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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

NATIONAL ENERGY CORPORATION OF TRINIDAD & TOBAGO TAKES DELIVERY OF DAMEN ASD TUG 2811



NEC has opted for IMO Tier III compliance in line with its values. National Energy Corporation (NEC), a subsidiary of the state-owned National Gas Company of Trinidad and Tobago, has taken delivery of a new Damen ASD Tug 2811. NEC has opted to have installed a Class certified Damen Marine NO_x Reduction System to make it

IMO Tier III compliant. While this is not a requirement in the Caribbean Sea yet, it is in full alignment with NEC's commitment to promoting sustainability in the local and regional energy sectors. The ASD Tug 2811, named National Energy Resilience in recognition of the role it will play in delivering low-emission towage, has also been fitted with Damen Triton, Damen's in-house remote monitoring software. Triton gathers data from across the vessel and analyses it to deliver valuable insights into efficiency and operability to owners and operators via its web-based platform. For NEC, this will include insights into fuel consumption and CO₂, NO_x and CO_{2e} emissions. Combining this data with its operational profile will allow NEC to optimize the vessel's operating profile, potentially reducing fuel consumption by up to 15-20%. NEC is making the purchase in response to the increase in oil & gas exploration and production in the waters of the southern Caribbean, with its duties including rig relocation and other offshore operations. Adding an advanced, low-emission tug to their fleet sends a clear message to its customers that it is prepared to invest in assets that contribute to a sustainable future. National Energy Resilience is also their most powerful vessel yet with 60-tonnes of bollard pull. Michelle Scipio-Hosang, Vice President, Port and Estate Management (Ag.) at NEC, commented: "We take our role as a regional leader in sustainability very seriously, and actions speak louder than words. We seek to align ourselves with suppliers who share our values and Damen has always been forward thinking and responsive to our needs and objectives. The National Energy Resilience sends a clear message to our customers that we take our leadership position seriously, and we look forward to working with Damen in the future on next-generation vessels powered by

electricity and alternative fuels.” Bram van der Plas, Damen Area Manager Caribbean, added: “We are delighted that National Energy Corporation has chosen a next-generation ASD Tug 2811 complete with a Damen Marine NO_x Reduction System. We greatly value their confidence in our vessels and the support we provide. The choice for this vessel and the message that NEC has given with this purchase will set the tone for the years to come in the region.” (PR)



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MOL'S SMALLEST SHIP COLLECTS MARINE DEBRIS OFF BALI



Mitsui O.S.K. Lines, best known for its fleets of dry bulkers and car carriers, has launched possibly its smallest and most unique vessel. The vessel is designed to collect debris from the waters and is part of the company's environmental efforts. Named **Arika**, MOL conducted a demonstration of its marine debris

collection vessel off the coast of Bali in Indonesia on March 1. The vessel was apparently developed with a Turkish company EPS Marine which pioneered the concept of converting skimmers into boats that could collect debris and trash floating in the water. MOL purchased the vessel through PT MOL Blue Ocean Indonesia, a wholly-owned subsidiary of the MOL Group. In addition to the boat, the company also demonstrated a collection device that is towed across the beach attached to a tractor. While Bali, Indonesia, has a diverse and rich natural environment, the problem of marine debris is becoming more serious. MOL cites the impact of rapid urbanization and population growth as contributing to the increase in litter. The marine debris collection ship and coastal debris collection

device both feature conveyor belts that collect debris from the water and along the shore. Starting with a demonstration of marine debris collection in Bali, Indonesia, MOL aims to commercialize the technology and started a feasibility study of the business model for the introduction of a marine debris collection ship in Vietnam. Last year they reported the survey would last about a year and include verification of the business model and evaluations of local shipyards that could build collection ships while also considering cooperation with Vietnamese government ministries and agencies. MOL cites experts who report that plastic waste accounts for an estimated 70 percent of marine debris, while forecasting by 2050, the volume of plastic waste in the oceans might exceed that of fish. The United Nations Environment Programme (UNEP) lists China, Indonesia, the Philippines, and Vietnam as leading sources of plastic waste. The volume of debris in Southeast Asia they report accounts for the majority of plastic in the oceans, with 700,000 tons, accounting for six percent of the worldwide total, originating in Vietnam and other Asian countries. Vietnam's long north-south coastline makes it more susceptible to debris flowing into the ocean, and the volume of waste is increasing along with rapid urbanization. Plastic debris floating in the oceans is also thought to contribute to the increase in microplastic particles which are of increasing concern to scientists and environmentalists. MOL previously announced that it was testing a filtration system that could remove microparticles during ballast water operations. Last year they also began testing a centrifugal-type microplastic collection device, which can continuously collect the material while a vessel is underway. Watch the YouTube video [HERE](#) (Source: Marex)

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MARINE FIRE PROTECTION SYSTEMS

TUGS TRAVEL COLUMBIA & WILLAMETTE RIVERS WITH CARGOES OF 160'/49M BRIDGE PILINGS

The stormy weather in California this winter has caused major damage to ports and delayed shipping, but further north in Oregon and Washington, the biggest threat to marine commerce continues to be the Cascadia Subduction Zone--a 1,000 km long fault line off the NW coast. According to recent research, the last movement on this fault was in



1700, producing a major earthquake and tsunami. Another tectonic event of this type is likely to occur in this century, with a magnitude 8 or 9, say the geologists. This would destroy most of the bridges in the in the region, halting inland navigation on the Columbia and Willamette Rivers. Work has finally begun to strengthen the freeway bridges that cross these rivers, starting with Interstate 205, a route that passes east of the city of Portland and crosses the Willamette River 20 miles (32 kms) south. It opened in 1970, and survived a small local quake of 5.6 magnitude in 1993. The project to widen the bridge and reinforce it against earthquakes requires a total of 80 steel pilings



up to 160 feet (49m) long to support the construction platform, so bidders for this contract needed to have a large waterfront area to assemble, store over two miles (3.2 kms) of tubing. This eliminated many fabricators in the Portland/Vancouver urban area, but was well within the capacity of the Hyak Tongue Point property east of Astoria, at the mouth of the Columbia River, which was originally laid out as a seaplane base in WWII. WCT Marine, the

operator of the Tongue Point shipyard, won the contract and began assembling pilings from surplus oil pipes 80 feet (24.4m) long and 3 feet (.915m) diameter at the end of 2022. They are machine-bevelled and welded together in the large aircraft hangar, then stored along the shore. The facility also includes an industrial dock where about a dozen of the 80-ton pilings are loaded onto a 200' (60m) barge by a 100-ton floating crane. The 48' (15m) **Olaf** owned by Bergerson Construction is also based at the yard and is typical of the versatile push tugs that work on the Columbia, including towing the piling barge upstream on the 43 foot (13m) dredged ship channel 90 nautical miles before turning south into the Willamette River past Portland, where ships still load wheat within sight of the city center. Here the dredged channel ends, so the tug is replaced by a smaller shallow-draft workboat to propel the barge the last 15 nautical miles. (Piloting a barge on this stretch is usually undertaken in winter when the water level is highest, and requires local knowledge of the sandbars and currents.). "We appreciate the contribution that WCT has made to help start this project by efficiently assembling these pilings in Astoria and delivering them on schedule on a barge. This has enabled us to make solid progress on the temporary work platforms that will support bridge widening and



structural upgrade," stated Della Mosier PE, ODOT's Urban Mobility Strategy Deputy Director. "The goal of this complex piece of civil engineering is to make the bridge a "seismically resilient lifeline" over the next three years at an estimated cost of \$495 million," she added. "We are proud to have been selected to support ODOT's I-205 Improvements Project," said Willie Toristoja, owner and manager of WCT. "Most of our work is marine, on tugs, fishing vessels, small cruise ships etc. But we have the space and the workforce here in Astoria to perform all types of construction under cover, including large modular structures." *Historical Note: Passage upstream of the I-205 bridge and the historic town of Oregon City is blocked by the Willamette Falls, where the river drops over 40 feet (13m). In 1873, the falls were bypassed by locks that enabled steam-powered sternwheelers to pick up wheat crops grown in the fertile Willamette Valley and carry them to Portland for export into the 1920's. The locks were famously used in 1993 for the transport of the giant Howard Hughes seaplane in three separate loads to a new air museum nearby. Unfortunately, the locks closed permanently in 2011 because of high cost and lack of use. (Story & Photo's by Peter Marsh)*

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LEDOKOL FORMER AFON LAS AT MALTA



The 2010 built tug **Ledokol** (Imo 9547398) was seen berthed at MMH Facilities, Grand Harbour, Malta on Thursday 2nd March, 2023. She's the former Holyhead Towing tug **Afon Las** and been here since last year. The tug was built by Hepworth Shipyard Ltd. – Paull; Germany and delivered to Holyhead Towing. She has a length of 25.00 mtrs a beam off 2.50 mtrs and a depth of 3.25 mtrs. The two Cummins KTA38-M2 diesel engines

develops a total output of 1,940 kW (2,600 bhp) and performed a free sailing speed of 11 knots and a bollard pull of 25 tons. (Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)

