Tugs Towing & Offshore Newsletter

25th Volume, No. 20 *1963 – "60 years tugboatman" - 2023* Dated 10 March 2024

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

Distribution twice a week 21,250+

TUGS & TOWING NEWS.

ANOTHER STAR FOR OUR CONSTELLATION!

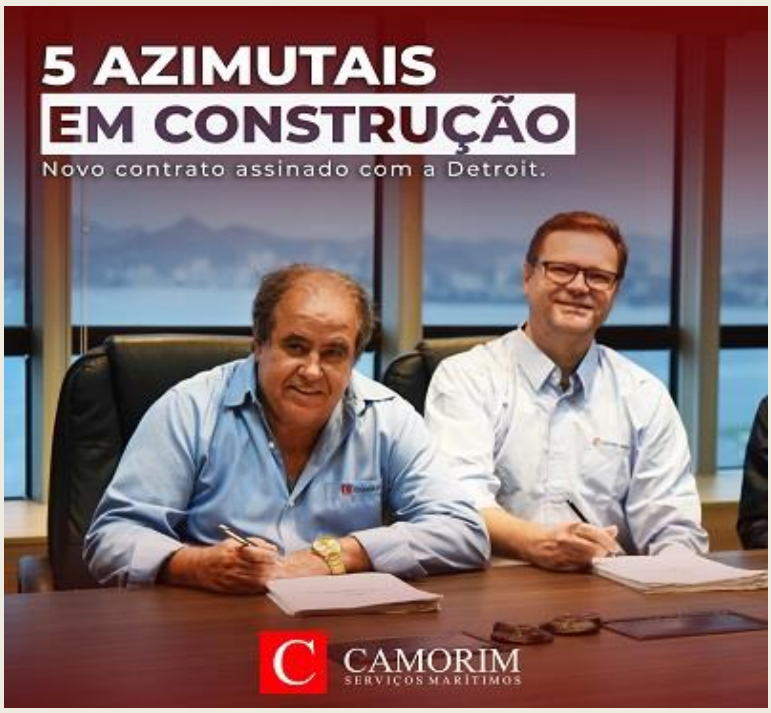
Today, we baptize another rebocador in our Estaleiro: **WS Dorado**. "In line with the current requirements required in the operations of our customers' vessels, we announce the entry into service of our newest tug, the fifth in the series of six units of the Damen 2513 class, which stands out for offering more than 90 tons of static traction. What makes the **WS Dorado** particularly remarkable, as well as the others in the same class, is its energy efficiency. Compared to other tugs, which offer a similar level of static traction, the **WS Dorado** has a 14% higher efficiency. Not only does this represent a considerable reduction in fuel consumption, but it also contributes significantly to the reduction of greenhouse gas emissions," explained Marcio Castro, Executive Director of Tugboats. Roberta Carvalhal, Legal and Institutional Relations Director, was honored as the godmother of the new vessel. "Being the godmother of a tugboat symbolizes my mission at Wilson Sons, which I embrace with great dedication, so that the company continues its almost bicentennial trajectory of growth and success, making its important contributions to our society, always guided by ethical values and safety for people and the environment," he said in his speech. With the delivery of the WS Dorado, we have reached the milestone of 153 vessels built in our Shipyards. "This is another tugboat equipped with the most modern technology available in the world market, with the notation of IMO TIER III class, pioneers in Brazil. To the Shipyard team, I thank you very much for your commitment, commitment and tireless dedication in the construction of another high-quality vessel.", said Adalberto Souza., executive director of the Shipyard. Fair winds and calm seas, **WS Dorado**! *(PR)*

1982 – DINTELSTROOM DELIVERY OF NEW CONSTRUCTION/ 50 YEARS VAN WIJNGAARDEN MARINE SERVICES B.V.!

The name of the **Dintelstroom** is based on a lower course of the 'Mark' river in the province of North Brabant called the 'Dintel'. The river flows along the village of Dinteloord, where it ends via the 'Volkerak' in the 'Oosterschelde'. *History* On Wednesday May 19, 1982, Van Wijngaarden Marine Services puts its new build twin screw tug, the **Dintelstroom**, into use. The Hardinxveld company is

engaged in renting out auxiliary vessels for the marine contracting industry. At that time Van Wijngaarden Marine Services owns a series of 'all-round' vessels, of which the Dintelstroom is their latest addition. The Dintelstroom will be used for the Oosterscheldewerken and is also suitable for passenger transport. The ship is equipped with a special 'crew-cabin', which enables up to 38 people to depart off the deck within 30 minutes, after which the vessel can operate as a basic tug-/work boat for other purposes. *(PR)*

NEW AZIMUTH TUGBOAT CONSTRUCTION PROJECT!



We are delighted to officially announce our ambitious project to build 5 azimuth tugboats, each with 70 tons of bollard pull! The contract was signed with Detroit last year and the first vessel is scheduled to be delivered in the last quarter of this year. This project not only boosts our fleet, but also strengthens Camorim's presence in the main ports of Brazil, solidifying our commitment to offer excellent services throughout the country. *(PR)*

UNIQUE COLLECTION LLOYDS REGISTER BOOKS FOR SALE

Van der Kamp shipsales B.V. has a very unique collection of Lloyd register books for sale: ● 145 Lloyds Register Books. This book starting from 1899 to 1938 (15 books) and from 1945 to 2007 complete. The 145 books are mostly 2/3 books per year. ● 9 Books German Merchant Fleet the books are including plans of ships. ● Various other books European Coasters, Coastal Shipping etc. Only in one buy for euro 9.000.

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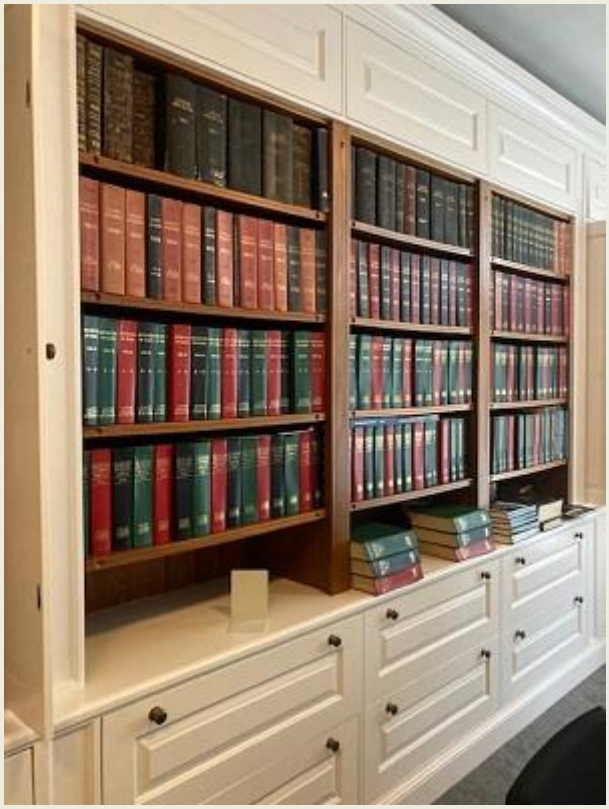
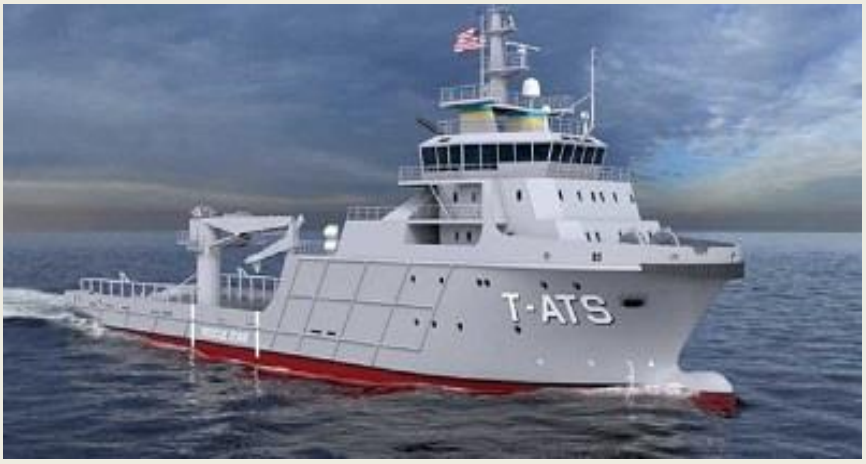


US NAVY'S EIGHTH NAVAJO-CLASS SALVAGE SHIP TO HONOUR DECORATED CHIPPEWA TRIBE SAILOR

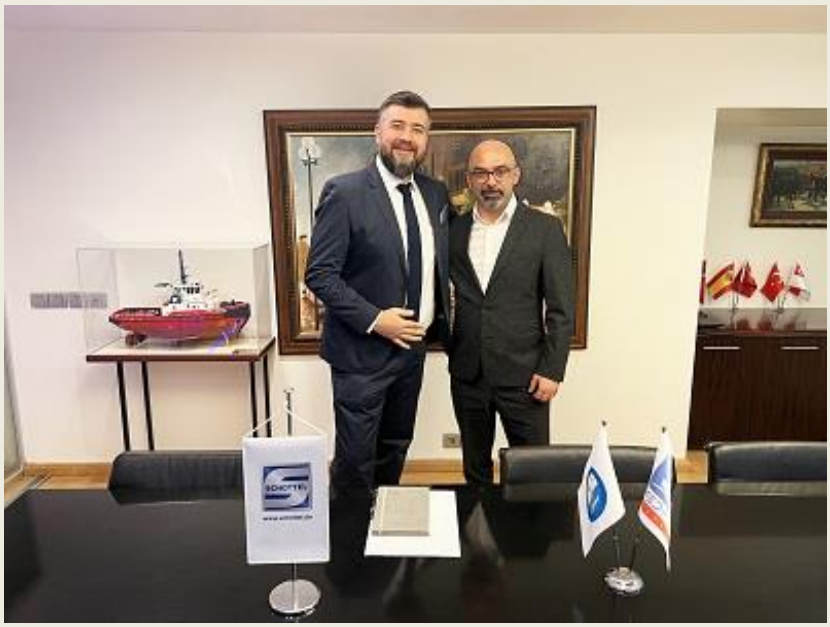
US Secretary of the Navy Carlos Del Toro has confirmed that the future Navajo-class Towing, Salvage, and Rescue (T-ATS) ship will be named in honour of James D. Fairbanks, member of the Chippewa Tribe and the 13th Force Master Chief Petty Officer of the Naval Construction Battalions ("Seabees"). The naming selection of the future USNS **James D. Fairbanks** follows the tradition of naming towing, salvage and rescue ships after prominent Native Americans or Native American tribes. Master Chief Fairbanks served in both the US Navy and Marine Corps at various times between 1970 and 2008. While deployed to Iraq during Operation Iraqi Freedom, he received the Bronze Star for meritorious leadership under proximate enemy fire and threat of enemy attack. From 2005 to 2008, Fairbanks served as the 13th Force Master Chief for the Seabees, the highest-ranking

enlisted Seabee. He was also the first Native American to hold this position. The ocean-going towing, salvage, and rescue ships will be designed to support the navy's fleet operations. Each T-ATS will have a multi-mission common hull platform capable of towing heavy ships. The vessels will be capable of supporting a variety of missions including oil spill response, humanitarian assistance, search and rescue (SAR), and surveillance. The future **James D. Fairbanks** and four other T-ATS will be built by Austal USA. *(Source: Baird)*

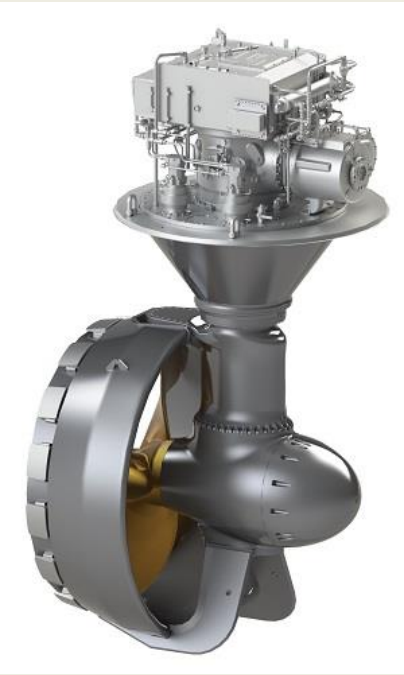


SCHOTTEL RUDDERPROPELLER FOR SIX NEW ASD TUGS FROM MED MARINE

SCHOTTEL is to equip six new ASD tugs of the Turkish Med Marine Group with the SCHOTTEL RudderPropeller (SRP). The new vessels will be built by Med Marine's Ereğli Shipyard and will be available in 2025 to meet the constantly growing demand for Med Marine tugs. *New builds to cover a range of different bollard pull requirements* A total of twelve SCHOTTEL RudderPropellers in the SRP 360, SRP 430 and SRP 490 series will be built for the new vessels by the German manufacturer of marine propulsion systems. The new tugs will cater for a range of different bollard pull requirements in the 50-, 60-, 80- and 85-tonne classes and will also be equipped with modern fire-fighting systems. *Preventing potential disruptions and serving customers reliably* Ertuğrul Çetin, Procurement & Technical Group Director at Med Marine, explains Med Marine's proactive production strategy: "An increasingly difficult global political situation and jeopardised trade routes have led to an increase in supply chain disruptions in recent years. The maritime industry is particularly affected by this. With the pre-production of our successful tug models, we can prevent potential disruptions and serve our customers reliably and possibly even significantly faster once an order has been placed." Regarding Med Marine's decision in favour of SCHOTTEL thrusters, he comments: "We have a long-standing and trusting partnership with SCHOTTEL. We benefit not only from their modern, high-quality drive systems but also from SCHOTTEL's reliability as a supplier." *Maximum manoeuvrability, robust design and professional service* The power ratings of the propulsion systems commissioned by Med Marine range from 1,575 to 2,525 kilowatts per unit, with



propeller diameters from 2.2 metres for the SRP 360 units to 2.8 metres for the SRP 490 units. The

