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MIDWEEK–EDITION

TUGS & TOWING NEWS

Industry leaders gathered at the naming ceremonies for Sanmar's five new ground-breaking tugboats for HaiSea Marine

Sanmar Shipyards has held naming ceremonies over two consecutive days for five tugboats. 2 LNG-fuelled escort tugs are the most powerful tugboats that Sanmar has built to date, while the other 3 of the tugs are the first in the game-changing all-electric ElectRA series. All of them will work at Canada's prestigious and environmentally-sensitive new LNG terminal in British Columbia. The first ceremony on March 7 saw the naming of the 2 LNG-fuelled escort tugs at Sanmar's Altinova Shipyard. Based on the RAstar 4000 DF design from Vancouver-based naval architects Robert Allan Ltd, the two Azimuth Stern Drive (ASD) tugs named **HAISEA KERMODE** and **HAISEA WARRIOR** will be Canada's first LNG tugs. Ranking among the world's highest performing escort tugs, at 40m in length and with more than 100 tonnes of bollard pull, these impressive tugs will generate indirect escort forces of approximately 200 tonnes. **HAISEA KERMODE** and **HAISEA WARRIOR** were named by Lisa Grant, Interim Deputy Chief Administrative Officer of the Haisla Nation and Haisla Nation Councillor Kevin Stewart. The second ceremony on March 8 was held at Sanmar's Tuzla Shipyard and saw the naming of **HAISEA WAMIS**, **HAISEA WEE'GIT** and **HAISEA BRAVE**, 3 ground-breaking all-electric ElectRA tugboats which will carry out harbour duties at Kitimat. All 3 were named by Crystal Smith, Chief Councillor of the Haisla Nation. At 28.4m in length, with 65+ tonnes bollard pull and 6,102 kWh of battery capacity each, the ElectRA 2800 electric harbour tugs will perform all their ship-berthing and unberthing missions on battery power alone. 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. Ali Gurun, Chairman of Sanmar Shipyards, said: "We are proud to be delivering these vessels on time despite having had serious

challenges during and after Covid, with limitations on travel, closed days, limitations on going to work, then a shortage of components. Now we have had the earthquake with quite a number of our workers travelling to the quake zone to help and assist family and friends." Cem Seven, Vice Chairman of Sanmar Shipyards, said: "I would like offer our most sincere thanks to LNG Canada, HaiSea, Seaspan and Haisla Nation for their confidence in Sanmar and we wish these 5 beautiful tugs will bring all of you prosperous, safe and clean operations." Jason Klein, CEO of LNG Canada, said: "The collaboration between Seaspan and the Haisla Nation is an exciting and purposeful partnership that will provide dependable and responsible marine services to LNG carriers calling in Kitimat. Their culture of safety, respect and environmental stewardship is an extension of LNG Canada's commitment to designing, building and operating our project in consideration of community interests while providing benefits to north coast communities." VIP guests at the ceremonies included top level executives from the LNG Canada, HaiSea Marine, Seaspan Marine, Haisla Nation and Robert Allan Ltd, including along with Chief Crystal Smith, Derek Ollman and Jason Klein, Gord Miller, COO of Seaspan Marine; Jordan Pechie, Director at HaiSea Marine; and Mike Fitzpatrick, President & CEO of Robert Allan Ltd, plus Anna Maria Darmanin, Secretary General of the European Tugowners' Association, Sanmar employees and representatives of the international maritime media. *(PR)*

E-PUSHER TUG LAUNCHED FOR ZERO-EMISSIONS INLAND TRANSPORT

Kotug International is making rapid progress on the construction of the first of its electric-powered pusher tugs for a major commodity group in the Netherlands. Padmos Shipyard in Stellendam is constructing the first Kotug **E-Pusher type M** for the Dutch tug owner as part of a project to transport cocoa beans with zero emissions on four barges between the Port of Amsterdam and Cargill's factories

in Zaandam. The shipyard has completed construction of the pusher tug and it was launched

