

24<sup>th</sup> Volume, No. 21     *1963 – “59 years tugboatman” - 2023*     Dated 12 March 2023

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

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## TUGS & TOWING NEWS

### *NEW TUG ARRIVES IN ESPERANCE, AUSTRALIA*



State-of-the-art tug arrives in Esperance to boost port operations with three generations of Mackenzie Marine and Towage family on board. A new Sanmar-built tug has arrived in Esperance, Australia, with the **Lillian Mac** joining the Mackenzie Marine and Towage fleet to bolster operations in the port. The family-run Mackenzie Marine and Towage holds the contract to operate tug services in Esperance and the

new \$10 million vessel joins three other tugs in the company's fleet – **Hellfire Bay**, **Shoal Cape** and **Cape Pasley**. The **Lillian Mac** arrived in Esperance after a four-day voyage from Henderson, with one stopover in Bunbury, and three generations of the Mackenzie family were on board for the journey. Managing Director Sean Mackenzie was joined on the voyage by his father Hugh and daughter Brooke, who is a tug master with the company. He said the arrival of the Lillian Mac in Esperance was a vital part of the company's plan to provide an even higher level of productive and efficient operations in the major port which services the West Australian Goldfields region. "In simplified terms, this new tug is really powerful with a free running speed of 12 knots. It delivers on being able to handle the biggest ships along with providing better environmental outcomes which we've always been keen to achieve," Sean Mackenzie said. "We're committed to investing in innovation and taking a forward-looking approach to technologies to drive this business," he said. "This has been at the heart of our plans since this company began as the first and only tug operator in Esperance 50 years ago." To mark that half century milestone, the vessel was named the **Lillian Mac** in honour of Sean Mackenzie's late grandmother who was also a company founder. Mackenzie Marine and Towage is one of Western Australia's most enduring family businesses with Sean's daughter Brooke now working as a tug master in Esperance to become the fourth generation Mackenzie in the dynasty. "In our 50 years of operation we have never been asked to upgrade or replace any of our vessels. This is because we always consult with the port and its pilots on how we can continue to provide the best possible tugs to ensure a service that is of the highest standards." The **Lillian Mac** was built in Istanbul, Turkey, at the Sanmar Shipyards to a Robert Allan design – Canadian naval architects – and is the first Mark II version of the new RAmports 2400SX series of

tugs. The new class of tug is designed to achieve an improved level of low emission, low environmental impact tugboat operation. The vessel conforms with International Maritime Organisation Tier III emission standards which are an international set of standards designed to improve air quality and protect public health by controlling emissions from ships. At 24 by 12 metres, the **Lillian Mac** is driven by twin Caterpillar V16 engines, has firefighting capabilities of 1200 cubic metres per hour and has accommodation for six people. The new generation, environmentally friendly tug is also designed for emergency response towing with state-of-the-art gear to rescue ships and bring them to a safe anchorage. "There's always a risk of a marine pollution disaster on our beautiful coast line and the Lillian Mac's capabilities will greatly reduce this. This was an important consideration when we commissioned her as this is all part of our commitment to the community and the environment." In January, Mackenzie Marine and Towage deployed one of its tugs from Esperance to Albany when a bulk carrier became stranded off WA's south-west coast for over two weeks after a fire ripped through the engine room, leaving the Interlink Sagacity dead in the water. Mackenzie Marine and Towage is a family-owned company that was founded by the late Don and Lillian Mackenzie in 1972. They started the business with just Don's fishing boat and a newly commissioned tug to carry out operations in the port. The family business has held the Esperance tug operation licence since then. Don and Lillian Mackenzie began the dynasty and passed the business onto their sons, Hugh and Fud. Hugh's son, Sean, is now the Managing Director and his daughter Brooke is advancing through the business and she hopes to eventually lead the company started by her great grandfather. The now-retired Hugh Mackenzie said the four-day journey from Henderson, near Perth in Western Australia, to Esperance was now one of his most cherished memories. "I've done many ocean voyages in the past but this one was definitely special," Hugh Mackenzie said. "To be able to share this experience with my son and my granddaughter is something I'll never forget and even though it was a tough journey, we all have memories together of this special moment," he said. The official naming ceremony for the **Lillian Mac** will take place on April 21, 2023, in Esperance. (PR)



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## OLD FRIEND ANCHORED AT DEN HELDER ROADS



On Monday, March 6, the motor tug **Schwartenbek** traveled from Antwerp to Den Helder to anchor in the roadstead. What is special about this 27-metre tug is that its roots lie in Den Helder. The tug was launched in 1968 as **Wielingen A873** at the former Rijkswerf Willemsoord and then served in the naval port until 1992. The tug then sailed as **Pieter** for Rederij Waterweg/Acta Marine until 2008. After this,

the **Pieter** passed into German hands and was renamed **Conrad**. In 2013, the tug was sold to the German Küstendienst from Kiel, which renamed the tug **Schwartenbek**. The tug now sails under the Dutch flag and the new owner gives Harlingen as home port. Her propulsion consists of a 750 hp Bolnes engine, which produces a bollard pull of 11 tons. Yesterday morning 8<sup>th</sup> March the **Schwartenbek** left for Eemshaven. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Leen van der Meijden)

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# GLOBAL SHIP DELIVERY

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## BEST COMPACT TUG – HERCULES & SAMSON – AD HOC MARINE DESIGNS

A fascinating new take on tug design. Catamaran tugs are very rare, but these versatile small units are ideal for the job they were designed to do. They are very manoeuvrable and are ideally suited for operations in small, tight harbours. “The main issue with small tugs is their stability when under tow,” Ad Hoc Marine Designs’ John Kecsmar told Baird Maritime. “During a towing operation the rope can swing from astern to the side very quickly and this can compromise the stability of the tug.



These tugs are multihulls, rather than conventional monohulls. As such, this multihull design of tug offers 50 per cent improved stability compared to an equivalent sized monohull.”

The designer added that the other benefit of being a multihull is that the two engines are spaced farther apart and thus provide greater manoeuvrability. Also, on sea trials, the design demonstrated the ability to crash stop, which is important when or if things suddenly go wrong. The tugs of the class were able to go



from full speed to a complete stop in one boat length. “We have since also redesigned this range of tugs to be 100 per cent battery-powered, too. This taps into the need for zero emissions in and around ports and harbours.” Kecsma said the main difficulty with the design is that it is very compact: “The size of engine selected to provide the greater than five tonnes of bollard pull and the large slow turning diameter of the prop required a very compact hull form but with the ability to encourage a smooth flow of water into the prop. The change in shape of hull form, over such a short distance, coupled with the location of the major items of equipment, were very challenging to design. It was a case of going back to basics.” The designer added that the requirement of being lifted via a singular point, for stowing on a mothership, also posed a challenge when it came to matching the vessel’s centre of gravity with its odd shape and its centre of buoyancy. When asked about trends that currently impact naval architecture, Ad Hoc said renewable, sustainable and emission-free forms of energy have been garnering praise but without proper due diligence or reviews of the technology involved. “Designs are being offered claiming to achieve emission-free and zero-carbon objectives,” Kecsma told Baird Maritime. “But when one looks at them objectively, it becomes evident that the system architecture behind these new forms of technology appear to be solutions looking for a problem. With the rising cost of hydrogen/H<sub>2</sub> (significantly more than diesel) and the lack of immediately available green H<sub>2</sub>, etc, as one example, not to mention how the safety issues are being addressed, classification societies are having to provide almost reactive forms of rules, merely to satisfy the current fashionable form of energy.” Ad Hoc said that lessons should be learned from the automotive industry when it comes to attempting to introduce new forms of energy for providing propulsive power, as the notions of keeping everything simple and ensuring the safety of the vessel and its occupants are seemingly being ignored. Ad Hoc was one of the companies to benefit from the positive effects of the weakening of Covid globally. “Enquiries and new projects are beginning to take root again,” Kecsma told Baird Maritime. “We have been very busy with small, autonomous drone-type vessels, creating a whole new range of highly stable craft. These designs open up new possibilities ranging from fish finding to military deployment of sonar arrays and coast line security, etc. We have also assisted a small ferry operator in Kenya to update its existing fleet to be HSC Code and LR class-compliant. With some of this operator’s vessels being made out of wood, this became a very interesting project.” From the many enquires received, Ad Hoc designed a new range of pure hybrid and 100 per cent battery-powered crewboats. “With the uncertainty of how the industry will provide the estimated number of new vessels for the UK alone, operators are also

uncertain to which type of vessel offers them the best or better solution.” Ad Hoc also designed a whole infrastructure that enables the marine industry to become zero carbon and 100 per cent emission free in an endeavour dubbed Project Barracuda. By disregarding the outdated approach of using diesel, the company looked at the problem of zero emissions from the point of view of the energy that is currently available and designed a vessel around the energy source. The company said this solution has generated interest among several major global industry players. As for the direction in which the tug industry is headed, Ad Hoc said the main challenge will be in the adoption and implementation of green solutions to provide zero-carbon and emission-free infrastructure. “Once this becomes more on-line,” the company told Baird Maritime, “we can see all tugs being battery-powered and hence 100 per cent emission-free. By adopting the same principles we did with our Faraday class ePTV, we designed vessels around the energy source as a solution, rather than a hindrance or an obstacle, simply by using existing battery technology to facilitate this objective. This provides a solution for ports and harbours where pollution is a constant issue. “By embracing new designs tailored to being emission-free, the tug industry will become the dominant driving force behind creating the infrastructure required by emission-free vessels to operate.” (Source: Baird)

