrika**. Zij had toen een compound machine van Fulton met een vermogen van 257 kW (350 bhp)

en had een snelheid van 11 knopen. In 1918 verkocht aan de NV Hendrika – Ijmuiden en herdoopt **IJM 490 – Hendrika**. In 1919 verkocht aan NV Stoomschip Henderika – Rotterdam en herdoopt **RO 65 – Hendrika** In hetzelfde jaar aan B. Mol & W.T. Hoogenboezem als **Hendrika**. In 1921 verkocht aan B. Mol en herdoopt **Lotus**. In 1924 verkocht aan NV Stoomschip Hendrika. In 1935 verkocht aan Adriaan van IJsseldijk – Dordrecht en herdoopt **Willem-Marie** en later naar Willem van IJsseldijk. Nu in 2021 geschonken aan Dennis Boekweit. *(Source: Sleep- en Duwvaart; BASM)*

SAAM TOWAGE RECEIVES INTERNATIONAL CERTIFICATION FOR ITS QUALITY OF SERVICE MANAGEMENT

SAAM Towage Panama received the international certification ISO 9001: 2015, which supports the procedures and quality of towing services in ports. The country manager of SAAM Towage in Panama, Matia de Luiggi, pointed out that "this recognition is a sign of the important effort we make to maintain high standards of care, where excellence is the pillar that moves us. In addition, it realizes that the quality of our offer is part of our commitment to guarantee the best service in all our operations ". The executive added that this certification, delivered by Lloyd's Register Quality Assurance Limited, was achieved thanks to the implementation of continuous improvements and rigorous control of internal processes, which resulted in an increase

in customer satisfaction. The actions implemented were focused on making the internal processes of the operation more efficient, objective and measurable internal evaluations, along with paying attention to the needs of the clients and the safety of the workers. *(Press Release)*

BOLUDA TOWAGE EXPANDS ITS MARITIME SERVICES IN MAURITANIA

Boluda France, together with the Autonomous Port of Nouakchott, have formed the Society of Maritime Services of Nouakchott (SSMN). The CEO of Boluda Towage, Antonio Bordils, attends the presentation ceremony and announces that the new towing, mooring and pilotage services will begin operation on November 1st. Boluda Towage, through its subsidiary Boluda Towage France, has formed with the Autonomous Port of Nouakchott Port de l'Amitié (PANPA) the Society of Maritime Services of Nouakchott (SSMN). A business entity that will provide, as of November 1, towing, mooring and pilotage services in this port. This new activity in Mauritania will complement the service that Boluda Towage France has been offering since 2017 at the mining dock of the National Industrial and Mining Corporation(SNIM). On September 29th, the launching ceremony of the new entity took place in the port of Nouakchott, attended by the CEO of Boluda Towage, Antonio Bordils, and the CEO of Boluda France, Denis Monserand, on behalf of the Company. The Mauritanian authorities were represented by the Ministers of Transport, Fisheries and Trade, as well as the French Ambassador to Mauritania, Robert Moulié. The CEO of Boluda Towage highlighted in his speech that Boluda Towage, the second largest port towage services company in the world, with more than 325 tugboats operating in 95 ports around the world in more than 30 countries on three continents, "is really proud and satisfied to be able to be in Nouakchott to serve this port that is in constant development". The Society of Maritime Services of Nouakchott is born with the vocation to establish "the services of towing, mooring and pilotage at the highest international standards. Our desire," Bordils said, "is to make the port of Nouakchott a benchmark in terms of quality of service, safety, training, performance and competitiveness". The creation of SSMN, by investing heavily in nautical equipment, training and management systems, is proof of the commitment of the Boluda family to the port of Nouakchott and Mauritania. For Boluda, the Boluda Towage fleet, made up of the tugs **VB JAMSAH** with a power of more than 5,000 hp, **OUALATA 1**, **CHINGUITTY** and **TERGIT**, as well as a pilot boat "is our calling card to support and accompany the port of Nouakchott in its development". This family business, with more than 150 years of history and five generations, thanked the efforts made by the Government of Mauritania and PANPA in all these transformation and port extension projects, as well as the trust placed in Boluda to support them in this progress. *Eighteen years of relations with Mauritania* In his speech, the Boluda Towage representative also alluded to the close ties of Boluda Maritime Corporation and the Boluda family with Mauritania and its capital, recalling that in 2003 the company's shipping division, Boluda Lines, called for the first time in Nouakchott. "In this port and in this country we are at home," he added. Before those attending the event, it was highlighted that Boluda Lines has, for 18 years, supported the

development of the Port of Nouakchott and experienced the transformation of this port, which today is a benchmark in the region. Boluda Lines, with more than 16 container ships, connects the Iberian Peninsula with the Canary Islands, Morocco, Senegal, Cape Verde and Mauritania. Regular freight services connect Nouakchott and Nouadhibou with Las Palmas and from there, throughout Europe. "The importance of having a regular, reliable and safe service is our priority," concluded the CEO of Boluda Towage. *(Press Release)*

WILSON SONS ADVANCES ITS GHG REDUCTION AGENDA

One of Brazil's largest port and maritime logistics operators has made huge strides in its environmental, social and governance strategy as it tackles the challenges of climate change. Reducing greenhouse gas (GHG) emissions and improving transparency in its business practices have become central to Wilson Sons' daily operations. In September 2021, the tug owner was qualified with a gold seal in its GHG Protocol programme, which aims to stimulate and support corporations in the preparation and publication of GHG emissions inventories. Wilson Sons has published its GHG inventory for eight years, which is reported to the Brazilian GHG Protocol programme's platform and the global Carbon Disclosure Project platform. "Energy, emissions and climate change are central themes for Wilson Sons ESG environmental agenda," says Wilson Sons health, environment, safety and sustainability manager João David Santos. "By continuously quantifying emissions, the company can identify potential reduction spots and make improvements, increasing the efficiency in our processes," he explains. This year, Wilson Sons purchased Cerensa System and its software to monitor atmospheric emissions. Automated management of this data facilitates real-time monitoring of GHG emissions by business unit and issuing source, contributing to the development of new projects to reduce carbon intensity. Since 2010, Wilson Sons has adopted a series of initiatives for the efficient use of energy including introducing electric cranes in container terminals at Rio Grande and Salvador ports. Wilson Sons also modernised propulsion systems on support vessels including tugs and helped

to design a new hull for the tugboats to reduce fuel consumption and emissions. *(Source: Riviera by Martyn Wingrove)*

TUG ZEUS AND BARGES - PART 2

The tug **Zeus** sailed this afternoon (September 28), towing the barges **Witte 3301** and **Witte 3302**. The tug and tow arrived in Halifax September 24 en route from Erie, PA to Newark NJ. With the assistance of the harbour tug **Atlantic Fir** the departure was a nice bit of work. **Atlantic Fir** moved the barge **Witte 3301** outboard of the **Witte 3302** and the pair were lashed together until they were well off the dock. The master of the **Zeus** is operating the tug from the after control station on the boat deck. Once well clear of Pier 9B and out in the Narrows, the **Witte 3302** is cast off and allowed to follow in astern of the **Witte 3301**. Each barge has its own separate tow line from the winch on the **Zeus**. I do not envy the winch man in the light drizzle, but I do admire the skills required to pay out the line while handling the tug by screw/throttles only. Within a very short distance the tow was nicely formed up and **Atlantic Fir** retrieved the deckhand from the **Witte 3301**. Once clear of the Narrows and the lower harbour the tow will be lengthened out for ocean towing. *(Source: Mac Mackay-Tugfax)*

KEPPEL O&M TUG FIRST WITH ABS REMOTE CONTROL NAVIGATION NOTATION

A remotely operated harbor tug developed by Keppel Offshore & Marine (Keppel O&M) is the first in the world to receive the ABS Remote Control Navigation Notation. A trial of the 65-meter tug, controlled from a remote location at the Maritime and Port Authority of Singapore's Maritime Innovation Lab, was successfully performed in April 2021. The second phase of the project, scheduled for late 2021, will see the vessel perform autonomous collision avoidance tasks while under remote supervision. The **Maju 510** tug is owned and operated by Keppel O&M's joint-venture company Keppel Smit Towage. The project was one of a series of initiatives to inform the development of the recently published ABS Guide for Autonomous and Remote-Control Functions, which introduced the REMOTE-CON notation and another recognizing autonomous functions. The Guide sets out a goal-based framework for the implementation of these technologies on vessels and offshore units. "This landmark project demonstrates the rapid advance of remote control and autonomous technology at sea. This vessel is the first to receive the REMOTE-CON (NAV, OP1) notation and is blazing a trail

others are sure to follow. ABS is involved in cutting-edge projects all over the world designed to advance the application of remote and autonomous functions on vessels and we are proud to play a role in supporting the safe development of this technology at sea," said Patrick Ryan, ABS senior vice president, global engineering and technology. "As the overall system integrator, Keppel O&M is able to provide technology solutions and integrate best-in-class systems to offer customizable remote and autonomous function for vessels. With the offshore and marine sector evolving rapidly, we are leveraging our engineering expertise and harnessing advanced technologies to stay at the forefront of the industry. In line with Keppel's Vision 2030, we are also collaborating with the Keppel ecosystem of companies, such as M1 with its connectivity solutions, to enhance our value add," said Tan Leong Peng, managing director (new builds), Keppel O&M. "Keppel Smit Towage is pleased to receive the world's first ABS Remote-Control Navigation Notation. It is a testament to our commitment to continuously harness technology and improve safety of operations to serve customers better. Remote and autonomous functions can significantly enhance safety and efficiency of tug operations by automating simpler tasks, allowing the crew to focus on more technical or crucial matters," said Mr. Romi Kaushal, Managing Director of Keppel Smit Towage. The Guide's goal-based framework also covers interactions with relevant stakeholders such as port authorities and other vessels. The Guide uses a risk-based approach to determine the requirements for the assessment and implementation of autonomous and remote-control functions. *(Source: MarineLog)*