February from the yard into the water by the quayside using a crane. Prior to this, the modular-built steel frame was connected to the hull structure and two electric azipods of 300 kW each and the wheelhouse were added. After launch, the shipyard will mount the accommodation, battery pack and electronic control unit and complete the outfitting, electrical connections and commissioning work. Battery energy containers, which can be swapped regularly and recharged at charging stations along the cargo route, will be used to power the tugboat's propulsion. *Fuel Flexible Engines* Kotug said the **E-Pusher type M** is a unique design with "an eternal lifespan because every single part can be replaced, adjusted or removed, including the energy source." It expects this pusher tug to be ready for Cargill Q2 2022. Other companies involved in this **E-Pusher type M** project are EST-Floattech, Gebhard Electro, Haak Solutions, HydroMaster and Kampers. It was previously reported Shift Clean Energy will provide its PwrSwäp containerised battery solution for this project. Kotug has designed three types of electric pusher tugs. Its small E-Pusher type S can be used for zero-emissions transport in inner cities. **E-Pusher type M** can push barges with up to 4,000 tonnes of cargo over short distances and the **E-Pusher type L** is designed for larger inland waterways. The E-Pusher concept in 2021, and an **E-Pusher S**, CityBarge One, are already successfully deployed in several inland waterways and cities in the Netherlands. Shift's swappable energy containers come in a range from 70 kWh to 6 MWh. They are charged through clean power generation from biogas, hydrogen and other renewable energy sources, either on board the vessels or at dedicated PwrSwäp energy stations. Eventually, more charging points could be deployed along Dutch and Belgian shipping canals for zero-emissions inland transport. *(Source: Riviera by Martyn Wingrove)*

SMIT LAMNALCO UPGRADES TUGS TO CUT EMISSIONS

Future paths to decarbonisation and digitalisation are being considered for tugboat fleets in PNG and Australia. Smit Lamnalco plans to retrofit vessels to lower emissions and has invested in digitalisation technologies in the Australasian region. The joint venture between Boskalis and the Rezayat Group has become a leading tug operator in Australia and Papua New Guinea (PNG), and the global

company is now being acquired by Boluda Towage. Smit Lamnalco owns or operates 42 vessels in the region with operations in all major Australian east-coast ports and in PNG, including conventional azimuth tugs, pilot vessels, line handlers and a 150-passenger ropax vessel. Gladstone is a significant operation for Smit Lamnalco with 11 tugs operating in the port for LNG, coal, alumina and cement exports. "We also have a large operation with Rio Tinto in Weipa," says Smit Lamnalco managing director for PNG and Australia, David Fethers. "We provide tugs on bareboat charter to Rio Tinto and operate Rio Tinto-owned vessels." A draught surveying operation is also part of the integrated marine services it provides. "In PNG, we support LNG exports in Caution Bay for ExxonMobil and PNG LNG with four dedicated 70-tonne bollard pull tugs in operation." Smit Lamnalco also holds port licences for Townsville and Mackay where it operates tugs and pilot vessels. Smit Lamnalco focuses on maintaining well-trained and competent crews, reducing fuel consumption and emissions and investing in digitalisation. "Emissions reduction is clearly a major task for towage companies," Mr Fethers tells International Tug & Salvage. "We are relatively comfortable with the direction in which newbuild designs are progressing. But the challenge for us, and the area in which we have dedicated substantial resources, is reducing emissions from existing assets." This includes future-proofing a 10-year-old tug for the next 15 years "That has involved working with designers and OEM suppliers on feasibility studies for in-service conversion to hybrid and methanol fuels," says Mr Fethers. "Both technologies look promising, and we are ready with conversion specifications for many of our current vessels." In the meantime, Smit Lamnalco is "utilising currently available technology and digitalisation to make incremental improvements in our current environmental footprint." It is optimising steaming speeds, using renewable energy sources for shore power and is using scheduling and monitoring systems such as Helm Connect. "Even small changes like modifying air conditioner programmable logic controllers so the internal temperature of the tug is raised while they are unmanned, ultimately compounds to producing a sizeable emission reduction across a large fleet," says Mr Fethers. He says more advantages can come from using digital services to monitor its fleet. "Increasing digitalisation is an inevitable path. Like many long-established operators, we struggle with multiple systems which have been implemented over the years." There is often little communication or integration between these systems. "Our current focus is on a 'single point of truth' philosophy which should go a long way to reducing onboard and onshore admin," Mr Fethers explains. Smit Lamnalco gains remote visibility of tug operations through programmes like Caterpillar's Remote Fleet Vision and is working with Kongsberg Digital on an integration package. "This will collect data from the myriad of different manufacturers' systems on board and package them into a single interface," says Mr Fethers. "This information will then be transmitted to our global fleet operations centre in Rotterdam for 24/7 monitoring and data mining." Crew training and retention is important for promoting safety and enhancing port operations. Smit Lamnalco has a strong track-record of promoting from within current crew ranks and maintains positive enterprise agreements with the three maritime unions in Australia. "Many of our deck ratings have gone on to

