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

Distribution twice a week 20,100+

MIDWEEK – EDITION

TUGS & TOWING NEWS

ALKA MARINE AND ACTA MARINE CREATE A JOINT VENTURE TO PURCHASE MULTICAT DAMEN 2712



Alka Marine and Acta Marine strengthened their partnership and purchased a Multicat Damen 2712, operated by Alka Marine. The vessel is named **Coastal Aurora**. The joint-venture Alka Marine and Acta Marine team up within a joint-venture to buy a new vessel. The company called Alka Marine International, is incorporated under the

French law and registered in Saint Nazaire. *The vessel* Built in 2014, the 27-meter-long vessel is perfectly adapted to offshore wind support operations, including anchoring works, subsea structure maintenance, amongst others. With its 2 x 9.8-ton cranes at 16.5m, and a 150-ton winch, the Coastal Aurora has a bollard pull of 34 tons and has a 150SQM deck space. It just went through a complete maintenance program to operate as soon as January 2023 at the highest security standards and productivity. The Damen Multicat 2712 class is a worldwide reference for its reliability and versatility. *Operations* The Coastal Aurora will benefit from Alka Marine's knowhow and experience. The crew consists of French officers with other international and will work in rotations, resulting in total 10 newly created jobs. Their recruitment is currently being finalized. The **Coastal Aurora** sails under the Dutch flag for the time being; with the aim to transfer to the French flag in the coming period. We're hoping for a positive decision from the Commission Régionale de Sécurité des Affaires Maritimes in February 2023 to see it will join the French fleet. *The strategy* Thibaut Choquer, Nicolas de Boer (Alka Marine's management) and Govert Jan van Oord (Acta Marine management), comment: "From our long-term partnership on workboats, we have decided to jointly invest in a reliable and known vessel that enables to carry out complex maritime operations safely. It's a large, modern and comfortable vessel. With this new vessel, we keep track of our strategy to develop our services marine energies market and meet our customers expectations." *The contract* The Coastal Aurora was chosen for maritime operation works in West Africa starting in January 2023. (PR)

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INOCULATED WITH RIVER WATER

Schuttevaer looks back in time and posted an article from 2019 by Corine Nijenhuis on her website: 'That I wanted to become a machinist and not a captain, that is genetically determined.' According to his mother, Cor van Brug (80) already knew when he was five year was. That may have been early, but not surprising. Not only his father, but also his grandfather worked in the engine



room. The first on a 'modern' tug, the second on a steam tug. The love for the machine started on board the steam tugboat. Cor's grandfather sailed for towing service P. Smit. At the Hague service. It towed barges across the Schie, via Delft to The Hague. During the weekend the tug was moored in the Parkhaven. "Grandpa would take me with him when he went to see if the fire in the kettle was still good. The Van Brug family lived near the Nieuwe Maas, close to the Feijenoordkade, father sailed at Van Ommeren, so wife and children stayed at home. The neighborhood was teeming with skippers: captains and engineers, many of them from the Rhine navigation. The neighborhood children swam among the tugboats moored at the wharf. "Many German paddle tugs, those people liked it, those swimming boys." Read the complete story in Dutch [HERE](#) (Source: *Scheepspost*)

SANMAR RENEWS SPONSORSHIP OF THE TURKISH ROWING FEDERATION AFTER SUCCESSFUL FIRST YEAR

Sanmar Shipyards has signed a second year-long sponsorship deal with the Turkish Rowing Federation (TRF) following a hugely successful year in which the nation's rowers won an impressive total of 15 Gold, 11 Silver and 5 bronze medals in international competitions. The leading Turkish tugboat builder and operator says it is delighted and proud to be backing Türkiye's top rowers as they stretch every sinew to represent their country at the next Olympic Games due to take place in Paris in 2024. In 2022 TRF took part in 11 International Races, 42 A finals - the race that decides the medallists - and a total of 15 championships, including 3 European Championships and the Balkan Championship. Dr Kerim Kazgan, CFO of Sanmar Shipyards, said: "It has been a good year for the Turkish Rowing Federation and we at Sanmar are delighted to be part of the team. It is a team that has already achieved so much and has the potential to achieve so much more. The determination

shown by these young men and women athletes and the amount of sheer hard work they put in to



achieve their dream is inspirational.” Founded in 1957, the TRF has achieved new heights during recent years, with Türkiye qualifying for the Olympics in both 2016 and 2021. This success has come as the result of a strong and supportive structure established to spot, develop and nurture young people who show a talent for the sport. The TRF’s best coaches visit schools across Türkiye where they enthuse children and young adults about the sport and direct potential national rowers of the future to their closest rowing clubs. The initial sponsorship deal with the TRF covering 2022 was the first long-term sponsorship arrangement that Sanmar, which builds powerful technologically-advanced tugs and other specialist workboats at its two (soon to

be three) state-of-the-art purpose-built shipyards and operates its own fleet of tugs at ports around Türkiye, has entered into. (PR)

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ADRIFT BULK CARRIER RESCUED BY TUGS OF CARMELO NOLI

The bulk carrier bound for the port of Savona suffered a failure of the propulsion systems and was dangerously approaching the coast. The Coast Guard of Savona has announced that it coordinated, in the night between Friday and Saturday, the assistance and safety operations of a bulk carrier adrift due to a failure in the propulsion systems.



The unit was bound for the port of Savona when, off Finale Ligure, it suddenly reduced its speed. The Vts (Vessel Traffic Service) Center of the Coast Guard, having detected the anomaly from the systems supplied for the IT tracking of the ship's routes, promptly interrogated the on-board Command of the

damaged unit by radio: the ship declared its inability to steer and continue navigation, due to an engine failure, which cannot be repaired by the crew. “Taking into account the potential threat, and considering that the weather and sea conditions in the area were pushing the unit ever more towards the coast, the Coast Guard ordered the intervention of two port tugs from the concessionary company 'Carmelo Noli Srl', in order to protect the safety of navigation and the environment, as established by Legislative Decree 196/2005” explains the maritime authority. The reconstruction of the Harbor Office adds that “at about midnight, the two tugs reached the damaged ship, which was about 2.5 nautical miles from the coast, and started assistance operations, taking her to the port of Savona. The unit was moored in the port late at night, thanks to the contribution of all the technical-nautical services involved, (*Source: Shipping Italy*)

A HUDSON RIVER SLEIGHRIDE



Way back in the 1890's, the Cornell Steamboat Company had a big tugboat by the name of “**John H. Cordts**.” And at that time, the steamboats, “**New York**” and “**Albany**” were the regular steamers of the Hudson River Day Line. One summer afternoon, the “**Cordts**” came out of Rondout Creek to run light to Hudson and to relieve the “**Norwich**” of a large tow of canal boats. At the same time, the “**New York**” was leaving Rhinecliff on her way up river, crowded with passengers. The “**Cordts**” pulled slightly ahead of the “**New York**” and as the “**New York**” got up her speed, the “**Cordts**” dropped back and then hooked up so she lay off the port side aft of the “**New York**.” The

suction from the “**New York**” dragged the “**Cordts**” right along with her all the way to Catskill, where the “**New York**” made a landing. The “**New York**” and “**Albany**” were in that day and age very fast wide wheelers and ordinarily could outrun the “**Cordts**” like a rabbit would a turtle. However, when those side wheelers were in shallow water they would drag their stern down deep in the water and a bid suction wave would follow right along with them. Whatever lay off the after quarters on the Day Liners would go right along with them. *Disbelief from Distaffers* The “**New York**” and the “**Albany**” were advertised in the newspapers of the day as very speedy. Some ladies who were passengers on the “**New York**” that day wrote a letter to the Day Line saying they did not think the “**New York**” was so fast when a tugboat could stay right alongside her for so long a distance. A. Van Santvoord, a president of the Day Line, wrote a letter to S.D. Coykendall, president of the Cornell Steamboat Company, requesting him to please ask his captains to stop trying to race with the Day Line steamers. Of course, Van Santvoord and Coykendall knew what the score was, but passengers on the “**New York**” wouldn't understand about shoal water, suction, etc. Coykendall called captain of the “**Cordts**”, Jim Monahan, on the carpet about the incident and told him not to do it again or he would be

discharged. But the way it has been told to me, Jim Monahan was a very stubborn man. Sure enough, he tried it again and that was the last of Captain Monahan on the “**John H. Cordts**.” After leaving Cornell, Captain Monahan was captain of the steam lighter “**Uriah F. Washburn**,” carrying cement and lime all along the Hudson River and Long Island Sound. After that, until his death, he was captain of the steamer “**Newburgh**” of the Central Hudson Line. All river men agreed he was always a very good captain or pilot tugboats, steamboats or whatever he happened to be on, the sleigh rides and dismissal notwithstanding. *(Source: Hudson River Maritime Museum by Captain William Odell Benson)*