TOWING INDUSTRY INCHES TOWARD ALL-ELECTRIC FUTURE

As electric ferries and tour boats become more common, the next big challenge is electric tugboats. Two companies in particular have taken up that challenge: Crowley Maritime and Robert Allan Ltd. More stringent air pollution control regulations are driving interest in tugboats that run entirely on battery power. In May, Robert Allan Ltd. announced five electric tugboat designs in its **ElectRA** series. All five will produce zero emissions during typical operations, but some will include backup

diesel generators for firefighting and extended endurance. In early July, Crowley announced it will build the first all-electric tug in the United States. Designed by Crowley Engineering Services, the 82-by-40-foot **eWolf** will deliver 70 tons of bollard pull with azimuthing drives, two 1,000-kW motors and 50 strings of batteries totaling 6.2 MWh. "The tug represents everything Crowley stands for: innovation, sustainability and performance," Tom Crowley, company CEO and chairman, said in prepared statement. The tug will operate at the Port of San Diego's Tenth Avenue Marine Terminal and is projected to be in service by mid-2023. The **eWolf** project arose through a public-private partnership between Crowley, the San Diego County Air Pollution Control District, the California Air Resources Board, the Port of San Diego, the U.S. Environmental Protection Agency (EPA) and the U.S. Maritime Administration. The EPA provided $2 million toward the project through the Diesel Emissions Reduction Act, according to Kathleen Keehan, supervising air resources specialist for the San Diego County Air Pollution District. "It will be going to Crowley for building the e-tug," she said. "The air district is providing an additional $8 million to Crowley for the e-tug through our Community Protection Program, and Crowley is making up the rest of the cost to build the new tug." The **eWolf** will be built by Master Boat builders in Coden, Alabama, with design and construction management provided by Crowley Engineering Services. The tug's battery system will be charged by a shoreside station developed by Cochran Marine. A fully-integrated electrical package will be created by ABB Marine & Ports, along with artificial intelligence technology to increase safety and efficiency. The future **eWolf**, which will generate zero carbon emissions during typical towing jobs, will replace a diesel-powered tug that burns 30,000 gallons of fuel annually. It also will sharply reduce particulate matter and other greenhouse gas emissions compared to a conventional diesel-powered tugboat. It was Crowley that first contacted the Port of San Diego and asked them to become involved in the project, said Thom MacLean, director of energy and policy for the Port of San Diego. "They called me, and I said, 'yes, we can do this.' After that we began to solve the problems and try to figure out how to make it happen." The port already has a clean air strategy, and this project fit within it. In addition, MacLean said, innovative projects such as **eWolf** are crucial in the development of new propulsion technology. "Other companies, before they want to follow, want to see that it is working," he said, "or at least have a good feel for it." Once completed, **eWolf** will be able to complete one or two ship-assist jobs on a single battery charge, depending on the specific job, according to Coulston van Gundy, a director of Crowley Engineering Services. Its projected 70 tons of bollard pull can be sustained for 30 minutes, he said. The vessel's design platform can be modified for other power needs and can also be built with hybrid propulsion, he said. The shore-side battery system can also be powered with solar panels, taking advantage of cheaper electric rates at different times of day. "We've designed it to charge at one megawatt per hour, so that crews can actually manage the size of the cables," said van Gundy. There is also the potential to use fuel cells to replenish the tugboat's batteries through the shoreside charging station, he said. "This type of charging can be overridden to charge at a faster rate." The tug does have a small diesel generator for long trips. Its fuel capacity is between 10,000 and 15,000

gallons, depending on the tug design, which can be customized to meet the requirements of different operators. Since there is no exhaust stack, the tug has 360-degree visibility from the helm station, so the operator can see aft without obstruction. The design incorporates safety features such as reduced tripping hazards at the back of the pilot house, the insetting of some of the forward shoulder bits to prevent lines from hitting the crew and a built-in ladder on the side for self-rescue. "We were basically able to build the vessel from the ground up," said van Gundy. Robert Allan Ltd.'s all-electric **ElectRA** series includes four tugs with various combinations of electric propulsion with back-up diesel generators. However, the **ElectRA 2100** is fully electric. It is about 70 feet long and 36 feet wide, with a 15-foot draft. It has a maximum bollard pull of 50 tons. Mike Phillips, product manager for Robert Allan Ltd., said one of the biggest challenges was figuring out how many batteries could fit in the vessel. "Undoubtedly, this is balancing range and endurance against capital costs that are proportional to the size of the battery pack," he said. "All but the **ElectRA 2100** feature significant backup diesel generators, but these are still electric drive, with L-drive propellers," Phillips said. The **ElectRA 2100** not only eliminates backup diesel generators, "but many of the associated exhaust, ventilation, fuel and cooling systems as well," he said. "This not only serves to reduce costs to a minimum, but also allows for even more space to be afforded in batteries." The **ElectRA 2100**, with a 5,160-kWh battery bank, can produce 50 tons of bollard pull for over an hour. "Practically speaking, of course, sustained operation at full bollard pull very rarely exceeds five to ten minutes, so the tug has ample endurance to complete missions on a single charge, including transit to and from the job site," Phillips said. It is possible to recharge the **ElectRA 2100's** batteries in 15 minutes, but that would require a very large charging station. Most operators will choose smaller stations to recharge batteries in two-to-four hours, according to Phillips. ABB also acknowledged the challenge around fitting sufficient battery power within a tugboat, which have significant power requirements and a limited machinery space. "This could create a challenge to fit electrical systems, including the batteries, into the hull design," said Edward Schwarz, vice president for sales in ABB's Americas division. But without diesel propulsion, including the large engines that typically take up much of an engine room, he said there is flexibility to locate electrical equipment in different areas within the space. "With the removal of large engines, shaft lines, gearboxes and fuel tanks," he said, "it allows for the replacement with batteries." • *(Source: Professional Mariner)*

EX-BOUCHARD ATBS POP UP AT CENTERLINE LOGISTICS

Centerline Logistics, the firm formerly known as Harley Marine, has purchased several ATB units from the former fleet of Bouchard Transportation. The acquisition adds to Centerline's growing fleet on the East, Gulf, and West Coasts. The recently purchased ATB units include the tug **Donna J.**

Bouchard and its barge **B. No. 272**, both built in 2015-16. The 10,000 horsepower twin-screw ATB

will become Centerline's largest and most advanced unit. It is a product tanker in all but name: it measures 718 feet long, with a 91-foot beam and 47 feet of draft. It can transport up to about 40,000 tonnes of petroleum, putting it roughly on par with an MR1 by capacity. With the acquisition, Centerline is also picking up dozens of new employees, the company said in a statement. "This broader acquisition reflects Centerline's strong commitment to being a best-in-class national provider of safe marine petroleum transportation services. With the added vessels' carrying capacity, operating capabilities, and safety systems we have greatly enhanced our ability to quickly and efficiently serve our growing markets," said Matt Godden, President and CEO of Centerline Logistics. Centerline said that it is interested in acquiring ATBs because of their better maneuverability and steering capabilities, their safety benefits and their higher speed (when compared with traditional tug-and-tow arrangements). Centerline has been expanding its footprint in recent years. In December 2020, the company announced that it had purchased Saltchuk Marine Services' California ship refueling business in a swap, growing its California bunkering operations through the addition of six bunker barges and a new customer base. *(Source: Marex)*

THE UNFINISHED YACHT "PJ WORLD" ARRIVES TOWED TO VIGO

After a technical stopover in the port of Vigo, the tugboat "**Onyx**" (IMO 9752400) continues its journey towards Wilhelshaven, leaving the hull of the unfinished yacht "**PJ World**" (IMO 9577020), of off shore origin projected in the USA. USA and built in Norway. It is not ruled out, among other options, that it can be finished in one of the shipyards in the estuary. Once

commissioned by a deceased Russian tycoon, the hull has been for sale since 2008. Flagged off the Isle of Man, it is a 1,500 gross ton vessel on a hull measuring 81.40 m in length and 14.60 m sleeve. The project will have accommodation for 14 guests and 27 crew members and its adaptation to a yacht has been commissioned by the Italian firm Nuvolari. *(Source: Puente de Mando; Photo: Ezequiel Millet Moraña)*

ACCIDENTS – SALVAGE NEWS

A PAKISTANI SALVAGE COMPANY SEAMAX MARINE SERVICES SUCCESSFULLY RESCUED AN INDIAN BARGE IN DISTRESS AFFECTED DUE TO CYCLONE SHAHEEN.