become tug masters over recent years," says Mr Fethers. "Our tug master training programme mimics the check and training system of modern airlines and provides two training events each year for each master, one on-water and one in the simulator." Since Smit Lamnalco implemented this system in 2017, it has seen a significant decline in the number of handling incidents. *(Source: Riviera by Martyn Wingrove)*

RESCUE TUG "NIKOLAY SEMENCHENKO" RECEIVED THE NECESSARY LICENSES AND CERTIFICATES TO WORK AT SEA

The rescue tug "Nikolai Semenchenko" of the Azovo-Chernomorsky branch of the Federal State Budgetary Institution "Morspasluzhba" passed all tests in accordance with the rules of the Russian Maritime Register of Shipping (RS), Roskomnadzor and the Novorossiysk seaport captain's service. This was reported on March 10 in the press service of the Marine Rescue Service. Based on the test results, RS issued a classification certificate on the ship's compliance with the rules for the classification and construction of seagoing ships. Also received a certificate of registration of the vessel in the Russian International Register of Ships. The vessel is registered to the owner - Federal State Budgetary Institution "Marine Rescue Service" in the seaport of registration of Novorossiysk. According to the test results, Azovo-Chernomorsky Branch received from the competent inspection organizations a complete set of documents, consisting of ten licenses and certificates for the ship. The documents allow the tug to operate at sea and carry out a wide range of rescue operations. Recall that the tug "Nikolai Semenchenko" was built at the Akhtuba shipbuilding and ship repair plant in the Astrakhan region under the NE011 project. The laying of the vessel took place on January 22, 2020, the acceptance certificate was signed on December 22, 2022. The NE011 project was developed by Nordic Engineering. The tug is designed to tow non-self-propelled watercraft, install and remove signs of floating and coastal navigation, anchor and hoist anchors, carry cargo on the working deck, ensure

the operation of the dredging fleet, provide hydraulic construction work, deliver and deploy OSR equipment, and help extinguish fires. The navigation area is the sea area and inland waterways. The tug can move in small broken ice up to 0.7 m thick, as well as behind the icebreaker in solid ice up to 0.65 m thick. Displacement of the vessel at DWL draft - 391.6 cubic meters. Main engine power (min / max) - 2x (595/640) kW. *(Source: Sudostroenie; Photo: Marine Service)*