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BEAUTY & BEAST

Combining raw power and elegant design, tugboats are the workhorses of the maritime industry. They're also leaders in the transition to a greener world. They cut striking figures, at the same time remaining stalwart in their objective to provide dynamic power to the marine industry. The beastly-looking



workhorses of the past have given way to sleek, modern designs that combine both beauty and power. These are not your grandfather's tugs. Like every type of vessel and every sector across the maritime world, however, they're subject to the shifting tides of industry and impacted by the same regulatory changes and market fluctuations as the specific segments in which they work. While their various mission objectives remain unchanged, their means of propulsion have. And through collaboration with industry innovators, tugs continue to safely and effectively muscle their charges in a greener, more efficient way. **Raw Power** Few types of vessels are as globally universal as tugboats. Whether positioning huge ships in busy harbors, towing offshore structures for the energy industry or pushing extraordinary numbers of barges around a river's hairpin turns, tugs are the workhorses of virtually every maritime sector. By default, they fall squarely on the leading edge of progress in each of the sectors they serve. With a power-to-weight ratio that can well exceed ten times that of much larger ships, tugs are built to convey raw power. However, in harbor

applications, in particular, the impressively large power capabilities of tugs needed to guide and park large vessels are not needed 90 percent of the time. As a result, in conventional diesel-powered vessels, that power comes at the cost of efficiency and higher emissions. According to Ferhat Acuner, General Manager of Naval Technologies Inc. (NAVTEK), based in Istanbul, research shows that as much as 40 to 60 percent of harbor and port emissions are the product of tugboat operations. With the increasing focus on carbon emissions, fuel efficiency and other environmental concerns, tugboats are championing new forms of power and design while still maintaining the necessary bollard pull. Partnering with vessel designers and tech leaders, they're collaborating on industry advancements in areas that are seemingly indirectly related to tugboats but directly impact their ability to perform their missions effectively. *Leading the Way* NAVTEK and its partners believe the marine industry is evolving in step with the world's increasing focus on reducing emissions. With an eye on renewable energy sources and other efforts, governments and international organizations are now enacting strict environmental regulations, leading inevitably to the evolution of vessel design. Proactive companies see their role in this new future as recognizing and are seizing the opportunities offered by the immediate and long-term challenges of implementing green improvements. With the increasing market focus on green technologies and the push to lower emissions, tugs are part of the focus of industry efforts to find ways of reducing or eliminating particulates while still providing the necessary horsepower when and where needed. As a result, NAVTEK proactively set a zero-emissions target for its tugboat designs, winning multiple awards for its **ZEETUG**, the world's first fully electric, zero-emission, rechargeable tugboat that began operation in 2020. With an annual reduction of up to 230 tons of carbon emissions, the **ZEETUG** has set the standard for others around the world. In a similar effort, the Ports of Auckland earlier this year welcomed the first "full size" all-electric tug, a Damen RSD-E Tug 2513 design, capable of reducing carbon emissions by over 500 tons annually while producing over 75 tons of bollard pull. Both the Damen and NAVTEK designs are dependent on advanced battery systems that allow the vessels to run entirely without the assistance of diesel generators. Despite these and other groundbreaking tugboat designs, companies like NAVTEK aren't nearly done. "We maintain the same passion to achieve even more," states Acuner. The tug sector's trend away from diesel-fueled propulsion reflects the larger global pull away from hydrocarbons. But industry leaders such as e1 Marine, a marine hydrogen solution provider, say it's only the beginning of a greater transition. "As part of the global energy transition to net zero," states Managing Director Robert Schluter, "tugs and inland shipping face both a challenge and opportunity in managing the utilization of energy for propulsion. It requires solutions that maintain economic and operational performance." Vancouver's Shift is another innovative company viewing energy transition as an unprecedented opportunity. Its overarching mission is to decarbonize the marine industry with what they believe to be a "combination of pragmatic solutions," according to CEO Brent Perry. Shift focuses on industry segments that will have the most impact on this zero-emission objective, including tugboats, which it views as quintessential to servicing every port and city in the world in the escorting of all manner of vessels. Whether in harbor applications or towing and pushing operations, Shift believes that energy storage is the ideal partner for tugs, able to optimize the use of fuel-driven engines during peak power requirements and 100 percent electric operation in transit. With unique services including PwrSwāp charging and battery swap stations strategically located, Shift is looking to facilitate not only energy storage system (ESS) installation on tugboats but also create the infrastructure to support all-electric operation – similar to ground transportation. "Decarbonization and zero emission are the themes," says Perry, "and Shift is leading the way, both in vessels that operate with zero emissions now and in charging systems that are going to trend to zero emission charging over the next six to nine years." *Collaboration* During the transition between hydrocarbon-based fuels and their alternatives, Shift has been the thought leader at the earliest stages, bringing

ESS to vessels in ways that deliver significant positive environmental and financial impact. Partnerships among Shift, its clients and other industry players have already improved the cost to customers through the benefit of zero-emission operations at less capital cost than building a conventional boat. With all of the significant changes taking place, the industry's energy transition requires significant collaboration within and across numerous sectors. Such collaborative efforts are critical to a smooth transition in the clean power movement that includes not only batteries but also renewable energy such as solar and hydrogen. Partnerships such as that between e1 Marine and NAVTEK are working to bring hydrogen to the market as a feasible fuel alternative. With particular focus on the large number of existing marine internal combustion engines, a transition period is a must. The two companies are combining efforts to develop pragmatic hydrogen fuel cell technologies. Like Shift, the efforts eschew a costly direct jump from one technology to another in the belief that fuel cells are "well positioned to meet the need for a safe, convenient and effective solution for achieving low to no pollution and meeting carbon emission targets" according to e1's Schluter. Faster transitions are afoot as well. Skipping diesel power entirely in a leap for the industry, e1 Marine's methanol-to-hydrogen generator technology will be on display when the first of its kind Hydrogen One towboat enters service on America's inland waterways in 2023. Bringing all the players to the table, the Hydrogen One is being developed and built by Louisiana's Maritime Partners and Intracoastal Iron Works, designed by Seattle's Elliott Bay Design Group and operated by American Commercial Barge Line to move bulk liquid products around the Gulf Coast. Across the tugboat sector, cooperation across commercial boundaries is seen as critical to the transition and evolution of the tug sector and the entire marine industry. According to Shift CEO Perry, "Collaboration is the key, sharing is the key, and support at all levels of business and society is critical if we are going to achieve our objectives." *Driving Change* As the universal player in the maritime world, the tugboat industry is at the center of a changing industry and world. Despite the somewhat capricious attentions of marine markets and the general public, tugboats – as mainstays of the maritime world – must remain resolute in their mission and capability to serve the industry. A primary competitive driver among the various industry partners centers not just on the reduction or elimination of emissions but on the potentially greater challenge of supporting a paradigm shift within the industry itself. "There was not a lot of institutional knowledge of this technology in the beginning," notes NAVTEK's Acuner, "but we are happy to have started this decarbonization journey at an early stage that has revealed some wonderful lessons for our company, our clients and our industry." In fact, rather than fight change, tug designers, operators and partners are embracing it, leading the charge in decarbonization by championing hybrid power plants and evolutionary leaps in propulsion power. "The maritime industry tends to be slow to change and hesitant to embrace first-mover status," says e1 Marine's Schluter, who sees tugboats serving as a linchpin for the rest of the industry. "Tug and barge operators, due to their coastal proximity, could move more quickly as the beacons to the rest of the maritime industry." (Source: Navtex by Chad Fuhrmann)

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TURKISH COMPANY THREATENS TO ABANDON 'GHOST SHIP' OFF BRAZILIAN COAST