An Indian flat top barge **A M ATULYA** of tonnage 8904.55 tons and 91.50 meters in length loaded with Asphalt (Road Construction Material) was being towed by an Indian tug. Due to the Cyclone Shaheen which created rough weather condition in the sea, the towline from the tug and barge snapped and the barge was left alone in the sea unmanned and could not be located. The owners Alphard Group from India, directly contacted Seamax Marine Services to rescue their barge and an estimated drifting pattern was established for the search and rescue operation of **A M Atulya** Barge. A swift coordination was established with JMICC, MRCC, PMSA, Pakistan Navy and Coast Guards and with their joint efforts, Seamax rescued and secured the barge with its towline by the tugboat **Harmony** at 77 Nautical Mile in Pakistani waters and brought to Outer Port Limits (OPL) of Karachi. The owners of the barge were also notified with the coordinates and an Indian tugboat **AM ADWAY** came by to take over the tow.

After a vigorous effort to transfer the towline in a rough weather at OPL, Karachi, **Seamax Pearl**, pilot boat with Seamax diving

team were also mobilized at the coordinates and the towline was successfully transferred and connected from the Pakistan tug **Harmony** to the Indian tug **AM ADWAY**. Seamax not only protected their asset diligently that was in distress due to Cyclone Shaheen but also delivered its entire food provision showing professional seafarer attitude from the tugboat **Harmony** and waved good bye to the Indian Barge and tugboat which then sailed from OPL, Karachi at 2030 hrs for Mumbai, India after vigorous successful salvage operation for the rescue and handover of distressed asset within 35 hours, since **Harmony** tug was engaged. The executives of Alphard Group from India, mentioned below after the successful handover: *"We would like to thank your entire team for the timely support and prompt response in our difficult times and providing all assistance in locating the barge. We extend our gratitude towards PMSA, Pakistan Navy, JMICC and Seamax Team for their remarkable support in locating and reconnecting the barge to our tug."* Seamax, a local marine service company also rendering as salvage company owned by Arif Shaikh, Usman Imran Farooq and Humayun Shaikh with their entire team, rejoices another achievement in a row waving the Pakistani flag to glory with the people of Pakistan after a successful re-floatation of 98-meter cargo ship **Heng Tong 77** last month on the 07th September that was stranded at Clifton beach, Karachi, Pakistan. *(Press Release)*

INSPECTION WILL BE CARRIED OUT AROUND THE VERA SU SHIP, WHICH RAN AGROUND IN BULGARIA

On September 20, it was reported that an inspection will be carried out around the vessel, as part of the rescue efforts of Kamer Marine's **VERA SU** vessel, which sits on the rocks in the Yaylata protection zone near Kamen Bryag, Bulgaria. It has been learned that the Bulgarian Ministry of Environment and Waters will conduct an investigation in the area where **VERA SU** ship is located. The process of discharging some of the fuel of the ship continues. It has been reported that the Bulgarian Naval Administration has received the ship's documents, but the crew of the ship has not yet been questioned. The Panama-flagged 85.67-meter-long and 12.50-meter-wide 3217 DWT VERA SU vessel belonging to Kamer Marine, carrying nitrogen fertilizers from Ukraine to Varna, ran aground near the Yaylata conservation area on 20 September. *(Source: Deniz Haber)*

BUFFERING BETWEEN FERRIES IN PALERMO A FEW DAYS AFTER ANOTHER ACCIDENT IN THE PORT OF GENOA

For technical reasons still to be ascertained this morning in the port of Palermo there was a collision involving the Rubattino di Cin Tirrenia ferry, coming from Naples, and the Antonello da Messina di Siremar ship, which was stationary at the mooring at the time of the accident. Evident signs of the collision respectively on the bow of the latter and on the stern of Cin's ship. According to the first reconstructions, during the mooring maneuvers the ferry coming from Naples would not have been able to stop its arrival due to a failure in a lateral propeller, thus ending up coming into contact with the vehicle that Siremar uses on the connections with Ustica. The accident took place at the first light of dawn and the soldiers of the local Harbor Master's Office immediately arrived on the spot for the usual ritual surveys in preparation for the opening of an investigation aimed at verifying the causes of the accident. Both ships have been stopped on the quay and will be able to return to sail after the

necessary checks on safety, stability and seaworthiness by the classification body and the maritime authority. Another similar incident occurred last weekend in the port of Genoa between two cargo ships. In that case, the **MSC Brianna** container ship moored at the new Terminal Bettolo (ship with a capacity of 4,500 Teu), and the small general cargo **Navis 6** were involved. of the collision and one week later she is still stationary in the port of Genoa Sampierdarena. Only a few scratches instead for the **MSC Brianna** which after two days of operational stop at the terminal left the port of the Ligurian capital for the Spanish port of Malaga and the Portuguese port of Sines while currently it is already sailing in the Atlantic Ocean with direction New York in the United States. The **Navis 6** remained under surveillance for a damage check and is the subject of two conservation seizures promoted by the terminal operator and the shipowner (MSC) of the struck ship. *(Source: Shipping Italy; Photo's: Passione Ships and the sea and Ignazio Marchese)*

OSV CREW MEMBER MISSING OFF WESTERN AUSTRALIA

General cargo ship **ANDRE MICHEL 1** collided with canal bridge in Mondragon-Donzère canal, Rhone, in the evening Oct 2, while proceeding upstream. Bridge was completely destroyed in crash, Captain who was on the bridge, probably alone, was killed. The ship was berthed along embankment after accident, AIS is off since accident date. General cargo ship **ANDRE MICHEL 1**, IMO 8511914, dwt 1613, built 1986, flag Malta, manager ABCRM SARL *(Source: Maritime Bulletin; Photo: Compagnie nationale du Rhône)*

FIRE OF FERRY RAJA 3 DURING HER SAILING FROM KOH SAMUI ISLAND

Ferry **RAJA 3** Suffered A Fire With A Lot Of Smoke In The Evening Of Oct 3 During Her Scheduled Sailing From Koh Samui Island To Koh Phanang Island, Thailand World-Famous Resorts Until "New Normal" Era, With Some 30 Passengers, 14 Cars, And A Number Of Motorbikes On Board. Soon After Decks Were Filled With Smoke Causing Some Panic, The Ferry Docked At Koh Phanang, All Passengers Were Evacuated, All Are Safe. Fire Meanwhile, Was Quickly Extinguished With The Koh Phanang Municipal Fire Engine Assistance. A Vent Somewhere In The Cargo Deck Area Suffered A Shortcut And Caught A Small Fire But With A Lot Of Smoke. The Vessel **RAJA 3** (IMO: 6920472) Is A Passenger/Ro-Ro Cargo Ship Built In 1969 (52 Years Old) And Currently Sailing Under The Flag Of Unknown. Raja Ferry Is One Of The Leading Providers Of Ferry Services In Thailand. The Company Was Established In 1981 And

Currently Operates 13 Vessels. The Three Main Ports Used By The Company Are Donsak, Koh Samui, And Koh Phangan For The Convenience Of Their Passengers. Ko Pha Ngan (Or Koh Phangan) Is The Ideal, All-Inclusive Island In The Gulf Of Thailand. It Is Surrounded By Little Sister Koh Tao In The North And Big Sister Koh Samui Which Can Be Seen From Phangan's Southern Coast. It's Just A Short Ferry Ride Away From Either Of The Sister Islands And The Mainland City Of Surat Thani. If You've Heard Of Koh Phangan Before, It Is Either For The Legendary, Original Full Moon Party Or For Koh Phangan's Brief Appearance In Leonardo Dicaprio's The Beach (2000). *(Source: Blue Economy; Photo: Fleetmon)*