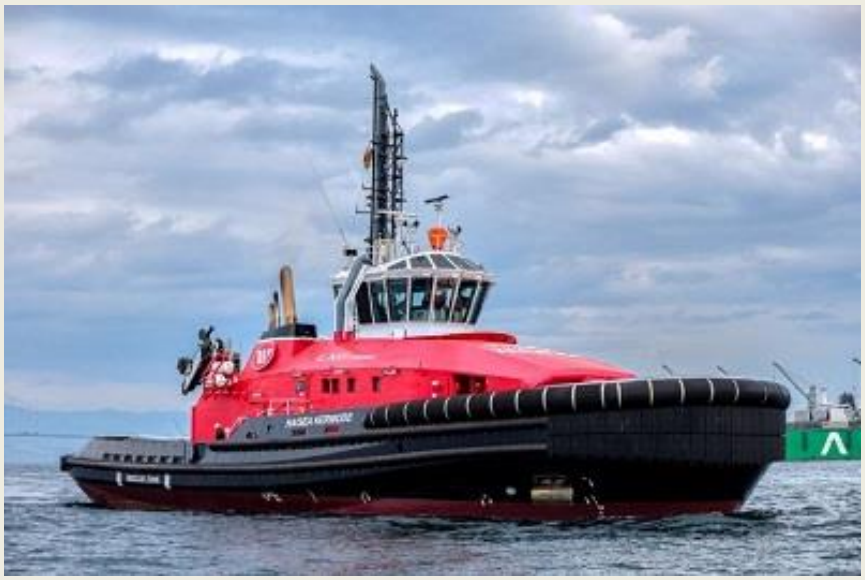


SCHOTTEL RudderPropeller combines maximum manoeuvrability and bollard pull with outstanding course stability during free sailing. It provides powerful thrust in any chosen direction at all times, while simultaneously ensuring high propulsion efficiency for low operating costs and emissions. The robust design of the SRP allows for long operating times coupled with low maintenance requirements. At the same time, SCHOTTEL guarantees long-term availability of spare parts and provides its customers with a dense network of service stations, customer advisors and technicians. *Endorsing a long-standing partnership* With the order to equip the six new stock tugs, Med Marine and SCHOTTEL are further endorsing their long-standing partnership in the manufacture and equipping of modern and powerful marine vessels. The new tugs will be produced at Med Marine's Ereğli Shipyard and are expected to be completed in the course of 2025. Ereğli Shipyard is one of the largest shipyards in Turkey and has gained international recognition as part of the Med Marine Group, especially in the construction of tugs and chemical tankers. *(PR)*

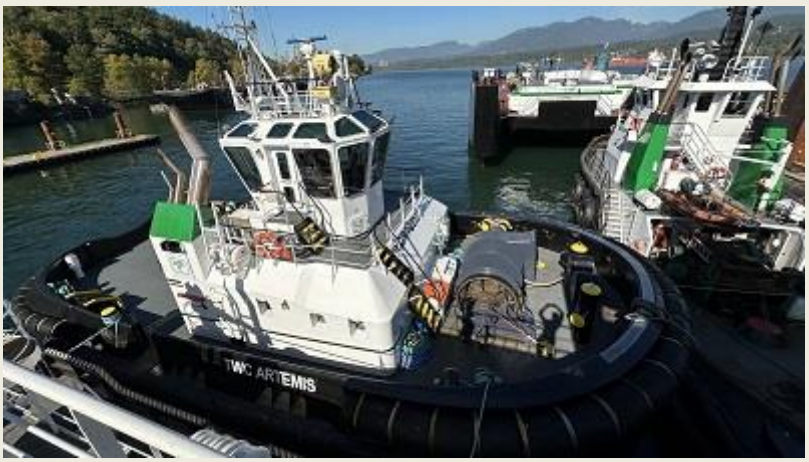
VESSEL REVIEW | HAISEA KERMODE – LNG-FUELLED ESCORT TUG ENTERS SERVICE IN BRITISH COLUMBIA, CANADA

Canadian towage company HaiSea Marine, a joint venture business formed by the Haisla Nation of British Columbia and local shipping line Seaspan, has taken delivery of the first in a new series of two LNG-fuelled ASD tugs that will be used primarily to escort gas carriers between the Pacific Ocean and British Columbia's coastal waters. Built to a design by Vancouver-based naval architecture firm Robert Allan Ltd (RAL), the tug has been named **HaiSea Kermode** by the Gitga'at First Nation after a species of bear native to British Columbia. The vessel is notable for its dual-fuel propulsion that runs on both LNG and diesel, making it one of the first LNG-fuelled tugs to be operated in Canada. Following delivery, the tug has been put to use escorting gas carriers between the Pacific Ocean and LNG Canada's new export terminal in Kitimat via the Douglas Channel and Hecate Strait. The newbuild has a length of 40.2 metres, a moulded beam of 16 metres, a maximum draught of 7.1 metres, a moulded depth of six metres, a gross tonnage of 996, and a projected operational service life of 40 years. The dual-fuel propulsion delivers a bollard pull of more than 100 tonnes. The propulsion

also has the ability to generate indirect forces in escort of approximately 200 tonnes. Although the tug will feature an exhaust gas aftertreatment system in full compliance with IMO Tier III emissions standards, it will actually perform the entirety of its regular escort missions using LNG as its fuel. RAL claims that, when operating in this mode on the 159-nautical-mile escort routes in each direction from Kitimat to the pilot station near Triple Island, the vessel's emissions, in particular those of CO2, will be significantly reduced compared to even IMO Tier III standards. The tug will also be capable of pollution response, with a considerable onboard capacity for storing recovered oil, thus complementing other dedicated assets in the region. It will also be capable of emergency towage of vessels that may find themselves in distress with an aft towing system for the purpose. External firefighting is possible thanks to the installation of a 2,400m³/h pump in accordance with the American Bureau of Shipping's FFV 1 notation. The deck equipment includes an electric hawser winch to further reduce emissions. The accommodations are outfitted to a high standard with spacious dedicated cabins and en suite toilets for all regular crew. The interiors also benefit from natural light, and well in excess of regulatory standards. Particular attention has been paid to minimise onboard noise and vibration, enhancing crew comfort during periods of sustained operations. **HaiSea Kermode** will be joined in service by sister vessel **HaiSea Warrior**, which is scheduled for delivery later this year. *Specifications* Type of vessel: Escort tug; Flag: Canada; Owner: HaiSea Marine, Canada; Designer: Robert Allan Ltd, Canada; Length overall: 40.2 metres; Beam: 16 metres; Draught: 7.1 metres; Depth: 6.0 metres; Gross tonnage: 996; Bollard pull: 100 tonnes; Interior fitout: Toilets; Types of fuel: LNG; diesel; Accommodation: Cabins; Operational area: British Columbia, Canada. *(Source: Baird)*



HOW SHIFTS IN GEOGRAPHICAL POWER IMPACT GLOBAL TUG FLEETS



Demand for tugboats is high, enabling owners to build up their fleets and to expand into different markets. ACL Shipbrokers Ltd director Alec Laing and shipbroker David Biddulph will present insights and analysis on international tug markets* at this year's ITS Convention in Dubai, UAE. They will identify the demand hotspots as the Middle East, southeast Asia and the Americas and the emerging markets, which include nations in Africa, Latin America and the Indian subcontinent. "We will use deep market knowledge and firsthand opinions from key players and

individuals; identify the market leaders and use this to take the pulse of market and give delegates a snapshot of possible growth regions," Mr Laing told Riviera Maritime Media. "We will identify the regional demand hotspots, outline the LNG infrastructure boom and consider the impact of market consolidation. Our challenge is to cover the key threads and report them to the conference attendees in an engaging manner." He will speak about the challenges tug owners face, the outlook in regional markets, particularly the Middle East, and how tug owners in developing countries are implementing green technologies ahead of the major operators. "Shifts in geographical power will have impacts on the global fleet," said Mr Laing. "Commercial owners and some state-run ports have punchy ambitions for net zero. They are looking to leapfrog developed nations in cutting port emissions. For example, India is looking to go fully electric." Mr Laing said the ITS Convention is a "must-attend conference", where delegates will be informed of the latest developments. "ITS 2024 will be an exciting chance to catch up with people in the industry," he said. "It showcases brokers as a key part of industry, as an intermediary during a particularly interesting time when the speed of change is accelerating." He added the industry is at the start of a 10-year energy transition when tug owners will be challenged to keep up with these changes. "This is why it is so important to attend ITS 2024." *(Source: Riviera by Martyn Wingrove)*

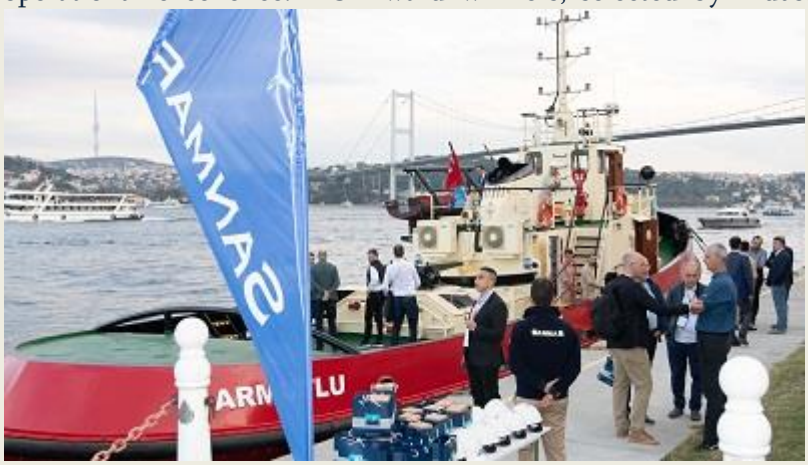
TUG AMERSTROOM VISITING DEN HELDER

On Monday, March 3, the almost 24-meter-long tugboat **Amerstroom** from Van Wijngaarden Marine Services came from Hardinxveld to Den Helder and then moored at the Nieuwediepkade. With a measuring buoy attached to the mooring line, the tug would leave two days later for a location off the coast of North Holland. The **Amerstroom**, built in 2013, is a tug of the Eurotug 3208 type. Its propulsion consists of two Caterpillar diesels of 485 hp each, which together provide a pulling power of 16 tons. The fleet of the shipping company from Hardinxveld-Giessendam currently consists of nine tugboats, three multicats, two pontoons and related equipment. Last month it was exactly fifty

years ago that Wim van Wijngaarden started Van Wijngaarden Marine Services. *(Source: www.maritiemdenhelder.eu)*

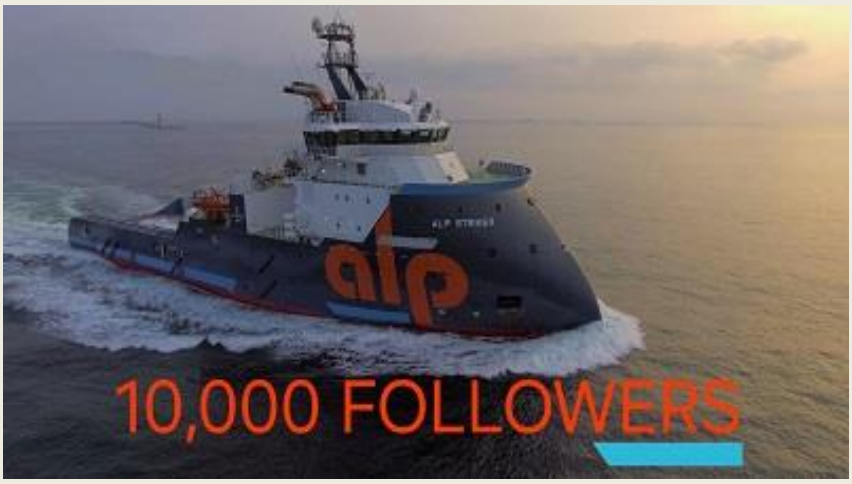
ITS 2024: INDUSTRY CONVENTION HEADS TO DUBAI