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### AMSOL TUG SAVE RIVER



Small harbour and towage tugs are infrequent visitors to South African shores. Generally speaking, they are on a delivery voyage of one sort or another, either directly from the shipyard to a new owner, or they are undertaking an oceanic tow, delivering something equally small from one part of the globe to another. Every now and then, they are returning back to their owners for a period of maintenance or,

occasionally, to go into a period of lay-up between contracts, or even in readiness for disposal. One tends to forget that some specialist South African shipowners are busy working in other areas of the

continent, and this includes operating their own small tugs elsewhere in Africa, and which do turn up from time to time, back to a port of their home country. Back on 12th February, at 21h00 in the late evening, the small tug **SAVE RIVER** (IMO 9546942) arrived off Cape Town, from Walvis Bay in Namibia, and entered Cape Town harbour, going straight to Berth 700 in the corner of the Ben Schoeman Dock. These berths are mainly used for vessels in lay-up, although this is not always the case. Shortly afterwards she shifted further into the Ben Schoeman Dock, entering into the small Elliot Basin at the far end of the dock, which itself is not a normal berth for a vessel that is simply passing through Cape Town. She is very much a home grown vessel, and was built in 2012 at the Damen Shipyards in Cape Town (DSCT). With a length of 23 metres, '**Save River**' has a deadweight of 70 tons. She is powered by two Caterpillar 3512C 12 cylinder 4 stroke main engines producing 2,720 bhp (2,028 kW), driving two fixed pitch Kaplan propellers, located in Optima nozzles, for a service speed of 11.8 knots. Her auxiliary machinery includes two Caterpillar 3304B generators providing 50 kW each. She also has a third Caterpillar 3304B generator used as part of her FiFi1 firefighting capability, and which provides power to a fire pump capable of throwing a water deluge of 300 m<sup>3</sup>/hour from her two fire monitors. Built as one of a series of six tugs, by Damen Shipyards Cape Town (DSCT), to the popular Damen Stan Tug 2208 design, where 'Stan' is an abbreviation of 'Standard', '**Save River**' was delivered originally to Smit Amandla Marine (Pty) Ltd., of Cape Town.

For ship handling, and towage work, '**Save River**' has a 45 ton towing hook, and has a bollard pull of 40 tons. Her aft deck has a working area of 41.5 m<sup>2</sup>, and is fitted with a small 2.2 ton deck crane. Whilst not of any particular use in Southern Africa, she has a classification of Ice Class C, which allows her to operate in first year ice up to 0.4 metres in thickness. She has accommodation for a crew of six. Now owned,



operated and managed by African Marine Solutions Investments (AMSOL), of Cape Town, '**Save River**' has spent the majority of her working career at Beira in Mozambique, for which she was originally purchased. She was a regular caller into Durban, where she returned for any maintenance requirements, or for her annual survey and refit programmes. Her last voyage, recently completed with her arrival back in the Mother City, saw her departing Cape Town on 7th January for a contract period to Walvis Bay. Her contract work in Beira had her engaged in a variety of roles in support of the offshore terminal, for CFM, and for a variety of clients, and which included shiphandling, harbour towage, coastal towage, ship to ship (STS) transfers, fender provision, and general work in the Beira off port limits (OPL) area. She was also utilised for marine construction projects. It was interesting to note that, on arrival in Cape Town, the traditional AMSOL markings of her hull bulwarks, being painted royal blue with a gold top stripe, was missing. However, her AMSOL name and houseflag was prominently displayed on a plate, on both sides of the fire monitor platform, abaft her mainmast. Whilst not necessarily connected in any way, it was interesting to note that, recently, a Dutch Ship Sales website had details



of a Stan Tug 2208, located in Southern Africa, that was being offered for sale, and which used a well-known photograph, taken from other social media sources, of 'Save River'. The representative photograph, also used on the AMSOL Facebook page, did not display the name of the tug, but the AMSOL blue and gold bow bulwark was very prominent in the picture. The Damen Stan Tug 2208 is also a very popular tug design with many other African ship owners. There are a number of Stan Tug 2208 vessels operating throughout Africa, including in Angola, Morocco, Egypt, Nigeria, Guinea, Liberia, Sierra Leone, as well as 'Save River' operating in the Southern African states of Namibia, South Africa and Mozambique. For the nomenclature addicts, and in keeping with her first, and



major, assignment, 'Save River' was named after a major river that flows into the Indian Ocean, some 125 kilometres southeast of Beira, in Mozambique. The Save River, which is pronounced as 'Sah-Veh', was also previously known as the Sabi River, not to be confused with the more well-known Sabie River, of Mpumalanga in South Africa. The river itself rises 80 kilometres to the south of Harare in Zimbabwe, before flowing 640 kilometres down

the escarpment to the Indian Ocean. The river delta is located at 21° south, and is considered to correspond to the separation of the Tropical Marine Ecosystems, which lie to the north of the Save River delta, and the Sub-Tropical Marine Ecosystems, which lie to the south of the Save River delta. It is not known how long 'Save River' will remain in the Elliot Basin in Cape Town harbour, nor how long she will remain in Cape Town harbour itself, but it is currently assumed she is merely between contracts, and in for some local maintenance. It is also not known where she will be headed to next, and what work she will undertake once she arrives there. Footnote: A spokesperson for AMSOL confirmed to Africa Ports & Ships that 'Save River' is being marketed across the region for commercial opportunities or sale. (Source: Africa Ports & Ships by Jay Gates; Photos Amsol)

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## BRIGGS MARINE PLACES ORDER FOR MAINTENANCE SUPPORT VESSEL

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Briggs Marine, a leading provider of marine services, has placed an order with shipbuilder Freire A/S of Vigo, Spain, for a new Maintenance Support Vessel which is due in service in Q4 2024. This order forms part of Briggs' continued investment programme to renew and upgrade its fleet to maintain a high standard of vessel services for its clients. The new vessel, measuring 40 meters in length, will form part of Briggs' busy charter



fleet. It will enhance and expand the Company's offering across a range of industries including defence, ports & harbours, energy & utilities, construction and offshore renewable energy. Optimally configured to support Briggs' ongoing contracts with UK Government, offshore wind farms and commercial ports, the vessel will primarily undertake inspection, servicing and replacement of Aids to Navigation (AtoN) and heavy inshore moorings in the UK and overseas. The DP2 propulsion system and generous deck outfit has been specified and configured for maximum crew safety and uninterrupted service, even in arduous conditions where necessary. The Company has specified diesel-electric propulsion to offer the best fuel efficiency possible in a wide range of applications as well as compliance with the latest and proposed future emissions standards. Importantly, the nature of machinery installation allows it to be future proofed - the ship will be able to embrace emerging technologies to utilise transitional fuels and offer drop-in battery capacity to allow zero carbon operations in some circumstances. In addition to the primary AtoN tasks, the vessel has been designed to incorporate maximum flexibility for support of other tasks including ROV deployment, survey duties, diving, subsea investigation, seabed preparation tasks and other marine project activities. Amongst other features the vessel is fitted with a moonpool, a detachable 'A' frame, a 4-point mooring system and a survey project office. A demountable Crew Transfer Vessel (CTV) boarding ladder has also been incorporated into the design to support offshore windfarm projects. Crew welfare is increasingly important to the Company, and accommodation is to be well appointed with noise -reduction features to enable 24/7 operations at high levels of endurance. The vessel's hull shape is the result of lengthy technical collaboration with the builders, Freire A/S, with the intention to provide excellent seakeeping properties and weather resilience. Comfortable continuous operations will be possible with a permanent crew of 6 and a balance of 10 additional project personnel in well-appointed cabins. Collieson Briggs, Managing Director said: "This latest vessel order further demonstrates Briggs' commitment to maintaining its position as the UK's nearshore marine experts. The vessel will further enhance our marine project support capability for both the growing renewables sector as well as the more traditional marine construction tasks upon which Briggs has built its solid reputation". (PR)