A DROP-IN RESPONSE TO THE NEED FOR GREENER TUGS

GoodFuels commercial manager Bernard van Haeringen sets out the reasons tugs should be powered by biofuels for greener ports. Pressure to decarbonise maritime transport will continue to grow, and along with it, the need for biofuels in shipping. The net-zero challenge is not limited to the high seas and requires action in ports, too. The good news is that a key near-term solution is not limited to deepsea vessels either. Biofuels can help decarbonise ports and tug operations today. The scene is set for decarbonised shipping. 2023 marked the beginning of IMO's carbon intensity index (CII) era and will also see discussions at IMO that will define shipping's journey to net zero in the short and medium term. This year will also be pivotal for scaling up and implementing several regional regulations, most notably the European Union's Emissions Trading System (ETS), which as of 2024, will require all shipowners travelling to, from or within the EU to pay for their greenhouse gas (GHG) emissions. The push for cleaner shipping is occurring at national level too. Countries like Norway and the US have recently launched measures that should incentivise a greater use of biofuels in the maritime sector. And early in March, Singapore's Maritime & Port Authority announced it will set the target for its harbour craft sector to achieve net-zero emissions by 2050 in support of Singapore's 2050 national net-zero target. To achieve this transition, from 2030, all new harbour craft operating in Singapore's port waters must be fully electric, be capable of using B100 or pure biofuel, or be compatible with net-zero fuels such as hydrogen. While these policies differ in their details and approach, the direction of travel is clear: shipping's decarbonisation must happen, and reducing GHG emissions is now an individual duty for companies. This new regulatory playing field places biofuels in a unique position, as one of the few options available to significantly and immediately reduce a ship's GHG emissions while also being a long-term fuel. While the engines, bunkering infrastructure and supply chains for future zero-carbon fuels such as ammonia and hydrogen will not be ready for another decade, biofuels can drop into existing engines to reduce their emissions by up to 90%. As a result, we expect that sustainable marine biofuels will play a crucial role in the new regulatory era – and not just for deepsea ships. *End-to-end transformation* What does this mean for port and tug operators? Decarbonisation is a change that cannot be limited to the high seas. To create the zero-carbon supply chains of the future, we also need action to decarbonise the ports and fleets that welcome vessels in the first and last miles of their journeys. In short, we cannot have green shipping without green ports. As companies increasingly focus on their Scope 3 emissions, GHG emissions happening in ports will come under greater scrutiny. A ship's journey cannot be truly net-zero if it is supported by tugs powered with fossil fuels – just like the environmental credentials of an offshore windfarm would be seriously challenged if the installations are maintained by carbon-

heavy support vessels. It is the whole chain that must decarbonise. To achieve this transformation, port managers and tug operators need proven and practical solutions. Biofuels tick both boxes. From our experience in the container, bulk shipping, near-shore operations, inland shipping and cruise industries, we know the industry needs sustainable alternatives to fossil fuel products that shipowners can start using today without changing their engine infrastructure or making massive, costly changes to a vessel. Again, biofuels provide an immediate as well as long-term answer.

Sustainability credentials It is important to be clear on just how sustainable biofuels are. Increasingly, the shipping industry is expanding beyond its tank-to-wake approach to emissions in favour of a well-to-wake approach. This is partly in response to the EU's FuelEU Maritime regulation which calls for the industry to assess a fuel's emissions on its full lifecycle, rather than only those generated on the vessel. This highlights the importance of ensuring biofuels are produced from sustainable feedstocks, and marine fuel tracing can build confidence that this is the case. This is an active area of development for GoodFuels. Together with our partners and clients, we are bringing new fuel tracing technologies to market. While new green shipping corridors and international, regional and national regulations boost the case for biofuels, our aim is to back up sustainability claims so their full impact on shipping's decarbonisation can continue to grow with confidence over this decade and beyond. *(Source: Riviera by Bernard van Haeringen)*

EVERGREEN GIFTS SCA A TUGBOAT

Lieutenant General Osama Rabie, head of the Suez Canal Authority inaugurated, on Tuesday, in a number of marine vessels, which have recently joined the fleet. This event took place in Port Said. SCA held a ceremony for the inauguration, with Rabie launching the signal for commissioning the vessels. This was in the presence of Major General Adel al-Ghadban, Governor of Port Said, the authority's leaders and a number of executive leaders, where the flag of Egypt was raised on the tugboats. Egyptian flag on a giant tugboat that Egypt obtained as compensation for repair work and for floating the ship **Ever Given**, which ran aground in the Suez Canal. This was in appreciation of the great Egyptian efforts, and now the tugboat joins the SCA fleet starting Tuesday. The tugboat,