Tug owners, operators, managers, builders and designers will present the latest tug technolgy at the 27th International Tug & Salvage Convention, Exhibition & Awards in Dubai. The 27th International Tug & Salvage Convention, Exhibition & Awards, proudly presented in association with Caterpillar, is gearing up for its grand showcase from 21-23 May 2024 in Dubai. This event marks a significant gathering of the tug, towage, and salvage community, strategically chosen to unfold in Dubai, a vibrant global business destination and a prominent maritime hub. Dubai's unique position as a centre for global business and maritime logistics, coupled with its status as a gateway into established and emerging markets, makes it the ideal destination for the industry's premier event. Riviera Maritime Media is honoured to bring together professionals from the tug, towage and salvage sectors for an engaging platform to network, socialise, and delve into the latest industry advancements. ITS 2024 will span three days, encompassing a dynamic conference programme with dedicated sessions covering business challenges, operational advancements, decarbonisation, safety, technology developments, salvage and wreck removal challenges. Deep dive into case studies from recent high-profile maritime emergencies. Understand what it takes to ready fleets and crew for alternate fuels such as ammonia and hydrogen as the path towards zero emissions comes into focus. Hear exclusive operational experience on battery-powered tugs exceeding expectations. Industry leaders will shape this comprehensive programme, featuring technical papers, roundtable debates, keynote addresses, exclusive interviews and audience participation through polls and Q&As. The extensive exhibition will offer opportunities to showcase expertise and meet clients during coffee breaks, lunches and between-conference events, fostering valuable connections. Social events hosted by sponsors including receptions, tug presentations, hospitality areas, partner programmes and late night parties, will provide ample networking opportunities. A highlight of the social programme is the ITS Gala Dinner and ITS Awards on 23 May 2024, where outstanding vessels, operators, innovators, and professionals will be celebrated for their contributions to safety, sustainability, and operational excellence. ITS Award winners, selected by industry peers, stand as a testament to operational excellence. Tickets and passes for ITS Dubai 2024 are available at four levels: general access to the exhibition, bronze level for the ITS Gala Dinner, silver level with the ITS 2024 networking and hospitality pass, and gold level offering access to the complete ITS convention experience. Limited sponsorship and exhibiting opportunities are available for companies and brands looking to align with the world's largest gathering of tug, towage and salvage experts.



Whether launching a new product, entering a new market sector, increasing market share, or improving brand awareness, sponsorship offers an unparalleled opportunity to engage with the target audience in focused surroundings. The 26th ITS Convention in Istanbul brought together over 1,200 visitors from 50 countries in 2022. As a truly international event held biennially in different maritime hubs since 1969, over 9,000 delegates and 1,250 exhibitors from more than 60 countries have participated. Reconnect with old friends and make new connections during the popular partner and social programmes. Reconnect with old friends and make new connections during the popular partner and social programmes. Purchase your pass to this global industry event using this link. For more information on attending, speaking, exhibiting, or sponsoring, please contact indrit.kruja@rivieramm.com.

| WE'VE HIT 10,000 FOLLOWERS!



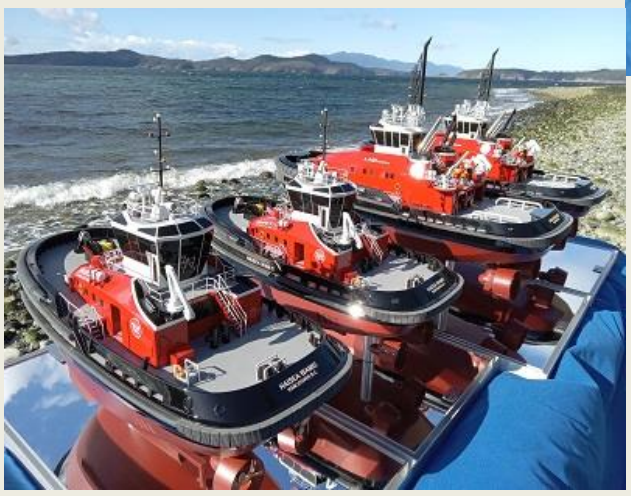
A huge milestone deserves a heartfelt celebration, and today, we are thrilled to announce that our ALP community has reached an incredible 10,000 followers! We are immensely grateful to each and every one of you who has supported us on this journey – from our dedicated team to our loyal customers, partners, and friends. Your engagement, feedback, and enthusiasm have been the driving force behind our growth and success. At ALP, we believed reaching this milestone is a testament to the strength of our collective efforts. Together, we've shared stories of innovation, collaboration, and resilience, shaping the future of the maritime industry. As we celebrate this achievement, we want to extend a special thank you to our incredible team for their unwavering dedication and passion. Your hard work and commitment have been instrumental in building a thriving community that continues to inspire us every day. To our valued customers, thank you for entrusting us with your towage needs and for being an integral part of our journey. Your trust and support drive us to continuously raise the bar and deliver excellence in everything we do. Last but not least, we owe a debt of gratitude to our community – from industry peers and stakeholders to followers all over the world. Your engagement, insights, and encouragement have been invaluable, and we look forward to continuing to connect, learn, and grow together. (PR)

DELIVERY OF 3824KW ASD TUGBOAT

On 6th March, 2024, one unit 3,824 kW ASD tugboat built by our company Jiangsu Zhenjiang Shipyard for domestic shipowner has been delivered and sailed smoothly. The tugboat's overall length is 37m, the width is 10.6m, the depth is 4.9m, ahead bollard pull is 61.8t and astern bollard pull is 57.5t, and the speed is 13.85Kn. *(Source: Jiangsu Zhenjiang Shipyard)*

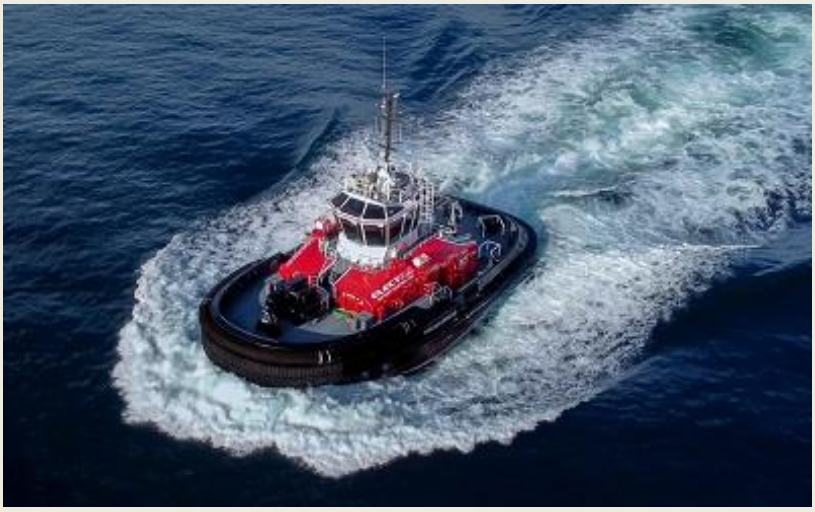
SCALE MODELS

We received two nice pictures from very beautiful four tug models of the new tugboats from Haisea Marine in scale model. The maker of the models writes us the following. I have just completed and delivered the last four of six scale models to Haisea Marine in North Vancouver, BC, Canada. These 1:60 scale models are RAL Ltd. designed tugs built by Sanmar and most have already travelled from Turkey to Vancouver on their own bottoms. The three



Haisea Kermode models depict the 40m RAstar 4000 DF dual fuel escort tugs running on LNG or diesel. The three Haisea Wamis models depict the 28m ElectRA 2800 battery electric harbour tugs. The models feature fiberglass hulls, real rubber fendering all around, non-skid decks, soldered railings and many hand made, cast, and laser cut components...all created in house. The Models are made by Brian Klassen http://www.brianklassenmodels.ca/

FIFTH SANMAR ELECTRA TUG ARRIVES IN VANCOUVER TO JOIN WORLD'S GREENEST TUG FLEET

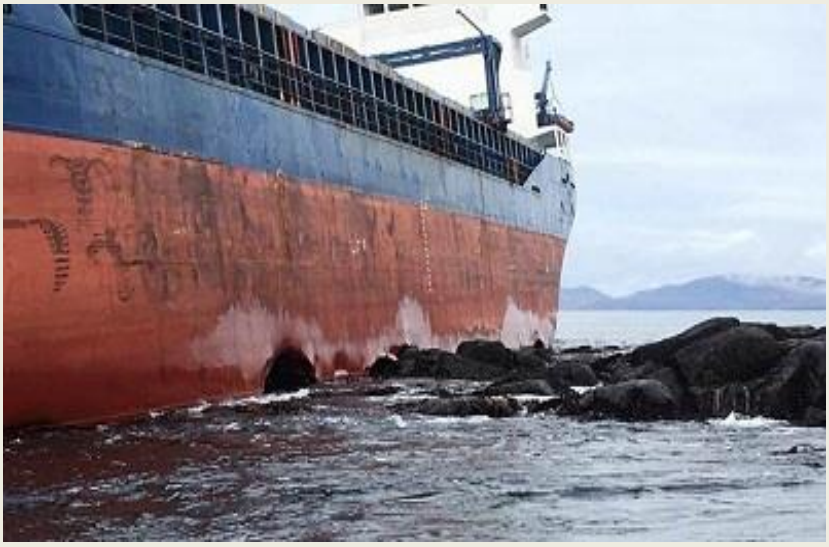


A fifth electric-powered revolutionary 'Tug of the Future' built by Sanmar Shipyards in Turkiye has now arrived in Vancouver, Canada, to join HaiSea Marine's most environmentally-friendly tugboat fleet in the world. **HAISEA BRAVE** will work in Vancouver alongside its sisters **HAISEA WAMIS** and **HAISEA WEE'GIT** before all three – along with two Sanmar-built LNG-fuelled tugs – are transferred to LNG Canada's new export facility in Kitimat, British Columbia. Based on the exclusive-to-Sanmar ElectRA 2800 SX design by Canadian naval architects Robert Allan Ltd, **HAISEA BRAVE**, **HAISEA WAMIS** and **HAISEA WEE'GIT** measure 28.40m LOA, with a 13.00m beam and 5.90m draft and have 6.000 kWh of battery capacity. They can achieve 70 tonnes bollard pull and will perform all ship-berthing and unberthing missions on battery power alone. HaiSea Marine is a joint venture majority owned by the Haisla Nation in partnership with Seaspan ULC, that will provide tug harbour and escort services in the extremely environmentally-sensitive region. With ample clean hydroelectric power available in Kitimat, the harbour tugs will be able to recharge from dedicated shore charging facilities at their berths between jobs, effectively resulting in zero emissions. The electric tugs are also exceptionally quiet, both onboard and in terms of underwater radiated noise, further enhancing the protection of both marine and wildlife in the area. HaiSea's green tug fleet is expected to reduce emissions of CO2 by approximately 10,000 tonnes per annum compared to diesel powered alternatives, with major reductions of NOX, SOX, CO, and particulate matter as well. Cem Seven, Vice Chairman of Sanmar Shipyards, said: "At Sanmar we are proud to be leading the way to a new sustainable environmentally-friendly era for the tug and towing industry based on low and no-emissions tugboats. We believe that this will be achieved through

innovation, technological advance, and the use of alternative fuels. The ElectRA Series of harbour tugs are the first of a new generation of tugboats that will change our world." *(PR)*