The ship's hull offers environmental risks and can cause accidents. The Turkish company MSK Maritime Services & Trading issued this Wednesday (11) a note claiming that it intends to “definitely abandon” the former aircraft carrier **São Paulo** in the Pernambuco sea, prevented by


the Federal Court from docking at the Port of Suape for repairs. , as it contains carcinogenic and radioactive substances. In addition to claiming that it relinquishes ownership of the hull “in favor of the Union”, the Turkish company stipulated a period of 12 hours for the Brazilian authorities (whom it accuses of inaction) “to provide the necessary approvals” for the vessel to be received. “Before the lack of resources causes any environmental damage, the hull being safe today, without offering risks to the environment and navigation, the most reasonable and environmentally safe action is to relinquish ownership of the hull in favor of its former owner, since the obligation assumed became impossible due to the difficulties imposed by the action of the Brazilian authorities and entities”, alleges MSK through a note written by the NSN Law Firm, its legal representative. In response, the Brazilian Institute for the Environment and Renewable Natural Resources (Ibama) issued an official note in which it states that it will adopt all appropriate measures, including notifying the company, determining the non-abandonment of the former ship, under penalty of committing of environmental infringement. The agency also stated that it “will continue to coordinate efforts with the Brazilian Navy to avoid immediate or subsequent environmental damage”. In addition, the institute filed a lawsuit this Wednesday (11th) against the Turkish shipyard Sök Denizcilik Tic Sti, which purchased the hull, the company Oceans Prime Offshore, contracted by the winning shipyard, the exporter responsible for complying with the in Brazil, as required by the Public Notice, and MSK, which carries out the transport, to oblige them to keep the ship's hull afloat, under penalty of a daily fine of R\$ 500,000. According to environmental authorities, the hull of the former aircraft carrier poses a high environmental risk to marine biodiversity, as it carries hazardous substances, and can also cause serious accidents, as it disrupts maritime traffic. Francisco Muniz, postgraduate lawyer in Maritime and Port Law, Master and Doctoral student in Civil Law, partner at Da Fonte Advogados, says that if the waste is adrift, “what is already a great danger will be a really alarming danger”. He explains that the Brazilian Judiciary will be responsible for determining whether or not the aircraft carrier's waste can dock in Brazil. The lawyer clarifies that the Turkish government alleged a mistake in the export authorization of the former ship's waste, granted by Ibama, as a justification for preventing the hull – which contains cadmium and asbestos – from entering the country, for future recycling. The company then decided to return to Brazil even without authorization for re-entry of waste into the country, which constitutes a crime, according to Francisco. “MSK threatened to abandon the hull on our coast, claiming that the Brazilian government would be to blame, which is obviously absurd. She owns the waste, so she has an obligation to dispose of it properly,” said the lawyer. According to the lawyer, if the threat materializes, the companies responsible for the waste from the former ship carrier could be condemned for illegally importing the ship's hull - unauthorized re-entry - and also for abandoning the waste, which violates the Basel Convention and Article 56, Paragraph 1, of Law No. 9605 of 1998. The norm prohibits “producing, processing,

packaging, importing, exporting, commercializing, supplying, transporting, storing, keeping, having in deposit or using a product or substance that is toxic, dangerous or harmful to human health or the environment, in disagreement with the requirements established” under penalty of imprisonment of one to four years and a fine, which can reach up to R\$ 50 million, in addition to possible actions for reparation for losses and damages to the environment. The lawyer also explains that the Brazilian Justice will have to decide whether or not the hull can dock in the country, since it entered illegally and Ibama claims that Brazil does not have any shipyard with adequate structure to deal with waste and carry out the necessary maintenance. for export. With regard to MSK's allegations about negligence on the part of the Brazilian authorities, Francisco states that an evidentiary analysis will be necessary to define whether Ibama made any mistake – or not – in attesting that those vessel remains could be exported. *understand the case* Once the ship was decommissioned by the Navy, its hull began to be classified as “solid waste, requiring an environmentally sound final destination, in accordance with the Basel Convention on the Control of Transboundary Movements of Hazardous Waste and its Deposit. The vessel had its departure from the country authorized by Ibama after evaluation, to be recycled at an accredited shipyard in Turkey. However, the Turkish environmental authority canceled the consent for the operation when the vessel was already on its way, which led Ibama to also suspend its consent for the export and determine the return of the hull to Brazil. Over the past three months, the Navy has advised owners to dock at a Brazilian port and request export again to a country that is part of the Basel Convention for the purpose of recycling. MSK even requested a forced arrival at the Port of Suape, in Pernambuco, which was prohibited by the Federal Court, on the grounds that docking would pose risks. The carrier of the aircraft carrier's hull, which claims to comply with all international standards, even asked the Court for information about other boats with asbestos in the port, accusing a difference in treatment in relation to these, supposedly, other vessels. “The only way to dispose of asbestos is for us to take the ship to be dismantled and recycled at the shipyard in Turkey, but for that we need to repair it, otherwise it will wander forever on the coast of Pernambuco, running the risk of accidents as recently occurred in Rio. de Janeiro”, said the company's lawyer, Zilan Costa e Silva. (Source: *Movimento Economico*)

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BONANZA OF TUG ORDERS AND DELIVERIES

2022 was a growth year for shipyards as new contracts bolstered their orderbooks and increased global tug deliveries. Shipyards worldwide are benefiting from the strengthening market for newbuild tugs, as orders flow in from owners and operators eager to modernise and expand fleets to serve new and expanding container and LNG terminals. Investment in new shipyard facilities ramped up in 2022, increasing productivity and throughput, and expanding the variety of workboats yards can offer owners. Speculative tug building continued, with shipyards holding stocks of newbuilds ready to sell onwards to independent, domestic, international and corporate tug owners interested in

boosting their capabilities to support ports and terminals, coastal towage and offshore renewables projects. According to shipbrokers, shipyards and market reports, International Tug & Salvage identified 168 tugs ordered in 2022 from shipyards, up from 145 in 2021. This does not include tugs built by shipyards for their own fleet stocks, making this number a conservative figure. According to BRL Shipping Consultants, the global



orderbook for tug construction stands at 342 vessels at the start of 2023, compared with 388 at the end of 2021. Most of the orderbook relates to deliveries scheduled for 2023 and 2024 deliveries. However, some are scheduled for 2025 completion as shipbuilders report delays amid supply chain shortages and lengthening lead times for critical equipment such as engines, thrusters and deck machinery. Nearly 40 tugs were ordered in Q4 2022, down from 50 in Q3 2022. This includes eight tugs Med Marine added to the orderbook at the Eregli Shipyard in Turkey, for deliveries into 2024. Data shows construction started on at least seven tugs in China and another seven in the US, plus five in the Netherlands and another three in Turkey, in Q4 2022. This data is representative of the orders as shipyards in the main producing nations construct tugs without confirmed contracts. Delivery information is more representative of the real market demand for tugboats worldwide. Information from shipyards, owners, shipbrokers and equipment suppliers, which is collated and processed by IT&S, shows 266 tugboats and towboats were delivered in 2022. Around a quarter of these tugs were built by shipyards in China, making it the top tug building nation. Turkey was second, with its shipyards delivering 17% of tugs in 2022. This percentage is likely to rise in 2023, as it is estimated the top four builders in Turkey have the combined capacity to produce more than 100 tugs annually. Of the tugboats and towboats produced globally, 14% delivered in 2022 came from US shipyards. About 10% of all tugs delivered were from Vietnamese shipyards owned by Damen and Piriou, and another 10% from Indonesian builders, with 9% from Malaysia. Many of the tugs built in China and Indonesia are destined for domestic operations, although some Chinese newbuilds are for export. Most tugs built in Vietnam and Malaysia are exported overseas. Turkish builders build for both domestic operators and for export markets, such as across Europe and Latin America. The main tug builders in 2022 were (in alphabetical order) Cheoy Lee, Damen, Forward Marine Enterprise, Jiangsu Zhenjiang, Kanagawa Zosen, Med Marine, Piriou, Sanmar, Tuong Aik and Uzmar. In addition, because of competition in Malaysia, Indonesia and the US, many shipyards produce up to five tugboats per annum. The main recipients of newbuild tugs in 2022 were global operators such as Boluda Towage, SAAM Towage, Smit Lamnalco and Svitzer, plus national players such as Maritime Partners in the US, Mitra Bahari Sentosa in Malaysia, Group Ocean in Canada and Rawabi Vallianz in Saudi Arabia. *(Source: Riviera by Martyn Wingrove)*

SAAM TOWAGE COMPLETES FIVE YEARS CERTIFYING ITS CARBON FOOTPRINT

For the fifth year in a row, SAAM Towage was recognized by the Ministry of the Environment's Huella Chile program for measuring and assuring its greenhouse gas (GHG) emissions during 2021.

“Our commitment is to continually seek alternatives that allow us to reduce the carbon footprint of



our operations. Measuring our footprint enables us to assess our progress and set new goals for the coming years,” said SAAM Towage Chile Manager, Cristián Cifuentes. He explained that the company continues to work with actions to make fuel consumption more efficient for navigation and for supply on land while tugs are docked. SAAM

Towage operates 21 tugs in 14 ports in Chile, providing berthing and unberthing services, as well as special services. Huella Chile is a program from the Ministry of the Environment that works to promote the calculation, reporting and management of greenhouse gases (GHG) in public and private sector organizations. The verification of these results was backed by the Bureau Veritas certifier, which reviewed the annual quantification in the 21 tugs and in the administrative offices of the Tecnopacífico building. (PR)

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DELIVERY OF FOUR UNITS OF ASD TUGBOAT WITH FIFI



On 16th January 2023, four units of tugboats built by Jiangsu Zhenjing Shipyards for Lianyungang