CUTTING EMISSIONS THROUGH GREATER PORT EFFICIENCY

An independent Australian tug owner has become a leader in emissions reduction, carbon neutrality and adopting digitalisation. Engage Marine is the first towage company in Australia to gain acceptance for emissions reduction projects from the Emission Reduction Fund of the Clean Energy Regulator. This was awarded based on the operational and behavioural improvements to



the way tugs are managed as part of the company's commitment to becoming a carbon-neutral towage provider. Engage Marine's strategy for carbon neutrality is split into three linked initiatives. It has introduced operational effectiveness and reduced unnecessary fuel consumption, while investing in carbon-offset projects covering the greenhouse gases it cannot eliminate through efficiency. This Australian tug operator is also collaborating with shipyards to progress projects for alternative-fuelled tugs as likely replacements for diesel-powered assets. "We believe all companies working in the marine supply chain need to play their part to both contribute to, and lead, an immediate short-term reduction and eventual elimination of carbon emissions," says Engage Marine chief executive Mark Malone. "We are committed to becoming a carbon-neutral towage provider in Australia and have established a pathway to achieve this," he says. Engage Marine has operational bases throughout Australia including Dampier, Cape Lambert, Carnarvon, Whyalla, Abbot Point and Port Latta. It owns 10 vessels across its fleet and operates another 21 for clients which include tugs, pilot boats, lines boats and crew transfer vessels. It employs around 350 crew across its Australian operations and 50 shore personnel. Some of its operations are in joint ventures, such as Engage Towage, which is a partnership with Smit Lamnalco operating two tugs in Geelong and four in Sydney. "Engage Marine closely follows industry trends and innovations and works closely with its clients to identify new technologies that may bring opportunities to their specific port," says Mr Malone. "We focus on long-term contracts, so we can introduce new and highly capable assets which provide long-term benefits for the ports, including reduced emissions and improved carbon footprints." Engage Marine has led digitalisation drives in Australia with investments in software, online systems and tools to support safety, maintenance, performance monitoring and reporting. "Digitalisation is critical for enhancing safety, driving emissions reduction and sustainability," says Mr Malone. "We have demonstrated our support of digitalisation through our early adoption of online systems." Engage Marine was one of the first towage users of operations software platform Helm Connect as part of its planned maintenance programme, safety management, scheduling, and asset and crew certification tracking. Digitalisation and communications technologies help Engage Marine overcome key challenges such as the remoteness of ports it operates in. "We use online tools and systems to share information collaboratively and provide greater visibility on port operations," says Mr Malone. "These systems include business intelligence, dashboard reporting and internal communication platforms. We believe our key differentiators are also fundamental to helping us overcome challenges we face in our ports." These include "our ability to be nimble and agile, our openness to change, lack of hierarchy and empowered front-line engagement." *Leadership and operations* Engage has local leadership teams

with a high degree of freedom to run their operations independently, with the support of a wider executive team. Engage's main clients include Rio Tinto in the Pilbara, CSL Australia in Whyalla and North Queensland Bulk Ports Corp, which operates several ports in the territory, including the Port of Abbot Point. Engage operates three azimuth stern drive (ASD) tugs of Damen 3212 design in this multi-commodity trading port, where it assists bulk carriers into the North Queensland Export Terminal for coal export trade. "The ports vary in their towage requirements, in terms of tug capacity, size and quantity, based on the different operations within each port," says Mr Malone. Engage, under its subsidiary Westug, operates Rio Tinto's assets to assist with the safe berthing and sailing of the bulk ore carriers that service the ports of Dampier and Cape Lambert. Rio Tinto is one of the largest exporters of iron ore in Australia. In Whyalla, Engage Marine's four tugs, including ASDs and Rotortugs, support CSL's iron ore transshipment operations. Tugs safely move the floating offshore transfer barge and self-unloading barges to allow the iron ore to be loaded onto oceangoing vessels at the transshipment point. Engage intends to expand its fleet and operations in Australia as opportunities arise, of which a handful come about each year. "We want to be well positioned to take advantage of these opportunities, and continue our growth trajectory," says Mr Malone. "Our expansion and modernisation plans are closely linked to upcoming opportunities. We keep abreast of future opportunities through regular contact with our clients, port stakeholders and industry associations." There are no firm plans to replace tugs in the existing fleet as they are well suited for existing operations but Engage will work with clients to modernise the fleet to become more efficient and reduce its carbon footprint. "We will continue to assess our fleet as new opportunities and the prospect of entering new ports arise, to provide our clients with the best towage solution for both their operational and port requirements," says Mr Malone. *(Source: Riviera by Martyn Wingrove)*

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DAMEN RAMPS UP ELECTRIC TUG SHIPBUILDING HUB IN VIETNAM

Damen Song Cam, the Vietnam-based yard that built Sparky, the award-winning all-electric tug, is set to become the Dutch shipbuilding giant's tug specialist as it moves steadily towards zero-emissions battery-powered workboats. Upgraded recently to build electric vessels, the yard's production line will soon include a bigger version of [Sparky](#), the ASD-E 2813 with 80 tonnes of bollard pull, in Damen's transition to battery-powered ships. The current orderbook illustrates the wide range of its expertise and is expanding. "We are building a variety of tugs – ASD, RSD, RSD-E, several Fast Ferries 4212, and Fast Crew Suppliers 2710," the shipyard's general director Joris van Tienen told Marine Propulsion. Apart from the tugs, ferries are another staple of the Vietnamese yard. The 42 m-long, 11-m wide fast ferry has a top speed of 40 knots and capacity for 445 passengers. At last count, 14 of them had been delivered worldwide including six to South Korea. In the offshore energy sector, Damen Song Cam's 27-m long, 10-m wide catamaran-design fast crew

suppliers have also found a ready market in the region under the parent company's policy of




building locally, where possible. Currently, added Mr van Tienen, the shipyard's remit is workboats below 60 m such as the tugs, ferries, fast crew suppliers and electric vessels for which it is now equipped. Indeed, Damen Song Cam has been designated as the parent company's main outlet for standard tugs and workboats of that length. For example,

one of the vessels launched last year is **Plis Fos**, an IMO Tier III-compliant ASD 2813 tug with 85 tonnes of bollard pull, for service at the Port of Fort de France in Martinique where it will handle the biggest visiting ships. **Plis Fos** has an overall length of 28-m, a wide beam of 13 m giving it additional stability, a draught of 6 m and fuel storage capacity of 104 m³. Two Caterpillar main engines deliver a combined power of 5,050 kW to drive two azimuth thrusters with 3-m diameter nozzled propellers. Electric vessels could represent the Vietnamese yard's future, given the current level of demand. **Sparky**, which was named ITS Tug of the Year in 2022, was built for Ports of Auckland in New Zealand and delivered mid-2022. Technically a reverse stern drive, 23-m-long with a 13-m beam, **Sparky** is Damen's first fully electric, ship-handling tug of 70 tonnes bollard pull and the first all-electric tug in its class. It takes just two hours to recharge between assignments while two Caterpillar C32 engines provide back-up through a generator if the battery charge is low. The result of a six-year collaboration between Damen and Ports of Auckland, it was a demanding assignment. Port authorities wanted a tug of no more than 23 m-long so that two crew can operate it, a tall order given the space occupied by the eight battery packs installed in two insulated, temperature-controlled rooms on either side of the vessel. Damen Song Cam learned a lot from Sparky in the pursuit of zero-emissions workboats. The propulsion system, which is expected to provide about 30,000 cycles, also roughly the lifetime of the tug, can be boosted or reduced according to need. It will now provide the power in other Damen tugs, such as the azimuth stern drive 2813 currently under construction at Song Cam, and another Sparky-type design due for delivery H2 2023. The association with Damen gives a new lease of life to the original yard. Song Cam Shipbuilding dates back to 1959 when it was established in the Haiphong port area. Now one of Damen's most productive shipbuilding yards, the combined operation has turned out an impressive 260 vessels since forming an alliance with the Dutch-headquartered group in 2002. In that first year, the yard built five search-and-rescue vessels for the Vietnamese Coast Guard. Today's joint-venture arrangement between Damen Shipyards, the 70% owner, and 30% shareholder the Vietnamese Shipbuilding Industry Corp, started in 2014. One of the first vessels to emerge from the partnership was Damen's ASD 3212. With a full array of equipment in place, production was quickly ramped up. By 2018, Damen Song Cam was already turning out 30 vessels a year. Currently, the 1,600-strong workforce launches 40 ships a year. The production system is a tried and true one – about 1,000 employees focus on the construction of the hulls while the other 600 concentrate on the extensive outfitting required by versatile work vessels that will perform tasks such as offshore towing, salvage and ship handling. The yard is spread over a 43-hectare plot of land alongside the Cam river, just


outside the city of Haiphong. (Source: Riviera by John Snyder; Photo: Damen)

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MOVING THE MARITIME INDUSTRY CLOSER TO CLEAN ENERGY, AMOGY IS BUILDING THE WORLD'S FIRST AMMONIA-POWERED, ZERO-EMISSION SHIP