REMEMBER TODAY

S.S. MUSKEGON 06TH OCTOBER 1910

The SS **Muskegon** was a wooden hulled American passenger and package freight vessel that burned down on October 6, 1910 off the coast of Michigan City, Indiana in LaPorte County, Indiana, United States while unloading a cargo of sand. On April 26, 1989 the remains of the **Muskegon** were listed on the National Register of Historic Places. *History - Design and construction* The **Muskegon** was built as the **Peerless** in 1872, in Cleveland, Ohio by Ira Lafrinnier. She was launched on June 15, 1872. She had an overall length of 220 feet (67 m), and a between perpendiculars length of 211 feet (64 m). Her beam was 39.8 feet (12.1 m) wide, and her hull was 23 feet (7.0 m) deep. She had a gross tonnage of 1275.57 tons. She was powered by a 700 horsepower high pressure condensing engine, and fueled by two coal-fired firebox boilers. Both the engine and boilers were built by the Globe Iron Works of Cleveland, Ohio. *Service History* She entered service on July 3, 1872 with the Leopold & Austrian's Lake Superior Line of Chicago, Illinois, and was given the registration number US20470. In September 1877 she jettisoned a cargo of flour, feed and sundries, about 26 of cattle and about 70 sheep. The **Peerless**

received repairs in August 1882. On November 26, 1884 she caught fire in Chicago, Illinois, and was repaired and overhauled the following year by the Chicago Dry Dock Company. In November 1894 she was detained at Sault Ste. Marie, Michigan because of smallpox. In 1896 **Peerless** was sold to the Lake Michigan & Lake Superior Transportation Company of Chicago. On October 27, 1895 she broke her piston rod near St. Joseph, Michigan, and was rescued by the tug **Perfection**. In October 1898 her machinery became disabled, and she was towed to Marquette, Michigan. On September 7, 1899 the **Peerless** collided with the schooner **A. Stewart** and sank. She was raised four days later, and was repaired Howard's Bay, West Superior, Wisconsin. In 1906 she was sold to the Chicago Transportation Company of Chicago. Around this time she was moored off Chicago, and used as a gambling vessel. In 1907 she was sold to the Muskegon & Chicago Navigation Company of Muskegon, Michigan, and was renamed **Muskegon**. In 1908 the **Muskegon** was converted to a bulk freighter by the Ship Owners Dry Dock Company of Chicago. In 1909 the **Muskegon** was sold to the Independent Sand Company of Chicago, she was also converted to a sandsucker in Muskegon.

Burning On October 6, 1910 the **Muskegon** was unloading a cargo of sand at the Indiana Transportation Company's dock in Michigan City, Indiana, when a fire started in her hull. The fire was rumored to have been caused by a kerosene spillage near the boilers. The **Muskegon** burned to the waterline, and sank at the dock, and remained there until June 10, 1911 when she was refloated and towed out to the harbour to be scuttled. After her loss, the Independent Sand Company used the insurance money they received to buy the sandsucker **J.D. Marshall**. *The Muskegon today* Today, the remains of the **Muskegon** lie in 32 feet (9.8 m) of water. A lot of machinery remains at the site, including the boilers, the propeller and propeller shaft. Also on the wreck are a number of gears that were once part of the engine. *(Source: Wikipedia)*

OFFSHORE NEWS

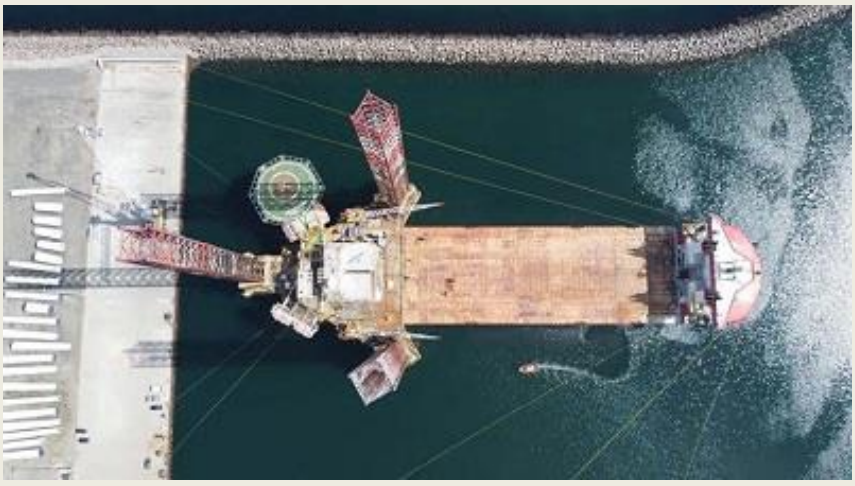
TEK-OCEAN CALLED TO PROVIDE MORE SERVICES IN BASS STRAIT FIELDS

Australian energy services provider TEK-Ocean Group has secured additional work with one of its major clients within the Bass Strait energy fields offshore Australia. The contract stipulates that TEK-Ocean will provide additional services in the Bass Strait fields during November and December 2021, using its **TEK-Ocean Spirit** vessel, which will assist with a new 60T working capacity crane, once the crane has been commissioned. The vessel is currently finalising its statutory five-year recertification activities. In addition to existing ongoing contracts in the Bass Strait, the latest deal will enable the company to use its **TEK-Ocean Spirit** vessel to provide cargo and standby services for one of its existing major clients. However, TEK-Ocean has not revealed the identity of the client. As the five-year vessel recertification for the *TEK-Ocean Spirit* is nearing completion, the company intends to

commission a new vessel mounted offshore crane within a few weeks, once the recertification is complete. Afterwards, **TEK-Ocean Spirit** will be able to carry out additional scopes of work such as the implementation of proposed offshore decommissioning activities and other future marine logistics engagements, the company reported on Thursday. This includes the proposed contract to install an artificial environmentally enhancing reef offshore Port Phillip Bay in Victoria. The duration for the initial work scope along with other support services is estimated to be up to one month starting mid-November 2021. Brendan Brown, TEK-Ocean's chairman commented: "This latest work mandate for TEK is part of ongoing operations that further cements our relationship with the major players in Bass Strait who recognise TEK-Ocean as being a trusted and fully capable partner across multiple projects. While contracts remain confidential, this and some of the other contracts we are tendering for could add material value to our business in the future." TEK-Ocean will assist with the additional provision of services and assets through a pre-existing logistics and shore base contract, according to the company. As TEK-Ocean is engaged in tendering for decommissioning and rehabilitation work of legacy offshore assets, further details of its progress should be available in the coming months. "A number of significant contracts are currently in various stages of progress and I look forward to reporting on those over coming weeks and months," added Brown. *(Source: Offshore Energy)*

RED BOX ARC-7 MODULE CARRIER "AUDAX" SUCCESSFULLY COMPLETES HISTORIC VOYAGE OF NORTHERN SEA ROUTE

RED BOX Energy Services Pte. Ltd. (RBES) a newly established provider of Marine Heavy Transport Services announces the completion of a 7900 Nautical Mile transit of the Northern Sea Route (NSR) from Grenaa Havn, Denmark to Qingdao, China and the safe delivery of the 11,000 tonnes Jack-Up Accommodation Rig "**Atlantic Amsterdam**" by the RED BOX ARC-7 Module Carrier **AUDAX**. Speaking on behalf of RBES, Managing Partner and CEO Philip Adkins stated: "The RED BOX Team has safely executed the first transportation of a Jack-Up Rig from Europe to China via the NSR. The voyage, as well as the operation itself have once again highlighted the importance of the NSR as a compelling economic alternative to the Suez Canal or around the Cape of Good Hope". Chris Muilwijk, the RED BOX CFO added: "The transit of the **Atlantic Amsterdam** via the NSR not only



reduced the transit time from 51 to 27 days, but we were also able to avoid the serious risks of weather delays to be expected around the Cape of Good Hope at this time of year. The NSR routing eliminated the risk of potential damage to the rig's legs as a result of the high seas and violent wind conditions that are always a factor when navigating around the Cape. The Suez Canal option was never considered due to the height of the legs, which would have prevented the **AUDAX** from passing under the Al-Nasr Bridge." Rinse van Lievenoogen, Chief Technical Officer at RED BOX observed: "The engineering challenges to validate the feasibility of this transit were complex. Not only was the 11,000 tonnes weight of the Rig a significant factor in our stability calculations, the position of the Rig over the stern of the **AUDAX** required an extensive examination of the vessel's hull and deck strength. Since we were expecting to encounter significant ice fields along the route, we incorporated a number of different stability and risk scenarios in our preliminary discussions with the Marine Warranty Surveyors from AqualisBraemar LOC. **AUDAX** performed well within the operating limits set for the voyage and exceeded our expectations as well as our calculations relating to speed, strength and stability" Dirk Verhoeven, the RED BOX Chief Operating Officer described the operational challenges for the load-out: "In spite of the fact that **AUDAX** is not a semi-submersible vessel, our Team developed an innovative load-out strategy that utilized the jack-up and jack-down capabilities of the Atlantic Amsterdam to lower the rig onto the deck of the **AUDAX** for the loading operation and then to reverse the maneuver at the time of discharge. This innovative and practical load-out solution demonstrated the creative approach associated with Team RED BOX as well as the versatility of our vessels **AUDAX** and **PUGNAX** which are capable of safely transporting not only large energy infrastructure modules, but other energy infrastructure assets as well." For additional information please contact: RED BOX Energy Services Pty. Ltd. Ms. Judith la Lau, Tender & Contract Manager. *(Press Release)*