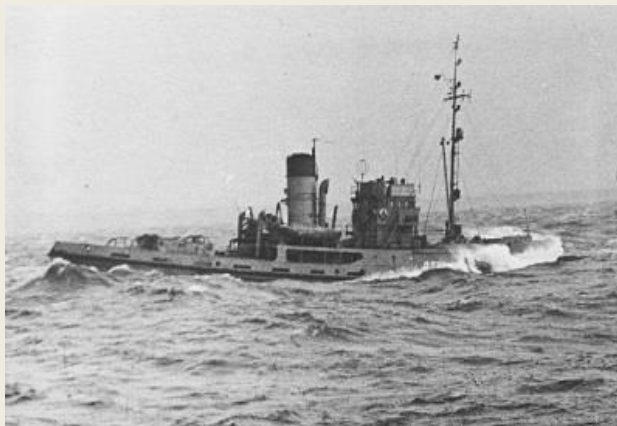
Xuwei Port Investment Group Co. LTD and named "**XU WEI GANG XIAO 3**"、"**XU WEI GANG XIAO 4**"、"**XU WEI GANG XIAO 7**" and "**XU WEI GANG XIAO 8**" have been delivered. "**XU WEI GANG XIAO 3**" and "**XU WEI GANG XIAO 4**" have length of 37m, breadth of 10.6m, depth of 4.8m, BP ahead of 67.5t, BP astern of 60.8t, power of 3824kW endurance of 1,200nm and speed of 13.16kn. "**XU WEI GANG XIAO 7**" and "**XU WEI GANG XIAO 8**" have length of 41.2m, breadth of 11.4m, depth of 5.3m, BP ahead of 81.4t, BP astern of 73.1t, power of 4780kW endurance of 1,200nm and speed of 13.62kn. (Source: Jiangsu Zhenjiang Shipyards)

DELIVERY OF ONE UNIT OF 5360kW ASD TUGBOAT

On 16th January 2023, one unit of 5,360kW ASD tugboat built by Jiangsu Zhenjiang Shipyards for Jiangsu Bohang Shipping Co. LTD with name "**BO QIANG TUO 8**" has been delivered. The vessel has length of 44.6m, breadth of 13m, depth of 5.8m, ahead pull of 91t, astern pull of 77.1t, endurance of 1500nm and speed of 12.95kn. (Source: Jiangsu Zhenjiang Shipyards)



RUSSIAN TUG KARABAKH



It was built by order of Sovtorgflot. After the outbreak of the Patriotic War, the ship was transferred to a German company and after launching it was named "**Floyen II**". In November 1942, the tug was transferred to the Kriegsmarine and began service at the shipyard in Bergen. In 1945, the tugboat was at the disposal of a German minesweeping party in Norway. On 29.03.1946, the tugboat "Floyen II" was transferred to the Soviet Union for reparations. It was removed from the Navy lists in 1960 and transferred to the civil organization of Sevastopol renamed **Karabakh**. In 1964 deleted from the register. She has a length of 48,90 mtrs a beam of 9.58 mtrs and a depth of 4.15 mtrs . Her 3 cylinder Triple Expansion Engine develops an output 800 ihp and a speed of 11 knots. She was one of the Project 854 tugs, 120 in all: built as war-repairs for the FIN/RUS "Winterwar" and WW2: 1st 24 seized by Germany at WW2 outbreak; 30 built after WW2. (Source & Photo by Wim Plokker)

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ACCIDENTS – SALVAGE NEWS

SHIP FIRE IN ALTINOVA SHIPYARDS REGION: 3 PEOPLE WERE AFFECTED BY SMOKE



Three workers who were affected by the smoke in the fire that broke out on the ship, which was repaired in a shipyard operating in the Altınova district of Yalova, were taken to the hospital. While 3 workers affected by the smoke in the fire that broke out on the ship, which was being maintained in a shipyard in Altınova district of Yalova, were taken to hospital, the fire was extinguished by firefighters. According to the information received, a fire broke out on the ship, which was brought for

maintenance and repair in Altınova Shipyard Region, for an unknown reason. Altınova Municipality Fire Department teams intervened in the fire. The teams that took the fire under control then carried out cooling work. Three shipyard workers, who were slightly affected by the smoke in the fire, were taken to Yalova State Hospital by 112 emergency service teams and received treatment. *(Source: Deniz Haber)*

U.S. COAST GUARD RESCUES CREW OF DRIFTING TUG OFF MARYLAND

On Saturday, the U.S. Coast Guard rescued seven crewmembers from a drifting tug about 30 miles off the coast of Ocean City, New Jersey. At 0330 hours on Saturday morning, the crew of the St. Kitts-flagged tug [Legacy](#) (IMO 8227501) sent out a distress call to Coast Guard Sector Maryland-National Capital. The vessel was under way with a 290-foot deck barge, headed for Guyana, when she fouled her starboard propeller on her tow line. The crew attempted to regain the tow, but the line fouled the port propeller as well, leaving the tug adrift. The crew reported that they were preparing to abandon

ship. The cutter USCGC **Lawrence Lawson** diverted to the scene to assist the crew of the **Legacy**. However, the **Lawson** was unable to approach the tug because of rough surface conditions and the possibility that the line would foul her propellers as well. Instead, she stood by within reach while other assets responded to the scene. Coast Guard Sector Maryland dispatched a Dolphin helicopter crew from Air Station Atlantic City and a Jayhawk aircrew



from Coast Guard Air Station Elizabeth City to hoist the seven crewmembers from the vessel. After all were taken safely aboard, the air crews delivered them to Ocean City Municipal Airport in Maryland. No injuries were reported. Before departing, the tug's crew activated their EPIRB so that the Coast Guard could easily track the tug and barge tow's drift. The Jayhawk crew also deployed a self-locating data marker buoy to augment the EPIRB signal. A commercial salvage response is expected. **Legacy** (ex name **Goliath**) is a 1981-built twin-screw tug operated until last year by an American firm. She was recently renamed, reflagged and sold to a Guyanese marine services company. (Source: *Marex*)

FIVE IN HOSPITAL AFTER CHARTER BOAT HITS PIER IN MELBOURNE, AUSTRALIA



Australia's ABC News reports that five people were brought to hospital after the charter vessel on which they were riding struck a pier in the city of Melbourne on Saturday, January 14. The 350-passenger **Lady Cutler**, which was formerly operated as a Sydney Harbour ferry, struck a pole in the waters off the

Melbourne suburb of Docklands at around 17:30 local time on Saturday. A number of seated passengers fell down due to the force of the impact. One passenger said chairs also fell onto some of her companions, which included small children. Among the five people who were taken to hospital are two pregnant women, the report continued. **Lady Cutler** was being chartered for an extended family reunion when the incident occurred. Melbourne Showboat, the vessel's operator, has since issued an apology for the mishap and said that the captain has been relieved from duty. The incident is being investigated by the Australian Maritime Safety Authority and WorkSafe Victoria. (Source: *Baird*)

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FIRE BROKE OUT ON AUTODECK OF THE LA SUPERBA FERRY IN PALERMO

The flames have been extinguished and there are no serious injuries but the damage to the ship is significant. On Saturday 14 January in the port of Palermo a fire broke out on the car deck of the **La Superba** ferry of Grandi Navi Veloci. A large cloud of black smoke invaded the quay and the fire brigade teams immediately arrived on the spot and began operations to



extinguish the blaze which continued for hours. At least 12 fire engines and 34 men were involved to deal with the flames and the black smoke given off in the hold. At the time of the fire, there were over 180 passengers on board the vessel who were disembarked. According to initial information, there are no injuries, but I'm some intoxicated. Any damage to other cars in the hold must also be quantified. The port companies Portitalia and Operation and port services of Palermo have made their workers and teams available to support the authorities and Gnv. In the early hours of today, Sunday 15 January, the Fire Brigade announced that "the areas affected by the flames are being cooled, a necessary operation to allow the teams to inspect the interior of the ship. Ten fire brigade teams are at work". The ship **La Superba** of Grandi Navi Veloci had also been affected by a fire in 2009 while it was in the port of Genoa and 1,579 passengers were forced to abandon ship following a fire that broke out in the engine room. The fire that broke out in the port of Palermo, with the ship still moored at the quay, made it possible for the fire brigade to intervene from land as well and obviously making it easier for passengers to evacuate the ferry. The investigation of the case will start as soon as the flames are completely extinguished but in cases similar to this the fires have broken out in the past due to semi-trailers or refrigerated trucks loaded into the garage. At the moment it is not yet possible to know whether this time too the cause is attributable to this case but the damage to the ship is significant. Pasqualino Monti, president of the Palermo Port System Authority, said on the fire that broke out on board the GNV ship: "Luckily there were no victims, thanks to the prompt intervention and the work of the fire brigade and the Captainty ports to which my personal thanks go. This morning's alarm has also ceased but for the emergency to be declared over, we will have to wait for the ship to cool down, which has reached very high temperatures. We are therefore waiting for the firefighters to complete their operations to declare, with certainty, the return to normality ". Grandi Navi Veloci, the company that owns the ship **La Superba**, announced in a statement that it