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**RIVTOW MAINTAINS TOWAGE IN HUGE BULK EXPORT HUB**

A focus on safety and reliability is essential to escort and handle ships in Port Hedland and Hay Point Coal Terminal. Riverside Marine subsidiary Rivotow has enhanced towage safety and reliability in the world's largest bulk export port through crew training and competency verification. The largest

towage fleet manager in Australia is also a driving force in reducing emissions, investigating hydrogen fuel use and dual-fuel tug propulsion. "Many of our customers, especially across the mining and oil and gas sector, have specific needs and manage specific risks, which means they have an extremely high focus on safety, quality and availability," says Riverside Marine chief executive Nathan Hart. "We pride ourselves on being able to meet those needs and provide a top-tier service. When you work with leading global oil and gas and resources companies, they demand market-leading safety, quality and reliability right throughout their supply chains," he tells International Tug & Salvage. "We are motivated at every level of our business to deliver to that brief and go above and beyond for our customers. Put simply, we have the safety and quality management systems and culture to deliver a premium service." Rivotow manages 17 tugs for BHP in Port Hedland and three tugboats at the Hay Point Coal Terminal for the BHP and Mitsubishi Alliance. Most of the ships manoeuvred in these ports are bulk ore carriers, but Rivotow also berths fuel tankers, project machinery vessels and small container carriers from Singapore. "We believe we are market leaders in crew training and competency," says Mr Hart. "That is an area of intense focus within our business and once again, something our customers demand. Top-tier clients deserve top-tier crews and our attention to detail in this field is second to none." The fleet at Port Hedland includes six ART Rotortug fire-fighting (FiFi) escort tugs with 32 m length, 80 tonnes of bollard pull and fore and aft winches. There are six 34-m RAstar85 design azimuth stern drive (ASD) escort tugs with 85 tonnes of bollard pull, three more 32-m RT Rotortugs with FiFi, 80 tonnes of bollard pull and fore and aft winches, and two Z-Tech ASD tugs with 65 tonnes of bollard pull. Rivotow Hay Point manages three tugs, including two Damen ASD 3212, one RAmport 3200 and a line boat at the Hay Point Coal

Terminal. Challenges faced while operating in these ports include the remote locations, inclement weather, sea conditions and tight navigation channels. “Hay Point is an open-water port that exposes the teams and vessels to inclement weather conditions during the cyclone season in Queensland, which typically runs from November to April,” says Mr Hart. “We have thorough safety provisions in place to ensure all of our staff, equipment and customers are well ahead of the game when it comes to the inevitable challenges of mother nature.” Port Hedland is a tidally constrained harbour with a constant flow of incoming and outgoing bulk carriers and 19 berths accessed through a channel that is more than 20 nautical miles long, and at its narrowest point, only 183 m wide. The ore carriers are up to 335 m long and 260,000 dwt with vessel traffic managed using a one-way system. **Crew training** “Port Hedland crews provide escort towage expertise to keep this channel clear, supporting the safe passage of more than 560M tonnes per annum of cargo out of the port,” says Mr Hart. “A key challenge at both operations is the remote geographical locations, which provides challenges around the availability of technical support and critical parts,” he adds. “Most of these must be shipped from Europe and require a long lead time to ensure they are on hand.” This led to Rivtow implementing a culture of maintenance and forward planning to ensure fleet readiness, and to hold a large inventory of critical spares in Port Hedland to avoid downtime. “Over the past eight years, Rivtow has a proud record of towage never being the cause of vessels missing planned departures on the shipping schedule,” says Mr Hart. “Underpinning it all is Rivtow’s extensive asset management strategy, which enables major overhauls and dockings to be planned to minimise tug downtime so we can service the busy shipping schedule.” Rivtow operates a contractor model, where professional mariners are engaged to operate and maintain the marine assets under the Riverside Marine’s integrated management system. “A minimum qualification matrix developed specifically for each operation requires the partnerships to provide experienced professional mariners with qualifications that not only meet minimum regulatory requirements for the vessels they operate, but often exceed them as the operations and risk demand. We strive to go above and beyond,” says Mr Hart. “Prior to commencing their duties, a vigorous training and competency verification process is

undertaken to ensure crews are of the highest calibre and are suited and proficient in their towage operation skills. This is vital given the high standard of our service delivery and the challenges within our operating ports. “Once partnerships have commenced their duties, their skills are maintained and honed by conducting annual tug handling skills training and



verification and annual simulator emergency contingency training. A mates-to-masters programme ensures up-and-coming masters within the group receive training and mentoring to eventually attain a full tug master’s endorsement.” **Decarbonisation solutions** Rivtow is involved in initiatives considering technology to reduce emissions and optimise operations. “This is such a dynamic and exciting space. Every manufacturer and fleet operator around the world is looking at how technology can improve performance and the running costs of their fleet, but ensure they are investing in a sustainable climate future,” says Mr Hart. “We are closely considering what this means for us as a domestic maritime vessel operator of tugs, and at which point of the energy transition journey our

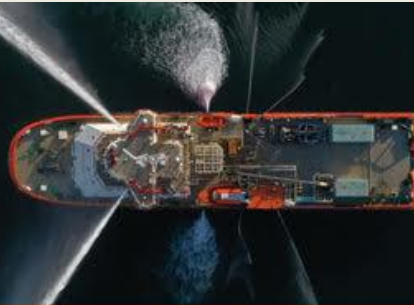
customers are at.” Rivotow has been investigating dual-fuel solutions on tugs, mechanical hybrid systems for drive trains and IMO Tier III-compliant propulsion and exhaust systems. Riverside Marine is participating in the Blue Economy Co-operative Research Centre hydrogen powering of vessels project. This brings together 40 industry, government and research partners from 10 countries with expertise in aquaculture, marine renewable energy and maritime engineering. “This study seeks to investigate and report on the status of hydrogen as a fuel for vessel propulsion,” explains Mr Hart. “The study would then investigate the market needs for using hydrogen to power vessel fleets in Australia.” It would also investigate port infrastructure for fuelling hydrogen vessels and the readiness of hydrogen supply chains to support bunkering. “Riverside Marine sees great opportunity in the future as technologies and fuel sources evolve and change in our fleets and in and around ports.” Rivotow has successfully managed the replacement of client assets as part of their fleet replacement or growth strategy. “We tailor and curate our service delivery to meet the needs of our customers and are extremely responsive to the trends in the sector, whether that be decarbonisation or digitalisation,” says Mr Hart. “We can adapt and meet the clients where they are on that journey. We are listening and working in partnership with them. We see that as a cornerstone of a successful and progressive future.” *(Source: Riviera by Martyn Wingrove)*

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## ACCIDENTS – SALVAGE NEWS

### OS 35 UPDATE – SURVEY REPORT DETAILS STORM DAMAGE



The Captain of the Port has received a survey report detailing the damage sustained by the **OS 35** wreck as a result of recent storms. *Damage to the hull* Damage to both the accommodation block and hull had been anticipated and prepared for with the stripping of the interior and

unloading of the vessel prior to the onset of the bad weather. Whilst the wreck has sustained structural damage, most visibly to the starboard side of the accommodation block and hull, this is not



considered to be extensive given the overall situation. The debris from this is contained within the site of the wreck. The original crack in the hull has extended to the Port side, and the two parts of the ship are now only tenuously held together by very bottom part of its structure, known as the bilge keel. The bow is now sitting a further 4 metres into the sandy sea bed, whilst the stern is now sitting a further 2 metres into the sea bed. This is a result of shifting sands with heavy swells. However, the **OS 35** has not moved from its original site, demonstrating the effectiveness of the strategy to stabilise the vessel with a controlled sinking. This provided the wreck with the maximum possible stability to weather the expected winter storms. **Fuel Tank 1** The damage to the hull has enabled divers to conduct visual inspections of fuel tank 1. As a result divers have been able to confirm that all four tanks that make up 'Tank 1' have suffered damage. There is still some light sheening, which is being contained successfully within the boom. The other set of fuel tanks, No 2 Fuel Tanks, remain undamaged and are situated in the aft area of the wreck, which has not suffered any damage. The dive survey has confirmed with certainty that these tanks are intact and are not at risk of failing and causing a sudden release of residues. These tanks had been emptied in earlier stages of the operation and although it is likely that some residues remain and future light sheening can never be entirely ruled out, the risk of future escapes of oil is now dramatically reduced. **Wreck removal plans** The removal of the vessel's cargo continues to be the first priority at this stage of the operation, with over 11,000 tonnes (representing around 1/3 of the total cargo) already removed. Between 600 and 900 tonnes of cargo are being removed daily. The damage caused by the storms has had no detrimental impact on the cargo removal operations or their timelines. The work to remove the **OS 35** and its cargo continues to progress well, and the downtime dictated by the winter storms was built in to the planned project timeline. The current condition of the wreck and the damage to its hull and structure means that some of the plans for its final removal may need to be tweaked, although it is unclear as to how this may affect the projected timelines, if at all. **Environmental impact** As previously reported, small amounts of residual oil were found on Eastern Beach, Catalan Bay and the rocks at Sandy Bay in the aftermath of the storms. These had been anticipated and quickly dealt with by the P&I Contractors, monitored by the Gibraltar Port Authority and Department for Environment. Due to the stripping of the accommodation's interior in anticipation of the storms, no



secondary contamination or debris was detected. **Stakeholder briefings** The Captain of the Port maintains constant communication with his counterparts in Spain, and has today briefed Spanish authorities with this latest information. The Captain of the Port has also briefed other stakeholders, including the residents of Catalan Bay. The Captain of the Port, John Ghio, said: 'The damage to the vessel's hull and accommodation block, whilst not ideal, were anticipated and prepared for with the removal of as much oil as possible and the complete stripping of the accommodation. These measures, together with the decision to sink the wreck in a controlled manner and thereby secure it in place, gave the vessel the maximum possible stability to withstand the winter storms as far as possible. Overall, I'm pleased that works continue to progress well, with cargo removal remaining as the

current priority.’ (Source: Gibraltar Port Authority)