OCEANPACT ACQUIRES MPSV FROM NEPTUNE

Brazilian offshore vessel owner and services provider OceanPact Serviços Marítimos has expanded its fleet with the addition of the 2011-built multipurpose support vessel (MPSV) **Larissa** from Norway's

Neptune Offshore. Transaction details between the two subsidiaries, OceanPact Netherlands and Neptune Subsea, have not been disclosed, but multiple brokers reported a price tag of $16m, slightly above its VesselsValue estimated price of $15.5m. The Norwegian-flagged ship will be used for remotely operated vehicle (ROV) support services on the recently-secured contract with the Brazilian oil major Petrobras, which will utilise two OceanPact vessels and two ROVs. The three-year charter in combination with ROV services has an estimated daily rate of $62,227 and $65,188, respectively. *(Source: Splash24/7)*

ARMÓN GIJÓN FINALIZES THE DELIVERY OF THE FPSO VESSEL "BLUE EAGLE"

Armón Gijón Shipyards is finalizing the next delivery of the FPSO ship "**Blue Eagle**", which these days is conducting sea trials off the Asturian coast. Laid afloat on May 1, nine months after the hull arrived at the port of El Musel, towed from Turkey, via Avilés, during this time work has been done on the assembly and armament of the different sections that make up the superstructure and other equipment and systems. The hull trailer number 210 of the Turkish shipyard Sedef arrived at

the port of Avilés on July 10, 2020, in the wake of the tugboat "**Trheintayuno**", from the RUSA fleet, which brought it from the port of Tuzla (Turkey). As we have already reported, it is a contract signed with the Blue Marine company, a company of the Mexican industrial group Durandco, a benchmark in offshore operations in the Gulf of Mexico. On July 23, the official ceremony of his baptism was held, which was sponsored by Roberta Reynoso, daughter of one of the owners of the Mexican company Durandco, led by Alfredo and Juan Reynoso. The event brought together the Asturian political and business class and a Mexican delegation made up of fifty people. The aforementioned vessel registers 14,236 GRT and measures 106 m in length, 25 m in width and 12 m in depth. It is a FPSO type with a capacity of 7,300 cubic meters of crude extracted from wells in fields that are already at the limit of their production. It will be able to treat up to 20,000 barrels of crude per day and has accommodation for 80 crew members. IMO code 9880893. *(Source: Puente de Mando; Photo: Photos: Aquiles Garea)*

ENI, PB TANKERS, PORTOSALVO, D'AMICO AND MICHELE BOTTIGLIERI: THE ITALIAN RENTALS IN SEPTEMBER

In addition to the operations just announced by SHIPPING ITALY and concerning Moby and Grandi Navi Veloci ro-ro ships , the month of September just ended proved particularly lively for other Italian shipowners and charterers. As reported by VesselsValue, the platform supply vessel **Enea** of the Porto Salvo Ltd fleet, a subsidiary of Rimorchiatori Napoletani, is also included among the charter vessels, which in the next period will be used with a spot contract by the French Total Energies in the North Sea (as we write is en route to Culzean). The previous employment of Portosalvo Ltd's Psv **Enea** was another 14-day spot rental (with a daily rate of £ 7,000) on behalf of the US Apache Corp. Also VesselsValue then reports a long multi-year time charter (7 years) by Eni relating to the gas carrier **Maran Gas Kalymnos** with a capacity of 170,000 cubic meters and owned by the Greek shipping company Maran Gas Maritime part of the group headed by the shipowner Angelicoussis. Eni is also reported as the charterer of two other offshore vessels for a year: more specifically, the Ahts renamed **Bourbon Liberty 31** and **Bourbon Nilgan** of the French Bourbon and currently operating in the Persian Gulf. The liquid bulk also reports a 6-month time charter obtained by the tanker **Cielo di Rotterdam** of d'Amico International Shipping which will receive a daily charter of approximately $ 15,000 from the charterer St Shipping. Perhaps the most significant time charter, however, is that which sees Pb Tankers as a charterer for 6 months (with option for another 6) of the MR2 tanker Nave Equinox owned by the Chinese Avic Leasing. The installment for the first semester of rental is equal to 11,250 dollars / day while the option for the following six months is set at 12,500 dollars. An operation was said to be significant because it shows new liveliness from the shipping company of the Pietro Barbaro group which last year signed a debt restructuring with Pillarstone Italy resulting in the transfer of four ships (which just a few weeks ago were put back on the market). The company is now led by the managing director Francesco La Barbera and last June it also stood out for the management (together with Mama Shipping and

Monegle Shipping) of the research vessel Laura Bassi. Also in the month of September just ended, in dry bulk, the half-yearly charter of the bulk carrier MBA Liberty of the Neapolitan company Michele Bottiglieri Armatore with a daily rental of 32,500 dollars was noted. The charterer is the Taiwanese shipping company U Ming Marine Transport. *(Source: Shipping Italy)*

SOLSTAD OFFSHORE GETS RID OF SEVEN OLD VESSELS

Norwegian offshore vessel owner Solstad Offshore has sold seven vessels for recycling as they are considered irrelevant for present and future markets. The vessels to be recycled are defined by Solstad as non-strategic, they are of older age, and considered to be irrelevant for present and future markets, the company explained on Tuesday. The vessels are **Sea Tiger**, **Normand Atlantic**, **Normand Borg**, **Normand Neptun**, **Sea Pollock**, **Far Strider**, and **Far Sovereign**. They were built in 1998, 1997, 2000, 1996, 2008, 1999, and 1999, respectively. "We are pleased that we finally can start green recycling of a major number of our oldest vessels. These have all have been in lay-up over a considerable time. This will allow us to increase focus on upgrades and emission reductions from our core fleet of modern offshore vessels going forward," Tor Inge Dale, Chief Sustainability Officer, said. Solstad. The vessels will be delivered to the shipyard in the near future and their sale will result in an immaterial accounting effect for 4Q 2021. They will be recycled at the Green Yard Feda and Green Yard Kleven shipyards in Norway. Hans Jørgen Fedog, CEO, Green Yard Group, said: "The agreement has a historical scope when it comes to the environmentally friendly recycling of ships in Norway, and it proves that our circular economy business model is really bearing fruit. We are pleased that the activities at our two yards, Green Yard Feda and Green Yard Kleven, can be further developed for a greener future while securing local jobs." According to Solstad, the shipyards are specialized in ship recycling and they follow the strictest national and international agreements and regulations in accordance with EU Ship Recycling Regulations (EU SRR) and Hong Kong-convention (HKC). As part of its strategy, Solstad also in late August sold two vessels, one to a new owner and

another one for recycling. *(Source: Offshore Energy)*

MUSEUM NEWS

GRAND OPENING OF THE NEW PERMANENT EXHIBITION ON THE MUSEUM SHIP SOŁDEK

The National Maritime Museum in Gdańsk is opening a new permanent exhibition in one of its most popular branches - the **Sołdek** museum ship mooring at the "Ołowianka" island quay. Guests will visit the renovated interior of the ship and learn about its history; disabled people will use a special interactive stand that allows them to walk around the interiors and decks of the unit in a virtual space, and school students will discover the secrets of the ore-carbon by participating in new educational activities. *"Soldek and his times" - a modern permanent exhibition* On Saturday, October 9, from 12:00 to 18:00, a family festival will take place, during which the new permanent exhibition entitled "**Sołdek** and his times", located in the renovated holds no. 3 and 4, will be officially opened to visitors. The exhibition will reveal to visitors the world of a historic steam-powered ship, with which the lives and emotions of many people of the sea are associated. He will present the history of Polish ship technology, in particular the political, social and economic realities in which **Sołdek** was created and operated. Showcases with coal and iron ore as well as modern multimedia means diversify the tour. By picking up the telephone receivers, the guests will listen to the stories about the ship's fate; sitting in a small cinema room and watching historical documentary films, they will see how the Polish shipbuilding industry was reviving after the war, and by watching the film images shown on the screens, they will learn about the work of welders, knitters and markers. We enabled visitors to have direct contact with selected exhibits and to enter the previously inaccessible space, i.e. the hold no.2, in which temporary exhibitions will be organized - says Jakub Adamczak , head of the NMM Shipbuilding History Department. - We also emphasized the elements of **Sołdek's** structure by properly illuminating them inside, and we also used soundtracks with the sounds of the sea, steam engine and shipyard work, which create an unusual atmosphere. *Sołdek for everyone - a stand for disabled people* What constitutes the historic fabric of a ship can also be an obstacle for people with limited mobility. It is with them in mind that a new, interactive virtual tour of **Sołdek** was created, located in the hall of the Granaries on Ołowianka, less than 40 meters from the historic ore - carbon ship mooring at the quay of the island - says Dr. Robert Domżał , director of NMM. The modern device resembles the ship's structural elements. In the outer part there are two monitors that display: a knowledge quiz about the ore-carbon ship and a short version of a virtual walk. The interior of the stand was designed for the needs of people in wheelchairs. The user, using a movable monitor or 3D goggles, can choose one of the versions of the walk: short with a text description or longer, with a teacher, and visit places such as: holds, boiler room and engine room, sailors' cabins, galley, mess and