“immediately took action by bringing together the crisis unit to support the decisions of the commander, who from the very first moment acted in coordination with the competent authorities. The crisis unit, constantly connected through the operations centre, also coordinated all the other company functions to ensure maximum assistance to all passengers affected by the accident”. “The immediate application of the intervention and evacuation rules – continues the communication – allowed for a rapid and orderly abandonment of the ship by passengers and crew not involved in rescue operations and fire extinguishing; this has ensured that everyone is safe and that no one has suffered direct consequences from the accident. The causes are still being investigated, both by the authorities and by the company; from the first evidence the fire would appear to have started from a vehicle in the upper garage at the bow”. (Source: *Shipping Italy*)

THE SHIP THAT BROKE DOWN IN THE DARDANELLES WAS ANCHORED



The Liberian-flagged ship, whose machinery malfunctioned in the Dardanelles, was taken to the Şevketiye anchorage area, accompanied by a tugboat. The engines of the 100 meters long and 2,926 gross tonnage ship "Chona", which was going from Izmir's Aliğa Port to Bursa's Gemlik Port, malfunctioned during the Bosphorus crossing off the 1915 Çanakkale Bridge. After the captain of the ship reported the situation to the Çanakkale Strait Ship Traffic Services Directorate by radio, the tugboat

"Kurtarma-15" affiliated to the General Directorate of Coastal Safety (KEGM) was dispatched to the region. In addition, the captains of other ships that will pass through the strait were informed about the malfunction. The ship was taken to the Şevketiye anchorage area accompanied by a tugboat and anchored. (Source: *Deniz Haber*)

OIL TANKER EXPLOSION IN THAILAND: 1 DEAD, 2 INJURED

One person was killed and two others were injured in an explosion on an oil tanker anchored in the Mae Klong river near the capital of Thailand, Bangkok. A search and rescue operation was initiated for the 4 missing crew members. A violent explosion occurred at around 09:30 local time on the tanker, which was anchored in the Mae Klong river in Samut Songkhram



province in the south of Thailand. The explosion of the tanker, which was learned to be loaded with oil, was also felt in the surrounding areas. Thailand Maritime Administration Deputy Director General Phuriphat Thirakhunphisuth said in a statement about the incident that 1 sailor died and 4 crew members were missing. A search and rescue operation was initiated to find the missing crew. Thirakhunphisuth stated that with the violence of the explosion, the windows of a house in the vicinity exploded and 2 people were injured. Thirakhunphisuth said that the fire was brought under control before it escalated, and that investigations into the incident are continuing. The cause of the explosion is not yet known. Watch the YouTube video [HERE](#) (Source: *Deniz Haber*)

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THE CARGO SHIP RAN AGROUND, THE SHIP TRAFFIC STOPPED IN THE BOSPHORUS



A cargo ship ran aground off Umuryeri while cruising from Ukraine to Istanbul. It was learned that no one was killed or injured as a result of the accident. Bosphorus traffic was temporarily suspended due to the rescue work of the stranded cargo ship. General Directorate of Coastal Safety (KEGM) announced that a cargo ship ran aground in Istanbul. The following statements were used in the statement, which stated that the rescue work of the ship continues: "Our Rescue Specialist, our **Nene**

Hatun vessel, our **Kurtarma-5, 8, 9** tugboats, and our **KEGM-8** boat were promptly directed to the scene for the 142-meter-long bulk carrier named **MKK-1**, which ran aground in Umuryeri while sailing from Ukraine to Istanbul. " *No loss of life or injury* It was learned that no loss of life, injury or environmental pollution were reported in the incident. In the statement made by the Istanbul Governor's Office, it was reminded that the dry cargo ship Palau Bayraklı **MKK-1**, which was cruising from Ukraine to Istanbul, ran aground in front of Beykoz Anadolu Kavağı at around 07.30 due to a rudder failure. (Source: *Deniz Haber*)

COLLISION BETWEEN TWO FERRIES IN THE PORT OF GENOA DUE TO STRONG WINDS

Tirrenia's **Bithia** broke her moorings and ended up against Corsica Ferries' **Mega Express Three**. Collision this morning in the port of Genoa, lashed by strong winds from the south which also caused storm surges. Indeed, the **Bithia** ferry of Cin – Tirrenia broke its moorings while it was at the ship repair docks and hit the Corsica Ferries ferry **Mega Express Three** alongside. At the moment there are no injuries, but it seems that the docks also suffered damage. At the time of writing, the tug **Columbia**, under surveillance by a unit of the Fire Brigade, is maintaining the ferry **Bithia** at its mooring. (Source: *Shipping Italy*)



DREDGER CAPSIZES NEAR MERAUX, SPILLING OVER 3,000 GALLONS OF OIL



The U.S. Coast Guard is responding to an oil spill of more than 3,360 gallons after a dredging vessel capsized in the Mississippi River near Meraux. The New Orleans Sector was notified of this incident at around 12:50 a.m. yesterday January 16,. The capsizing vessel in question, the **W.B. Wood**, had two people aboard who were rescued by a towing vessel known as the Omaha. “Coast Guard Sector New Orleans Incident Management

Division is coordinating with Wood Resources, LLC in overseeing the pollution response and plans to salvage the capsized vessel,” said the Coast Guard. “The responding oil spill response organization, Environmental Safety & Health Consulting Services (ES&H), has three response boats on scene, is conducting skimming operations, and has recovered more than 3,360 gallons of oily water mixture.” At the moment, they are investigating correlating pollution reports to ensure no additional areas along the Mississippi River have been impacted. The Coast Guard also added that this complete incident is still under investigation. (Source: *Dredging Today*)

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REMEMBER TODAY

S.S. RMS LADY HAWKINS – 19TH JANUARY 1942

RMS Lady Hawkins was a steam turbine ocean liner. She was one of a class of five sister ships popularly known as "Lady Boats" that Cammell Laird of Birkenhead, England built in 1928 and 1929 for the Canadian National Steamship Company (CNS or CN). The five vessels were Royal Mail Ships that CN operated from Halifax, Nova Scotia and the Caribbean via Bermuda. In 1942 the German submarine **U-66** sank **Lady Hawkins** in the North Atlantic, killing 251 of the 322 people



aboard. In January 1942 **Lady Hawkins** sailed from Montreal for Bermuda and the Caribbean. She called at Halifax and Boston, and by the time she left Boston she was carrying 2,908 tons of general cargo and 213 passengers as well as her complement of 107 officers, crew and DEMS gunners. At least 53 of her passengers were Royal Navy and RNVR personnel, and at least another 55 were civilians, including at least 15 from the British West Indies and four from the USA. **RMS Lady Hawkins** is located in the United States. On the morning of 19 January 1942 the ship was sailing unescorted about 150 nautical miles (280 km) off Cape Hatteras, taking a zigzag course to make her more difficult to hit, when at 0743 hrs **U-66** commanded by Korvettenkapitän Robert-Richard Zapp hit her with two stern-launched torpedoes. The liner sank in about 30 minutes. Three of her six lifeboats were damaged, but the other three were launched. One was commanded by her Chief Officer. It had capacity for 63 people but managed to embark 76 survivors. Its occupants could hear more people in

the water, but could neither see them in the dark nor take them aboard the overcrowded boat if they had found them. The boat had no radio transmitter and very limited rations of drinking water, ship's biscuit and condensed milk. It shipped water and needed constant baling, but it had a mast, sail and oars and Chief Officer Percy Kelly set a course west toward the USA's Atlantic coast sea lanes and land. The boat was at sea for five days, in which time five of its occupants died. Then the survivors sighted the Agwilines vessel **Coamo** and signalled her with a flashlight. **Coamo's** Master misread the flashes as an enemy submarine preparing to attack, and was going to continue without stopping. It was only when the survivors shone the light on the boat's sail that he correctly understood their signal. **Coamo** rescued the boat's 71 surviving occupants, landing them at San Juan, Puerto Rico on 28 January. Of the three lifeboats launched, only Chief Officer Kelly's was found. Including the five who died in that boat, a total of 251 people from Lady Hawkins were lost. They were the ship's master Captain Huntley Giffen, 85 other members of the crew, one DEMS gunner and 164 of her passengers, two of whom were Distressed British Seamen (i.e. survivors from previous sinkings). The 71 survivors whom **Coamo** rescued were Percy Kelly, 21 crew and 49 passengers. (Source: Wikipedia)