ACCIDENTS – SALVAGE NEWS

'UNDERSTAND WHO HAS THE DECISION-MAKING POWER' IN MARITIME CASUALTY EMERGENCIES



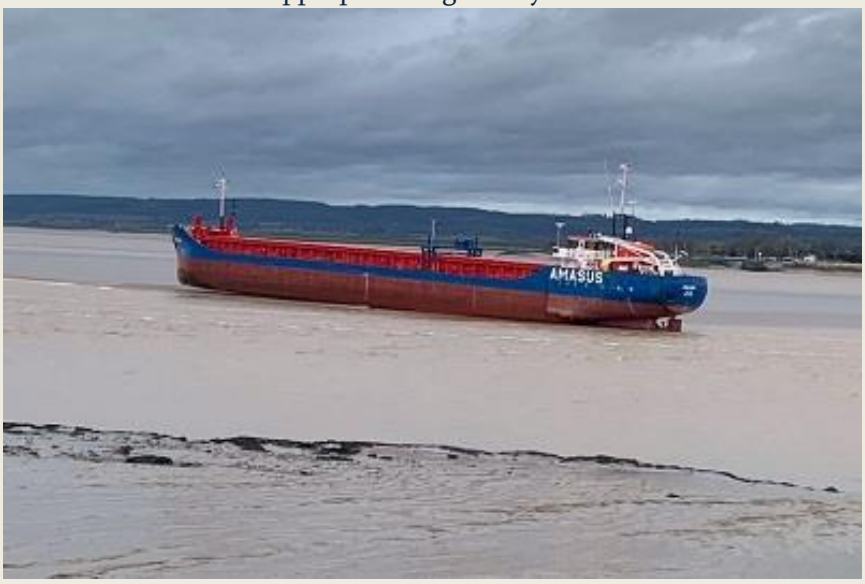
International Group P&I Clubs CEO Nick Shaw says communication and collaboration between all stakeholders are critical to limit impacts from maritime accidents. When dealing with a maritime casualty, effective communication between stakeholders, maritime authorities, P&I Club and emergency responders is important. So is knowing who is responsible for decision-making and learning from previous maritime accidents. IG chief executive Nick Shaw says communication is "important in an emergency situation to understand who has the decision-making power" and to prevent incidents from impacting other ships. "It is important to collaborate with maritime authorities." "In a container ship accident, there might be a large number of containers scattered in areas of high maritime traffic," he explains in an IG podcast. It is important to know the location and cargo within these containers to understand the potential environmental damage and threat to ships' navigation. In these situations, it is important to "liaise with maritime authorities to ensure safe navigation," says Mr Shaw. Also important is "knowing the availability of salvage equipment in the local area" and how long it would take to mobilise resources to the area. Learning from previous maritime incidents can also help to manage casualties. IG shares its collective experience and "we have been conducting reviews of large casualties" says Mr Shaw, "trying to understand what went well and what can be done in the future. We do not know where and when the next casualty will occur." The priority at the beginning of any casualty is search and rescue, and preventing pollution. Beyond this, incidents could require an urgent response due to their proximity to a shoreline or protected area, adverse weather conditions or water depth. A large spread of debris and cargo, particularly containers scattered across a large area with dense seagoing traffic, presents difficulties for a salvor. Technology is key in identifying the location and spread of lost containers. Communication with the owner and insurers is essential to understand the contents of the containers, particularly those with the potential to cause environmental damage. There could be challenges in securing the appropriate salvage equipment in this area, particularly if floating cranes are otherwise occupied in the offshore industry or the incident involves a particularly large container ship for which a salvage operation has not yet been tested. *Claims and mitigation* The 12 P&I Clubs of the IG each operate individual loss prevention departments that actively engage in preventing claims through various initiatives, says Britannia divisional director and head of loss prevention, Jason Damgaard. It uses publications, safety campaigns and implements training and vessel surveys. "The 12 P&I mutuals also collaborate to raise awareness and prevent claims through initiatives and

wider consultations with the shipping industry, government bodies and non-government institutions," he tells Riviera Maritime Media. P&I insurance, being third-party liability cover, helps shipowners if potential claims arise from various aspects of their operations. "From a quantitative perspective, cargo and personal injury claims typically dominate, although they may be of lower value," says Mr Damgaard. "However, significant claims can arise, particularly in cases of cargo fires or losses, as well as personal injury claims subject to the jurisdiction handling them. Pollution incidents and cases involving grounding or collisions leading to wreck removal can also result in large claims." Mr Damgaard says there are several ways shipowners can mitigate risk, prevent claims or reduce their size through preparation and training. "To minimise the risk of claims, shipowners must establish comprehensive due diligence procedures," he explains. "These involve conducting know-your-customer checks, legally assessing charter parties and contracts, providing crew training, implementing shipboard procedures and maintaining high ship-maintenance standards. Timely communication and collaboration are also essential if there is a maritime accident. "It is important to promptly notify the P&I Club of any potential claim, allowing the implementation of appropriate measures to protect the shipowners' interests," says Mr Damgaard. *(Source: Riviera by Martyn Wingrove)*

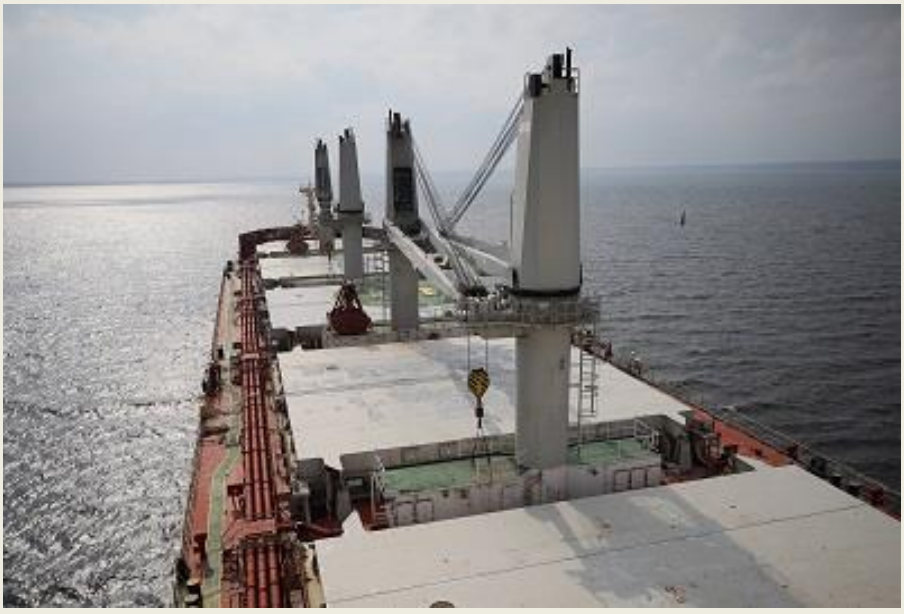
CARGO SHIP STUCK ON SANDBANK FOR DAYS AFTER MISJUDGING A TURN

A cargo ship is currently stuck in the Severn Estuary after struggling to make a turn and hitting a sandbank. The **EEMS Servant** cargo ship approached Sharpness Docks on Monday (March 4), but the vessel became stricken on the sands. With a crew stuck onboard, a tug boat was unsuccessful in towing the ship away from its stricken position. Photos from the scene show the **EEMS Servant** still stuck on the sandbank on Wednesday morning (March 6). It is understood the cargo ship will be able to move again when there is a higher tide or another tow boat attempts to pull the vessel away from the sandbank. The **EEMS Servant** made its way to Gloucestershire after leaving the Port of Santander in Spain on Thursday, February 29. Crew members onboard will remain on the vessel for the time being. The nearby SARA Sharpness lifeboat station and Gloucester Harbour Trustees and Canal & River Trust have offered their support and are monitoring the situation. "There are no immediate concerns regarding damage to the vessel or pollution. The vessel's full crew and a GHT

pilot remain aboard and GHT remains in touch with appropriate regulatory authorities. "The vessel is likely to naturally re-float and continue its journey on the next available suitably high tide. The Trust and GHT will continue to provide support until the ship is safely afloat, whereupon a full investigation will be carried out." Marine Traffic reports the vessel is 99.23 metres in length and her width is 11.42 metres. The vessel regularly visits industrial ports and docks across Europe, including in Spain and the Netherlands. *(Source: Gloucestershirelive)*



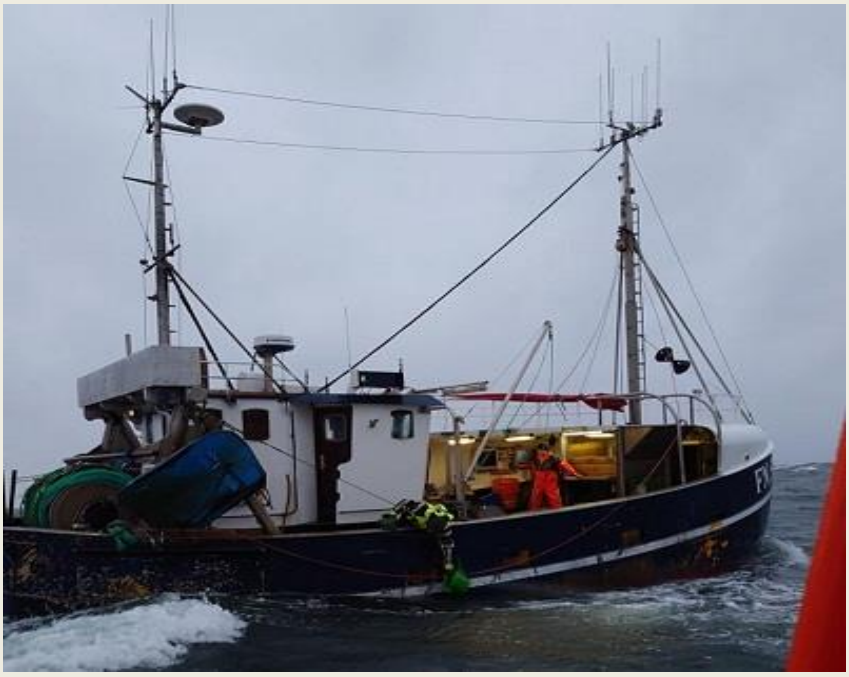
BULK CARRIER HIT BY MISSILE OFF YEMEN, SAILORS MISSING OR WOUNDED



The Greek-owned cargo ship **True Confidence** was hit by a missile about 50 nautical miles southwest of the Yemeni port of Aden on Wednesday in an attack presumed to come from Houthi forces, the ship's owner and operator said. The bulk carrier was drifting with a fire continuing onboard, their statement said, adding that no information was available on the status of 20 crew members and three armed guards onboard. But a shipping source said three sailors were missing from the Barbados-flagged bulk carrier and four others were badly burned. There was no immediate claim of responsibility. Houthi militants in Yemen have repeatedly launched drones and missiles against international commercial shipping since mid-November, saying they are acting in solidarity with Palestinians to oppose Israel's military actions in Gaza. The United Kingdom Maritime Trade Operations (UKMTO) agency said earlier that it had received a report of an incident 54 nautical miles southwest of Aden, which lies near the entrance to the Red Sea. The shipping source, who declined to be identified, said the vessel appeared to have been abandoned. A U.S. defence official said smoke was seen coming from the **True Confidence**. The official, who also declined to be named, told Reuters a lifeboat had also been seen in the water near the ship. The Houthi attacks have disrupted global shipping, forcing firms to re-route to longer and more

expensive journeys around southern Africa. The **True Confidence** is owned by the Liberian-registered company True Confidence Shipping and operated by the Greece-based Third January Maritime, both firms said in their joint statement. They said the ship had no link to the United States. *(Source: MarineLink - Reuters - Reporting by Jonathan Saul; Writing by Angus MacSwan; Editing by Kevin Liffey)*

CUTTER BURST LEAK NORTH OF GRENEN



Skagen Rescue Station was at sea early on Wednesday morning to rescue the fishing cutter **FN537 Bouet** after the cutter had sprung a leak and was unable to stay afloat using its own pumps. As it was in the engine room that the cutter was leaking, the situation was critical - writes the rescue station on its Facebook page. "We departed with both boats towards the cutter. When we got there with FRB08, we put a pump and two men over, and they quickly got the pump rigged up. However, they wanted an extra pump over, so it was brought aboard the lifeboat Lars Kruse, and then transferred to the cutter. Fortunately, the lake had subsided a little when we got a little sheltered, and when we went with the lake, it was fine to get the pumps back and forth", writes the rescue station. "The skipper on board the cutter had contacted the shipyard both in Skagen and Strandby, but they had no opportunity to take him ashore, so the only option was Læsø. We agreed that the two rescuers on board the cutter should stay on board, and then Lars Kruse would follow him to the harbor on Læsø, the cutter could sail by itself as long as the pumps kept it dry of water". "It will be a long sailing trip for the people, we first expect them to be back in Skagen by the end of the afternoon", concludes the rescue station's report. *(Source: Maritime Danmark)*

NTSB INVESTIGATION: COLLISION BETWEEN TUGBOAT MARK E KUEBLER AND TANKER NISALAH

The National Transportation Safety Board (NTSB) has released an investigation report on a collision between Tugboat **Mark E Kuebler** and Tanker **Nisalah**, on January 22, 2023. *The incident* On January 22, 2023, about 1530 local time, the tugboat **Mark E Kuebler** and the tanker **Nisalah** collided while the tanker was transiting inbound in the Corpus Christi Ship Channel near Ingleside, Texas. The tugboat's hull was breached and the tanker's propeller was damaged in the collision. The captain of the Mark E Kuebler grounded the tugboat to prevent it from sinking, and, while aground, a small sheen of hydraulic oil was observed near the tugboat. The oil was recovered with absorbent pads. No injuries were reported. Damage to the **Mark E Kuebler** was estimated at $3 million; damage to the **Nisalah** was estimated at $3.9 million. *Analysis* The **Mark E Kuebler** was one of five tugboats assigned to assist the inbound tanker **Nisalah** in transiting through the Corpus Christi Ship Channel to a terminal in Ingleside. After meeting the **Nisalah** in the Corpus Christi Ship Channel, the **Mark E Kuebler** transited off the tanker's starboard quarter for a brief period. The mate on the tugboat then executed a clockwise 180° spin maneuver in preparation for making up to the larger vessel. During the maneuver, the tugboat fell back toward the stern of the tanker, and, in response, the mate on the **Mark E Kuebler** increased the speed of the tugboat to regain position off the tanker's starboard quarter. However, as the **Mark E Kuebler**—now transiting in the astern direction—moved forward about 50–60 feet offset from the **Nisalah**, the tugboat's stern was drawn in toward the tanker. The mate attempted to counteract this motion by increasing engine power and turning the Z-drives to steer the tugboat's stern away from the tanker; however, the tugboat's thrust was not able to overcome the hydrodynamic forces pulling the vessel into the tanker. Consequently, the **Mark E Kuebler** collided with the **Nisalah**. As a ship moves through a waterway, the flow of water around the hull produces areas of high and low pressure that can influence the movement of another vessel, such as a tugboat, operating in close proximity. As the **Mark E Kuebler** moved to get into position alongside the **Nisalah** after executing the 180° spin, the tugboat (moving in the astern direction) approached the area of low pressure on the **Nisalah's** starboard quarter. Because the **Nisalah** was in ballast, the inward curve of the ship's hull toward the stern at the waterline was more pronounced than it would have been if the ship were loaded. Thus, the pressure near the VLCC's starboard quarter was further reduced as compared to the vessel at its loaded draft. In addition, the drop in pressure was further accentuated near the propeller. The hydrodynamic suction produced by the low pressure in this area caused the Mark E Kuebler's stern to be drawn into the tanker. As the **Mark E Kuebler** attempted to regain position on the **Nisalah**, the VLCC's speed was 9.6 knots. Hydrodynamic forces created by a ship increase exponentially with speed, and therefore an increase of even a few knots has a significant effect on the forces acting on a tugboat operating nearby. Moreover, as the **Mark E Kuebler** attempted to move into position, the tugboat's speed increased to 11.6 knots—just 1.4 knots less than its maximum-rated ahead speed. Higher speed reduces the amount of reserve propulsion power available to the operator. Because most of the tugboat engines' power was being used to regain position on the **Nisalah**, the **Mark E Kuebler** had