wheelhouse. Thanks to the use of a special spherical technique, we have obtained the impression of being on a real ship, and the shots of the places visited can be freely zoomed in and the viewing angles changed - says Patryk Herdzik from the NMM Education Department. *Secrets of "Sołdek" - a new educational offer* Participation in new, dedicated to **Sołdek** educational activities will be an excellent opportunity for primary and secondary school students to discover the secrets of the ore-carbon. During various educational activities, some of which are directly related to the school core curriculum, they will learn the history of the first seagoing ship built in post-war Poland and its patron - Stanisław Sołdek, discover the nooks and crannies of the ship, the specificity of working at sea, as well as the original ship nomenclature. With the help of educators, they will develop perceptiveness and the ability to associate facts and orientation in space. When working with children and young people, we will use teaching aids specially obtained as part of the project, such as welders' masks, walkie-talkies, voice pipes, large-size blocks, table and floor games and 3D glasses in which we will present the most interesting monuments and places related to our ship - says Przemysław Węgrzyn , head of the Education Department of NMM. - On the other hand, for the participants of the Program for Families, we have prepared classes full of riddles and searching for secret information and hidden objects, to which the clues placed outside and inside **Sołdek** will lead. Last year, the museum ship **Sołdek** underwent a major renovation at the Gdańsk Shipyard "Remontowa". During the works, the hull was restored (steel on the plating and structure of the unit was replaced, corroded rivets were replaced and repaired, the old paint was removed and the hull was repainted), the electrical and fire protection installations were replaced, and the holds were renovated to adapt them to the needs of the new exhibition. The renovation and organization of the new permanent exhibition were possible thanks to the implementation of the project "2 ships - shared sea. **Sołdek** and **Vityaz**: the maritime heritage of Poland and Russia" implemented in partnership with the Museum of the World Ocean in Kaliningrad and the Baltic Federal University. Immanuel Kant under the Poland-Russia Cross-Border Cooperation Program 2014-2020. The National Maritime Museum in Gdańsk received funding from the European Union in the amount of EUR 702,534.60, and also made its own contribution in the amount of EUR 78,059.40, including PLN 298,000 from the funds of the Minister of Culture, National Heritage and Sport. The project "2 ships - shared sea. **Sołdek** and **Vityaz**: maritime heritage of Poland and Russia" co-financed by the European Union under the Poland-Russia Cross-Border Cooperation Program 2014-2020 and co-financed by the Minister of Culture, National Heritage and Sport. This article has been prepared with the financial support of the European Union, as part of the Poland-Russia Cross-Border Cooperation Program 2014-2020. The responsibility for the content of this article lies solely with the National Maritime Museum in Gdańsk and cannot in any case be treated as a reflection of the position of the European Union, the Managing Authority or the Joint Technical Secretariat of the Poland-Russia Cross-Border Cooperation Program 2014-2020. *(Source: PortalMorski)*

WINDFARM NEWS - RENEWABLES

VARD SIGNS CONTRACTS WITH NORWIND OFFSHORE

VARD is delighted to announce contracts of the design and construction of two Commissioning Service Operations Vessels (CSOVs) with options for two additional vessels, and the sales and conversion of one Platform Supply Vessel to be converted to a Service Operation Vessel (SOV) for Norwind Offshore in Ålesund, Norway. The contracts for the firm three vessels have an indicative total value of NOK 1.4 billion. *Tailor-made for world-wide services* The two newbuildings are of VARD 4 19 design, developed by Vard Design in Ålesund, Norway. The CSOVs are tailor-made for world-wide services and maintenance operations at offshore wind farms. The first vessel will be outfitted and delivered from VARD in Norway in 2Q 2023, with the hull to be built at Vard Braila in Romania. The second vessel will be built and delivered by Vard Vung Tau in Vietnam, scheduled for delivery in 3Q 2024. The third vessel is a conversion and sales of one of VARD's Platform Supply Vessel (PSV) that will be converted to a Service Operation Vessel (SOV). The vessel has been in operation in Asia and Australia and will now sail to Vard Brattvaag in Norway for an extensive conversion and outfitting. The vessel will be delivered to Norwind Offshore in 2Q 2022. *Repeating customers in a new company* Norwind Offshore is a newly established ship owning company that will offer specialized vessels designed for advanced maritime operations in the development and service of the offshore wind sector. The owners of Norwind Offshore have a long history in the offshore and maritime industry. Over several decades, VARD and the owners of the new company have developed a strong relationship through the building of a broad range of advanced offshore and specialized vessels. Norwind Offshore is exited and looking forward to take delivery off several high-quality vessels from VARD in the years to come. We are pleased to continue our long relationship and together contribute to further position the maritime cluster towards the renewable energy market. – Svein Leon Aure, CEO in Norwind Offshore. *Vital for the maritime cluster* Fredrik Mordal Hessen, General Manager for the Offshore and Specialized business area in VARD, says: "I would like to congratulate Norwind Offshore's owners with the new company, and wish the team welcome back as a customer of VARD. To have

local shipowners is vital for the innovation power of the complete maritime cluster at the north-west coast of Norway. As such these are particular important contracts for the entire maritime cluster in this region. We are looking forward to continuing the great cooperation, and to contribute to developing the maritime industry for the future together with our many good customers and partners." Fredrik Mordal Hessen 2021 *VARD 4 19* The VARD 4 19 design is a highly versatile platform for sustainable offshore windfarm support operations, focusing on onboard logistics, security, comfort, and superior operability. The 85-metre vessels have a beam of 19.5 meters and will be equipped with a height-adjustable motion-compensated gangway with elevator system, a height-adjustable boat landing system, and will be prepared for battery solutions. The CSOVs will have an accommodation for 87 persons on board, with an option to increase to 120 persons. VARD's specialized high technology subsidiaries will be involved with major deliveries onboard, and in the shipbuilding process of the vessels. *SeaQ Integrated Bridge* The newbuildings will have Vard Electro's SeaQ Integrated Bridge System installed, - a bridge solution with an intuitive user interface designed with the operator in focus. Organized to achieve a clean and efficient workspace, the bridge emphasizes ease of operation, safety, and ergonomics. For control and monitoring of the vessels' systems and overview of emissions, the newbuilding's will be equipped with Vard Electro's SeaQ Integrated Automation System (IAS), SeaQ Power Management System (PMS), and Energy Management System (EMS). *PSV to be converted to a SOV* The Platform Supply Vessel is of VARD 1 08 design with a length of 81 meters and a beam of 18 meters. The vessel will be converted to a Service Operation Vessel (SOV) outfitted for offshore wind farm operations. *(Press Release)*

ATLAS PROFESSIONALS TO RECRUIT O&M PERSONNEL FOR VATTENFALL

International recruitment company Atlas Professionals is selected to provide the permanent roles of Troubleshooter and Service Technician for Vattenfall's Hollandse Kust Zuid (HKZ) 1 - 4 offshore wind farm Operations & Maintenance (O&M) team. The Troubleshooters and Service Technicians will be part of a dedicated service team

consisting of over 30 professionals, delivering troubleshooting and daily maintenance to the HKZ wind farm, existing of 140 offshore wind turbines. Following a recent tender process, Atlas was successfully awarded the scope for the permanent placement of Troubleshooters and Service Technicians. Having supported Vattenfall with recruitment and HR solutions for many years, this tender-win provides confirmation of the experience and expertise that Atlas holds in the offshore wind industry. *Local recruitment* Atlas has already started the recruitment for the Troubleshooter and Service Technician positions, which will start between January 2022 and February 2023. As the transfer to the wind turbines is by Crew Transfer Vessel (CTV), Atlas is looking for professionals that live within 45 minutes of Vattenfall's. *O&M base in IJmuiden*. Atlas' Renewables Director Martine Rondeel says, "We can leverage our experience of supporting similar works to recruit and select the most suitable candidates from a wide range of technical backgrounds. We are relishing the opportunity to join Vattenfall in working towards a more sustainable future and diversifying the workforce. We are collaborating with our local teams in the region, and we are looking forward to expanding our support to Vattenfall by recruiting their offshore O&M team." Erik Hiensch, Director of O&M Offshore at Vattenfall says, "In Atlas Professionals, we find a trusted partner to support us with the recruitment of Troubleshooters and Service Technicians for the O&M phase of Hollandse Kust Zuid 1&4 wind farm. This will enable us to build our own team of experienced and skilled technicians who will be involved in operations and maintenance. The recruitment recently commenced to ensure that the technical team are fully imbedded within the project. We hope to continue to build on our long relationship with Atlas and look forward to their continued support." *HKZ 1-4* In 2016, the Netherlands started their offshore growth programme towards reaching their target to have 4.5GW of operating offshore wind power by the end of 2023. Last July, Vattenfall started the construction phase of HKZ; a 1.5 GW, 140-turbine wind farm in the North Sea. This site is 18 kilometres off the Dutch coast, in between The Hague and Zandvoort. The government has chosen this site due to the suitability of the seabed, the ideal weather conditions, limited depth of water and the proximity to the port of IJmuiden. Vattenfall's Hollandse Kust Zuid (HKZ) wind farm will be operating from its O&M base in IJmuiden, the Netherlands. *(Press Release)*

LOW CARBON WIND FARM CTV DEVELOPED BY ROBERT ALLAN LTD.