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## UN BUYS EURONAV TANKER TO REPLACE FAILING FSO SAFER IN YEMEN



United Nations officials are reporting a breakthrough in their long-running effort to avert an environmental disaster in the Red Sea by replacing the aging FSO **Safer** with a new storage tanker. After reporting two months ago that they were having trouble securing a tanker as the replacement,

the United Nations Development Programme today signed an agreement for a replacement that could be on-site in Yemen in less than two months. David Gressly, the UN Resident and Humanitarian Coordinator for Yemen, who has led the UN system-wide efforts on the Safer since September 2021, posted a message on his Twitter feed congratulating his colleagues, confirming that the agreement had been reached. Gressly later told reporters, “UNDP’s purchase of the vessel is indeed a major step, made possible by the generosity of donors, the private sector, and global citizens.” UNDP signed the purchase agreement with Euronav for an unnamed VLCC. The tanker has already entered drydock for regular maintenance and will also undergo modifications for its assignment to receive the more than one million barrels of oil currently stored on the **Safer**. “The purchase of this suitable vessel by UNDP marks the beginning of the operational phase of the UN-coordinated plan to safely remove the oil from the **Safer** and avoid the risk of an environmental and humanitarian disaster on a massive scale,” said UNDP Administrator Achim Steiner. “We must accept that this is a very challenging and complex operation.” The UN is coordinating with marine salvage company SMIT on the plan while also working to hold together a fragile agreement among the warring parties to permit the international effort. The **Safer**, built in 1976 as the *Esso Japan*, was converted to an FSO in 1987 and remains anchored approximately five and a half miles offshore in an area held by the rebel forces. Operations were suspended in 2015 during the ongoing civil war with only a skeleton crew aboard to provide essential maintenance. Experts have reported that the

structural integrity of the vessel is decaying making repairs impossible. The lack of maintenance also means that normal operations such as the proper venting of tanks have not happened. SMIT has been working at the vessel for the past few months with the UN preparing for the ship-to-ship transfer of the oil, which will remain in Yemen. The [Safer](#) is ultimately scheduled to be recycled under the UN plan. The officials said they are anxious to get the new tanker alongside and expect it will arrive in Yemen by late April or early May. Speaking to reporters, Steiner predicted the transfer could begin by mid-May. The effort was slowed by the difficulties the UN experienced in securing a replacement vessel as well as a prolonged fund-raising effort. In January, they reported having difficulties securing a tanker and the prices for vessels had risen dramatically due to the war in Ukraine and changes in the global oil markets. UN officials report that they have commitments from the global community as well as through an online crowdfunding effort for a total of \$95 million of which \$75 million has been received. Last year, they also began to solicit donations from corporate donors. The budget for the emergency phase of the project is now set at \$129 million, meaning the UN is currently attempting to raise an additional \$34 million. They have long warned of the potential for a catastrophic disaster that could result in a \$20 billion clean-up and long-lasting environmental and economic damage if the [Safer](#) fails. They have outlined a scenario where the oil leak would close the ports of Hodeidah and Saleef, critical to the supply efforts in Yemen, as well as interrupt shipping through the Bab-al-Mandab strait leading to the Suez Canal and potentially reaching the eastern coast of Africa. They have estimated that the environmental impact on fishing and marine life could last 25 years. *(Source: Marex)*

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### *BOAT SANK IN YEMEN: 14 DEAD*

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11 women and 3 children lost their lives when a boat sank off the coast of Yemen. It was stated that a boat carrying women and children sank off the coast of Hudeidah, Yemen. In the statement made by local sources, it was stated that 11 women and 3 children lost their lives and 11 people were rescued. It has been learned that an investigation has been initiated regarding the incident. Hudeidah's city center and strategic ports are under the control of Iran-backed Houthi militias. *(Source: Deniz Haber)*



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### *THE FIRE ON THE FISHING BOAT IN TUZLA WAS BROUGHT UNDER CONTROL*

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The fire that broke out on the fishing ship, which was maintained at the shipyard in Tuzla district of Istanbul, was brought under control. There were no casualties or injuries in the incident. Around 19.00 in Tuzla, a fire broke out in the living area of the 120-meter-long Russian-flagged fishing



vessel, which was being maintained at a shipyard. A large number of firefighters and ambulances were dispatched to the scene due to the fire in which dense smoke spread to the surrounding area. Employees on board were evacuated. While the fire was brought under control with the intervention of the fire brigade, there were no casualties or injuries in the incident. *(Source: Deniz Haber)*



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## *RIG FIRE AT MOBILE, ALABAMA SCRAPYARD*

A fire has broken out on a semi-submersible rig that is being dismantled in Mobile, Alabama. Multiple fire units arrived on scene to discover a “multi-story, oil rig-like structure” with heavy smoke and flames, the Mobile Fire-Rescue Department reported. The platform is said to contain diesel, hydraulic fluid, and oil with other potential hazards on board. Local news reports indicate the platform is being scrapped and the fire was sparked during hot work. The platform is the **MSS3** oil rig that is being dismantled



at the Alabama Shipyard. The shipyard posted a video of the 130-foot tall derrick being taken down just the other day. gCaptain is told there are no injuries. The Mobile Fire-Rescue Department said crew are working in tandem to mitigate the incident as quickly as possible. *(Source: gCaptain)*

## REMEMBER TODAY

### S.S. CLAN ALPINE – 13<sup>TH</sup> MARCH 1943



SS [Clan Alpine](#) was a UK steam cargo liner. She was launched in 1918 and sunk by a U-boat in 1943. [Clan Alpine](#) spent her entire career with Clan Line. She was the third of five Clan Line ships to be called [Clan Alpine](#). *Details* The Greenock and Grangemouth Dockyard Co Ltd of Greenock built [Clan Alpine](#), launching her on 28 January 1918 and completing her that April. [Clan Alpine](#) was 410.2 ft (125.03 m) long, had a

beam of 53.5 ft (16.31 m) and draught of 26 ft 0 in (7.92 m). Until 1930 her tonnages were 5,485 GRT and 3,425 NRT. [Clan Alpine](#) was built with a triple-expansion engine that developed 538 NHP. In 1930 a Bauer-Wach exhaust steam turbine was added, which increased her fuel efficiency. It also increased her total power to 627 NHP and gave her a service speed of 10.5 knots (19.4 km/h). Also in 1930 her tonnages were revised to 5,442 GRT and 3,390 NRT. *Career* Clan Line operated cargo liner services between Britain, India, South Africa and East Africa, and also Australia and the USA. In the Second World War [Clan Alpine](#) was defensively armed with a 4-inch or 4.7-inch gun on her stern, plus two Bofors 40 mm guns and four machine guns for anti-aircraft cover. On 19 November 1942, while sailing to Saint Helena, [Clan Alpine](#) rescued 154 survivors from two lifeboats from the torpedoed Ellerman Lines troop ship [City of Cairo](#) and took them to Saint Helena. *Loss* On 6 March 1943 [Clan Alpine](#) left Liverpool bound for Walvis Bay, Durban, Aden and Port Sudan carrying 11,317 tons of general cargo, including army and naval stores. She sailed in Convoy OS 44, which included 46 merchant ships. Early on 13 March the German submarine [U-107](#) sighted OS 44 in the North Atlantic west of Cape Finisterre. At 0530 hours [U-107](#) fired several torpedoes at the convoy and hit four ships: [Clan Alpine](#), [Marcella](#), [Oporto](#), [Sembilangan](#). [Clan Alpine](#) was damaged and 28 of her lascar crew were killed. She did not sink, but it was not practical to repair her or tow her to safety so her surviving crew abandoned her. The escorting sloop [HMS Scarborough](#) rescued the survivors and scuttled [Clan Alpine](#) with depth charges. [Scarborough](#) transferred the survivors to the merchant steamship [Pendeen](#), which took them to Gibraltar. (*Source: Wikipedia*)

## OFFSHORE NEWS

### TASIK SEALS DSV CHARTER EXTENSION WITH SHELF SUBSEA

Singapore's Tasik Subsea has sealed an agreement with Australia's Shelf Subsea to extend the charter for the diving support vessel [Southern Star](#). The deal for the Fujian Mawei-built ship which went on

a five-year bareboat charter with Shelf last year now includes further multi-year extensions. Southern Star has been contracted with Shelf Subsea since May 2019. The vessel was made available after Fugro terminated a six-year charter for the vessel less than two years into the contract. The Dutch company was later ordered to pay \$26.8m compensation to Tasik by an arbitration tribunal. The 2017-built unit is the first vessel in the Asia Pacific region to have twin SPHLs and DP III capability. (Source: Splash24/7)



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## ILE DE MOLENE – EX-PLATFORM SUPPLIER TO TAKE ON ATLANTIC SUBSEA CABLE MAINTENANCE