Nabil al-Hilaly, presented a gift from the EVER GREEN Company as part of the terms of settlement concluded by the SCA with the company following the "**Ever Given**" container ship's stranding accident. Suez Canal revenues increased by 41.6% during January and February 2023, to record US$1.5 billion, compared to $1.1 billion during the same two months of 2022, an increase of $454.6 million. Watch the YouTube video HERE *(Source: Egypt Daily News)*

DOMBO Y8017 DRY AT TEERENSTRA

On Tuesday 7 March, the motor tug **Dombo Y 8017** was lifted out of the water for its five-yearly survey with the ship lift of the blasting and painting company Teerenstra (photo) and placed on a pontoon. In addition to an inspection to obtain a new certificate, the hull is again preserved and a new depth sounder and new zinc anodes are installed. In addition, volunteers from the **Y8122** Foundation will carry out the necessary maintenance work. This foundation manages the **Dombo Y8017**, which has Museumhaven Willemsoord as its home port. From there, the motor tug is used for round trips and ash scattering offshore. *(Source: www.maritiemdenhelder.eu) History* The was built in 1957 by the Rijkswerf Willemsoord – Den Helder; Netherlands for the Dutch Royal Navy as the Y8017 Dombo. In 1975 her original Bolnes diesel engine of 200 bhp was replaced by a new Volvo Penta engine of 320 bhp. In 1989 she was replaced by the Y8019 Balgzand and returned to the Dutch Government. In 1996 she was donated to the Stichting Nautische Monumenten - Willemsoord; Den Helder. In 2005 an original Bolnes engine was found and restored. In 2006 the 1955 Bolnes 200 bhp engine replaced the Volvo-Penta engine. The tug has a length of 16.58 mtrs a beam of 4.63 mtrs and a depth of 1.90 mtrs. and a grt of 43 ton

BEST SALVAGE TUG – MWOKOZI II – ROBERT ALLAN LTD & MED MARINE

A big, powerful, seaworthy and very versatile tug designed and built for operations in a comparatively remote part of the world. It is yet another first-rate example of the design and construction skills of the Robert Allan Ltd/Med Marine team. "The vessel was designed for operations on Kenya's coastline with the capacity to undertake international salvage and towage operations involving very large vessels," Robert Allan Ltd (RAL) told Baird Maritime. "Capable of towing and pushing operations, buoy handling, firefighting, and with on-board oil pollution recovery equipment, the tug boasts a unique design that can accommodate a wide range of operations." "The vessel itself provides salvage, rescue, and safety operation capabilities to the Kenya Ports Authority in coastal areas of East Africa and West Indian Ocean," added builder Med Marine. "This unique feature of the tug makes the ports authority one of the notable operators in the region." RAL said the enhanced towage operations the tug was expected to perform required careful finite element analysis to ensure the supporting structure is fit for purpose to support the powerful deck equipment package. For Med Marine, the challenge lay mainly with the vessel's size, as the company claims it is the largest tug it has ever built. This then led to a number of technical details being added to the company's knowhow. RAL enjoyed a continuing trend of good business in 2022 even after several years. "We are lucky to have built up a group of very loyal shipyard and owner clients from the tug industry. Along with our main clients, we are making investments in both technology and staff to ensure we are up to date and that we will be become well-positioned for the future." For Med Marine, the Turkish workboat industry is also moving towards becoming similarly well-positioned. "The industry is capable of expanding its technical knowhow to better serve the needs of operators worldwide," the builder told Baird Maritime. *(Source: Baird)*