The tugboat will be taking an initial voyage in an inland waterway in New York presenting the first-ever ammonia-to-power platform to decarbonize the maritime industry. Amogy Inc., a pioneer of emission-free, energy-dense ammonia power solutions, today at CERAWeek® 2023 announced its plans to present its ammonia-powered, zero-emission



tugboat in late 2023. Getting the first ammonia-powered vessel on the water signals a huge milestone in the journey to zero-emissions shipping, as ammonia is predicted to become the leading fuel source for the world's giant cargo ships by 2050. Amogy is currently retrofitting a tugboat that was originally built in 1957, that uses diesel generators and electric motors, with its ammonia-to-power system. It will be outfitted with a 1-megawatt version of the unique system, three times larger than what has been field-tested on Amogy's ammonia-fueled semi truck earlier this year. Amogy's highly-efficient ammonia-to-power technology feeds liquid ammonia through its cracking modules integrated into a hybrid fuel cell system, which powers the electric motors for zero-carbon shipping. "We're incredibly proud of unveiling the first ammonia-powered vessel later this year — especially because of the hope, promise and anticipation that ammonia has built as a zero-emission fuel in the heavy transportation industry — specifically in regards to maritime shipping," said Seonghoon Woo, CEO of Amogy. "This is the first milestone of many you will see from Amogy in accelerating the accessibility and scalability of clean energy in the global maritime industry. With successful demonstrations of our ammonia-powered drone, tractor and semi-truck under our belts, we look forward to presenting the first ammonia-powered ship in 2023, with a target to fully commercialize in 2024." Yara Clean Ammonia (YCA), one of the world's largest ammonia producers,

and the largest trader and shipper of ammonia around the world, will be providing green ammonia for the demonstration. Ammonia, which does not emit CO₂ when used as a fuel, is expected to become a next-generation fuel as it contains properties ideally suited for the hydrogen economy. Furthermore, green ammonia, which is produced with renewable energy, results in zero greenhouse gas emissions from “well to wake”. Magnus Ankarstrand, President of YCA, says: “We are excited to be a part of Amogy’s tugboat project and to deliver green ammonia as a fuel for the world’s first vessel powered by ammonia. Yara Clean Ammonia plans to launch the world’s first Ammonia Bunker Network in Scandinavia, which is expected to expand YCA’s capacity to produce and ship ammonia globally.” Other partners that are collaborating to bring the first ammonia-powered ship to life include Seam, Amogy’s electrical systems integrator, C-Job Naval Architects, the independent ship design company integrating the ammonia system, and Feeney Shipyard, from whom Amogy sourced the tugboat, who will lead retrofitting construction, engine removal and more under supervision of C-Job Naval Architects. Additionally, Amogy is working with Unique Technical Solutions (UTS), its electrical and systems integrator from prior demonstrations, for the electrical and systems work involved in scaling up the powerpack for pre-commercial use. The maritime industry is scrambling to replace dirty diesel fuel with cleaner alternatives. International shipping accounted for about three percent of global energy-related carbon dioxide emissions — a percentage that’s expected to climb as more vessels deliver more goods and as other sectors reduce their share of global emissions. Amogy has developed a proprietary ammonia-to-power technology that converts ammonia to electric power effectively and efficiently. Amogy has a deep commitment to safety and compliance, working with the United States Coast Guard and partnering with leading classification society DNV to ensure close alignment with all maritime safety standards. “DNV has been working with Amogy since December 2021, focusing on the safety aspects of the development of their ammonia system,” says DNV’s Senior Consultant in Maritime Environmental Technology, Hans-Christian Wintervoll. “A high-level feasibility study was executed in early 2022, and Amogy has shown great momentum in development from that point, through the HAZID workshop in June the same year, to the HAZOP workshop in January this year. DNV is pleased to contribute to their continued success.” To date, Amogy has raised \$70M in funding from strategic investors such as Amazon, Saudi Aramco, SK Innovation, AP Ventures and DCVC. Amogy intends to sail the tugboat later in 2023 in upstate New York, pending further safety testing and regulatory discussions. (PR)

SEA TUG EDT AEOLUS AT ZEEDOK LOCK



Last Friday, the almost 49-metre-long sea tug **EDT Aeolus** moored on the quay at the entrance to the Zeedok lock. The tug, which is managed by EDT Offshore from Limassol in Cyprus, had come to Den Helder from Bremerhaven. The **EDT Aeolus** is the former *Fairplay-33* of Fairplay Towage. It is a powerhouse with an output of 8,160 hp and a tractive effort of 103 tons. The tug was delivered in 2011 by

the Daewoo Mangalia Heavy Industries yard in Romania and is mainly used for towage work in the

North Sea. Including the story of oil rigs. (Source: www.maritiemdenhelder.eu)

CAMPBELL ACQUIRES NGL'S TOWBOAT AND BARGE FLEET

Houston, Penn.-based Campbell Transportation Company, Inc. (CTC) on Monday announced it has signed a definitive purchase agreement to acquire the majority of the marine assets owned by NGL Marine, LLC, a subsidiary of Tulsa, Okla.-based NGL Energy Partners LP. This acquisition, which is expected to be finalized by the end of March, includes a fleet of towboats and tank barges, marking another step forward in Campbell's



strategic plan to diversify its marine business line, the company said in a statement. Once this acquisition is completed, CTC will own or operate over 1,250 barges throughout the inland waterway system, including 95 tank barges. The fleet is comprised of assets working in both the dry cargo and liquid cargo trades and is supported by the operation of more than 60 towboats. (Source: *MarineLink*)

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DEPASA MARINE ENTERS TOWAGE SECTOR WITH NEW ESCORT TUGS

Two ASD tugboats will join a fleet of dredgers and workboats in Nigerian ports. Damen Shipyards has designed and built two escort harbour tugs for Depasa Marine International for operation in the seaports of Nigeria. It built azimuth stern drive (ASD) tugs **Mai Koko** and **Da-Opukuru** to ASD 2813 design in January and they are being sailed to Nigeria to become the first tugs in the company's fleet. Depasa Marine provides dredging, surveys, port services and wreck removals in Nigeria. It has agreements with Nigerian Port Authorities, Niger Dock and Puma Industry and is the technical partner of Lagos Channel Management, responsible for dredging, aids to navigation, water pollution monitoring and marine operations within the Lagos pilotage area. Depasa Marine has strategic collaborations with Damen Shipyard, Transport and Offshore Services and Celleton. It operates six dredgers, 10 work and support boats and now two harbour tugs. **Mai Koko** and **Da-Opukuru** are sister tugs, with an overall length of 28 m, a beam of 13 m, a hull depth of 5 m and a draught at the aft of 6

m. These 381-gt tugs have two Caterpillar-manufactured Cat 3516C TA HD engines, with power of



2,525 kW at 1,800 rpm, driving two Kongsberg Maritime azimuth thrusters of type US 255 P30/P35 with a fixed-pitch propeller diameter of 3,000 mm. During sea trials, **Mai Koko** achieved bollard pull ahead of 81 tonnes and bollard pull astern of 75 tonnes, speed ahead of 13 knots and astern of 12 knots. With the same propulsion equipment, **Da-**

Opukuru delivered 82 tonnes of bollard pull ahead, 76 tonnes astern, speed ahead 13 knots and speed astern of 12 knots. Lloyd's Register classed these as escort tugs with FiFi1 fire-fighting systems, unmanned machinery spaces and in-water survey allowing them to carry out towing, mooring, escorting and fire-fighting operations. Their fire-fighting units include two pumps driven by the main engines, each pumping 1,200-1,400 m³/hr and feeding water/foam mixes through two monitors. Each tug has two Caterpillar C4.4 TA generator sets of 107 kVA, producing 400 V of electricity at 50 Hz. They have two Azcue CA 50/3A general service pumps, a Kaeser EPC 440-100 air compressor, an Azcue CA 32/05 oily-bilge, water-stripping pump, two CJC PTU3 27/81 fuel oil purifiers and an Azcue CA40-1B fuel transfer pump. The box cooling has an anti-growth system and the hydraulic system includes pumps driven by the main engines. Deck equipment include a hydraulically driven, two-speed, double-drum towing winch, with a pull of 27 tonnes, at up to 31 m/min and a high-speed pull at 49 m/min and a 200-tonne brake. Each has two electrically driven DMC anchor winches, a fore towing hook and aft towing hook, each with a safe load of 86 tonnes and an electrically driven aft capstan capable of 5 tonnes at 15 m/min. Fendering includes D-shaped fenders on the sides, cylindrical fenders at the transom corners and cylindrical and W-block fenders on the bow. The air-conditioned accommodation on both tugs is for 10, including crew and contractors, with a captain's cabin, chief engineer's cabin, four double-crew cabins, galley, mess/dayroom, dry store, ship office and sanitary facilities. The wheelhouse is insulated and has an acoustical ceiling. These tugs can store 98 m³ of fuel oil, 17 m³ of fresh water, 2.4 m³ of clean lubrication oil and of dirty oil and 5.6 m³ of bilge water, 8.4 m³ of sewage and 9.5 m³ of foam. (Source: Riviera by Martyn Wingrove)

ICEBREAKER "KAPITAN DRANITSYN" WILL OPERATE IN THE WHITE SEA

On March 5, the icebreaker "**Kapitan Dranitsyn**" of the FSUE "Rosmorport" Murmansk branch arrived in the White Sea. This was reported on March 6 in the press service of the unitary enterprise. Since November 2022, the icebreaker has provided services in the Kara Sea. In the White Sea, "**Kapitan Dranitsyn**" will have to perform the tasks of providing icebreaking assistance to ships proceeding to the seaports of Arkhangelsk and Kandalaksha. As explained



in Rosmorport, the strengthening of the icebreaker fleet grouping was required due to the local deterioration of the ice situation in the White Sea in the first ten days of March and ship calls to the Kandalaksha seaport on a regular basis. In the White Sea, "[Kapitan Dranitsyn](#)" will work together with the icebreaker "Dikson", which since January 10 has provided icebreaking assistance for about 30 vessels to enter the above seaports and back. In addition, the icebreakers "[Kapitan Chadaev](#)" and "[Kapitan Evdokimov](#)" operate in the waters of the seaport of Arkhangelsk. (Source: *Sudostroenie*; Photo: "Rosmorport")