OFFSHORE NEWS

ABU DHABI COMMISSIONS ITS FIRST RESEARCH VESSEL



On Friday, the Environmental Agency- Abu Dhabi (EAD) launched its first ever research vessel to boost ongoing oceanographic research efforts in the Emirate. The vessel - named **Jaywun**, a term that refers to one of the finest and most valuable types of pearl - is the first and the most advanced marine research vessel in the UAE. The Freire Shipbuilding Company in Vigo, Spain built the vessel in

partnership with Abu Dhabi Shipbuilding Company. The 50-meter long ship can accommodate 30 people. It is equipped with six science laboratories for studying samples and a remotely operated vehicle (ROV). The vessel will operate in the territorial waters of the UAE, including the Persian Gulf and the Gulf of Oman. In addition, EAD will use **Jaywun** to complete ongoing studies of the marine environment and fisheries in deep waters. Other environmental initiatives that the vessel will support include the UAE's Blue Carbon Assessment Project for Ocean Fisheries. Part of the project's work plan includes establishing a DNA baseline for UAE's main fish species. This data is expected to provide a clear picture of the status and trends within UAE's fisheries, and ultimately help EAD to design and implement initiatives for sustainability. "EAD since its inception has focused on scientific research and exploratory studies of the environment and wildlife to enhance knowledge of the emirate's biodiversity as well as the environmental and ecological pressures it faces. The research will be led by a specialized team of passionate environmental experts who will apply their collective knowledge to develop a deeper understanding of the marine environment," said His Highness Sheikh Hamdan bin Zayed, an Abu Dhabi Royal and the Chairman of the Board of Directors of EAD. In November, **Jaywun** began a one-month maiden voyage, covering a distance of more than 6200 miles

and transiting the territorial seas of 25 countries. *(Source: Marex)*

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UNIONS ON ALERT ON VROON AND MEDITERRANEA DI NAVIGAZIONE

The divestment of the Dutch company's offshore fleet and the sale of two tankers from the Ravenna company are worrying. The seafarers' unions have paid attention to the imminent decommissioning of various ships flying the Italian flag unveiled in recent days by SHIPPING ITALY. The most worrying case for workers' organizations is that of the Dutch company Vroon, which, as part of a group restructuring plan, has announced its intention to



sell its entire offshore fleet, which also has 16 national vessels managed by an Italian branch based in Genoa. The concrete possibility of a block sale has even more alarmed the national secretariats of Filt Cgil, Fit Cisl and Uiltrasporti, who, after our article, asked for a meeting with the company and Confitarma, already scheduled for next January 26th. Less urgent - a date has not yet been established - but equally peremptory is the request for a meeting that the Ooss have set off for the shipping company (as well as the Confitarma trade association and Esa Group, responsible for manning) downstream of the news of the imminent decommissioning by the Ravenna-based Mediterranea di Navigazione of the two Italian tankers Normanna and Sveva, a meeting aimed also in this case at "verifying any repercussions on existing employment levels". *(Source: Shipping Italy)*

UP TO \$3BN TO BE SPENT ON NEW ANCHOR HANDLERS TO MEET FLOATING WIND DEMAND

Billions of dollars are likely to be spent on new anchor handlers to meet floating wind farm installation vessel demand through 2035. According to research carried out by analytics firm Intelatus Global Partners, an investment of around \$3bn will be needed to meet floating installed capacity,

which is forecast to reach 63 GW by 2035. This translates to the installation of close to 4,000 floating



turbines, over 16,000 anchors and close to 17,000 mooring lines. The largest anchor handlers and light subsea construction vessels will be deployed for floating wind projects to pre-install mooring systems designed to maintain the position of the floating wind turbines, tow the structures from the port, and connect the floating turbines to pre-existing moorings. Intelatus identified the optimal size of AHTS for mooring pre-lay as having a bollard pull of

at least 250 tonnes and a clear back deck of over 800 sq m. The segment has seen only five vessels delivered in the last five years, according to Intelatus, and with oil and gas activity picking up, availability for wind floater projects will be a challenge, further accentuated by an aging fleet, much of which becomes technically uncompetitive by 2030. “Our forecast identifies a large anchor handler shortage of around 30 vessels after 2030. Newbuilding prices for large anchor handlers were around \$80-85m in 2015/16, when large anchor handlers were last contracted. Since then, there has been limited activity to guide price estimates. However, a capital cost estimate of at least \$100m per vessel seems reasonable, meaning that potentially \$3bn will be invested in new built optimal anchor handlers to meet floating wind demand,” said Philip Lewis director of research at Intelatus Global Partners. Global floating wind commissioned capacity at the end of 2022 was less than 200 MW. By 2030, close to 11 GW of commercial-scale wind farms are planned to be commissioned in Europe and the Asia Pacific region. According to Intelatus, a period of high commissioning activity is expected by 2035 with the US joining these established markets. *(Source: Splash24/7)*

NEW SUPPLIES COMING TO DEN HELDER

Logistics service provider Peterson Den Helder has chartered two large Norwegian supply vessels for a short period. The first is the more than 83 meter long **Energy Duchess** (photo) of Golden Energy Offshore from Alesund, which was launched at the ROC yard in China in 2019. It is a robust supplier of the well-known Ulstein PX121H type with an 858 square meter working deck. The other supplier is the **Olympic Electra** of Olympic Subsea from Fosnavaag. This 80-metre-long MT6009L feeder was



delivered in 2011 by the Norwegian Myklebust shipyard and has a working deck area of 747 square metres. Both diesel-electrically powered ships have a class 2 dynamic positioning system and have already been active from Den Helder. (*Source: www.maritiemdenhelder.eu/*)

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WINDFARM NEWS - RENEWABLES

CSOV “EDDA BOREAS” ARRIVES AT EL MUSSEL FOR SEA TRIALS



The CSOV ship “[Edda Boreas](#)” (IMO 9915935), construction number 490 of Astilleros Gondán, is in the port of El Musel ready to begin its sea trials prior to its official delivery to the Norwegian shipowner Edda Wind SA. This is the 15th ship built by the aforementioned factory for a company in the Østensjø group. This new vessel, designed by Salt Ship Design, measures 88.3 m and 19.7 m wide. She is equipped with zero emission

technology and supported with funds from the Norwegian Government through Enova SF. It has accommodation for 120 people –97 technicians and 23 crew members– and will be used as a support ship for the Ocean Breeze company during its operation at the Bard Offshore 1 wind farm in Germany. For this, it has the most modern and automated equipment, including a 3D offset offshore crane, an offset offshore gangway with a reach of 30 m and an integrated elevator with a capacity of 26 people. Established in 2015, Edda Wind is a supplier of specialized Service Operation Vessels (SOV) and Commissioning Service Operation Vessels (CSOV) to the global offshore wind market. Its ships accommodate wind turbine technicians and provide services during commissioning and operation of offshore wind farms. All vessels are managed by Østensjø Rederi AS. Edda Wind is owned 50% by Johannes Østensjø dy AS and 50% by Wilh. Wilhelmsen Holding Invest AS,

combining 207 years of maritime history. (Source: *Puente de Mando*; Photo: José A. Martínez Rodeiro)

EDDA MISTRAL FLEES STORM

The 81 meter long offshore vessel **Edda Mistral** of the Norwegian shipping company Østensjø sought a safe haven because of the storm that was approaching on Friday 13 January. For this purpose, anchor was anchored in the area between Den Helder and Texel. The Construction Operating Vessel (SOV) in technical terms is working on a charter from Ørsted in the Hornsea One wind farm in the British sector of the North Sea.



The ship is equipped with, among other things, diesel-electric propulsion, a large helicopter deck, a swell-compensated crane and a swell-compensated telescopic halyard to safely transfer offshore workers onto a wind turbine foundation. In August 2021, the ship has already called at our port (photo). The **Edda Mistral** was launched in 2018 at the Spanish Astilleros Gondan shipyard. The offshore vessel sails under the Norwegian flag and has Haugesund as its home port. (Source: www.maritiemdenhelder.eu/)

BOSKALIS TAKES ON ITS HUNDREDTH OFFSHORE WINDFARM PROJECT



Boskalis has acquired the contract to construct a large offshore windfarm off the United States coastline. The Boskalis project scope includes the transportation and installation of the wind turbine foundations and power cables for which two crane vessels, several transport and cable-laying vessels will be deployed. The contract marks a special milestone for Boskalis as this is the 100th offshore windfarm project that Boskalis has worked on over the past decade. The award of this project

follows a busy year for Boskalis in the offshore wind market. The crane vessels **Bokalift 1 and 2**, as well as the fallpipe vessel Seahorse were active on various projects in Taiwan, and with the survey fleet site investigation campaigns were carried out for numerous offshore wind projects in the United States and Europe, where Boskalis was also active with its cable-laying vessels. Peter Berdowski, CEO

Boskalis: “We are proud to have reached the milestone of our 100th offshore wind farm with the award of this wonderful project. It illustrates the leading role we have established in the offshore wind market over the past decade. In those ten years, we were involved in the realization of almost half of all offshore wind farms worldwide, excluding the Chinese market. With our combination of hydraulic engineering and offshore activities, we are making a unique contribution to the global energy transition.” (PR)

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MAINPRIZE OFFSHORE TARGETS EFFICIENCY GAINS WITH DIGITAL VESSEL MONITORING SYSTEM