With support from the Carbon Trust, UK and the Offshore Wind Accelerator program, Robert Allan Ltd. has brought the offshore wind industry closer to eliminating carbon emissions from the supply chain, with the development of a methanol-fueled **RAptor 2400** Crew Transfer Vessel (CTV). As a marine fuel, methanol provides emissions benefits that are similar to natural gas when it comes to reducing CO2, NOx, SOx, and particulates, but without the need for cryogenic or pressurized fuel tanks. This reduces capital cost, saves space and allows more fuel to be carried. With the advent of green methanol – produced from sustainable low carbon sources including renewable electricity with carbon capture – well-to-wake

carbon emissions can be reduced to net zero by switching to green methanol as it becomes more widely available in the years to come; a seamless transition requiring no changes to the vessel. "The possibility of using green methanol marks a shift from the current linear fuel cycle to a circular fuel cycle, where harmful combustion waste products are converted back into useful fuels. This will have great benefits for generations to come," said Erik Johnston, P.Eng., Project Manager for Robert Allan Ltd. The particulars of the **RAptor 2400** are: Length Overall: 23.8 m; Moulded Beam: 8.0 m; Moulded Draft: 1.1 m; Methanol Capacity: 12 m3; Installed Power: 1800 kW; Speed: >25 knots. Cabins for the master and two crew are in the demi-hull accommodations. A spacious and comfortable technician seating area with large forward and side windows on the main deck accommodates up to 12 wind farm service personnel. Four Scania DI16 main engines, each rated at 450 kW at 2100 rpm, provide propulsion. Converted to run on methanol by ScandiNAOS, these engines meet IMO Tier III emissions limits without any additional aftertreatment. Two engines in each demi-hull are connected to a dual-input gearbox driving a Servogear controllable pitch propeller system that caters to both maximizing sprint speed and bollard push performance. Extensive in-house CFD analysis was used to achieve a speed in excess of 25 knots at full load displacement. The CTV has been designed for compliance with Interim Guidelines for Safety of Ships Using Methyl/Ethyl Alcohol as Fuel and Lloyd's Register Rules for the Classification of Methanol Fuelled Ships. *(Press Release Robert Allan Ltd)*

DREDGING NEWS

GERALDTON DREDGING PROJECT PASSES HALFWAY POINT

Mid West Ports Authority announced today that Geraldton 2021 maintenance dredging project has reached the halfway point. According to the Authority, trailer suction hopper dredger **Modi R** has now removed over 50% of the naturally accumulated sediments from the inner harbour of Geraldton Port and the southern navigational channel. Under the 2021 maintenance dredging project, the contractor RN Dredging Pty Ltd – the Australian subsidiary of Rohde Nielsen A/S – will remove

approx. 200,000m3 of material from the port area. They also added that the dredge Modi R recently mobilised back to Fremantle to undertake some work before returning to Geraldton shortly to complete this project. Most of this dredged material will be used in a beneficial manner, with those removed from the inner harbour placed into the Berth 7 land reclamation area and sediments from the navigational channel placed into the natural system at a designated nearshore placement area adjacent to Bluff Point. *(Source: Dredging Today)*

ONSLOW MARINE DREDGING STARTS SOON

The Department of Transport WA has just announced that dredging works are scheduled to take place adjacent to the Lot 13 wharf at the Onslow Marine Support Base (OMSB) from Saturday, 9 October 2021 to approximately 31 October 2021. The contractor for this project is WA Dredging Pty Ltd., a division of Total AMS Pty Ltd, a Fremantle based company that specializes in a wide range of marine activities. According to the DoT, dredging works will be conducted 7 days a week, from 6am to 6pm, by back hoe dredge 'Total Support' (32.7m x 9.2m) with assistance from multicat '**Beadon Creek**' (15.5m x 6m) and split hopper barge '**North'** (32m x 8m). DoT also added that the 'Total Support', equipped with a 120T Excavator, will excavate the material into the adjacent '**North'** barge or directly to shore. Both barges are marked by the required navigational light. The dredge has no self-propulsion and uses spuds to move assisted by the '**Beadon Creek**'. The dredge will remain in the area of operation outside of operating hours for the duration of the works. *(Source: Dredging Today)*

VAN OORD BAGS ORMEN LANGE DEAL

Van Oord has won a contract to undertake the specialised seabed interventions services of subsea

rock installation (SRI) for the Ormen Lange field. The contract scope involves the seabed intervention works consisting of pre-lay structure foundations, pipeline and umbilical route preparation. Additionally, it includes the post-lay SRI for structures protection, pipeline and umbilical cover related to the new development of a wet gas subsea compression project. The natural conditions at the site such as the stormy seas, uneven seabed and strong underwater currents put great demand on Van Oord's expertise and flexible fallpipe vessel **Stornes** during the pre and post-lay activities of SRI, the company said. Ormen Lange, Norway's second-largest gas field, is located in the Norwegian Sea with depths of the seabed that vary between 850 and 1,100 metres. In September, the field operator Shell reached a final investment decision (FID) for its Ormen Lange wet gas subsea compression project and submitted its development plan for the project to the Norwegian authorities. According to Shell, the project is designed to unlock an additional 30-50 billion cubic metres of natural gas, increasing Ormen Lange's overall gas recovery rate from 75% to 85%. A wet gas compressor system will be installed on the seabed at a 900-metre depth close to the wellheads, increasing gas flow from the reservoir into the wells. The 120-kilometre distance from shore to the installations sets a new world record for subsea compression power step-out. It is said to be the first underwater compression system to be developed without any support from an offshore platform. The engineering, procurement, construction, and installation of the subsea flowline system as well as the installation of OneSubsea's multiphase compression system for the project was awarded to Subsea 7 shortly after the FID had been reached. *(Source: Offshore Energy)*

YARD NEWS

DAMEN'S ALL-ELECTRIC FERRY 2306 E3 NOMINATED FOR THE 2021 KNVTS SHIP OF THE YEAR AWARD

Damen's innovative all-electric Ferry 2306 E3 '**Bryggen**' has been nominated for the 2021 KNVTS Ship of the Year Award. This prestigious prize promotes technological innovation by being presented

each year to an outstanding, technically innovative ship that was designed and largely built in the Netherlands. **Bryggen** is one of five Damen Ferries 2306 E3 delivered to Arriva Denmark in Copenhagen last summer. The nomination committee recognises that this new class is an exceptional design that implements a range of innovative digital shipbuilding techniques including remote measurement via a network of sensors placed inside the vessel. These deliver a better financial return and a reduction in maintenance downtime. Another key feature is the innovative automatic mooring system that establishes a safe connection between the ship and the high-speed onshore charging system. Computational fluid dynamics (CFD) were used to optimise the hull design by minimising water resistance, while cutting-edge software measured the relationship between engine torque and propeller speed. This enabled the optimisation of the battery array so as to minimise its weight, energy consumption and cost of operation while delivering the required performance. The installation of sensors throughout these vessels allows Damen's remote monitoring department to create a bespoke dashboard tracking key elements such as sailing patterns, battery lifecycle and swell dynamics. The data is then used to fine-tune the ferries to deliver greater efficiencies and reduce the downtime required for maintenance. For Arriva Denmark, Damen delivered a turnkey package by acting as the complete solution provider. This has involved implementing the solutions required for the shoreside supply of renewable electrical energy. "We are very excited to have been nominated for this prestigious reward," said Henk Grunstra, Product Director Ferries at Damen Shipyards. "It recognises the effort and achievement made right across Damen to develop **Bryggen** and her innovative, next generation sister ships. Together, we have delivered something that we hope that will have a large and positive impact on the passenger ferry sector." The final decision on the winner of the KNVTS Ship of the Year Award will be taken by a committee of independent experts and the prize, a model of an authentic, historic, flute ship, will be presented at a gala dinner on 1st November. *(Press Release)*

ALPHATRON MARINE BINNENVAART PAKT UIT OP EUROPORT 2021!