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ZEESLEPER ELBE – BOEGBEELD VAN HOLLANDS GLORIE



Deze week werden we er via Maasmond Maritiem op gewezen wat een ongelooflijk project het in de vaart houden van de Zeesleper [ELBE](#) is. Daar staan we eerlijk gezegd amper bij stil. Met momenteel 70 vrijwilligers in een varende functie, van kapitein tot koksmaat. Twee vrijwilligers op cursus. Vijf monsterboekjes in aanvraag voor nieuwe vrijwilligers. Familiarisatie

(introductie en bekend raken met het schip) voor zeven nieuwe mensen. Een hbo-stagiair. Jaarlijkse keuring van reddingsvloten en mob-boot. Binnen 24 uur schip verhalen voor baggerwerkzaamheden. [Port State Control in Stavanger](#) Afgelopen jaar kwamen we aan in Stavanger en kregen we Port State Control door de Noorse scheepvaartinspectie. Certificaten uit de kast, bemanningspapieren op tafel. Na een half uur begint de inspecteur te grijnzen. 'Weet u dat ik van morgen letterlijk dacht 'oh nee, dat wordt een lange dag'. Een oud barrel op de lijst om te inspecteren, waar natuurlijk van alles aan mankeert. Maar jullie verrassen mij: alles is gewoon in orde, helemaal zoals het zou moeten zijn.' We grijnsden met hem mee. 'Ja daar zijn we trots op. Je wilt toch ook niet anders met een varend monument, met de verantwoording over dertig opvarenden, die 's avonds hun bed in stappen terwijl het schip doorvaart, dat vertrouwen mag je niet beschamen'. We doen ons best,

meer kunnen we niet doen. Maar we kiezen ook voor het beste, met minder nemen we geen genoegen. We schrijven momenteel nieuwe procedures, om iedereen te informeren en verder te professionaliseren. Omdat je met nog meer mensen nog meer moet delen, kennis maar ook operationele informatie. Een geoliede machine. Zoals iemand vandaag omschreef: 'er ligt een schip, daar komen allemaal mensen naartoe, iedereen weet wat hij (m/v) moet doen, en dat schip vaart een uur later zomaar weg. Niet vanzelfsprekend maar voor ons inmiddels heel normaal. [Donatie aan de Elbe](#) De [Elbe](#) is een varende monument. De Stichting Maritieme Collectie Rijnmond is eigenaar van het schip en zorgt met haar vrijwilligers dat het schip technisch en financieel gezond blijft. Donaties van particulieren en bedrijven zijn daarbij onontbeerlijk. (Source: *Scheepspost*)

ACCIDENTS – SALVAGE NEWS

INVESTIGATION OPENED AFTER FIRE ON 'ISLE OF INNISFREE' FERRY

A fire broke out on Friday March 3, around 8 p.m., in a machine room on the [Isle of Innisfree](#) ferry operated by the Irish ferries company, during its connection between Dover and Calais. The ship, which had 94 passengers and 89 crew members on board, was stopped in order to identify the causes of the incident, before being towed by the [Abeille Normandie](#) to the port of Calais, where it arrived at 9am



on March 4th. "The incident on board was quickly brought under control by the crew and the ferry anchored to stop its drift, the time to carry out the necessary investigations in the affected area. After verification on board, no extension of the disaster has been identified but the ferry could not restart its propulsion," said the prefecture of the Channel and the North Sea in a press release. The company indicated for its part that an investigation into the cause of the disaster will be carried out "in collaboration with the competent authorities". This is the first time since its arrival in May at the port of Boulogne that the [Abeille Normandie](#) has assisted a ferry in the Pas de Calais traffic separation system. (Source: *Le Marin*)

SPILL FROM SUNKEN TANKER SPREADS THROUGH CENTRAL PHILIPPINE ISLANDS

According to local officials, the wreck of the tanker Princess Empress has been located, aiding the effort to contain her cargo of fuel oil and potentially stop the leakage. The product tanker [Princess Empress](#) sank off Balingawan Point on Feb. 28 after losing power in rough seas. The 20 members of her crew were all safely rescued by a good samaritan vessel, and no injuries were reported. However, the vessel was carrying a cargo of about 210,000 gallons of fuel oil, and she began spilling petroleum into the water. By Wednesday, the spill had reached the shoreline near the towns of Pola, Pinamalyan, Barangay Aplaya and Bongabong on Mindoro's eastern coast. The Philippine

Department of the Environment and Natural Resources (DENR) reported Monday that it has found the wreck. The survey ship BRP **Hydrographer Ventura** found the remains of the tanker in about 1200 feet of water off the coast of Mindoro, northeast of Pola. According to the governor of Oriental Mindoro, Bonz Dolor, the tanker's final resting place is located about 7.5 nautical miles off Balingawan Point. The reported wreck location will help guide ROV inspection efforts, and DENR said that it is working to gain access to an ROV. The shipowner, identified as RDC Reield Marine Services, has hired



two response companies to attempt to control the spill. Harbor Star Shipping Services will provide oil containment and ROV services, while Malayan Towing and Salvage will provide additional support. The ROV equipment should be on scene and operational by the end of the week, according to Rappler. In the meantime, Philippine officials are concerned at the growing extent of the spill, which has spread into a slick of about 500 yards wide by 15 nm long. Over the weekend, drifting oil pollution reached the Caluya Islands, some 75 nm to the south of the wreck site. The area is just 20 nm west of Boracay, a popular island resort hub known for its white sand beaches. "If the oil reaches Boracay, the consequences for the island are unpredictable," a regional tourism official told EFE. The long-term rehabilitation of the affected shoreline on Mindoro will take longer than the immediate spill response, and the damage has not yet been calculated. Dozens of designated marine sanctuaries are at risk of pollution, including mangroves, reefs and seagrass beds, and at least seven named protected areas have already been affected by oil. *(Source: Marex: Photo: Philippine Coast Guard)*

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ADM. RABIEE: SCA DEPLOYS 4 TUGBOATS TO HANDLE THE GROUNDING OF A CONTAINERSHIP DURING ITS TRANSIT THROUGH THE SUEZ CANAL.

Successful Refloating of **MSC ISTANBUL** and resuming its transit through the Suez Canal. Admiral. Ossama Rabiee, Chairman of the Suez Canal Authority, stated that salvage operations are ongoing to handle the grounding incident of the containership **MSC ISTANBUL** during its northbound transit;

heading to Portugal from Malaysia. Adm. Rabiee pointed out that immediately after the central navigation control station has received the notification that the vessel has run aground at km 78 (Canal marking), four tugboats were deployed at once to refloat the vessel. The four tugs are **Port Said**, of a bollard pull capacity of 95 tons, in addition to **Mosaed 1**, **Mosaed 2**, and **Mosaed 5**. Besides these tugboats, **Baraka 1**, one of the SCA's largest tugboats, is planned to join the salvage operation shortly. H.E. is also



reassuring the maritime navigation world that traffic through the Canal is not affected by this abrupt incident as all the South-bound vessels transited normally, and the rest of the North-bound convoy were instructed to transit through the Eastern waterway instead of the Western lane. Adm. Rabiee has emphasized the fact that the SCA has extensive expertise in the field of maritime salvage operations as well as the technical and maritime safety capabilities that enable it to deal with any potential emergencies in a professional manner. (Source: SCA)

LOADS ON THE CARGO SHIP SLIPPED, THE SHIP TILTED SIDEWAYS



The cargo ship carrying wood off the coast of Antalya lay on its side due to the shifting of the loads, the crew put on life jackets as a safety precaution and gathered at the back of the ship. The ship is planned to be taken to the port in a controlled manner. According to the information obtained, there was a cargo shift on the ship, which was learned to have arrived in the Gulf of Antalya yesterday evening. While the ship, which was learned to be carrying wood, suddenly tilted to the right, the crew put on life jackets for safety and gathered at the back of the ship. Maritime police teams, who were informed that the ship, which is approximately 6.2 km away from Konyaaltı Beach, was lying on its side, took out a boat and examined it. The ship, which has not experienced a negative situation so far, is planned to be taken to the port in a controlled manner. (Source: Deniz Haber)

CHINESE BULK CARRIER YONG XING 56

Update: The **YONG XING 56** bulk carrier was sailing from the Chinese port of HUANGHUA to the port of Vanino with a cargo of about 30,000 tons of alumina. On the evening of February 23, not reaching the port of Vanino for about 35 miles, it unsuccessfully entered the dense ice, and pierced the starboard side in the area of hold No. 1. As a result of a collision with ice, a hole was formed in

the hold below the waterline measuring 1.5 x 2 meters. Hold No. 1 and the forepeak were immediately flooded. The crew left the ship after landing on the ice, and was later rescued by the [Sakhalin-8](#) ferry passing nearby, and taken to Vanino. On February 24, two rescue ships [Rubin](#) and [Otto Schmidt](#) arrived at the ship. A plaster was installed, but water continued to flow into the hold. They tried to



weld the hole with underwater welding, but it did not work. March 1 at 12.46 Khabarovsk time (+10 UTC) the ship sank. I think that the captain had no experience of sailing in ice. It is quite possible that the ship entered the ice at a tangent or had an unacceptable speed, and crushed the side with its mass with a load. Watch the video [HERE](#) (PR)