France-based Alcatel Submarine Networks (ASN) recently added a new vessel to its cable maintenance fleet. **Ile de Molene** is being operated by ASN's compatriot company Louis Dreyfus Armateurs (LDA) to carry out maintenance and repair on the submarine telecommunication cables of ASN's customers in the Atlantic Ocean and in the North Sea. The vessel is one of



two cable maintenance ships in the ASN fleet, and its acquisition was done as part of the modernisation and expansion of the company's installation and maintenance capabilities in anticipation of growth in the global submarine telecommunications market. The vessel was originally built as a platform supply vessel (PSV) at a Chinese shipyard in 2006. Conversion work was carried out at a yard in Gdansk, Poland, for over 12 months. LDA also supported the conversion from the design phase to the final outfitting. **Ile de Molene** has an LOA of 98 metres, a moulded beam of 22 metres, a draught of six metres, a deadweight of 4,312, and a total installed power of 6,000 kW delivering a service speed of just over 12 knots. Accommodations are available for a 45-strong crew. To enable it to perform cable maintenance duties, the vessel is fitted with advanced positioning systems and deck space for a remotely operated vehicle (ROV) for underwater inspections. **Ile de Molene** recently completed its first project under the ASN banner, performing cable maintenance on behalf of an undisclosed client off the Dutch Caribbean island of Curaçao. (Source: Baird)

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### WINTERSHALL DEA GIVES MORE WORK TO EIDESVIK PSV

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Norwegian offshore vessel operator Eidesvik Offshore has secured a contract extension for one of its platform supply vessels (PSVs) with Wintershall Dea, enabling the vessel to continue working offshore Norway. Back in October 2020, Eidesvik's PSV **Viking Princess** was hired by Wintershall Dea Norge, which used its first extension option in October 2021 to prolong the



vessel's stay for one year. Come October 2022, the company used another option to extend the PSV's assignment. In an update on Thursday, 9 March 2023, Eidesvik disclosed that Wintershall Dea had declared an option to extend the contract for the PSV **Viking Princess** from July 2023, in direct continuation of the vessel's existing contract, extending the firm period to January 2024. Gitte Gard Talmo, CEO & President of Eidesvik Offshore, commented: "This contract extension reflects our crew's high standard of safety and strong operational performance. We look forward to continuing our good cooperation with Wintershall Dea." The PSV **Viking Princess** was constructed at Kleven Verft in Ulsteinvik and is of a VS489 PSV LNG design. According to the Norwegian vessel operator, the PSV **Viking Princess** was the world's first offshore vessel with a battery hybrid energy storage solution replacing a traditional generator. The vessel was also equipped with a shore power system in November 2021. (Source: Offshore Energy)

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### JF SUBTECH CHARTERS EDDA SAVANAH VESSEL FOR IRM SERVICES IN NORTH AND IRISH SEAS

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Marine services provider James Fisher Subtech (JF Subtech), part of James Fisher and Sons plc, has signed a charter agreement with Østensjø Rederi AS for the exclusive use of its inspection, repair,

and maintenance (IRM) and construction vessel, **Edda Savannah**. JF Subtech will start using the vessel



in April 2023 for work in the North and Irish Seas on IRM projects for JF Subtech's customers, utilizing remotely operated vehicles (ROVs) and multiple diving methods. "The charter comes as the UK's offshore energy industry faces supply chain crunches, allowing JF Subtech to be agile and responsive to customers'

changing needs at a time when vessel availability within the industry is constrained. The Edda Savannah will provide a valued and stable cost base for JF Subtech's new and existing customer base," JS Subtech said. The **Edda Savannah**, with a 150-tonne crane, will be fitted with a James Fisher-owned work class ROV, observation class ROVs and an air dive spread. The **Edda Savannah** has also been equipped with a daughter craft, located in the center of the vessel to increase stability during launch and recovery. The vessel was built in 2017 and is currently undergoing internal reconfiguration, which will be completed by the end of March. It is around 97 meters long, has DP2 capabilities, and can accommodate 100 passengers. *(Source: World Ports Org)*

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## SOUTHEAST ASIAN OWNERS PLACE ORDERS FOR OSV NEWBUILDS

In a sign of the offshore oil and gas sector's brightening fortunes, ABS is to class some of the first offshore support vessel newbuilds ordered in 2023. With the offshore oil and gas industry reviving and the available offshore support vessel (OSV) tonnage all but dried up, some of the first newbuilds have been ordered for construction by southeast Asian owners. "Offshore is ramping up right now," ABS Singapore director, business development, David Gan told Riviera Maritime Media in an exclusive interview. Mr Gan revealed some owners in southeast Asia have already begun ordering newbuilds for the offshore oil and gas market. "We signed up three OSVs in January," he said. Mr Gan could not disclose the name of the owner. In another project, Mr Gan said ABS will class a construction service operation vessel for the renewables sector, with work starting on the newbuild February 2023. There is also an increase in the secondhand sales and purchase market, Mr Gan

observed. “Two to three years ago, when the offshore market was down, owners walked away from OSVs [being built] in China, even if they had paid a deposit, leaving shipyards to hold the vessel. Now stock is moving fast because owners are looking to reactivate vessels.” Almost all of these so-called ‘ghost fleet’ vessels have been purchased for reactivation to be deployed in the buoyant Middle East and African markets. Owners are searching far



and wide for available tonnage, even so far as activating vessels that have been laid up for seven years. “There are three OSVs which have been laid up for seven years. Now they are being reactivated, and all are getting contracts to work in either in Africa, Australia or southeast Asia,” he said, adding, “It’s picking up.” Reflecting on the offshore market, Mr Gan said owners ordering new OSVs would not do so unless they had a charter and financing in place. Most of them are either being deployed in the Middle East or in southern Asia. “There were a number of jack-ups that were laid up in Singapore that ended up in the Middle East.” *Zero-emissions OSV advances* ABS is supporting a consortium of regional shipbuilders, designers and maritime technology firms that are developing a zero-emissions hybrid-battery OSV that will be built in Malaysia. The project brings together Malaysian shipbuilders Grade One Marine Shipyard, Muhibbah Marine Engineering, Shin Yang Shipyard and Singapore firm Evolution Concepts. Singapore-based Gennal Engineering, one of Evolution Concepts’ key technology suppliers in the project, received New Technology Qualification from ABS for an innovative non-flammable maritime battery technology that promises long life and will be incorporated in a new zero-emissions OSV. Called Blue G, the vanadium redox flow battery system is now planned to move into prototype testing later this year. The Blue G battery is comprised of a water-based electrolyte solution, storage tank, stack cell and regulating pump. The process of charging and discharging energy does not produce excess heat – a unique feature of the system, said ABS. (Source: Riviera by John Snyder)

## **MMA OFFSHORE AWARDED THREE OFFSHORE WIND CONTRACTS IN TAIWAN**

MMA Offshore has been awarded three contracts supporting offshore wind developments in Taiwan. The three contracts, with firm periods totalling 370 days, will increase the company’s contracted revenue by approximately A\$30M (US\$20M) and provide for additional potential revenue of approximately A\$15M from 180 days in additional option periods. In March 2023, **MMA Pinnacle** will mobilise from Singapore to Taiwan to support Seaway 7 on a windfarm development project. MMA will deliver a range of capabilities, including cable installation, remotely operated vehicles (ROVs) and survey operations. The contract is for a firm period of 180 days with 90 days in extension options. **MMA Prestige** will provide walk-to-work accommodation support services for wind turbine maintenance operations in Taiwan. The contract is expected to commence Q2 2023 for a firm period of 130 days with a further 60 days in extension options. **MMA Crystal**, with an integrated ROV,



survey spread and A-frame, has been contracted to undertake cable trenching and survey support



services. This integrated support contract is expected to commence April 2023 for a firm period of 60 days with a further 30 days in extension options. MMA managing director David Ross said, “We are extremely pleased to secure contracts for two of our larger vessels for a material portion of 2023 underpinning utilisation of our MPSV

fleet. These contract awards are a major milestone in our diversification strategy, with offshore wind being a key target market for MMA in future. “It is also very pleasing to see our Taiwan-flagged vessel **MMA Crystal** secure an integrated support contract through our local Taiwanese entity MMA Clean Energy. This is an endorsement to our entry into Taiwan, to support the growing offshore wind market in the region.” *(Source: Riviera by David Foxwell)*

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## WINTERSHALL DEA HIRES ANOTHER EIDESVIK PSV

Norwegian offshore vessel operator Eidesvik Offshore has been awarded a contract for another of its platform supply vessels (PSVs) by Wintershall Dea Norge, a subsidiary of Germany's Wintershall Dea, for operations offshore Norway. Eidesvik Offshore disclosed on Friday, 10 March 2023, that it had secured a contract with Wintershall Dea Norge for the PSV **Viking Queen**. According to the company, the duration of the vessel's assignment covers a firm period of 12 months with options for further extensions. The new contract will start in 2Q 2023. Gitte Gard Talmo, CEO & President of Eidesvik Offshore, remarked: “We are very pleased to secure this contract for **Viking Queen** and appreciate Wintershall Dea's willingness to commit to solutions that are more environmentally friendly. Our cooperation with Wintershall Dea now includes two vessels and we look forward to further develop our partnership.” The contract for the PSV **Viking Queen** comes after Wintershall Dea used an option to extend the contract for the PSV Viking Princess, which is working off Norway. The 2008-built PSV **Viking Queen** is of a VS 493 AVANT LNG design with a length of 92,3 meters. It is fueled by liquefied natural gas. It was built by Westcon Yard in Ølensvåg, Norway. This is a dual-fuel platform supply vessel, equipped with a battery hybrid system and a shore power system.