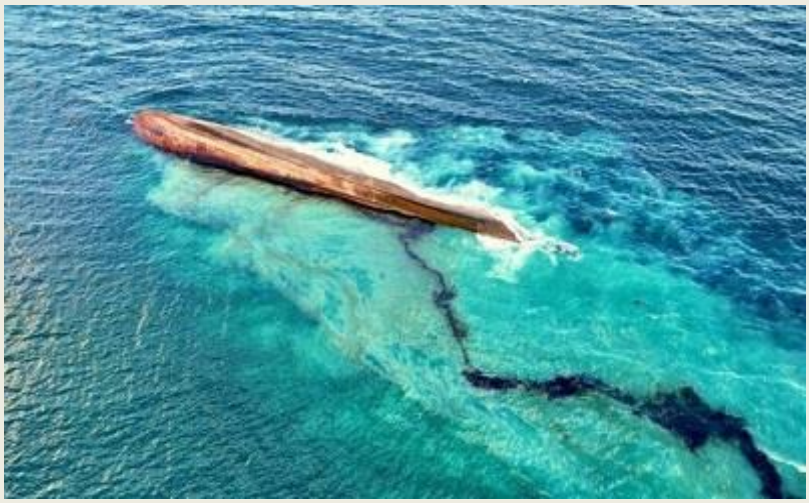
insufficient power to counteract the hydrodynamic forces created by the tanker. After the collision, the tugboat's operating company instituted a policy limiting stern-first landings of tugboats on assisted vessels to speeds of 7 knots or less. *Conclusions* Probable Cause The National Transportation Safety Board determines that the probable cause of the collision between the tugboat **Mark E Kuebler** and the tanker **Nisalah** was the mate maneuvering the tugboat near the starboard quarter of the tanker, which resulted in the tugboat being drawn in toward the tanker by hydrodynamic forces that the tugboat had insufficient reserve power to counteract due to the transit speed of the vessels. *Lessons Learned* Hydrodynamic Forces between Vessels in a Channel As a large ship moves through a channel, a low-pressure suction is particularly strong on the vessel's quarters near the inlet side of the propeller, and hydrodynamic forces increase exponentially with the vessel's speed. Therefore, a small vessel operating near a larger vessel must maintain a safe operating distance or have sufficient reserve power to counteract the hydrodynamic forces to avoid being pulled into the other vessel and risking collision. If a small vessel must operate near a larger vessel—such as a tugboat conducting harbor-assist operations—the operator of the smaller vessel should be aware of the hazards caused by hydrodynamic forces and, if necessary, maintain a safe distance until the larger vessel slows and the hydrodynamic forces are reduced. *Speed During Harbor-Assist Maneuvers* Owners and operators of Z-drive tugboats that perform harbor-assist operations should set speed limits for advanced maneuvers such as stern-first approaches. These limits may vary for different classes of tugboats based on design. Tugboat operators should communicate these limits to ship masters or pilots in command of the vessels that they are assisting before engaging in these maneuvers. The full report can be read HERE *(Source: Safety4Sea)*

THREE KILLED IN FIRST FATAL HOUTHI ATTACK ON RED SEA SHIPPING, CENTCOM SAYS

A Houthi missile attack killed three seafarers on a Red Sea merchant ship on Wednesday, U.S. Central Command (CENTCOM) said, the first fatalities reported since the Iran-aligned Yemeni group began strikes against shipping in one of the world's busiest trade lanes. The Houthis claimed responsibility for the attack, which set the Greek-owned, Barbados-flagged ship **True Confidence** ablaze around 50 nautical miles off the coast of Yemen's port of Aden. In an earlier message on X responding to the Houthi claim, Britain's embassy wrote: "At least 2 innocent sailors have died. This was the sad but inevitable consequence of the Houthis recklessly firing missiles at international shipping. They must stop." The Houthis have been attacking ships in the Red Sea since November in what they say is a campaign in solidarity with Palestinians during the war in Gaza. Britain and the United States have been launching retaliatory strikes against the Houthis, and the confirmation of fatalities could lead to pressure for stronger military action. CENTCOM said the Houthi strike also injured at least four crew members and caused "significant damage" to the ship. Earlier, a shipping source said four mariners had been severely burned and three were missing after the attack. The Greek operators of the **True Confidence** said the vessel was drifting and on fire. They said no information was available about the status of the 20 crew and three armed guards on board, who included 15 Filipinos, four Vietnamese, two Sri Lankans, an Indian and a Nepali national. On Thursday, two of the victims were identified as Filipino seafarers by the Philippines' ministry for migrant workers. It said in a statement two other Filipinos were severely injured in the attack and called for "continued diplomatic efforts to de-escalate tensions and to address the causes of the current conflict in the Middle East". A U.S. defence official said smoke was seen coming from the True Confidence. The official, who also declined to be identified, told Reuters a lifeboat had been seen in the water near the ship. The United Kingdom Maritime Trade Operations (UKMTO) agency said it had received a report of an incident 54 nautical miles southwest of Aden, which lies near the entrance to the Red Sea, adding the vessel had been abandoned by the crew and was "no longer under command". "Coalition forces are supporting the vessel and the crew," UKMTO said. Stephen Cotton, general secretary of the International Transport Workers' Federation (ITF), the leading seafarers union, called for urgent action to protect its members. "We have consistently warned the international community and the maritime industry about the escalating risks faced by seafarers in the Gulf of Aden and Red Sea. Today ... we see those warnings tragically confirmed," Cotton said. Four days ago, the **Rubymar**, a UK-owned bulk carrier, became the first ship to sink as a result of a Houthi attack, after floating for two weeks with severe damage from a missile strike. All crew were safely evacuated from that vessel. The Houthi attacks have disrupted global shipping, forcing firms to re-route to longer and more expensive journeys around southern Africa. The cost of insuring a seven-day voyage through the Red Sea has risen by hundreds of thousands of dollars. While the militia has said it would attack vessels with links to the United Kingdom, the United States and Israel, shipping industry sources say all ships could be at risk. The **True Confidence** is owned by the Liberian-registered company True Confidence Shipping and operated by the Greece-based Third

January Maritime, both companies said in their joint statement. They said the ship had no link to the United States. *(Source: Reuters Reporting by Jonathan Saul, additional reporting by Enas Alashray and Muhammad Al Gebaly in Cairo, Lisa Baertlein in Los Angeles, Mikhail Flores in Manila; Writing by Angus MacSwan and Peter Graff; Editing by Kevin Liffey, Barbara Lewis, Daniel Wallis and Michael Perry.)*

CAPSIZED BARGE STOPS SPILLING OIL OFF TOBAGO



The oil spill from a capsized barge near the Caribbean island of Tobago has stopped. Trinidad and Tobago's government said it is working to recover the sunken vessel after the spill that lasted for a month and spread hundreds of kilometres west across the Caribbean. The nation's prime minister, Keith Rowley, said earlier this week the government continues to search for pertinent information that will identify the owners of the **Solo Creed** tug and **Gulfstream barge** involved in the February 7 oil spill. "To date, whilst there have been documents and information that indicate connections with the vessel, the confirmation of ownership has so far not been had to the satisfaction of the government," Rowley said. A joint investigation carried out earlier this month by Bellingcat and the Trinidad & Tobago Guardian laid the finger of blame on a Panama-registered company called Melaj Offshore. According to Bellingcat, a Netherlands-based investigative journalism group, and ship registration documents provided by the Zanzibar Maritime Authority, the listed owner of the Tanzania-registered, 1976-built tug **Solo Creed** which accompanied the **Gulfstream barge** during its disastrous journey was Melissa Rona Gonzalez, an official of Melaj Offshore Corporation. The authority confirmed that the period of registration for the tug includes the start of the journey on December 30, 2023, until it abandoned the **Gulfstream barge** on or around February 6. The registration period expired on February 29. The Panamanian corporate registry shows that Gonzalez is an officer of Melaj Offshore and that the power of attorney for the firm belongs to her husband, Augustine Jackson. The tug and the barge have a history of towing Venezuelan oil. The barge's final, fateful voyage saw it take some 35,000 barrels of oil on a voyage that was meant to end in Guyana, but along the way, the barge ran into difficulties. After the 48-year-old barge capsized off the coast of Tobago, the oil slick spread

hundreds of kilometres west and reached the east coast of the Dutch Caribbean island of Bonaire and later Aruba and Grenada. *(Source: Splash24/7)*

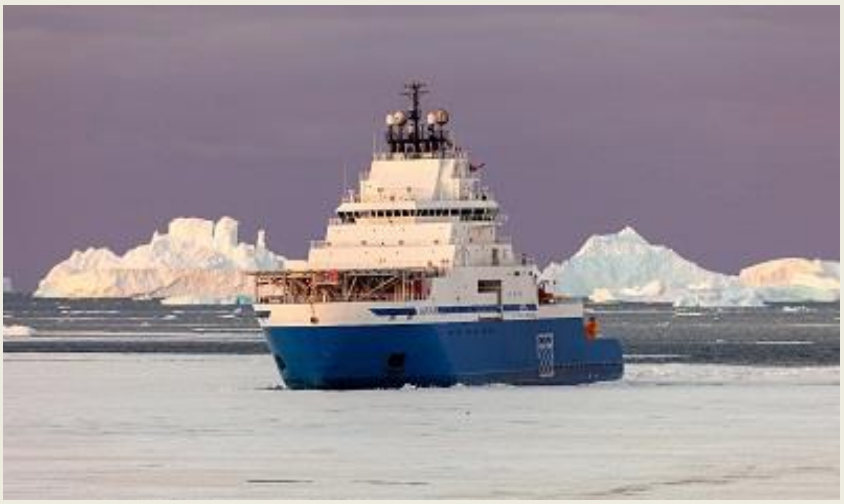
OFFSHORE NEWS

TWO CHINESE RESEARCH VESSELS LOITER AT ENERGY-RICH BENHAM RISE

The government of the Philippines is responding to the presence of two Chinese research vessels at Benham Rise, a seamount in the Philippine Sea. The area is within the Philippine EEZ and has prospects as a future source of oil and gas. Defense researcher and former U.S. Air Force officer Ray Powell spotted and publicized the presence of two Chinese research vessels in the Benham Rise area last week. He identified the ships as the **Haiyang Dizhi Shihao** and the **Haiyang Dishi Liuhao**, and said that they had departed Guangzhou on February 26. The **Shihao** has a history of spending time in sensitive parts of the South China Sea. The vessel was identified loitering in the Indonesian EEZ in 2021, in close proximity to a working oil rig. (Unlike some similar situations in other neighboring states, the well was successfully completed, without diplomatic confrontation.) To monitor Chinese activity at Benham Rise, the PCG has deployed the patrol vessel BRP Gabriela Silang on a two-week voyage to the area. On Sunday, the Philippine Navy confirmed that the two Chinese vessels had departed the Philippine EEZ. It was not immediately possible to follow up with aerial surveillance because of foul weather, spokesman Roy Trinidad said, but another attempt was scheduled for Monday. Trinidad emphasized that no laws were broken, and that the research vessels were transiting the area in compliance with UNCLOS. *China protests diplomat's "flashpoint" observations* China's ambitions to seize Taiwan are the primary focus of American military planners in the Pacific, but Philippine Ambassador Jose Manuel Romualdez recently told a conference panel that the Spratly Islands are the most important area to watch. “The real problem and the real flashpoint, which is why I’m telling you how critical it is for us. The real flashpoint is in the West Philippine Sea,” Romualdez said. "All of these skirmishes that are happening [with China], there can be one major accident and either one of our countries, the US or the Philippines, can invoke the [mutual defense treaty] and when we do, a commitment made by the US or the commitment we made will happen, and then all hell breaks loose." China's diplomatic corps and state media expressed outrage at Romualdez' remarks. "It is deplorable that the said individual, in ignorance of basic facts, again used the South China Sea issue to hype up and launch a baseless accusation and malicious smear campaign against China," Chinese Embassy in Manila spokesperson Ji Lingpeng said on Sunday. "Who are stirring up the situation in the South China Sea? Who are spreading "China threat"? Who are ganging up in small blocks?" Despite losing an international arbitral case, China claims the vast majority of the South China Sea as its own, including a large swath of the Philippines' western exclusive economic zone. Chinese government contractors have built a series of island military bases atop reefs in the Spratly Islands, providing bases for China's maritime militia and coast guard to enforce Chinese sovereignty claims in