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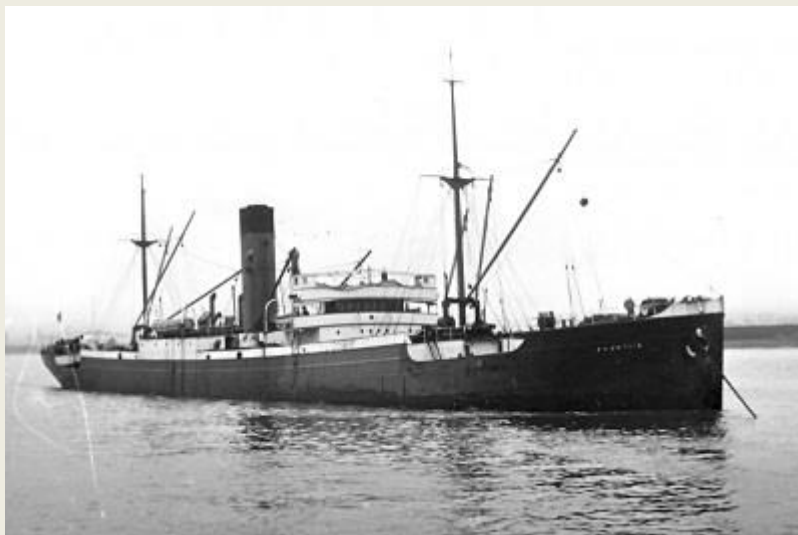
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REMEMBER TODAY

S.S. CASTILLO DE OLITE – 07TH MARCH 1939



[Castillo de Olite](#) was a cargo steamship that was launched in 1920 in the Netherlands as [Zaandijk](#). She passed through a series of Dutch and Soviet owners, and at different times was renamed [Zwartewater](#), [Postyshev](#) and [Akademik Pavlov](#). In 1938 the Spanish Nationalist Navy captured her and renamed her Castillo de Olite. In the last days of the Spanish Civil War she was sunk with great loss of life while serving as a troop ship.

Building De Rotterdamse Droogdok Maatschappij NV built the ship in Rotterdam, launching her on 20 November 1920 and completing her in 19 February 1921. Her registered length was 110.1 m (361.3 ft), her beam was 15.2 m (49.8 ft) and her depth was 6.7 m (22.0 ft). Her tonnages were 3,545 GRT and 2,150 NRT. She had a single screw, driven by a three-cylinder triple-expansion steam engine that was rated at 342 NHP. *Career Zaandijk's* first owner was NV Solleveld, Van der Meer & TH van Hattum's Stoomvaart Maatschappij, who registered her in Rotterdam. Her code letters were QCVR. She traded to Java and Sumatra. In 1930 NV Stoomvaart Maatschappij "Nederlandsche Lloyd" acquired *Zaandijk* and renamed her *Zwartewater*. She remained registered in Rotterdam, but her code letters were changed to QTDL. In 1935 the USSR bought her, renamed her *Postishev* after the Ukrainian Communist Pavel Postyshev, and registered her in Odesa. In 1938 she was renamed *Akademik Pavlov*. On 31 May 1938 the Nationalist auxiliary cruiser *Vicente Puchol* captured *Akademik Pavlov* in the Strait of Gibraltar, when the latter was carrying a cargo of coal. She was incorporated in the Nationalist Spanish Navy as the *Castillo de Olite*, and armed with a 120 mm Vickers gun and a 57 mm Nordenfeldt gun. *Sinking* In the last days of the Spanish Civil War, Cartagena was one of the last Republican strongholds, and harboured most of the remaining Republican Navy. When the anti-communist Cartagena Uprising broke out, the Nationalists sent reinforcements to try to capture Cartagena and the Republican fleet. With less than 48 hours preparation, the Nationalists sent from Castellón and Málaga a convoy of 16 ships, carrying more than 20,000 troops. The convoy comprised the Júpiter-class minelayers *Júpiter*, *Marte* and *Vulcano*, the auxiliary cruisers *Lázaro*, *Jaime I*, *Domine* and *J.J. Sister* and the transports *Castillo de Olite*, *San Sebastián*, *Castillo Peñafiel*, *Gibraltar*, *Monforte*, *Mombeltrán*, *Huertas*, *Montealegre* and *Simancas*. The Republican fleet had left Cartagena for Oran, in Algeria, but the Republican Brigade 206 had retaken the port and its coastal defense batteries, thus preventing the Nationalist landing.

The remains of rifles recovered from the wreck in 2004, displayed at the Historical Military Museum of Cartagena



The Nationalist ships retreated, except for *Castillo de Olite*, which had not received the order to withdraw, because her radio was out of order. While approaching the docks, one 152mm shell from a coastal battery hit her. She sank shortly afterwards, broken in two. Of the 2,112 men aboard, 1,476 were killed, 342 were wounded and 294 were captured, after being rescued by local fishermen and the lighthouse keeper, Santiago Saavedra, and his wife, Carmen Hevia. This is the one of the greatest loss of life from the sinking of a single ship in Spanish maritime history. (Source: Wikipedia)

OFFSHORE NEWS

SUBSEA 7 INITIATES TAKEOVER OF SEAWAY 7

Subsea7, a company that provides services to offshore oil and gas industries, has reached a deal to

acquire a majority of Seaway7's remaining shares, giving it full control over its operations. Seaway7



was formed in 2021 as a new pure-play renewables company through the combination of Subsea7's renewables business unit and Offshore Heavy Transport ASA (OHT). Under the deal, Subsea7 has agreed to buy 187,889,551 shares in Seaway7, representing 21.52% of Seaway7's issued and outstanding share capital, from Songa Capital, West Coast Invest and Lotus Marine. The agreement, expected to close in March 2023, will make the Subsea7 Group the owner of

93.94% of the issued and outstanding share capital of Seaway7. Upon closing, Subsea7 can acquire the remaining shares of Seaway 7 through a compulsory acquisition, but it has chosen to make a voluntary offer to acquire the remaining shares instead. Eligible shareholders of Seaway7 can tender their shares in the offer and receive one new share in Subsea7 for every 22 shares in Seaway7 tendered, rounded down to the nearest whole share. Once the transactions are completed, Subsea7 will issue a total of 8,540,433 new shares to Songa Capital, West Coast Invest and Lotus Marine, corresponding to about 2.90% of the current issued share capital of Subsea7, following the separately announced treasury share cancellation. In addition, Subsea7 will issue up to 2,404,333 new shares to the shareholders in Seaway 7 tendering their shares in the offer, corresponding to about 0.82% of the current issued share capital of Subsea7 and taking into account the separately announced treasury share cancellation. (Source: gCaptain)

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NEGLECTED CREW CAPTURED IN RIDDERKERK - NETHERLANDS

Surviving months without food on an icebreaker in the Dutch winter cold. Dry rice for breakfast, no shower or heating in temperatures of -5, and no payment since mid-November. That is the situation of the nine crew members on board the icebreaker **Blue Sky III**. The ship has been ashore in Ridderkerk since it was rejected during a Port State Control. The ship is not allowed to leave until the Greek owner has provided a new certificate. Aswin Noordermeer, inspector of the international

transport union ITF, is one of the people who cares about the fate of the team. He is back on board today to assess the situation and talk to the men. The latter is not easy, because most of the crew members (six from Myanmar, one from Sri Lanka, one Russian and one Greek) do not speak a word of English. Noordermeer conveniently solves this problem by calling on his international network: he calls ITF colleagues in Myanmar and Russia who do the translation work over the telephone. *No*



food, no electricity The story they tell is harrowing: most of them have been on board since October, but one of them has been since April. From November onwards, conditions deteriorated: the supply of gas oil on board ran out, which meant that there was no more electricity, heating or hot water. There was also hardly any food left on board. What is also special for Noordermeer is the role of the Greek on board. He is the owner's son. The man apparently sees no chance of improving the situation for the crew, but in the meantime suffers just as hard. His story is that the intention is still to get a certificate on the ship again and then set sail. But what the plans are for the 57-year-old icebreaker remains a mystery. *Shore power* Whether there will ever be a certificate again, by the way. According to a spokesman for the Port of Rotterdam, the defects that caused the Blue Sky III to be rejected are such that they cannot be easily remedied. And sailing without the right papers is not possible. It is difficult to get in touch with the Greek owner, so they have no idea about his intentions at the harbor office either. Meanwhile, the situation on board has improved over the past week. After an article in the Algemeen Dagblad about the harrowing conditions under which the crew has been living for more than three months, things started to move. Provision came on board through the trade union and after mediation Dockwise, the shipyard where the ship is moored, connected the shore power. ITF stands surety, so that Dockwise does not run the risk of being left with a sky-high bill. *After weeks in the shower* And wonder of wonders: at the beginning of this week, 2000 liters of gas oil were suddenly delivered, apparently ordered by the owner. Not only could the stove be turned on again, the men could also take a nice hot shower after many weeks. It's still tight with the food. Noordermeer walks to the pantry: "Four sacks of potatoes, onions, some apples, leeks, some cabbage. It won't last. They ate rice for breakfast, I thought.' The food was supplied by the Port Welfare Committee, after the situation was reported by the union. Is this a well-known shipowner who often leaves his crew out in the cold and does not pay? 'No, not in this case,' says Noordermeer. "We know little about him. It is certainly not a large shipowner, he has a ship every now and then. It is unclear what his intention is in this case. What is clear is that in Myanmar, for example, a number of families are waiting for wages to be transferred. When we ask about it, the owner says that the banks are against it and are not transferring money to Myanmar because of the civil war there."