Previously, the PSV worked for Equinor, after the Norwegian state-owned giant initially chartered the vessel back in April 2019 for four months with further options in the charterer's favour. The company awarded another deal to this PSV in July 2019 for a period of six months, which started in direct continuation of the previous deal. In February 2020, Equinor awarded a new contract to the PSV **Viking Queen** for a period of eight months plus options. Another contract took place in March 2021 and stipulated a period of 10 months, along with options for further extensions, should Equinor decide to exercise them, which the firm did in December 2022. (Source: Offshore Energy)



## DEME UNIT TAKES IRISH MAINPORT SURVEY VESSEL ON MULTI-YEAR CHARTER



DEME's subsidiary G-tec has agreed a multi-year charter deal with Irish Mainport Holdings for its DP2 survey vessel **Mainport Geo**. The Liege-based firm said the charter comes as it looks to further boost its site investigation techniques on the back of robust demand in the offshore wind sector. The 2015-built vessel, acquired by Irish Mainport in 2020, underwent an extensive modification in 2021,

which included fitting it with a 15-tonne A-frame, a robust side pole, a hull-mounted dual head Kongsberg multibeam and survey rooms. "By having an asset like this we are helping marine players de-risk their projects by providing valuable insight, allowing them to take informed decisions," said Thibaut Debouche, G-tec general manager. The new addition to the G-tec fleet will shortly be deployed to survey one of the ScotWind offshore wind farm sites. (Source: Splash24/7)

## MUSEUM NEWS

### SCHIPPERSCAFÉ....SCHOT IN DE ROOS!

Sinds juni 2022 organiseert de Stichting Historische Scheepswerf Hoogezand-Sappemeer elke laatste



vrijdag van de maand een zg. "Schipperiscafé" in het Bezoekerscentrum van de Historische Scheepswerf Wolhuis te Sappemeer. Vanaf het begin is het "volle bak" geweest met 40 à 50 bezoekers. De laagdrempelige toegang en de interessante diaprojecties met een maritiem karakter, trekken een veelzijdig publiek. Voor velen is de laatste vrijdag van de maand een dag waarnaar wordt uitgezien. Het is een mooie stimulans voor de organisatie om op deze voet voort te gaan. Voor de rest van het jaar zijn alweer enthousiaste sprekers ingehuurd met een keur aan onderwerpen. De



eerstvolgende bijeenkomst is op 31 maart. De heer Goff Miedema vertelt dan over de belangrijke rol, die in onze gemeente gebouwde coasters hebben gespeeld bij de "Operatie Dynamo". Het gaat over de evacuatie in 1940 van meer dan 300.000 Britse militairen, die klem kwamen te zitten tussen de zee en de snel oprukkende Duitse legers. Alles wat varen kon werd door de Britse premier Winston Churchill naar Duinkerken gestuurd om de bedreigde manschappen terug te halen naar Engeland. De aanvang is om 14:30 uur en de toegang is gratis.

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## WINDFARM NEWS - RENEWABLES

### *DRILLSHIP-TURNED-CRANE VESSEL GEARING UP FOR THREE US OFFSHORE WIND PROJECTS*

Boskalis's new offshore wind foundation installation vessel **Bokalift 2**, which went into service last year after being converted from a drillship into a crane vessel, is currently undergoing modifications in the Netherlands before its scheduled work in the United States. **Bokalift 2** arrived in the Port of Rotterdam in mid-February for the final outfitting ahead of the installation of foundations at offshore wind farms along the US East Coast. In June 2022, Boskalis secured a deal with Ørsted and Eversource



for the transportation and installation of three substations and XXL monopiles for their South Fork



Wind and Revolution Wind offshore wind projects. In the annual report for 2022, issued on 9 March, Boskalis CEO Peter Berdowski is quoted as saying **Bokalift 2** will be deployed on three projects in the US. At the beginning of this year, the Dutch offshore construction company announced it had signed another contract in the US offshore wind market, leaving the client and the project undisclosed. For this offshore

wind farm, Boskalis will also transport and install foundations, as well as the offshore wind farm's power cables. **Bokalift 2** underwent the conversion process from a drillship into a DP2 crane vessel at the Dubai-based Drydocks World shipyard and booked its first assignment in the offshore wind sector in Taiwan, on the 589 MW Changfang and Xidao wind farm. The conversion scope for the vessel included the fabrication and installation of 9,000 tonnes of steel blocks on both sides of the vessel to increase its stability, as well as the installation of a new work deck. As a crane vessel, **Bokalift 2** has 7,500 square metres of free deck space, a 4,000-tonne revolving crane capable of lifting structures more than 100 metres high, and can accommodate 146 people onboard. Boskalis also owns the self-propelled DP2 crane vessel **Bokalift 1**, which was converted from a Finesse type II heavy transport vessel in early 2018 and has since been deployed on a number of offshore wind projects such as East Anglia ONE in the UK, Saint-Brieuc in France, and Changfang and Xidao offshore Taiwan. In Spring 2022, the vessel owner said that it planned to convert a number of vessels within its Offshore Energy division, including the crane ships **Bokalift 1** and **Bokalift 2**, into hybrid vessels through the retrofitting of energy storage systems, or "power packs". (Source: *Offshore Wind*)

## SIEM AHTS READY FOR OFFSHORE WIND WORK IN EAST ASIA

Siem Offshore has secured a medium-term contract for one of its anchor handling tug supply (AHTS) vessels to be deployed on an offshore wind project in East Asia. Under the contract, AHTS **Siem Topaz** will perform services for Helix Robotics Solutions in Taiwan. The work is set to commence this month and will take place for a firm period



reaching into Q4 2023. Siem Offshore stated that the vessel would be employed for a project within the offshore wind industry, but did not reveal exactly which one. The 2010-built **Siem Topaz** is

designed for towing and anchor handling, deep water inspection and construction work. It features a high-capacity gantry crane for anchor and cargo handling and can accommodate 60 persons. According to Siem, the 91-meter-long vessel of VS 491 CD design has low fuel consumption and low emissions. In terms of most recent company-related news it is worth mentioning that last month **Siem Dorado** was getting ready to carry out a term campaign for marine geophysical service provider PXGEO in Brazil. (*Source: Offshore Energy*)

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## NCT OFFSHORE ORDERS INTER-ARRAY CABLE-LAYING VESSEL FOR OFFSHORE WIND MARKET



Danish vessel owner and offshore contractor NCT Offshore has awarded a contract for a new cable-lay vessel to Vard. The shipbuilder will build a Vard 9 01 cable-layer for the company, a design developed for operation in close collaboration with NCT Offshore. Vard said the vessel has a “high focus on seakeeping capability,

excellent station-keeping performance and low fuel consumption.” For improved sustainability, the vessel will be equipped with a SeaQ power and control package, encompassing batteries, switchboards, and a shore connection system, allowing for a reduction in fuel consumption and increased operability. The vessel will be fitted with two main cable tanks, a hangar for a remotely operated vehicle and a walk-to-work system and will be prepared for the installation of a large A-frame and single-cabin accommodation for 60 people. The vessel will have a DP2 dynamic positioning system and is intended primarily for inter-array cable installation. It will also be capable of cable repair/maintenance and the installation of fibre optic cable. The vessel design was developed by Vard Design in Ålesund, Norway. The hull will be built at Vard Tulcea in Romania and final outfitting, commissioning and delivery will be carried out by one of Vard’s shipyards in Norway. The cable layer is scheduled for delivery Q4 2024 and will have a length overall of approximately 95 m

and a beam of about 22 m. It will have cable installation equipment for 4,500 tonnes of cable. The vessel will have a bollard pull of in excess of 60 tonnes, maximum transit speed of in excess of 14 knots and a hybrid propulsion package. *(Source: Riviera by David Foxwell)*