Leading offshore services provider, Mainprize Offshore, is rolling out Reygar’s BareFLEET vessel monitoring system across seven of its semi-SWATH crew transfer vessels (CTVs) as it targets increased efficiencies and operational performance gains for its growing fleet. Following a successful proof-of-concept trial on one vessel, MO6, in October, additional installations are now planned with roll out expected across the new build fleet as they arrive. BareFLEET will be used to



monitor key vessel measurements, including navigational activity, vessel motion sickness and stability during passenger transfers, plus the performance and fuel efficiency of engines and other critical machinery. By centrally collating this performance data in one place, the system provides internal and external reporting efficiencies and ultimately enables more effective, fleet-wide decision making. Bob Mainprize, Managing Director of Mainprize Offshore, said: “We like to push boundaries constantly in what we do. BareFLEET will enable us to better understand the vessels’ performance when transferring in two metre wave height and over, whilst also managing fuel consumption and ultimately reducing emissions, for more efficient and sustainable offshore operations. It adds value to our fleet and benefits crews, clients and the wider industry.” BareFLEET, developed by Reygar, is an award-winning fleet remote monitoring system that provides unprecedented levels of insight into

fleet fuel use, emissions, machinery health, VMMS motion and navigational activity based on continuous on-board sensor measurements. The solution's video camera features also allow users to see their CTVs in action whilst pushing on to a wind turbine, with live motion and engine load measurement data overlaid onto the video. The video camera feature has been especially beneficial to Mainprize Offshore in enabling the company to visibly demonstrate successful push-ons to stakeholders even in rough sea states, thanks to innovative vessel design. Chris Huxley-Reynard, CEO of Reygar, said: "Offshore energy support vessel operators have invested heavily in sophisticated turbine and transmission technology for their vessels. Now, many are looking to complement those capabilities with a fully digital approach to vessel monitoring for optimised performance and enhanced service value. The value of BareFLEET continues to increase as more data is collected, providing data and trends that translate into unparalleled fleet operations insights." (PR)

DREDGING NEWS

ALL SET FOR JURIE BAY DREDGING WORKS



Maintenance dredging works at Jurie Bay Boat Harbour are set to commence any day now, announced the Department of Transport WA. Initially scheduled to begin in December, the Jurie Bay dredging campaign was postponed until mid-January. During the works which are expected to last until approximately late-May 2023, around 40,000 cubic metres of material will be dredged from the entrance and deposited

offshore in a natural seabed depression. According to DoT, dredging will mainly occur Monday to Saturday between the hours of 0700 and 1800hrs, with provision to take place on Sundays and overnight, if required. The works are being carried out by the 18m cutter suction dredge "Mudlark I", equipped with 1.2km of floating & submerged pipeline marked with yellow buoys, displaying rhythmic flashing lights, DOT said. Approximately every 2 years, DoT conducts maintenance dredging at the boat harbour to remove accumulated marine sand and seagrass and to restore navigable depths for vessels that use the harbour. Dredging campaigns completed prior to 2020, included placing of dredged material in a designated area north of the harbour. As a more sustainable solution, DoT is now returning the dredged material offshore into a natural seabed depression.

(Source: Dredging Today)

CH HORN DREDGING EXCAVATOR UPGRADE

Jenkins Marine Ltd. recently completed an extensive upgrade of the 26m long self-propelled hopper 'CH Horn' which was formerly equipped with a fixed grab crane. The fixed crane has now been removed to allow room on its deck for a specially modified tracked Hyundai Excavator. According to Jenkins Marine, the excavator – a Hyundai HX 300 L – is new to the company and weighs 30 tons

with a large 1.5m³ bucket capacity. The excavator was supplied with a custom made lengthened dipper arm, with optimised geometry for improved dredging reach. The HX300L boasts an eco-friendly, high-performance engine which ensures both excellent fuel efficiency and high power performance. The robust upper and lower frame structure can endure external shock and high-load work with tested high durability to cope with the demands of marine based projects. In order to achieve efficient “arm-in” and “arm-out” operation with the boom fixed while on a



moving vessel the HX Series applies boom floating control, allowing consistently stable operating – perfect for dredging operations. (Source: *Dredging Today*)

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BOSKALIS' GIANT MAGNOR BUSY IN KLAIPEDA



Boskalis' giant backhoe dredger **Magnor** is currently very busy in Klaipeda, Lithuania, working on a capital deepening project. Dredging of the navigation channel up to 15.5m – 16m is essential in order to increase the capacities of Klaipėda Seaport and enhance the security of maritime transport for larger vessels. Also, one of the main goals of this project is increasing the efficiency of the transport chain.

Once the depth of the navigation channel increases, the port will be able to receive more fully loaded vessels, which will reduce cargo transportation time and air pollution. The maritime channel dredging operations are set to be completed in the spring of 2023. *(Source: Dredging Today)*

ARISH PORT DEVELOPMENT PLAN TO BE CONCLUDED IN 2024: EGYPT'S SCZONE

The Suez Canal Economic Zone (SCZone) announced on Saturday that the development plan of Al-Arish Port in northeastern Egypt will be concluded in 2024. Development work at the port includes establishing marine piers, breakwaters, trading yards, and internal roads as well as raising the efficiency of the port's buildings, walls, and gates, Head of the SCZone Walid Gamal El-



Din said. The port is being developed in cooperation with the Armed Forces' Engineering Authority, the Suez Canal Authority (SCA), and national contracting companies, including Arab Contractors and El-Gharably, Gamal El-Din said. Development of the port will help it become able to receive modern ships with huge payloads, Gamal El-Din said. The development process comes within the framework of presidential directives to raise the port's efficiency so that it keeps pace with international ports and ports of the eastern Mediterranean, Gamal El-Din said. This is provided that the development operation is positively reflected on people of in North Sinai within the framework of development work in the Sinai Peninsula, Gamal El-Din said, affirming that the port is the only sea outlet in the governorate. Gamal El-Din's remarks came after Prime Minister Mostafa Madbouly and a high-level delegation visited the port today. Madbouly made an official visit to North Sinai today, during which he visited a number of strategic facilities, including the port, Al-Arish General Hospital, court of first instance, and Sheikh Zuwayed transformer station. Madbouly stressed the great strategic importance of Al-Arish Port given its unique location on the Mediterranean Sea and its position as part of the SCZone. The upgrade works at Al-Arish port came as part of directives issued by President Abdel Fattah El-Sisi to overhaul all ports across the country in an integrated manner to increase their competitiveness at the domestic and global levels, said the premier. The state is keen on reopening the port after its renovation in order to enhance the economic development in Egypt, especially in North Sinai, said North Sinai Governor Mohamed Abdel Fadeel Shousha during the visit. *(Source: Egypt Today)*

YARD NEWS

NEW NORWEGIAN OWNER AGALAS ORDERS WIND FARM CABLE SHIP IN TURKEY

Company backed by Cecon and fisheries companies invests in dual-fuel methanol vessel. A Norwegian start-up has contracted a cable-laying ship in Turkey for offshore wind farm work. Agalas, backed by cable company Cecon Contracting and two fisheries groups, will take delivery of the dual-fuel methanol-powered vessel in the first quarter of 2025 from Sefine Shipyard. The design

is 99 metres long and 21 metres wide, with a battery pack. The ship, developed by NSK Ship Design,



will come with a 70-tonne crane and have the capacity to carry up to 3,300 tonnes of cable. It will install fibre-optic submarine lines. The other backers of Agalas are northern Norwegian fisheries company Ytterstad Fiskeriselskap and Kransvik Kystfiske. The unnamed ship will achieve a significant reduction in harmful emissions compared

with existing conventional tonnage. Most of the cable will be stored in an underdeck tank. When not installing cable, the ship will be able to operate in other sectors of the offshore industry, including light construction and cable repair. *Price not disclosed* It has an open deck of 1,020 square metres and accommodation for up to 100 people. No price has been revealed for the contract. Sefine Shipyard has two other ships in its orderbook. It is building two ro-paxes for Siremar, a unit of Italy's Caronte & Tourist group. The first ship, the 12,100-gt Eolie, is due in April this year, the second in June 2024. (Source: TradeWind)

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12 NEW TUGBOATS FOR THE NORWEGIAN DEFENCE MATERIAL AGENCY

Kewatec has signed a contract with the Norwegian Defence Material Agency to provide 12 new tugboats for the Norwegian Armed Forces. The contract has a value of around NOK 60 million and the boats are scheduled to be delivered to the Norwegian Armed Forces during the first quarter of 2024. The tugboats tow or maneuver other boats and floating structures. The primary use for the boats is to build floating bridges. The boats are 7,5



m long, equipped with Kongsberg waterjet and Agcopower engines, capable of running on F-34 fuel. The boat is designed for easy operation, transport, and maintenance with a strong bollard pull forward and backward. The boats are designed like a “Swiss-Army knife” with many operational features and easily foldable systems for various ways of lifting and low transport height. "With this acquisition, the Army gets a functional boat that can be used as a tool in structural construction on water and as a means of propulsion for the Army's existing Uniflote ferries," says Tomas Beck, head of Land Capacities in Defense Material Agency. The tugboats that the Army uses today were commissioned in the early 1980s and are now ripe for replacement. (PR)