Philippine waters. In 2016, the Permanent Court of Arbitration in the Hague ruled that China's excessive maritime claims are not consistent with international law. China refused to participate in the case and has ignored the outcome. *(Source: Marex)*

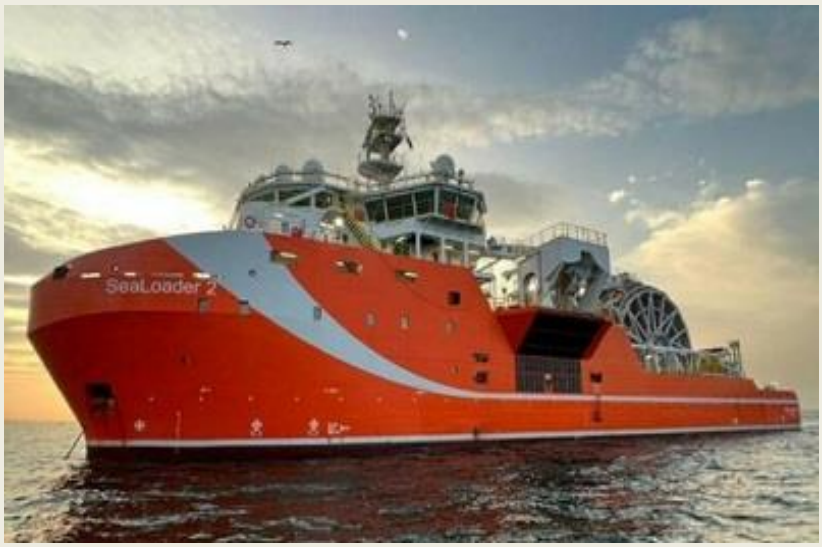
U.S. Coast Guard Looking to Acquire Commercial Icebreaker 'Aiviq'



U.S. Coast Guard notice reveals the service is seeking to acquire the icebreaker Aiviq from a unit of Edison Chouest Offshore to help plug icebreaking capability gaps. In a new public notice, the U.S. Coast Guard disclosed it intends to solicit a firm-fixed-price contract from Offshore Service Vessels LLC to acquire an existing "domestically produced, commercially available icebreaker" from the company. Offshore Service Vessels, part of Edison Chouest Offshore, is the registered owner of American-made icebreaking offshore supply vessel M/V **Aiviq**, the only commercially-available vessel to meet previously specified criteria. In its 2023 Arctic Strategic Outlook Implementation Plan the USCG discussed a plan to potentially procure a commercially-available icebreaker to expand its polar capabilities in the near-term. The service's upcoming icebreaking Polar Security Cutter, produced by Bollinger Mississippi Shipbuilding, faces ongoing delays with a service entry now likely pushed back to 2028 at the earliest. The Coast Guard's options for a stop-gap measure are extremely limited, especially given the need for the vessel to be American-made. "Offshore Service Vessels is the only company that can meet USCG needs," the notice reads. **Aiviq**, a 360-foot Arctic ice class anchor handler, was built by Edison Chouest Offshore and originally chartered for Shell's 2012 oil exploration efforts in the Beaufort and Chukchi Seas off Alaska. Late that year, the Aiviq was towing the Kulluk drilling rig from Alaska to Washington when the rig broke free and ran aground on a remote island near Kodiak. The incident, along with other factors, ultimately led to Shell abandoning the drilling campaign. Most recently the **Aiviq** has been in the

service of the Australian Antarctic program during the 2021/22 and 2022/23 seasons. Discussions about the Coast Guard acquiring the vessel to supplement its own icebreakers **Polar Star** and **Healy** have been ongoing since at least 2015. At the time Coast Guard leadership did not find the vessel "suitable for military service without a substantial refit." It was also found to be less-capable than the medium icebreaker **Healy**. While the vessel meets the service's specified requirements, e.g. Polar Class 3 or higher, at least 15 years of service life remaining, and capable of breaking 3ft of ice continuously at 3kts, it would require a host of modifications. The need for a "substantial refit" will add to the expected purchase price of around $150m. **Aiviq** appears to be the service's least-bad option despite the substantial costs to purchase the vessel and get it mission ready. Previous discussions to revive Polar Star's sister ship, **Polar Sea**, which suffered a catastrophic engine failure in 2010, have not materialized. Reviving the 50 year old Polar Sea's power plant – consisting of three gas turbines, six propulsion diesel generators and electric propulsion motors – would be a tall order. And it would not get the Coast Guard any closer to operating in the Arctic with a modern fleet of capable icebreaking vessels. The Coast Guard has not released a timeline for when it would expect Aiviq to enter into service, but recent experience refitting Norwegian icebreakers for service with the Canadian Coast Guard, suggests the vessel would not be ready before 2026 or 2027. Malte Humpert is a Senior Fellow and Founder of The Arctic Institute. His research focuses on Arctic geopolitics, Northern Sea Route shipping and shipping scenarios, and China's political and economic interests in the region. *(Source: gCaptain)*

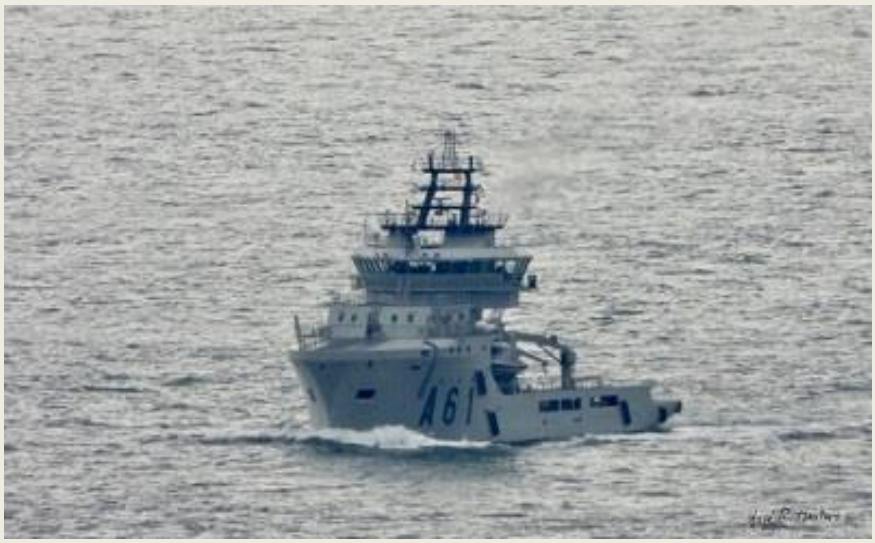
MOL AND PETROBRAS SIGN CARGO TRANSFER VESSELS DEALS



Mitsui O.S.K. Lines (MOL) and Brazil's state-owned energy giant Petrobras have signed a charter contract for cargo transfer vessel (CTV) **SeaLoader 2**, and agreed to start negotiations for a new CTV shipbuilding contract by the end of 2024. MOL signed the deal through its wholly owned subsidiary, SeaLoading Holding, which owns and operates CTVs. SeaLoading started a CTV agreement with Petrobras for **SeaLoader 2** on a trial period in January 2022, and successfully completed more than 30 crude oil offloading operations from Petrobras' FPSOs located in the Santos Basin, Brazil, transferring the cargo to tankers. The trials involved vessels up to VLCC size, according to MOL. After the successful conclusion of the trial agreement, proving the CTV technology efficiency and reliability, the vessel was placed on a time charter contract in 2023 with Petrobras. Now SeaLoading has signed a memorandum of understanding (MoU) with Petrobras to start the negotiations for a newbuilding CTV by the end of 2024. The crude oil produced from offshore fields by a floating production, storage and offloading system (FPSO) is usually transported to the demand area via crude oil tankers, which, in most cases, requires DP shuttle tankers with special cargo handling equipment to firstly receive the crude oil and transport it to an oil storage terminal or calm waters where it can be offloaded (or transshipped), and then reloaded onto a crude oil tanker. In the case of CTV, the crude oil can be directly loaded from the FPSO to the crude oil tanker by connecting a CTV between an FPSO and the crude oil tanker.

This dramatically increases the efficiency of crude oil logistics. Currently, there are only 2 two CTVs in the world, all owned by SeaLoading, which holds the patent for the CTV technology. The use of CTVs could also enable a significant reduction in CO2 emissions compared to the transfer of crude oil by DP shuttle tankers. Specifically, CTVs are expected to achieve a 60% reduction in CO2 emissions off the Brazilian coast compared to using a DP shuttle tanker for offloading in the Santos basin, and about 80% when it is used off the coast of Uruguay, according to MOL, which pointed out that the said reduction rate will vary depending on the actual CTV and the DP shuttle tanker's loading/offloading, fuel consumption, sea conditions, and so on. *(Source: MaritimeLink)*

THE SPANISH NAVY IS CONSIDERING ACQUIRING A SECOND "CARNOTA" TYPE SHIP



The Spanish Navy is considering the possibility of having a second multipurpose ship similar to the "Carnota" (A 61), which partially assumes or exceeds the operational capacity of the veteran transport "Contramaestre Casado", as the editor of Puentedemando has learned. com in solvent sources. The forecast is that the ship "Contramaestre Casado" will decommission, foreseeably, in 2025 at the latest. Regarding the aforementioned "Carnota", whose evaluation is very satisfactory, it is expected to be fully operational next June. Its missions include towing with a capacity in line with NATO standards; maritime surveillance in waters of national sovereignty, and may be assigned deployments such as patrol vessels and ship support. It will also be in charge of logistical missions, transfer of personnel, supply, transportation of auxiliary vessels and supply of ammunition. *(Source: Puente de Mando; Photo: José R. Montero)*

ICON OFFSHORE BAGS PSV CONTRACT

Malaysian OSV owner Icon Offshore has clinched a deal with a petroleum arrangement contractor (PAC) for one of its platform supply vessels. The contract, based on the bid proposal, is scheduled to

start on March 31. The PSV has been fixed for 100 days to support the PAC's drilling campaign. No further details were disclosed but Bursa Malaysia-listed offshore player which lists two ships in this segment said it expects the deal to have a positive impact on earnings, orderbook and net assets in this financial year. *(Source: Splash24/7)*

SIEM OFFSHORE SECURES MORE WORK FOR MPSV

Norwegian offshore vessel operator Siem Offshore has secured a contract extension for its multipurpose support vessel **Siem Dorado**. The Cayman Islands-incorporated firm said the contract will commence in direct continuation of the vessel's current employment and operations are expected to be primarily outside the North Sea. In September last year, Siem fixed the 2009-built MPSV through to the end of the second quarter of 2024. The new extension will keep the ship utilised for a period reaching towards the end of Q4 this year. *(Source: Splash24/7)*

WINDFARM NEWS - RENEWABLES

GREEN MARINE EYES OFFSHORE WIND GROWTH

Green Marine is targeting growth across the UK's burgeoning offshore wind sector after delivering a series of high-profile projects. The Orkney-based company delivers specialist vessels, engineering and marine support services. In the last 12 months Green Marine has supported a range of clients including Marine Scotland, Wood PLC, MMS Offshore, Floatation Energy, 23 Degrees Renewables, Partrac, Fugro, Briggs Marine, Openreach (BT) and Rocksalt Subsea. Project work has spanned across the world's largest offshore windfarm, Dogger Bank, off the coast of Yorkshire, and the world's largest floating offshore windfarm, Kincardine, near Aberdeen. Further projects have involved Moray