Na een periode van Corona en geen beurzen is Europort de beurs waarbij we elkaar sinds lange tijd weer kunnen ontmoeten. JRC/Alphatron Marine is zeer verheugd u onze nieuwe innovaties te laten zien. De afgelopen weken heeft onze demonstratie-bus, uitgerust met binnenvaart apparatuur, eindelijk weer een groot aantal locaties bezocht. Er is hierbij een afstand van 6000 km afgelegd door vrijwel alle landen waar onze producten worden ingezet en de belangstelling was groot. Maar voor een persoonlijke ontmoeting en een demonstratie van onze producten hoeft u geen 6000 km te rijden, want in de stad waar wij 30 jaar geleden zijn begonnen, te weten Rotterdam, staan wij weer 5 dagen klaar om u te ontvangen. Na het succes van zijn voorgangers is de nieuwe JMR-611 rivierradar wederom een groot succes te noemen. Betrouwbaar zoals zijn voorganger, welke zonder problemen jarenlang dagelijks draait en wederom een trendsetter door de fantastische wijze waarop kleine echo's

worden weergegeven. Dit zelfs bij slecht weer, indien aangesloten op het eveneens door JRC

gefabriceerde GPS kompas. Maar er is meer, zoals onze zeer succesvolle AlphaRiverTrackPilot, welke een aantal jaar geleden op dezelfde Europort beurs geïntroduceerd is. Als Alphatron Marine passen wij alleen goedgekeurde componenten toe en staan we voor zekerheid. De - in samenwerking met het Duitse Argonics - ontwikkelde super piloot is inmiddels bewezen betrouwbaar en in tegenstelling tot soortgelijke producten van de concurrent, is deze gebaseerd op volledig DNV goedgekeurde componenten en voorzien van een duidelijke en stevige joystick bediening met afleesscherm. Alphatron Marine staat bekend om haar constante stroom aan innovaties die in de meeste gevallen in samenwerking met de schippers worden ontwikkeld. Zo is er inmiddels onder de naam LYNX een zeer flexibel software platform ontwikkeld waarmee op eenvoudige wijze diverse zgn. conning schermen te realiseren zijn. Het systeem MINDS mooring is eveneens een op LYNX gebaseerde hulpfunctie waarmee het afmeren wordt ondersteund door gebruik te maken van zeer nauwkeurige sensoren. Dit is slechts een kleine greep uit onze nieuwe producten die we op onze stand zullen tonen. Voor alle andere producten, oplossingen en demonstraties nodigen wij u van harte uit op onze stand waar ons team met professionals voor u klaar staat. Bezoek onze stand, nummer 3408, hal 3. Europort: 2 - 5 november 2021 *(Press Release)*

RIVEER SIGNS CONTRACT WITH HOLLAND SHIPYARDS GROUP FOR ELECTRIC FERRIES

On Friday 1 October, the starting sign was given for the construction of two electric ferries for the Riveer ferry service. Aldermen Joost van der Geest, Hans Tanis and Theo Boerman from Gorinchem, Altena and Hardinxveld-Giessendam symbolically signed the contract with Holland Shipyards Group. This November, Holland Shipyards Group will start building the emission-free ferries which have been designed by Coco Yachts, a Gorinchem-based shipdesigner. The new all electric, aluminium ferries will measure 35,30 m by 7,30 m and have a carrying capacity of 100 passengers and

100 cyclists. During the tender process Holland Shipyards Group suggested a technical upgrade by increasing the battery capacity and amending ship propellers. With this upgrade the ferries will be able to sail with a higher speed, resulting in Riveer to expand the sailing route for the new ferries. "The fact that these ferries will soon be sailing in front of our own door makes it a great eye-catcher and a great company reference ," says Leendert Hoogendoorn, director. The vessels are expected to be delivered at the end of 2022. *(Press Release)*

JAN DE NUL CONTRACTS CASTOR MARINE TO CONNECT ENTIRE FLEET

Jan De Nul Group, a leading expert in marine construction, civil engineering and environmental projects, has moved its entire fleet of 82 vessels and jack-up barges to Castor Marine's global VSAT and Iridium connectivity network on a long-term contract to guarantee solid vessel connectivity. Castor Marine has been selected by Jan De Nul Group to provide global VSAT internet and Iridium L-Band services to the entire fleet of almost 80 dredgers, offshore construction vessels, crane vessels and (environmental) support vessels. *3-Month Global Migration* Since all vessels are operational around the globe, Castor Marine was challenged to migrate vessels remotely to its network using the existing equipment onboard within a tight deadline. Castor Marine successfully migrated 98% of the fleet within 3 months after contract signing, with up to 6 migrations a day. The project is a fine example of the company's engineering capabilities to manage complex migrations. *Tailored Solution* Castor Marine delivers a tailored VSAT solution for Jan De Nul's fleet, with quality of services specified on the customer's VLAN level. The Jan De Nul fleet benefits from the flexibility Castor Marine can provide in its global VSAT network allowing Jan De Nul Group to easily scale up, based on the ad hoc, dedicated high bandwidth demands per vessel. *Global phone calls, local rates* Included in the internet package are high-quality onboard voice services based on local Belgian telephone numbers for the vessels, which allows cost efficient phone

calls at local rates. Along with the VSAT, Iridium and VoIP services, Castor Marine delivered 15 new Sailor 900 VSAT antennas and Sailor 4300 Iridium Certus antennas replacing existing hardware onboard. For the newbuild NextGen Offshore Jack-up Installation Vessel Voltaire and the Offshore Heavy Lift Vessel Les Alizés, Castor Marine supplied a complete new set of antenna systems based on the recently launched Sailor 1000 XTR VSAT antennas, including below deck equipment. "It is nice to work with an agile and technically advanced partner. Flexibility is very important to Jan De Nul to cater for temporary project upgrades and downgrades. Castor Marine monitors these developments and communication lines are very short. We attach great importance to mutual trust. So far, everything is going as desired with our new KU & L-Band supplier." - Nils Crabeel, Communication Manager at Jan De Nul Group. "It's an honour to serve the Jan De Nul fleet with our services as Network Operator. I'm proud that we can deliver our flexible airtime solutions with high bandwidth capabilities to Jan De Nul on a global scale and that we can match the expectations of Jan De Nul with respect to high quality, flexibility and service levels."- Mark Olthuis, Director Maritime Offshore & Energy. *(Press Release)*

SCHOTTEL INTENSIFIES EFFORTS TO PROMOTE YOUNG TALENT

Six Deutschlandstipendium (German Scholarships) for the Hamburg University of Technology. The German medium-sized company SCHOTTEL, which is currently celebrating its 100th anniversary, will be promoting more talented and high-achieving students this year. In keeping with the anniversary motto "Powerful heritage. Bright future.", the propulsion manufacturer based in Spay/Rhine will financially support six German scholarships for naval architecture students at the Hamburg University of Technology starting with the winter semester 2021/22. Besides financial support, the students will also receive non-monetary support: through mentoring programs, for example. Hamburg University of Technology is responsible for the application and selection process. Christian Bock, Vice President Controlling, IT & HR at SCHOTTEL: "In addition to the already established areas where we support young people, such as trainee programmes and theses promotion, we are taking on a special responsibility for training young talent by investing in the Deutschlandstipendium (German Scholarships). The personal interchange with scholarship holders has the purpose of creating a lively network from which all those involved in the maritime industry can benefit. We are delighted to make contact with tomorrow's best professionals today and to support them in their studies." *Naval architecture at the Hamburg University of Technology* Hamburg University of Technology is a compact technical university with a clear profile in research and modern, practice-oriented studying.

The aim is to train creative minds who have a distinct professional profile and possess a high level of social competence. Hamburg University of Technology is the only German university to offer an independent bachelor's degree course in naval architecture. This course imparts comprehensive knowledge of all relevant scientific and engineering subjects such as mathematics, mechanics, thermodynamics and materials science. For further information, please visit: https://www.tuhh.de/tuhh/studium/studieren/organisatorisches-rund-ums-studium/finanzierung/stipendien/deutschlandstipendium.html *Committed young professionals for Germany* The Deutschlandstipendium of the Federal Ministry of Education and Research (BMBF) supports students at state and state-recognized universities in Germany with 300 € per month, which is awarded irrespective of income. 150 € is paid by private sponsors, 150 € is contributed by the federal government. In 2020 alone, the 310 participating universities nationwide supported over 28,000 students with the Deutschlandstipendium. In addition to previous performances at school and university, the selection process takes social commitment and special personal achievements into account, such as when candidates have successfully overcome obstacles in their own educational career. *(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*
   - *Boluda Towage celebrates naming ceremony for tug quartet (Tier-III)*
   - *Alphatron Marine zet vintage sleepboot in voor maritieme training medewerkers*

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

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

   (pls contact jvds@towingline.com)

   - *Offshore Support Tug with Fifi and AHT equipment* ***(New)***
   - *SPV "SAKARYA" sale in the Caspian Sea*
   - *Offshore Tug for Sale in Bulgaria*
   - *Offshore Tug (AHT) for Sale in the UAE*
   - *Damen exclusive broker for Herman Sr. B.V. m.v. "Yogi"*

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

mailto: *jvds@towingline.com*

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