(Source: Schuttevaer by Bart Oosterveld translated by google)

VROON SECURES WORK FOR TWO VESSELS

Dutch outfit Vroon has secured work for two vessels in the UK. Doris Group's ODE Asset Management has commenced a 9-month charter with options for the **VOS Glamour** multi-role vessel managed by Vroon Offshore Services. The charter which recently kicked off is being supported by

ODE AM's shipbroker Braemar ACM. The 2014-built vessel will undertake emergency response and



multi-role duties across ODE AM's managed assets in the UK Southern North Sea, operating from the Port of Lowestoft and will be supported by Peterson who ODE AM recently awarded a shore base contract. Meanwhile, Aberdeen-based surveyor Sulmara has chartered in the 2012-built subsea support vessel **Vos Sweet** for the 2023 season. The deal follows a

successful campaign in 2022 including geophysical, geotechnical, UXO and inspection surveys. The vessel will be fitted with a 10-tonne a-frame and a full survey suite with the earliest availability in late May. (Source: *Splash24/7*)

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ONESUBSEA SEALS BRAZILIAN CONTRACTS

OneSubsea has secured contracts to supply equipment for three Brazilian offshore fields. The Houston-headquartered unit of SLB, formerly Schlumberger, sealed a deal with Petrobras for 16 Christmas trees, destined for the Búzios 10 project in the Santos Basin pre-salt, with first delivery scheduled for the first quarter of 2025. The company will also be responsible for the associated installation,



commissioning and maintenance services. The scope of services includes the drill pipe riser system, installation tools and specialised offshore service fronts that will be responsible for installing the equipment in the field. In addition to Petrobras agreement, OneSubsea will be responsible for

supplying multiphase pumps for the Atlanta field, operated by Enauta in the Santos Basin pre-salt exclusion zone, and to Prio, formerly PetroRio, for the Wahoo field in the Campos Basin. The contracts with an undisclosed value are expected to be delivered within two years. (*Source: Splash24/7*)

SCHMIDT'S NEWLY REFITTED RESEARCH VESSEL FALKOR (TOO) LAUNCHED



Schmidt Ocean Institute announced that its newly refitted research vessel has been launched and is ready to be used by scientists worldwide to push the frontiers of deep sea expedition. Funded by Schmidt Ocean Institute founders Eric and Wendy Schmidt, the 110-meter global-class research ship, **Falkor (too)**, was refit at

Freire Shipyard in Vigo, Spain, with sea trials taking place off Puerto Rico. It will now embark on a series of expeditions and be available to scientists and technologists globally at no cost in exchange for making their research and discoveries publicly available. The ship replaces Schmidt Ocean Institute's previous research vessel, which was in service for a decade and hosted more than 1,100 scientists, discovered over 50 new marine species and underwater formations and mapped over half a million square miles of the seafloor. "The ocean is our planet's last frontier, and the opportunities for exploration are immense," said Wendy Schmidt, co-founder and president of Schmidt Ocean Institute. "**Falkor (too)** will make it possible to welcome more scientists aboard and to take them further and deeper into our unknown ocean, making possible a new and wondrous decade of discovery." The ship's inaugural science expedition will explore one of the world's most extensive underwater mountain chains—the Mid-Atlantic Ridge. More than 20 scientists will study hydrothermal vents—hot springs on the ocean floor made by underwater volcanoes. The scientists will examine lost city vents—older hydrothermal towers made of limestone—that have a chemical makeup thought to be most similar to when life began on earth. The microbes living on these vents could provide insight into the conditions that facilitated life's origin. A seven-deck vessel, **Falkor (too)** will offer scientists a modular platform to conduct almost any research at sea, with a 105-square-meter main laboratory in addition to seven other at-sea laboratories. The ship also features a 150-ton crane, two moonpools, equipment for high-resolution ocean depth mapping—which will contribute to a global effort to map the entire ocean floor by 2030—a microplastic water flow-through system, and 900-square meters of aft deck space for interdisciplinary ocean research and exploration. "The ocean has always needed a moonshot," said Eric Schmidt, co-founder of Schmidt Ocean Institute. "**Falkor (too)** embodies that ambition, bringing together breakthrough technology and the global marine science community to explore the furthest reaches of our world. This is a very big moment for us, for the oceans and for the future of science." In addition to the scientific and technical capabilities, the vessel is also outfitted with 98 berths, allowing for even more participation in expeditions by scientists, technologists, students, media, artists, and community leaders. With a purpose of boldly exploring the unknown ocean, Schmidt Ocean Institute focuses on global scientific

understanding of the ocean while recognizing the importance of addressing international inclusivity. Schmidt Ocean has released its target geography for expeditions over the next decade, with each year dedicated to a specific region of the ocean. “This global state-of-the-art research vessel will build upon Schmidt Ocean Institute’s legacy of supporting the research that has led to numerous discoveries of marine species and sea floor features,” said Jyotika Virmani, executive director of Schmidt Ocean Institute. “After 17 months undergoing an extensive scientific refit, this ship has been transformed into a magnificent asset for ocean exploration, and we are eagerly looking forward to a new era of marine science and discovery.” Schmidt Ocean Institute, founded in 2009 by Eric and Wendy Schmidt, began its exploration of the seas with **R/V Lone Ranger**, the precursor to **R/V Falkor**. The model of offering a state-of-the-art research vessel at no cost to scientists was revolutionary in marine science philanthropy when **Falkor** launched in 2013, and Schmidt Ocean spent the last decade building an extensive portfolio of discoveries and scientific accomplishments in collaboration with the global scientific community. In 2021, Schmidt Ocean acquired the **M/V Polar Queen** and began its metamorphosis from an offshore industry vessel to a scientific research vessel. Built in 2011 **Falkor (too)** is 30 meters longer and 30 years younger than the original **Falkor**, which was donated last March to Italy’s National Research Council (Consiglio Nazionale delle Ricerche). *(Source: Marine Technology)*

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TGS SECURES CAPACITY WITH COSL SEISMIC VESSEL DEAL

Oslo-listed seismic data provider TGS has signed a multi-year vessel agreement with China’s COSL, securing access to modern 2D, 3D and source vessel capacity at what it says are stable and predictable costs. The company has secured prefunding for a new multi-client 3D seismic survey in a key emerging basin in West Africa due to commence in the second quarter of 2023



and be performed by one of COSL’s five 3D vessels. “Increased investment activity combined with the acquisition of Magseis Fairfield means that TGS has a growing need for vessel capacity going forward. This agreement provides TGS with visibility on vessel availability and costs, both for the

multi-client business and for our OBN activities,” said Kristian Johansen, CEO of TGS. (*Source: Splash24/7*)

SOLSTAD SELLING ITS PSV FLEET TO TIDEWATER FOR \$577 MILLION



Norwegian shipping company Solstad Offshore has agreed to sell its platform supply vessel (PSV) fleet to U.S. offshore vessel operator Tidewater for a total cash consideration of approximately \$577 million, marking an exit from the PSV segment. The PSV fleet consists of 37 vessels, all of which are currently working worldwide, principally in the North Sea, but also in Brazil, Australia and West Africa.

The fleet has a total backlog of approximately \$620 million, including contract option periods, and significant potential cash flow generation upside as maturing contracts roll onto higher market day rates. This strategic move is said to reduce Solstad’s debt by approximately NOK 6 billion (around \$574.8 million) and considerably strengthen its balance sheet, debt service ability and liquidity position. Furthermore, exiting the PSV segment is expected to significantly reduce Solstad’s capex program in 2023 and 2024. After the transaction has been completed, Solstad’s fleet in operation will consist of 41 high-end offshore vessels, in addition to six vessels that are non-operational and considered to be sold. Solstad said that its vessels would continue supporting clients in the offshore energy sector as both offshore renewables and oil and gas are predicted to see significant investments in the coming years and that the company would maintain its global footprint in all key offshore regions. “The sale of the PSVs represents a shift in our strategy in a changing market. The PSVs mainly support the oil and gas industry, while the AHTSs and CSVs can service all offshore energy sectors, including oil and gas and renewables. This move is therefore in line with our strategy of being a key enabler in the energy transition. Further, the transaction will give Solstad greater financial leeway and a significantly improved debt and cash position going forward,” said Lars Peder Solstad, CEO of Solstad Offshore. “Following the transaction, the core competence of future Solstad will be even better applied to further developing the CSV and AHTS segments, including building up our service division and capitalizing on a stronger position in the renewable energy market. The generally higher margins for AHTS and CSVs will allow us to improve our financials, strengthen our renewable energy presence, and put us in a position to, over time, renew our fleet.” Closing of the transaction is subject to customary regulatory approvals and includes a financing contingency. The transaction was unanimously approved by Tidewater’s Board of Directors and is expected to close in the second quarter of 2023. In a separate statement issued today, Tidewater announced that the addition of the 37 PSVs will make it the largest owner and operator of high-specification PSVs, which is the OSV vessel class that has demonstrated the highest utilization through all market cycles. The company’s fleet comprises 228 vessels, including 199 PSVs and AHTS with an average age of 11.3 years, 65 per cent of which are high-specification vessels. The combined fleet will include 14 battery hybrid and two LNG power-capable vessels. The U.S. company plans to fund the purchase through a combination of new debt and cash on hand and has received commitments from a group of financial

institutions, led by its existing lender DNB Bank ASA, for a three-year senior secured credit facility of up to \$325 million, and expects to raise new debt prior to closing. “This agreement to acquire 37 PSVs from Solstad Offshore marks yet another important milestone in the strengthening of Tidewater’s leadership position as we continue to capitalize on the rapidly improving OSV market. This acquisition further solidifies Tidewater as the leader in large, high-specification PSVs and as the new global leader in hybrid PSVs,” said Quintin Kneen, Tidewater’s President and CEO. “This transaction is just the latest in a series of transformative steps Tidewater has taken to drive long-term earnings and cash flow generation. We are focused on bringing together the world’s best OSV fleets to create the safest, most sustainable, most reliable, most profitable high-specification OSV fleet in the world.” If the transaction closes at the end of Q2, Tidewater will update its revenue guidance for 2023 to approximately \$1.03 billion, while the vessel operating margin guidance will remain the same at approximately 50.0%. Last year, Tidewater acquired Singapore’s Swire Pacific Offshore, adding 50 vessels to its fleet. The company then revealed the agreement would create the industry’s largest fleet of OSVs. *(Source: Offshore Energy)*