## DREDGING NEWS

### COURT APPROVES DEAL ON ROYAL IHC FINANCIAL RESTRUCTURING

Royal IHC – a major player in the Dutch maritime manufacturing industry – has reached agreement on financial restructuring. Like most companies in this sector, IHC has recently had to deal with the effects of the international COVID crisis and geopolitical developments. Both have had a major impact on the markets for the company's products and has also led to high volatility in the



commodity market and suppliers. Nevertheless, the market for the smaller projects is now back on track and IHC activities in the Dredging, Mining, Offshore Energy and Defence markets are showing growth and projects are profitable. To cope with this situation, the company implemented a major global restructuring and structurally reduced costs. In addition, a process has been underway for some time to strengthen Royal IHC's balance sheet through the sale of the wholly owned subsidiary IQIP. This will pay off existing debts, significantly improve equity and strengthen the cash position. Stakeholders around Royal IHC as well as a majority of the company's current bankers agreed to the proposed simplification of financing some time ago. A minority of banks prevented the required unanimity of votes. To convince all lenders of this plan, Royal IHC initiated WHOA proceedings (Homologation Private Agreement Act), supported by the majority of lenders. Today, the court ratified Royal IHC's financial restructuring plan under the WHOA (Homologation Private Agreement Act) proceedings that had been initiated by Royal IHC early this year. The financial restructuring plan that will now be brought to fruition involves the sale of the wholly owned subsidiary IQIP to HAL Investments which will allow the existing credit and guarantee lines with the existing bank consortium to be repaid largely in advance. In addition, with the remainder of the proceeds from the sale of IQIP, Royal IHC will have access to significant liquidity and a strong balance sheet with good solvency. The plan also provides for the continuation of existing guarantee lines from the bank consortium to enable new contracts to be entered into for building vessels and equipment in the markets in which Royal IHC operates. The aim remains to play an important role in the Dutch shipbuilding industry and economy and as an international player with a specific focus on the dredging, offshore, mining and defence industries. All indications point to improving demand in the markets in which Royal IHC operates. *(Source: Dredging Today)*




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## BOSKALIS ANNUAL RESULTS 2022: SHARP PROFIT INCREASE WITH STRONG INCREASE IN REVENUE



Royal Boskalis N.V. (Boskalis) concluded 2022 with a sharp increase in profitability with a strong increase in revenue. Boskalis' order book also increased to an all-time high level. Compared to last year, revenue increased by 21.0% to EUR 3.58 billion (2021: EUR 2.96 billion). EBITDA increased by 30.7% to EUR 604 million (2021: EUR 462 million) and operating profit increased by 36.6% to EUR

271 million (2021: EUR 199 million). Net profit attributable to shareholders increased by almost 60% to EUR 241 million from EUR 151 million in 2021. *Divisional developments* In the Dredging & Inland Infra segment, revenue increased by over 30% and EBITDA by more than 50% compared to last year. The trailing suction hopper dredgers were well utilized and following a number of quiet years, the utilization of the cutter suction dredgers increased sharply. Noteworthy projects include the activities in Manila (Philippines), Tuas Terminal 2 and the Pulau Tekong Polder (both in Singapore), the Fehmarnbelt tunnel (between Denmark and Germany), the access channel to the port of Harwich (United Kingdom) and a large number of projects in the Netherlands. At Offshore Energy, revenue increased by 14% on a 33% higher EBITDA. As a result of a quiet year at Subsea Cables, revenue and earnings from the contracting business declined. This decline was more than offset by the services cluster, with Marine Transport & Services, Subsea Services and Marine Survey all having a very strong year. Salvage had a relatively quiet year following a number of very busy years. Late 2022, a substantial wreck removal project was acquired to be executed in 2023 and 2024. Furthermore Boskalis is assisting the United Nations with a potential salvage project in the Red Sea. The size of the Towage portfolio has diminished in recent years following the strategic decision to divest these activities. In 2022, the Southeast Asian harbor towage activities – Keppel Smit Towage – were divested. Furthermore, an agreement on the intended sale of the terminal services activities of Smit Lamnalco was reached in early 2023. *Financial Position* With the available bank facilities and cash at hand, Boskalis has an immediately available financing capacity of over EUR 1.1 billion. Solvency

remains high at 49% and Boskalis comfortably meets its financial covenants. The order book increased to EUR 6.11 billion (year-end 2021: EUR 5.41 billion). The increase in the portfolio largely took place at Offshore Energy, partly as a result of acquiring a number of offshore wind projects in the United States. With the projects in the order book, there is a solid basis for 2023 and for the years thereafter.

**Safety** Safety has the highest priority within Boskalis. Through our NINA (No Injuries, No Accidents) safety program, everything is focused on ensuring that employees and subcontractor personnel return home safely every day. With so many projects in progress worldwide, it is therefore pleasing to see a decrease in 2022 of the Lost Time Injury Frequency to 0.01 per 200,000 hours worked.

**Personnel developments** Over the past year, much attention was paid to the strategic pillar Human Excellence as highlighted in the Corporate Business Plan 2022-2024. The program of this pillar comprises Talent Sourcing, Performance & Development, Internal Mobility, Vitality and Diversity & Inclusion. Extensive attention is paid to these themes by means of events, workshops and webinars. Mid-2022, all Boskalis colleagues worldwide were invited to participate in the employee survey Creating Our Horizon. This was participated in by many colleagues from around the world. Especially in light of the many challenges in recent years as a result of the pandemic, the results of the survey can be described as very positive. Higher scores were achieved on all the themes surveyed compared to the previous survey in 2019.

**Road to net zero** Boskalis is making efforts on a broad front to achieve its goal of being climate neutral by 2050. In the short term, much of the potential for emission reductions lies with our onshore activities. To that end, in 2022 we invested globally in installing solar panels on our offices and warehouses. In the Netherlands, we furthermore made a significant investment in the electrification of dry earthmoving equipment, in line with our ambition to be climate-neutral on all onshore construction projects in the Netherlands by 2030. We are also taking measures within our fleet to reduce emissions. For example, we have invested in energy storage systems or 'power packs' for numerous vessels in our Offshore Energy division. These storage systems enable us to significantly reduce CO<sub>2</sub> and nitrogen oxide emissions during DP operations. Additional information on the above themes is available in the Sustainability Report 2022.

**Peter Berdowski, CEO Boskalis:** "Last year was a special year in many ways. At the outset, we started the year optimistically with a new ambitious Corporate Business Plan. That optimism was nipped in the bud when Russia invaded Ukraine at the end of February. In haste we had to stop our operations in Russia and brought our colleagues to safety. The consequences of these developments had a major impact on the global economy. Energy and commodity prices rose sharply and inflation reached record levels. Developments that also impacted our clients and projects. This makes it all the more commendable that, despite these adverse developments, we can look back on a strong year, both operationally and financially. Our vessels were well utilized, revenue increased by more than 20%, and the net profit even increased by almost 60%. Moreover, we were successful in acquiring numerous new projects and we started 2023 with a historically high order backlog of EUR 6.1 billion. In Dredging & Inland Infra, early 2022 we were awarded a World Bank funded project to protect part of the eroded coastline of Togo and Benin. Coastal erosion related to climate change is an increasing threat in many developing countries. Implementing such climate-adaptive measures requires a lot of resources and the financing thereof is a major challenge. Last year, our large dredgers were especially busy with projects in Singapore and the Philippines. In 2022 we started the land development for the new Manila International Airport. This enormous project was already acquired in 2020 and before starting work, we carried out extensive environmental and social impact studies together with the client and international consultants, ensuring that the project fulfills international standards. Offshore Energy had a good year despite the turmoil in the energy market. We were busy in the offshore wind market in Taiwan, France, Germany and the United States. Mid-2022 we also commissioned our newest crane vessel the Bokalift

2. This vessel is now being modified in Rotterdam, after which she will leave for the United States for three wind projects. Our latest additions to the company being Marine Survey and Subsea Services had a strong year. At Marine Survey we are seeing strong growth in demand in the offshore wind sector and at Subsea Services in the decommissioning market for old offshore installations. Looking ahead, I am proud to state that our offshore order book not only reached a record high, but that 75% of the backlog is comprised of renewable energy projects. We recently acquired our 100th offshore wind farm project and we have been involved in the realization of nearly half of all offshore wind farms worldwide over the past decade. Within Salvage, we have worked intensively with United Nations (UN) over the past year to avert a massive environmental and humanitarian disaster in the Red Sea. The FSO Safer, moored off the coast of Yemen, is an aging supertanker in an advanced state of decay. Together with the UN, Boskalis has developed a plan to safely transfer the oil aboard the Safer to a second vessel. The salvage operation is expected to begin this year. Besides all the operational developments, 2022 was also a special year from a shareholder perspective. In 2022 our large shareholder HAL made a voluntary public offer for all Boskalis shares. Following a diligent process, HAL managed to acquire over 98% of the shares. As a result, after being a publicly listed company for more than 50 years, Boskalis was delisted on 9 November. In view of the support expressed by our shareholder, our strong balance sheet, the historically high order book and, above all, the highly devoted team of Boskalis colleagues, I look forward to 2023 and the period thereafter with great confidence.” (PR)



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## ANOTHER ELLICOTT 670 DRAGON DREDGE ALMOST READY FOR ACTION

Ellicott has just announced that the company will soon deliver a versatile Series 670 Dragon cutterhead suction dredge to a client in Maine. The dredge – being funded by the American Rescue Plan Act, which was awarded to the York County Government – will be ready for delivery in May



of 2023, the company said in the announcement. The newbuild is typically used for medium-sized



navigation projects in locations such as small ports, rivers, and inland waterway dredging project. According to Ellicott, the dredge will be used for keeping the navigation channels open and for supplying sand to help with erosion on the beaches along the York County coast. Several harbors and rivers along the York County coast will require maintenance dredging to ensure that the channels are navigable for

both commercial and recreational purposes. (Source: *Dredging Today*)