LAUNCHING OF 4780KW ASD TUGBOAT



On 16th January 2023, one unit of 4,780kw ASD Tugboat built by Jiangsu Zhenjiang Shipyards for Tangshan Port Caofeidian Tug Co. LTD and named “**CAO GANG TUO 31**” has been launched successfully. (Source: Jiangsu Zhenjiang Shipyards)

CHARTWELL SECURES £320K INNOVATE UK SMART GRANT TO DEVELOP MARKET-FIRST METHANOL-FUELLED VESSEL DESIGN

Chartwell Marine, the cross-industry pioneer of next-generation vessel design, today announces its win of a £320k Innovate UK Smart Grant. The grant will enable Chartwell and consortium partners — Boat Electric & Electronics and Engineered Marine Systems — to develop and test the feasibility of a market-first methanol-fuelled vessel



design, with applications in the offshore wind, commercial workboat and leisure sectors. Methanol fuel presents a significant opportunity to decarbonise in a maritime industry which is confronted with the debate over sustainable fuel alternatives, as it can be produced from biomass and can carry a near-zero carbon footprint. Whereas ammonia has sparked concerns about its toxicity to wildlife and

pure hydrogen presents continued feasibility challenges, methanol can be stored safely and effectively in standard atmospheric conditions, and spills have little adverse effect on the local aquatic environment. Though half as energy dense as diesel, methanol can take advantage of reforming technology alongside fuel-cells to create energy with virtually zero carbon emissions. Methanol reforming technologies are currently available commercially; however, they have been largely untested in commercial or leisure vessel design. In applying the technology to a medium-sized vessel with Chartwell's signature multi-hull design philosophy, the company is well-placed to use the learning enabled by the Smart Grant to open a path to methanol's feasibility as a fuel in wider maritime contexts — namely offshore wind support, alongside the commercial workboat and leisure vessel industries. Andy Page, Director and Naval Architect at Chartwell Marine, said: "We're grateful to Innovate UK for the opportunity to delve deeper into the feasibility of methanol-based propulsion. As a company, we've delivered over 30% of hybrid vessels in the UK offshore wind market, all complete with the latest state of the art electric-diesel hybrid technology. That gives us a great starting point to take methanol forward in a meaningful way and cut through some of the challenges we've seen in the development of alternative fuels, which may be a long time from full viability. There are still hurdles to overcome with methanol, of course: a lack of refuelling infrastructure onshore, weight issues, and fully efficient conversion to energy, to name some. But with the right investment and build partners, we can use our expertise in offshore wind vessel design to target these challenges and create a proof-of-concept methanol vessel that will be cost-effective, well-engineered and hydrodynamically optimised for deployment worldwide." (PR)

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CROWLEY AND ESVAGT TO BUILD JONES ACT SOV FOR SIEMENS GAMESA CHARTER



Crowley and Esbjerg, Denmark-headquartered Esvagt are to jointly build and operate a service operations vessel (SOV) under a long-term charter with Siemens Gamesa Renewable Energy. Crowley will manage and crew the SOV to support Siemens Gamesa's service operations on the Dominion Energy Coastal Virginia Offshore Wind project. Esvagt will support Crowley with

design, construction, crew training and operation services as part of the two companies' joint venture, CREST Wind, created in 2021 to deliver the best of both worlds: combining European designs and operating practices with the safety and operational expertise of a premier U.S. vessel operator. The 289-foot vessel will feature state-of-the-art technologies to augment safety, workability and comfort to support the O&M activities of the wind farm project. It will have modern accommodations for 80 crew and technicians. Consistent with federal law, the vessel, which is set to enter service in 2026, will be U.S. built. "This vessel marks another significant milestone in our overarching, combined capabilities to help develop, construct and serve the U.S. offshore wind market and America's clean, renewable energy needs," said Bob Karl, senior vice president and general manager, Crowley Wind Services. "We appreciate Siemens Gamesa's trust in our capabilities, and we look forward to continuing our work to develop state-of-the-art, purpose-built vessels to meet sustainable energy demands in the U.S." "This first contract in the U.S. is a landmark event for Esvagt in our quest to help drive the green transition as a global leader of SOV services," said Esvagt's chief strategy and commercial officer Soren Karas of Esvagt.

"We are excited to bring our decades of offshore wind experience to bear in a new market through our CREST JV with the premier Jones Act operator, Crowley. Together, we can offer an unparalleled solution to the wind industry and are delighted that Siemens Gamesa have recognized this." Dominion Energy plans to install 176 14.7 MW Siemens Gamesa wind turbines and three offshore substations at the Coastal Virginia Offshore Wind site, generating



enough renewable energy to power up to 660,000 homes. It would avoid 5 million tons per year of carbon emissions compared with fossil fuel usage for power. "This is an important step in the development of a skilled offshore workforce in America," said David Hickey, CEO, service Americas, for Siemens Gamesa. "This charter will enable us to provide top-tier service for the Coastal Virginia Offshore Wind project with a U.S.-built vessel." The SOV advances Crowley's full spectrum of solutions for offshore wind. The company is developing offshore wind terminals in California and Massachusetts. Crowley also offers feedering vessels, supply chain management solutions and workforce development programming built on more than 130 years of marine solutions. *SOV FACTS* Servicing an offshore wind farm is demanding labor handled by a highly specialized team of service technicians who are often offshore for weeks. During their stay offshore, the technicians live on a service operation vessel (SOV), which also hosts an on-board workshop and much of the equipment and spare parts needed to service an offshore wind farm. Length overall: 88.0 meters (288.7 feet); Breadth: 17.6 meters (57.7 feet); Maximum draft: 6.2 meters (20.3 feet); Accommodations: 80 personnel. The state-of-the-art SOV will incorporate the newest technologies with a highly trained crew aided by digital tools that leverage their efficiency, safety and productivity. The SOV is designed for comfort and high workability, providing a highly efficient workspace and safe transfer of technicians at the wind farm via a motion-compensated gangway and transfer boats. It will also offer recreational activities for the onboard crew and technicians, including fitness facilities, a game room, a cinema and individual accommodations. (Source: *MarineLog*)

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BUREAU VERITAS CLASSIFIES RESEARCH VESSEL "CORIOLIS"



The Hereon research center in Geesthacht has the new research ship »Coriolis« built at the Hitzler shipyard. Namely under the class of Bureau Veritas, as has now been announced. In December 2022, a classification society was awarded to accompany the further construction of the ship until acceptance. Based on the bids received, Bureau Veritas (BV) was awarded

the contract, according to the research center. The kick-off meeting with the Hereon project team and representatives from BV is scheduled for January 24th. The new research vessel "Coriolis" requires approval as an inland waterway vessel and as a seagoing vessel for its wide range of uses - in the North Sea and Baltic Sea as well as in rivers. The classification society should now examine the plans, in particular for the project to store hydrogen in a metal hydride tank and convert it to a fuel cell laboratory. Based on the general plan, design drawings, etc., the examination can clarify which specific measures are required to obtain the relevant approvals, according to Hereon. Or whether there are any restrictions or conditions on the use of new process solutions. Likewise, design ideas that cannot be realized for various reasons can also be recognized in advance, the researchers continue. *Hitzler's new building replaces »Ludwig Prandtl«* The "Coriolis" is to replace the research ship "Ludwig Prandtl" which is still in service. The new building will be 29.90 m long and 8 m wide with a headroom of 6.5 m and a draft of 1.6 m. The crew will consist of two to three people, while 12 researchers can be accommodated on the ship at the same time. They can use a laboratory area of around 47 m² and an area on the working deck of 70 m². The maximum speed is 12.8 knots, the engine power is 750 kW. In addition to membranes for filtering exhaust gases on board, a fuel cell will also be used. Fed with hydrogen, but not in gaseous rather than liquid form, as is normally the case, but as a powder. (Source: *binnenschifffahrt*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Sanmar Shipyards delivers cleaner and greener tugs at end of successful year*
 - *Four deliveries in final week rounds off good year for Sanmar Shipyards*
 - *Med Marine supported the fire extinguishing work on the dry cargo ship with the MED XXV tugboat in the Black Sea*
 - *The 50th Boğaçay Series Tugboat*
 - *RApport 2600 Tug Hayden Grace Delivered*
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)
 - *Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale*

Several updates on the Newsletter – Fleetlist page posted last week

- *Smit Lamnalco - Rotterdam by Jasiu van Haarlem (new)*
- *Svitzer – København by Jasiu van Haarlem*
- *SAR&H – Transnet – Kaapstad-Johannesburg by Jasiu van Haarlem*
- *Fairplay – Hamburg by Jasiu van Haarlem*

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