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UK’S MERMAID SUBSEA WINS ‘LARGEST CONTRACT TO DATE’

Mermaid Subsea Services UK has secured a multi-well contract to be carried out on behalf of a North Sea operator, said to represent the company’s largest contract to date. The two-year contract includes the decommissioning of 22 wells and will see the creation of 12 new roles at Mermaid’s Aberdeen headquarters. According to the UK company, activity is



already underway. The announcement comes a few months after the completion of Mermaid Subsea UK’s inaugural vessel-based well plugging and abandonment (P&A) campaign. “We are delighted to announce the award of this contract, which follows hot on the heels of our well P&A activity during Q4 2022 with collaborative partner, Exceed,” said Mermaid Regional Director, Scott Cormack. “Well P&A has been highlighted time and again as an important lever in the reduction of what accounts for approximately 50% of all costs within the decom sector. The vessel-based P&A approach provided by Mermaid results in significant agility and flexibility across the whole work scope, which plays a critical role in the drive to reduce the North Sea’s decommissioning bill.” To remind, Mermaid

Maritime established an indirect wholly-owned subsidiary in Thailand focused primarily on offshore and onshore decommissioning at the beginning of 2022. A few months later, the company launched an indirect 50 per cent-owned subsidiary in the United Arab Emirates, whose primary activity is managing and operating the DP2 construction support vessel **Millennium 3**. (Source: *Offshore Energy*)

VOS STAR COMPLETED DISMANTLING PROJECT



The **VOS Star** of Vroon Offshore Services has successfully completed a special project in the southern part of the British North Sea sector. As part of this, the multifunctional offshore support vessel under the Rovco flag has been involved in the decommissioning of a gas production platform from July 2022. Especially for this project, the **VOS Star** was equipped with a large Seaeye Leopard underwater robot. This made it possible to

search the seabed around the platform and the wells. The robot itself was equipped with, among other things, echo sounders, cameras and manipulators with which objects could be picked up and taken away so that the seabed under investigation was left clean. (Source: www.maritiemdenhelder.eu)

MAERSK SUPPLY SERVICE GAINS THREE-VESSEL BRAZILIAN CONTRACTS

Brazilian state energy group Petrobras has secured three high-specification anchor handling tug supply (AHTS) vessels from Maersk Supply Service to support its offshore drilling rig movements. Maersk Supply Service has secured contracts for three of its L-class anchor handlers for three years covering a broad workscope of anchor handling operations and rig



relocations. 2009-built **Maersk Leader**, 2010-built **Maersk Launcher** and 2010-built **Maersk Lancer** are in Brazil, joining nine other Maersk Supply Service vessels already serving the Latin American markets. "We are committed to investing in the Brazilian market and to delivering safe, efficient and sustainable solutions for our customers in this strategically important region," said Maersk Supply Service managing director for Brazil Rafael Thome. This contract comes as Maersk Supply Service continues to consolidate its presence in Brazil, establishing itself as a recognised integrated solutions

provider in the region. Petrobras' orders follow a series of contracts the AP Møller-Maersk subsidiary has gained in Brazil, including for the Fluminense floating production storage and offloading (FPSO) unit on behalf of Shell and the Mero 2 contract for Petrobras. Since 2017, Maersk Supply Service has expanded its portfolio to deliver engineering procurement construction and installation solutions for the safe and efficient fabrication, assembly and installation of large floating assets including FPSOs, and for deepwater towing and mooring scopes. Lyngby, Denmark-headquartered Maersk Supply Service operates a large fleet of anchor handling and subsea support vessels, specialising in towing, mooring and installing floating units. It has a global presence in Angola, Australia, Brazil, Canada, Guyana, Mexico, Norway, the Philippines and the UK. (Source: World Ports Org)

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MUSEUM NEWS

GOODBYE FOREVER TO THE 'OSCEOLA'



Most boatmen are notoriously sentimental. A fine example of their feelings for an old veteran of the river was the last trip of the Cornell tugboat "[Osceola](#)." The "[Osceola](#)" finished her travels and work on the Hudson River on a Sunday afternoon during the latter part of October 1929. At the time I happened to be down along the shore at Sleightsburgh. On that Sunday afternoon of mid-autumn, the "[Osceola](#)" came down river with a large tow,

the tugboat "[George W. Pratt](#)" helping her. When opposite the Rondout Lighthouse, the big tug "[Edwin H. Mead](#)" of the Cornell Steamboat Company came up river, running light, and took over the tow from the "[Osceola](#)." As soon as the towing cables were shifted to the "[Mead](#)", the "[Mead](#)" blew three very long whistles of farewell. The "[Osceola](#)" then turned and headed for Rondout Creek, answering the "[Mead's](#)" salute with her own whistle. *Answering Whistles* The steamboat "[Poughkeepsie](#)" of the old Central Hudson Line at the time was coming out of the Rondout Creek on her run to New York. The "[Poughkeepsie](#)" also blew three long whistles which the "[Oscy](#)" answered. Finally, the "[Osceola's](#)" old running mate and helper for many years, the "[George W. Pratt](#)," blew

three very long blasts on her whistle saying good-bye, knowing the "Osceola" was to sail the river no more. As the "Osceola" was going between the dikes on either side of the creek, she answered the "Pratt's" last salute. I can still see in my mind's eye the white steam from her whistle as it trailed around her big black smokestack in the clear autumn air. It was the last time that old familiar whistle was to echo along the banks of the Hudson. The "Osceola" tied up at the Cornell shops at Rondout and the fires in her boiler were let die. The "Oscy's" hull was worn out, but her engine and boiler were still considered to be in good shape. The Cornell Steamboat Company had acquired a sound hull from another company and it was Cornell's original intention to take the "Osceola's" engine, boiler and deck houses from her original hull and install them in the newer one. During 1930, the work progressed to a point where the transfer of engine, boiler and upper works was almost completed. Then the Great Depression set in and the project was never finished. *Stranded on Beach* The "Osceola's" original hull, as soon as the engine, boiler and topside gear were removed, was towed to Port Ewen where it was stranded in 1930 on the beach outside of where the Hidden Harbor Yacht Club is now located. The uncompleted newer hull, after work was stopped in the fall of 1930 or early 1931, was shifted to Sleightsburgh where it weathered away for almost 20 years. Finally, in the late 1940's it, too, was towed to Port Ewen and sunk off the shore, almost right next to the "Oscy's" first hull. The "Osceola" was a big tug and very similar to the Cornell tugboat "Pocahontas." Both had been built during the same year, 1884, at the same shipyard at Newburgh. Both were used in the same type of service and after World War I the two tugboats pretty much handled Cornell's business on the upper river. One would leave Albany one night, and the other the following night with Cornell's daily tows for down river. The tows would meet the daily up tows from New York in the vicinity of Poughkeepsie where the meeting tugboats would exchange tows. As a result, the "Osceola" and "Pocahontas" in their latter years were to be seen almost always on the northern half of the Hudson — and their whistles heard on the foggy nights of spring and autumn. In the "Osceola's" last trip to her home port of Rondout, Howard Palmatier was captain, Dan McDonald her pilot and Victor Matt chief engineer. (Source: Hudson River Maritime Museum)

WINDFARM NEWS - RENEWABLES

ATLANTIQUE OFFSHORE ENERGY SENDS OFF CALVADOS SUBSTATION

Atlantique Offshore Energy, in a consortium with GE Grid Solutions and SDI (DEME Group), has sent off the offshore substation for the 448 MW Calvados offshore wind project in France, also known as the Courseulles-sur-Mer offshore wind farm. The offshore wind farm is being built by a consortium comprising EDF Renouvelables, Enbridge, CPP Investments | Investissements RPC and Skyborn Renewables. For Atlantique Offshore Energy, a business unit of Chantiers de l'Atlantique focused on electrical offshore substations, GE Grid



Solutions and SDI, this is the third substation delivered for an offshore wind farm developed by the same consortium. Last year, the offshore substation for the 500 MW Fécamp wind farm off France was delivered and installed at the project site, after the substation for the 480 MW Saint-Nazaire project was installed in 2021 (this was the first offshore wind substation installed in the country). Atlantique Offshore Energy and its partners secured the contracts to deliver electrical substations for the Fécamp and Courseulles-sur-Mer offshore wind farms in 2020. The following year, the French company also signed a five-year preventive maintenance contract for the offshore substation being built for the Calvados offshore wind farm. This contract followed the same agreements signed for the offshore substations for the Saint-Nazaire and Fécamp wind farms. Construction on the Calvados project kicked off in 2021, after the developers reached the financial close on the EUR 2 billion offshore wind farm in February of that year. Located more than 10 kilometres from the Bessin coastline, the wind farm will comprise 64 Siemens Gamesa 7 MW wind turbines, ten of which will feature the RecyclableBlades. Once fully commissioned in 2024, Calvados will generate the equivalent of the annual electricity consumption of 630,000 people, or over 90 per cent of the Calvados French department's population. *(Source: Offshore Wind)*

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FUGRO AND GARDLINE WIN DANISH GEOTECHNICAL SURVEY DEALS



Fugro and Gardline have been awarded a contract to carry out preliminary geotechnical investigations for the future offshore wind farms in the Danish North Sea, Kattegat, and Danish Baltic Sea. The tender, which was published by the Danish transmission operator (TSO) Energinet, was divided into two lots. UK marine survey specialist Gardline will perform

preliminary geotechnical surveys in the Kattegat II, Hesselø South, Kriegers Flak II North, and Kriegers Flak II South areas. Dutch geo-data specialist company, Fugro, was awarded a contract to carry out surveys in the North Sea I area. In December last year, the Danish Energy Agency (DEA) issued permits to Energinet regarding the initiation of preliminary site investigations in the Kattegat II and Kriegers Flak II areas, as well as for the new location chosen for the Hesselø offshore wind farm. A potential developer will be able to use the results of the preliminary site surveys for the Environmental Impact Assessment (EIA), according to DEA. EIA for the Hesselø offshore wind farm will be carried out in 2025-2026 when the winner of the tender for the project has been appointed.