East in the North Sea, Triton Knoll off the Lincolnshire coast and Greater Gabbard near Suffolk. In addition, Green Marine has supported a number of offshore windfarm sites currently under construction and development, including the Neart Na Gaoithe, West of Orkney, Inch Cape, MachairWind, Caledonia, Muir Mhòr, Pentland, and Salamander. Chartering its specialist vessels, the firm has provided support with crew transfers, dive operations, surveying and fishery liaison services as well as recovery, maintenance and redeployment of acoustic recording devices, buoys, ACDP (Acoustic Doppler Current Profilers) and FLiDAR devices. Green Marine Engineering Manager Myles Metson said the recent projects highlight the firm's evolution from vessel chartering to a broader solutions-based maritime services company. "In 2023, Green Marine generated most of its revenue through vessel charter. However, we are witnessing increasing demand for turnkey solutions-based contracts. We are now driving expansion through key contracts and the acquisition of additional assets to deliver a broader range of in-house services in response to market demand, and release the financial risk associated with using subcontractors." The UK has the world's second-largest installed offshore wind capacity, with a government target to more than triple this capacity by 2030 to 50GW. To achieve these ambitions, the ScotWind leasing round is an integral driver. Under the initiative, developers have applied for seabed rights to build major offshore wind projects in Scottish waters. Provided all 20 approved ScotWind projects are developed according to plan, it would result in a substantial energy generation capacity of around 30GW. Green Marine Managing Director Jason Schofield said, "Scotland's offshore wind sector is preparing for massive expansion over the next ten to 15 years – with a large focus on floating wind. Green Marine has strategically positioned itself as an early mover in the local supply chain. We've built an extensive portfolio, and we're keen to expand and raise greater awareness of our skills and capability in order to support the dramatic upscale in offshore wind capacity from the existing 2GW in operation today." *(Source: Renewable Energy; Photo: David Meek)*

KIM HENG AND MANSAM TEAM UP ON OFFSHORE WIND PROJECTS

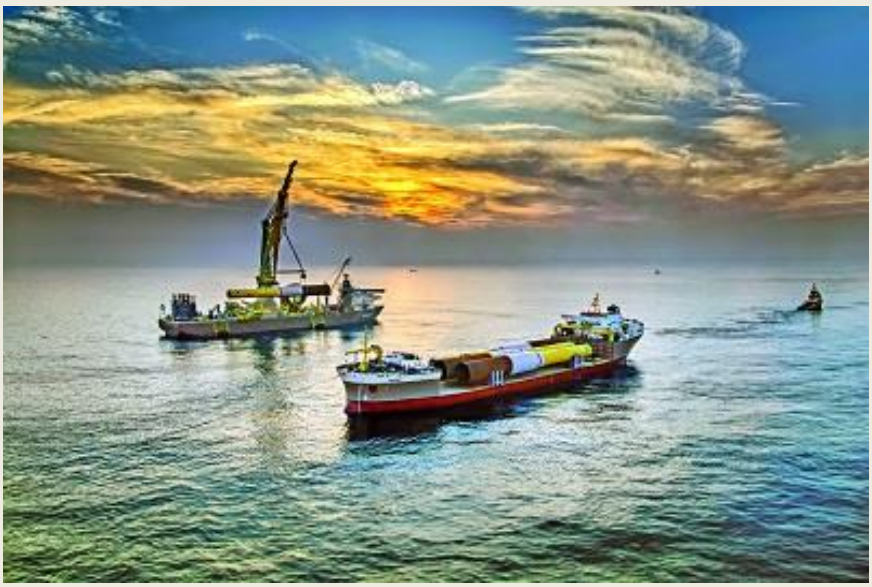
Singapore offshore vessel operator and marine engineering player Kim Heng is expanding its

footprint in the offshore wind services sector via a new partnership. The company's subsidiary, Kim Heng Marine & Oilfield has entered into a memorandum of understanding with Melbourne-based Mansam to work together on offshore wind farm as well as other offshore projects. Established in 2011, Mansam is a specialist subcontractor in the subsea sector including pipelines and cables installation and trenching. Kim Heng said the deal is non-binding, but it will remain in force unless terminated by either party by providing three months' notice. Earlier this year the company inked a four-year vessel framework agreement with an unnamed global offshore wind farm developer in Korea. The deal secured via its subsidiary Adira Renewables and Soiltech Engineering Korea (STE), will see the duo provide a geotechnical drilling vessel and survey services. *(Source: Splash24/7)*

DREDGING NEWS

BOSKALIS ANNUAL RESULTS 2023: HISTORIC RECORD-BREAKING YEAR WITH MORE THAN EUR 1 BILLION EBITDA AND EUR 600 MILLION NET PROFIT

Royal Boskalis B.V. (Boskalis) has concluded a historic 2023. Both revenue and earnings reached a record level with all parts of the business contributing to these impressive figures. Revenue increased by 20% to EUR 4.28 billion (2022: EUR 3.58 billion). EBITDA increased 68% to EUR 1,016 million (2022: EUR 604 million) and EBIT increased 135% to EUR 701 million (2022: EUR 298 million). Net profit increased by nearly 150% to EUR 601 million from EUR 241 million in 2022. *Peter Berdowski, CEO Boskalis:* "2023 was a particularly successful year for Boskalis, in which we broke many records. Net profit rose by almost one hundred and fifty percent to a record high of over EUR 600 million and EBITDA to over one billion euros. It is great to see that all parts of the business contributed to these impressive figures. All our employees deserve a big compliment for the dedication, professionalism and teamwork with which we were able to achieve these successes. At Dredging & Inland Infra, the vessels were very well occupied on large projects in the Middle East, Far East and Europe. We worked hard on the development of innovative infrastructure, such as the Fehmarnbelt tunnel in Denmark



and Manila International Airport. We were also busy with various climate adaptation projects, such as the protection of a stretch of coast of Togo and Benin and closer to home, the reinforcement of the Markermeer dike north of Amsterdam. Climate adaptive measures received a lot of attention during COP28 in Dubai. With our coastal defense and riverbank protection activities, we offer innovative solutions to protect against the effects of climate change. The requirement for such measures became apparent late 2023 when large parts of Europe were under threat of flooding due to extreme weather. With our Offshore Energy activities, we once again made a significant contribution to the energy transition. In 2023, we were involved in the construction of 29 offshore wind farms worldwide, accounting for 50% of our offshore revenue. We completed our first wind project in the United States and were busy with several wind projects in Taiwan and Europe. Our heavy transport vessels were involved in a large number of high-profile transports in 2023. Very recently, we acquired ALP Maritime. With this acquisition, we strengthened our position in the Anchor Handling Tugs (AHTs) market and added eight powerful vessels to our fleet. Finally, our previous additions to the group – Subsea Services and Marine Survey – again contributed strongly to the successful year. Salvage once again managed to attract international media attention with the successful removal of 1.1 million barrels of oil from the 48-year-old **FSO Safer** in the Red Sea off Yemen. We are pleased that this operation was completed in time, before turmoil broke out in the region. With pride we look back, and with confidence we look forward. We reaped the benefits of our Sustainable Growth strategy and 2024 also seems to promise a fine harvest. The order book is well filled and the market outlook is also good. We will continue on our successful path of creating innovative infrastructure, protecting through climate adaptation and advancing the energy transition." *DIVISIONAL DEVELOPMENTS* In the Dredging & Inland Infra segment, revenue was almost stable with a strong operational result. Both trailing suction hopper dredgers and cutter suction dredgers were very well utilized at over 40 weeks. Last year Boskalis' projects included the construction of the new Manila airport in the Philippines, the innovative polder (Pulau Tekong) and port expansion (Tuas Terminal 2) in Singapore and a new port for a futuristic sustainable city in Saudi Arabia. Last year, Boskalis was also active internationally in providing climate adaptation solutions (coastal defenses, dikes and rivers) with which we protect against the effects of climate change. In the Netherlands, Boskalis was active on a large number of projects such as the ongoing multi-year project to strengthen the Markermeer dike north of Amsterdam, and in West Africa part of the eroded coastline of Togo and Benin was restored and strengthened as part of the West African Coastal Areas Management program. At Offshore Energy, revenue increased 41% with a very strong operational result.

All business units contributed to these particularly strong financial figures, with the largest absolute increase coming from the offshore wind business. Last year, half of the divisional revenue came from offshore wind and Boskalis was active on 29 offshore wind projects during the year, including sizable installation projects in Taiwan, Europe and the United States. Our Marine Transport & Services business unit carried out some high-profile projects with its heavy transport vessels, such as the

transportation of the heavily damaged 330-meter **FPU Zafiro Producer** on the **BOKA Vanguard** to a scrapyard in cooperation with Salvage. The most recent additions to the group – Subsea Services and Marine Survey – again made very strong contributions. Across the board, the division was able to successfully respond to strong market demand from both the offshore wind and traditional oil and gas markets. Salvage had a busy and good year with numerous high-profile projects, including the **FSO Safer** oil removal project in Yemen, where 180 million liters of oil were removed from this old and decaying tanker. And last summer Boskalis successfully managed to save the Dutch Wadden Islands from a potentially major environmental disaster by successfully extinguishing and salvaging the burning car carrier Fremantle Highway. *FINANCIAL POSITION* Boskalis' financial position is healthy. With a cash position of EUR 769 million and only EUR 246 million in debt, Boskalis has a financial net cash position of EUR 523 million. With the available cash and cash equivalents and (unused) bank facilities, Boskalis has an immediately available financing capacity of more than EUR 1.0 billion. The solid solvency increased to 52.4% and Boskalis comfortably meets its financial covenants. The size of the order book amounts to EUR 6.0 billion. With the well-filled order book and favorable market outlook, we are positive about the outlook for 2024. *SAFETY & PERSONNEL DEVELOPMENTS* Safety is a top priority at Boskalis. With the help of our NINA (No Injuries, No Accidents) safety program, everything is aimed at ensuring that our employees and subcontractor personnel return home safely every working day. Last year a great deal of attention was paid to the Human Excellence strategic pillar. Besides personal development of our employees, recruiting well-trained personnel is an important part of this pillar. As an extension to the head office in the Netherlands and to accommodate our growth ambitions, a new office is being developed in Abu Dhabi, United Arab Emirates. Already, nearly 300 colleagues of 20 different nationalities work here and the size of the office is expected to double in the coming years. *INNOVATION* In addition to our craftsmanship and years of experience, our innovative strength is an important distinguishing factor. This concerns both innovative modifications to our existing equipment, the design of and investment in new fuel-efficient equipment, alternative contract structures we enter into with our clients and the pioneering working methods we develop on projects. Where we are always looking for opportunities to grow and create sustainable value, we also seize opportunities to reduce our impact on the environment. For example, in October 2023, we announced the order for a new state-of-the-art trailing suction hopper dredger that will be equipped to run on methanol. In addition, over the past year we have equipped a number of offshore vessels with innovative energy storage systems, reducing fuel consumption as well as CO2 and nitrogen emissions. *ROAD TO NET ZERO* In 2023, we made good progress in our efforts to reduce carbon emissions and completed a study on how to measure and monitor our "road to net zero by 2050" progress. We support the International Maritime Organization's (IMO) transition path to net-zero 2050 established in July 2023. As part of this path, there is a medium-term ambition for the maritime sector to reduce carbon intensity. In line with this path, we aim for a 10% reduction in carbon intensity in 2030 compared to 2023. We intend to achieve this partly through energy efficiency measures and partly through the use of renewable fuels. Using our carbon intensity ratio indicator, we monitor progress against our ambition and are able to track the energy efficiency of our fleet on a vessel-by-vessel level. Annual Review and Sustainability Report Additional information is available in the Annual Review 2023 and Sustainability Report 2023 on https://boskalis.com/reports.

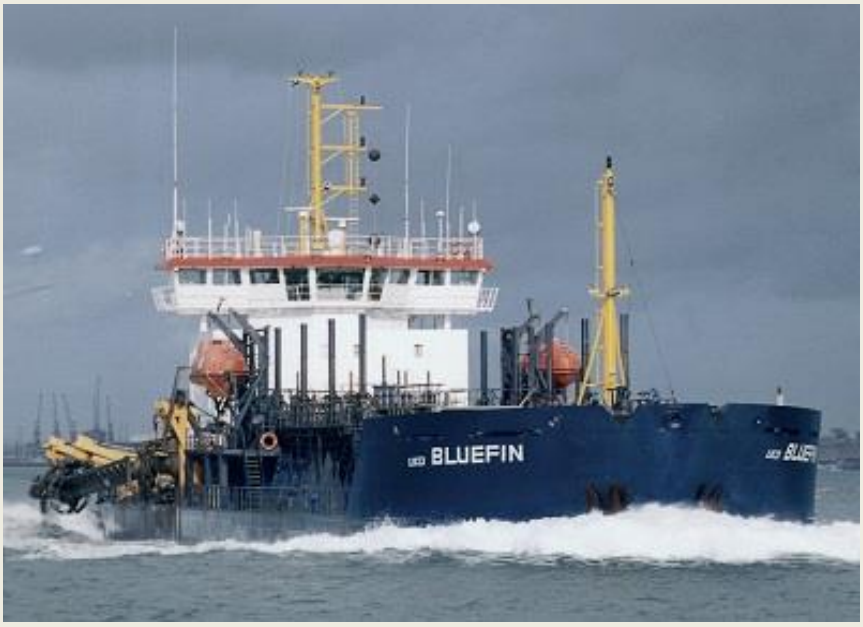
ANOTHER SUCCESSFUL TOPSAIL BEACH NOURISHMENT PROJECT

Norfolk Dredging has completed their work dredging the channel and placing sand on the beach in Topsail Island, NC. According to the Town, the contractor finished another successful dredging/beach nourishment project on February 26. Over the next few weeks, the crews will be

working to demobilize equipment out of the work area. Work on this project began last November at