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## DCI WINS ERNAKULAM NAVAL DREDGING CONTRACT

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Dredging Corporation of India (DCI) has won another major dredging contract – the Ernakulam project. Southern Naval Command (SNC) Kochi today awarded the prestigious Annual Maintenance Dredging Contract of Ernakulam Naval Channel to the Indian dredging giant. The work includes removal of 1.5 million cubic meters from the waterway in Ernakulam, Kochi, at an estimated cost of Rs 64.00 crores (\$7.8 million). (Source: *Dredging Today*)



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## YARD NEWS

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### SPANISH BUILDER WINS TUGBOAT CONSTRUCTION ORDERS

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Armon Shipyards has seen rising orders for tugs for operations in the Iberian peninsula as owners modernise their fleets. The Spanish shipbuilder has secured four newbuilding contracts for tug deliveries in 2024, including two from Portuguese owners, according to BRL Shipping Consultants. One will be a 24-m harbour tug for Portos dos Acores, which operates eight ports in Portugal. This is Astilleros Armon Navia hull number 852 and scheduled for delivery March 2024. And Empresa Portuaria Nacional ordered a new 31-m tugboat, Armon Navia hull number 853, for completion

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August 2024. In between these deliveries, Armon expects to complete a 32-m harbour tug by June



2024 for an unnamed client and has an order for another 32-m tug, scheduled for delivery December 2024 for an undisclosed owner. Armon Navia completed a world-first hydrogen-powered harbour tug in 2022 when it delivered **Hydrotug 1** to the Port of Antwerp-Bruges. This 4,100-kW, 496-gt tug was developed by CMB.Tech with two BeHydro V12 dual-fuel, medium-

speed engines that can run on both hydrogen and diesel fuel, driving two Schottel thrusters of type SRP 460. This thruster configuration will enable the 31-m tug to achieve a bollard pull of 65 tonnes. It was testing hydrogen bunkering and operations from the Port of Ostend, Belgium Q4 2022 and Q1 2023. Other Spanish shipyards have gained contracts for workboats and marine service vessels. BRL reported Freire Shipyard had won a contract from Scotland UK's Briggs Marine for a buoy-laying vessel. This 625-gt, 40-m vessel will have a beam of 12 m and is scheduled for delivery October 2024. Freire Shipyard completed new oceanographic research and survey ship **Jaywun** for the Environment Agency of Abu Dhabi, United Arab Emirates, seen leaving the Port of Vigo, Spain in February. This 47-m vessel has a beam of 12 m, a draught of 4 m and speed of 13 knots. Its propulsion consists of two 1,840-kW main engines, complemented by a 200-kW electric motor for power take in, enabling 100% electric mode for navigation at low speeds. Gondan Shipyard was awarded a contract in December 2022 to build a buoy tender vessel for the Northern Lighthouse Board (NLB) in Scotland.

NLB has two ships, **Pharos** and **Pole Star** to help operate and maintain 208 lighthouses and 174 buoys around Scotland and Isle of Man waters. This new buoy tender vessel is set to be delivered in Q3 2025 to replace **Pole Star**, with advanced navigation and communication systems. It features devices for hydrographic surveying and wreck finding, and energy-efficient technologies will reduce its carbon footprint. It will be employed for buoy maintenance and deployments, to deliver stores and supplies to lighthouses and inspect navigation aids on oil and gas production platforms and drilling rigs offshore Scotland. Watch the Youtube video <https://www.youtube.com/watch?v=OPPETNz0djc>



(Source: Riviera by Martyn Wingrove)

## VARD WINS NEW CABLE LAYER CONTRACT

Italian shipbuilding giant Fincantieri has announced a contract with an undisclosed international

shipowner for a new cable layer to be designed and built by its Norwegian subsidiary Vard. The ship



will be built entirely by the Vard network, including the main systems and equipment. It will have a length of around 95 m and a total of 3,700 tonnes of cable installation equipment. The shipbuilder said the vessel will deliver in 2024 and be able to reach a speed of 14 knots, and stand out for the solutions installed on board,

including the DP2 positioning and seakeeping system. Vard already has larger cable layers booked by Dutch marine contractor Van Oord for delivery this year and by Italian cabling giant Prysmian for delivery in 2025. (Source: *Splash24/7*)

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A tugboat with a crane on its deck is shown sailing on the ocean. The tugboat is white with a red hull and has a crane mounted on its deck. The water is a deep blue, and the sky is a pale blue.	A tugboat is shown sailing on the ocean, with several wind turbines visible in the background. The tugboat is white with a red hull and has a crane mounted on its deck. The water is a deep blue, and the sky is a pale blue.	<p><b>Tug &amp; Workboat company</b></p> <p><b>Herman Senior b.v.</b></p> <p>Shoalbusters &amp; Multicats for charter on a worldwide basis</p>
<p><b>chartering@hermansr.com</b></p>	<p><b>+31(0)78 619 25 07</b></p>	<p><b>www.hermansr.com</b></p>

## BOLLINGER KICKS OFF CONSTRUCTION OF T-ATS 10 WITH STEEL CUTTING CEREMONY

USNS **Muscogee Creek Nation** is the fifth Bollinger-built T-ATS. T-ATS to replace the aging Safeguard-class rescue and salvage ships and Powhatan-class tugboats. Joined by senior U.S. Navy officials at Bollinger Mississippi Shipbuilding, Bollinger Shipyards LLC (“Bollinger”) last week officially commenced construction of the future USNS **Muscogee Creek Nation**, the tenth Navajo-class Towing, Salvage and Rescue Ship (“T-ATS”) and the fifth T-ATS vessel being constructed by Bollinger since acquiring the program in April of 2021. “Bollinger is honored to be entrusted by the Navy to build the Navajo-class Towing, Salvage and Rescue Ship. We’re excited to be able to utilize our newly acquired facility in Pascagoula to maximize our mobility and efficiency on the T-ATS program as we officially kick off construction on the fifth of five T-ATS ships to be built by Bollinger,” said Ben Bordelon, President and CEO of Bollinger Shipyards. “The T-ATS program is an important part of our expanding portfolio and relationship with the Navy as we work to support critical fleet modernization efforts. Maximizing Bollinger Shipyards resources across the Gulf Coast



is something we're incredibly proud of. This program sustains jobs in both our facilities between Houma and Pascagoula." The Navajo-class provides ocean-going tug, salvage, and rescue capabilities to support fleet operations, and are tasked with coming to the aid of stricken vessels. Their general mission capabilities include combat salvage, lifting, towing, retraction of grounded vessels, off-ship firefighting, and manned diving operations. The T-ATS platform replaces and fulfills the capabilities that were previously provided by



the Powhatan-class Fleet Ocean Tug (T-ATF 166) and Safeguard-class Rescue and Salvage Ships (T-ARS 50) class ships. Named for the [Muscogee Creek Nation](#), the ship honors the self-governed Native American tribe located in Okmulgee, Oklahoma. The Muscogee people are descendants of not just one tribe, but a union of several. [Muscogee Creek Nation](#) is the largest of the federally recognized Muscogee tribes, which is the fourth largest tribe in the U.S. with more than 86,000 citizens - some of which have or continue to serve across the U.S. Armed Forces. This will be the first Navy vessel to carry the name Muscogee Creek Nation. In addition to T-ATS 10, Bollinger is constructing [USNS Navajo](#) (T-ATS 6), [USNS Cherokee Nation](#) (T-ATS 7), [USNS Saginaw Ojibwe Anishinabek](#) (T-ATS 8) and the [USNS Lenni Lenape](#) (T-ATS 9). *About the Navajo-class Towing, Salvage and Rescue Ship Platform* The Navajo-class is a new series of towing, salvage and rescue ships (T-ATS) being constructed for the U.S. Navy. The Navajo-class is a multi-mission common hull platform that will be deployed to support a range of missions such as towing, rescue, salvage, humanitarian assistance, oil spill response and wide-area search and surveillance operations using unmanned underwater vehicles (UUV) and unmanned aerial vehicles (UAV). The vessels will replace the existing Powhatan-class T-ATF fleet ocean tugs and Safeguard-class T-ARS rescue and salvage ships in service with the US Military Sealift Command. (PR)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - [Briggs Marine Places Order for Maintenance Support Vessel](#)

- *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*
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](mailto:jvds@towingline.com))
- *Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale*
3. Several updates on the Newsletter – Fleetlist page posted last week
- *AVRA Towage - Rotterdam by Jasiu van Haarlem (new)*
  - *Herman Sr - Zwijndrecht by Jasiu van Haarlem*
  - *Boa - Trondheim by Jasiu van Haarlem*
  - *GPS – Rochester by Jasiu van Haarlem*
  - *Smit Lamnalco - Rotterdam by Jasiu van Haarlem*

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