The offshore wind farm will have an installed capacity of between 800 MW and 1,200 MW and is expected to be fully operational by 2029, at the latest. The offshore project site is located in Hesselø Bay, some 30 kilometres from the coast of North Zealand, 30 kilometres from Anholt, and around 35 kilometres offshore Djursland. In September, Energinet gave the green light to carry out feasibility studies for four new offshore wind farms, including Kattegat II, Kriegers Flak II, North Sea I (Nordsø I), and Hesselø offshore wind farm. Kattegat II, Kriegers Flak II, and North Sea I, each having an installed capacity of up to 2 GW, are planned to be built by 2030. *(Source: Offshore Wind)*

DREDGING NEWS

TSHD ALBATROS AT NAPIER PORT

Napier Port has just released this amazing photo of the trailing suction hopper dredger (TSHD) [Albatros](#). The dredger is getting ready to undertake some maintenance dredging of the shipping channel and inner harbour following the cyclone. She's arriving from Port Taranaki, and will be with Napier Port for a few weeks before heading up the coast to Gisborne. *(Source: dredging Today)*



DEME'S GIANT TSHD MELLINA LOOKS LIKE A NEWBUILD



DEME group's trailing suction hopper dredger (TSHD) [Mellina](#) looks like a newbuild after undergoing its special survey at the Shipyard Reimerswaal in the Netherlands. A joint DEME and shipyard team had to work to a very tight schedule during a complex survey, which had to integrate the Electrical & Automation scope with mechanical and steel planning work. "Then highlighting how DEME teams work together, the sea

trials were combined with a production run in the Thornton dredging area on behalf of our marine aggregates' specialist DEME Building Materials, optimising our fleet usage," the Belgian giant said. *(Source: Dredging Today)*

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MINISTER BAILEY TOURS BACKHOE DREDGER WOOMERA

Minister for Transport and Main Roads, Mark Bailey MP, visited the crew of the backhoe dredger Woomera yesterday. The Port of Townsville Limited and the Hall Contracting Pty Ltd dredger in North Queensland are widening the channel to the port so larger ships can dock directly into North Queensland. According to Bailey, this work will eliminate import and export costs of going to Brisbane and freighting up the Bruce Highway. The dredging,



which began in mid-March 2022, is expected to take two years and upon completion, ships up to 300 metres long will be able to safely access the port, instead of bypassing Townsville. All dredge material removed as part of the channel upgrade project is being brought back to land for placement in the 62ha reclamation area. In total, about 3.4 million cubic metres of material will be removed from the 14.9km shipping channel. (Source: *Dredging Today*)

THE LARGEST CUTTER SUCTION DREDGER IN ASIA BUSY ON HUDAYRIYAT ISLAND PROJECT



The largest cutter suction dredger (CSD) in Asia – **Tian Kun Hao** – is working in a port in Abu Dhabi, the United Arab Emirates (UAE), for a dredging and reclamation project of the Hudayriyat Island. The project, expected to be completed in the first half of 2023, includes building an artificial mountain on the island, which, upon

completion, will contribute to the local real estate and tourism sectors, reports People's Daily. Gao

Jianwei, in charge of the dredging work on the vessel, said that the dredge cutter teeth of **Tian Kun Hao** are changed every 10 hours of working as they are worn fast. “Efficiency is important in dredging because we want to maximize the performance of machines. Therefore our workers are skilled and they can change dredge cutter teeth very fast,” Gao said. Every dredge cutter tooth weighs 37.5 kilograms, and it takes workers on the vessel less than 30 minutes to change 15 teeth. At the moment, the giant dredger is working in a complicated geological environment where sandstones make up the majority of the geological structure, so the operators must switch between the automatic and manual modes according to the real situation – to achieve the highest dredging efficiency.

(Source: *Dredging Today*)

YARD NEWS

DAMEN TRITON IOT PLATFORM RECEIVES BUREAU VERITAS TYPE APPROVAL FOR CYBER RESILIENCE

Damen Shipyards Group has announced receipt of a Bureau Veritas (BV) Type Approval Certification for Cyber Resilience of its Triton IoT platform. The solution enables the gathering of all available operational asset data from a vessel and its engines, pumps, hydraulics, alarms and other equipment, amounting to over 10,000 signals for a single vessel. This is then communicated to crew on board and fleet managers on shore. With this data, which is presented on various on board



and remote dashboards, crew can track asset health, maintenance scheduling and more. Triton's receipt of type approval, a significant milestone for the platform, is the result of a close collaboration between Damen Digital Solutions, Tata Consultancy Services (TCS) and Bureau Veritas. From the outset, Damen has focused on cyber security and its procedures in the development of Triton. This included hardening the gateway and implementing procedures in software and firmware updates, as well as data security at rest and transit and a robust risk management process. Damen, together with TCS, intends to continue to develop the platform, providing valuable data analysis to its clients that will help to enhance the efficiency of their operations. *A milestone in digital resilience* “This Type Approval Certification from Bureau Veritas is a significant milestone for us and a testament to the quality and reliability of our Triton IoT Platform,” said Toine Cleophas, Director of Damen Digital Solutions. “I’m grateful to TCS for their partnership, which has been crucial in the development of this solution. We are proud to be a trusted partner for our customers and look forward to providing even more value to them in the future.” “The Triton IoT Platform is the perfect example of how digital technology can transform an industry. It is an industry leading solution which enables unlocking exponential business for Damen and also benefits its ecosystem and the wider society. TCS is proud to partner with Damen Digital Solution BV in this unique initiative that will ensure best-in-class security measures for the Marine IoT ecosystem and will set an industry benchmark.” said Regu

Ayyaswamy, Global Head, IoT & Digital Engineering, TCS. “Bureau Veritas Type Approval for Cyber Resilience for the Triton IoT Platform echoes our commitment towards building a secured Connected IoT Ecosystem for sustained growth and transformation.” *Eyes on the future* To achieve this type approval Triton met the cyber security requirements described in BV Rule Note NR 659 R02. This also makes it also compliant with the requirement of IACS UR E27 that will enter into force for all contracts signed after January 1st 2024, as Philippe Vaquer, head of cyber security department at Bureau Veritas Marine & Offshore explains. *Advanced opportunities for operators* All of Damen’s newbuilds, some 150+ vessels per year, are delivered with the Triton IoT platform. Triton can also be retrofitted to existing vessels and can co-exist with legacy systems, providing even more opportunities for operators to benefit from its capabilities. (PR)

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ZHONGGUO YINGJI CHONGQING HAO – LARGE SALVAGE AND RESCUE VESSEL FOR CHINA’S INLAND WATERS



Chinese emergency response organisation Chongqing Changhang Rescue and Salvage Engineering has taken delivery of a new salvage and rescue vessel optimised for inland waters. The aptly named **Zhongguo Yingji Chongqing Hao** (“China Emergency Chongqing”) has an LOA of 59.9 metres, a moulded beam

of 13 metres, a depth of 3.9 metres, and a displacement of 1,052 tonnes at full load. A total installed power of 2,982 kW delivers a speed of just under 12 knots and a range of 1,000 kilometres. The vessel will take on salvage, search and rescue (SAR), evacuation, towing, and disaster response missions in the Three Gorges Reservoir area and the upper portions of the Yangtze River. Due to its significant carrying capacity, it may also be used to transport disaster relief materiel in support of the response operations of local agencies. The array of onboard equipment includes a multi-beam echosounder, remotely operated vehicles (ROVs), and an underwater 4D imaging sensor. Diving operations can be performed at depths of as much as 120 metres while salvaging is possible even on shipwrecks or other submerged objects weighing around 1,000 tonnes. Construction on **Zhongguo Yingji Chongqing Hao**

was done in compliance to China Classification Society rules. *(Source: Baird)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

- *Depasa Marine enters towage sector with new escort tugs*
- *National Energy Corporation of Trinidad & Tobago takes delivery of Damen ASD Tug 2811*
- *Herman Senior acquires ST Marine Support*
- *SAAM Towage Uruguay Reinforces Operations by Adding Portobelo Tug to Fleet*
- *Boluda Towage becomes the world's leading maritime company in the towage industry*

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

- *AVRA Towage - Rotterdam by Jasiu van Haarlem (new)*
- *Herman Sr - Zwijsdrecht by Jasiu van Haarlem*
- *Boa - Trondheim by Jasiu van Haarlem*
- *GPS – Rochester by Jasiu van Haarlem*
- *Smit Lamnalco - Rotterdam by Jasiu van Haarlem*

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

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