Drum Ave (near the Sea Vista motel) and progressed north toward the Topsail Beach/Surf City town line. During the project, the contractor dredged over 1.5 million CY of material from the Topsail channels, out of which minimum of 1.3 million CY was placed on the beach. *(Source: Dredging Today)*

UKD BLUEFIN ENGAGED IN DREDGING OPERATIONS IN SOUTHAMPTON



UK Dredging have been hired to conduct maintenance dredging of the ESSO Fawley and BP Hamble facilities in Southampton. The trailing suction hopper dredger **UKD BLUEFIN** will be engaged in dredging operations in the vicinity of Esso Fawley and BP Hamble for a period of approximately 10 days, the Port of Southampton reported in their notice to mariners No 43 (T) of 2024. Also, if necessary bed levelling will be carried out by a 25 meter Multicat **UKD SEALION** in conjunction with the dredging program. Weather allowing, these operations will be continuous throughout the next two-three weeks. *(Source: Dredging Today)*

YARD NEWS

MACGREGOR HAS RECEIVED A LARGE ORDER FOR CRANES TO BE INSTALLED ONBOARD A STATE-OF-THE-ART CABLE LAYER DUE DELIVERY FROM GLOBAL SHIPBUILDER VARD

MacGregor, part of Cargotec, has received a large order for three cranes that will be installed onboard a state-of-the-art cable layer due delivery from global shipbuilder VARD. The contract has been booked into Cargotec's first quarter 2024 order intake, with crane supply scheduled for the third quarter of 2025. MacGregor will deliver a 100-tonne active heave-compensated (AHC) crane, a 20T Offshore crane and a 3T deck crane to Prysmian, to equip the Italian owner's third NB970 cable laying vessel from VARD. In addition, MacGregor has been contracted to supply its OnWatch solution, including 24/7 technical service support worldwide. Developed for advanced subsea operations, the 191-metre long Prysmian cable layer will be capable of complex installation works, including simultaneous lay and burial with heavy-duty ploughs. It is equipped with cutting-edge DP3 positioning and seakeeping systems. At 19,000 tonnes, the vessel will take its place among the highest cable loading capacity ships in the market. MacGregor has been a reliable supplier for VARD on multiple projects over many years, said Pasi Lehtonen, Senior Vice President, Offshore Solutions. "This is a significant order for MacGregor's offshore handling business, and we are pleased to supply VARD with yet another package of our high performance cranes," he said. "The market continues to respond well to our unique and modern designs, which combine resilience in service and lightweight round-shaped jibs." MacGregor's wide range of well proven AHC cranes, including its subsea cranes, offer accurate lifts in all conditions, including extreme environments with temperatures from plus to minus 40°C. They can be delivered with hydraulic or electric winch drives. The initial phase of construction on the new vessel will take place at Vard Shipyards Romania – Tulcea, with completion in Norway and handover to the owner due by the beginning of 2027. *(PR)*

THE FIRST CONCLUSION IN RUSSIA ON THE RELIABILITY OF THE COST OF BUILDING A VESSEL WAS ISSUED

The design and construction company Nordic Engineering received the first positive conclusion in Russia on the reliability of determining the estimated cost of building the vessel. Details are provided in the company's announcement. The conclusion was drawn up as part of an agreement to carry out work on the development of a technical design for an ice-class tugboat for the needs of the Federal State Unitary Enterprise "Rosmorport". Obtaining such a conclusion is regulated by Decree of the Government of the Russian Federation dated April 4, 2023 No. 542 and is mandatory for a certain category of ships designed in Russia. The conclusion numbered 3500-EOS-1-2024 for the Arc6 ice class tug of project NE060 was issued in February 2024 by JSC Center for Shipbuilding and Ship Repair Technology (CTSS). This work allowed Nordic Engineering JSC to gain new, unique competencies, now also in terms of pricing, the company notes. Let us remind you that the ice-class

tug of project NE060 is being developed under a contract between JSC Nordic Engineering and FSUE Rosmorport, concluded in June 2022. The project is scheduled for completion in March 2024. The tugboat of project NE060 is a steel single-deck self-propelled vessel, with an all-round visibility wheelhouse, with an engine room located in the middle part of the vessel, two diesel power plants operating on full-rotary rudder propellers (RPK), with watertight bulkheads dividing the vessel into watertight ones compartments. The vessel is designed to perform the function of escorting and berthing large-tonnage vessels; delivery, disembarkation/removal of pilots to/from vessels; performing sea towing of ships, floating objects and structures in clear water and in ice conditions; ensuring the implementation of work to eliminate emergency oil spills; performing fire extinguishing functions on other ships. Project NE060 vessels are planned to operate on the routes of the Northern Sea Route. *Ice class tug of project NE060* Vessel class – KM ✪ Arc6 (hull, machinery) AUT1 OMBO FF3WS IWS ECO WINTERIZATIOR (-40) ESCORT TUG SALVAGE SHIP OIL RECOVERY SHIP (>60). Maximum hull length – 40 m; Maximum hull width – 14 .8 m; Side height amidships – 7 m; Maximum draft – 6.9 m; Maximum displacement – 1645 t; Maximum speed at full displacement in clear water – 11.8 knots; Propulsors – 2 propellers; Main engine power – 2x3500 kW; Maximum traction on the front travel - 70 t; *(Source: Sudostroenie; Illustration: "Nordik Engineering")*

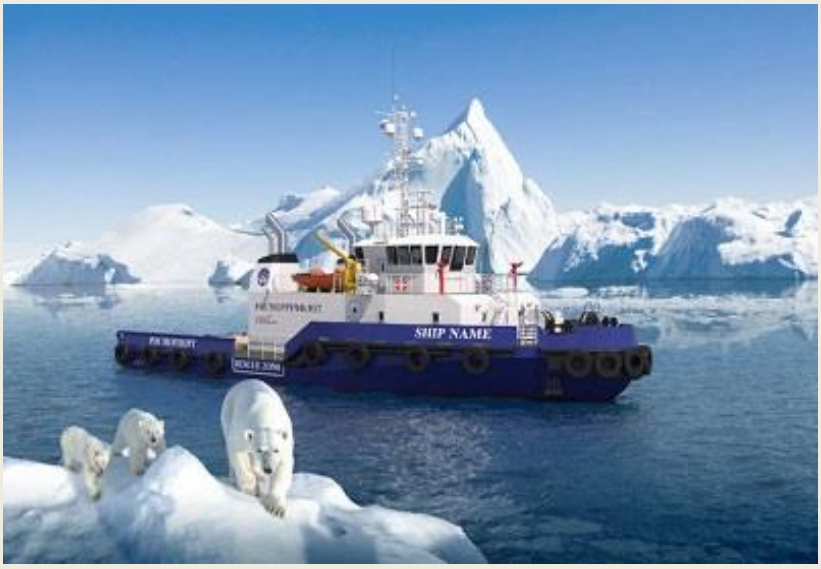
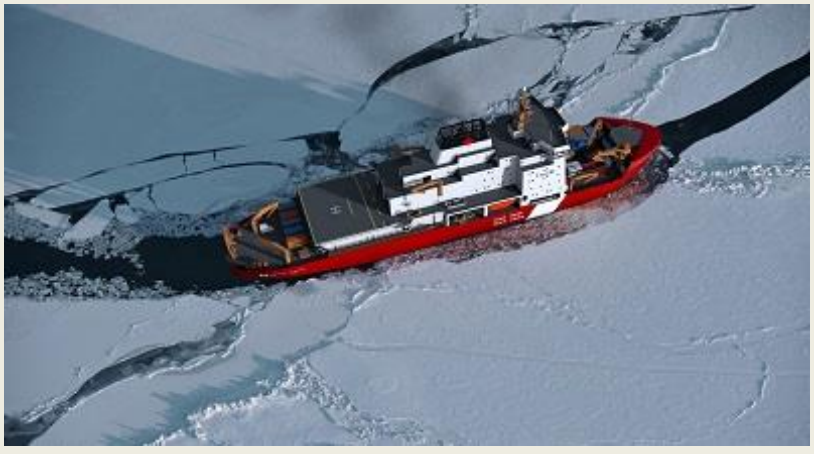


ABB PARTNERS WITH SEASPAN SHIPYARDS ON NEW CANADIAN COAST GUARD POLAR ICEBREAKER



● ABB has secured a comprehensive propulsion system contract with Seaspan's Vancouver Shipyard for the first of the Canadian Coast Guard's new-generation polar icebreakers. ● The icebreaker is expected to be the world's largest and most powerful diesel-electric icebreaker when it enters service in 2030. ● Azipod® propulsion has been selected to support the vessel's operational efficiency, reliability and icebreaking capability, meeting tightest emissions regulations. Seaspan Shipyards, Canada's long-term shipbuilding partner for the Canadian Coast Guard (CCG) and Royal Canadian Navy, has awarded ABB a contract to deliver an integrated propulsion system for the first of the CCG's new-generation polar class icebreakers. The vessel is expected to be one of the world's largest and most powerful diesel-electric icebreaker when it enters

service in 2030, with ABB supplying vessel systems complying with IACS Polar Class 2 requirements for year-round operations in moderate multi-year ice conditions. The vessel will have 34MW of propulsive power provided by a single shaftline and twin Azipod® units. In addition to increasing efficiency and reliability, Azipod® propulsors offer improved maneuverability in icy waters. This major marine systems order marks a significant milestone for ABB in Canada, with ABB assuming the role of single system integrator responsible for the engineering, delivery and commissioning of the comprehensive propulsion package. Upon delivery, the vessel will join a reference list of 150 other icebreaking or icegoing vessels outfitted with ABB's propulsion technology. As the first vessel of its kind to be built in Canada in over 60 years, it will set a performance benchmark for the new generation of domestically built coast guard icebreakers. The vessel will be constructed under Canada's National Shipbuilding Strategy (NSS), the nation's long-term commitment to renew the Canadian federal fleet. With Canada's current largest icebreaker, the CCGS Louis S. St-Laurent, set to retire at the end of the decade, the new vessel will be an important addition to the CCG fleet. In addition to patrolling the Canadian coastline, the vessel's duties will include supporting Arctic science and research, environmental response, and search and rescue operations. Compared to its predecessor, the new flagship of the icebreaker fleet will be able to operate for longer periods of time in challenging weather conditions. "ABB's proven technology, along with their valuable insight, made them a natural fit for this project. We have been pleased by the support and consultation Seaspan has received so far and look forward to more excellent collaboration moving forward," said Leo Martin, Senior Vice President – Programs, Seaspan Shipyards. "The Canadian Coast Guard eagerly awaits the construction of the polar icebreakers, which will extend our on-water operations and ensure the continuous delivery of critical services in the high Arctic. This includes search and rescue, environmental and humanitarian response, as well as playing a key role in supporting ocean science. Congratulations to Seaspan Shipyards and ABB on striking this new partnership," said Mario Pelletier, Commissioner, Canadian Coast Guard. "The newbuild polar icebreaker is an important part of Canada's National Shipbuilding Strategy, and it is an honor for ABB to have been selected as a strategic partner and to contribute to this project with our innovative technology and solutions, expertise and experience. We look forward to working with Seaspan's Vancouver Shipyards during construction of the vessel, and to supporting the Canadian Coast Guard in its operations," said Markus Astor, Head of ABB Marine & Ports, Canada. ABB's growth in the naval and coast guard sector continues to expand. Between 2017 and 2020, the CCG partnered with ABB on modernization efforts to extend the lifespan of nine CCG vessels, and, in 2021, ABB received a National Individual Standing Offer (NISO) to provide those vessels with full-scope services for the equipment installed onboard. In 2019, the Norwegian Coast Guard's KV Svalbard became the first ever Azipod®-powered ship to reach the North Pole. In April 2023, ABB was awarded a contract by the Finnish Border Guard for the supply of an integrated power and propulsion package for two newbuild patrol vessels. *(PR)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
    - *Third Sanmar ElectRA tug arrives in Vancouver to join world's greenest tug fleet*

- *MED MARINE successfully delivered another state-of-the-art tug to Scafi Societa' di Navigazione S.P.A.*
- *KOTUG announces purchase of joint venture interest in KOTUG Seabulk Maritime form partner Seacor Holdings*
- *Delivery adds to the world's most environmentally-friendly tug fleet*
- *SANMAR delivers third tugboat in just three months to BOLUDA TOWAGE*
- *Med Marine Celebrates Another Successful Delivery*

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)

- *Platform Supply Vessel – 'TEK-OCEAN SPIRIT' for sale (new)*

3. Several updates on the Newsletter – Fleetlist page posted last week

- *Bennett - Rochester by Jasiu van Haarlem (new)*
- *Boluda – Valencia ●Update by Jasiu van Haarlem (new)*
- *WUZ - Gdansk by Jasiu van Haarlem (new)*
- *Vroon Offshore Services by Jasiu van Haarlem*
- *Bonn & Mees - Rotterdam by Jasiu van Haarlem*

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