ESTALEIRO RIO MAGUARI (ERM) DELIVERS FIRST RAMPARTS 2300-ERM TUG TO SVITZER BRAZIL

Robert Allan Ltd. is pleased to announce that the **Svitzer Arthur**, a RAmparts 2300-ERM tug, has been delivered by Estaleiro Rio Maguari. This marks the successful delivery of ERM's first ASD tug, designed by Robert Allan Ltd., for Svitzer Brazil. She is the first of a series of six tugs of this design currently under construction at ERM for Svitzer. The RAmparts 2300-ERM design is optimized for maximum efficiency in ship-handling operations in harbours. With an overall length of 23.2 metres, the tug features a raised fo'c'sle deck for safer operations in heavier weather. Operational requirement are met with a single drum hawser winch from Ibercisa Deck Machinery, and heavy duty cylindrical fendering at the bow. *Key particulars of the RAmparts 2300-ERM are*: Length, overall (excluding fenders): 23.2 m; Load Line length: < 24.0 m; Beam, moulded: 11.4 m; Depth, least moulded: 4.4 m; Maximum draft (navigational): 5.5 m; Gross Tonnage: < 300. *Main tank capacities at 100% are:* Fuel oil: 65 m3; Potable water: 12 m3. The tugs were designed and constructed to the following ABS Notation: ✠ A1, Towing Vessel, ✠ AMS, ✠ ABCU, Unrestricted Navigation, UWILD, PMP-CBM for Thrusters Only. *Propulsion machinery consists of:* 2 x MTU 16V4000M63 main diesels 2 x Kongsberg US205S FP, 2,800 mm diameter Z-drives. Ship-handling fenders at the stern consist of a row of W-fender. Sheer fendering consists of "D" rubber and "W" block type fendering at the bow. The accommodations for a crew of six have been outfitted to a high standard for crew comfort. The deckhouse contains an entrance lobby with a public WC, galley, mess, and one officer cabin with ensuite WC. The lower deck contains two double cabins with ensuite WC, and an additional officer cabin with ensuite WC. The wheelhouse is designed with a single split forward control station which provides maximum all-round visibility with exceptional visibility to the bow and side fendering, as well as operations on the forward deck. *Trial results were as follows:* Bollard pull, ahead = 71 tonnes; Bollard pull, astern = 69 tonnes; Free running speed, ahead = 13 knots. We wish fair winds and calm seas to the **Svitzer Arthur**. *(PR)*

SAAM CLOSES 2022 WITH SOLID RESULTS

SAAM [SM SAAM] reported comparable net income of US$ 81.8 million for 2022, which represents a 4% increase over 2021 and excludes US$ 33.6 million in extraordinary accounting effects from a binding agreement to sell the port terminal and associated logistics operations to Hapag-Lloyd. Sales totaled US$ 838.7 million and consolidated EBITDA was US$ 280.9 million, surpassing the prior year by 12% and 5%, respectively. “This year will leave a mark on SAAM’s history not only because of the signing of the binding agreement to sell part of our assets to one of the leading global shipping companies, but also because of the substantial progress we made with SAAM Towage, adding new tugs and completing important acquisitions in line with the strategy of leading the industry consolidation process. Closing this transaction will allow us to continue down this path,” said SAAM’s CEO, Macario Valdés. The final quarter of last year saw economic slowdown and increased inflationary pressures, fuel prices and personnel costs. Both sea and air cargo volumes continued to decline in South America. SAAM will continue to manage the towage and air logistics operations after closing the deal. These continuing operations closed 2022 with US$ 461.8 million in revenue, up 13% from the previous year. For 4Q22, the Towage Division reported sales of US$ 390.3 million (+15%) and EBITDA of US$ 136.0 million (-1%). The discontinued operations, which include port terminals and ground logistics, reported an 11% rise in revenue to US$ 378.0 million. For the fourth quarter, the Port Terminals Division had sales of US$ 317.5 million (+13% with respect to the same quarter last year) and EBITDA of US$ 116.2 million (+10%). SAAM’s Board of Directors agreed to propose a dividend of US$ 48.2 million at the company’s annual general meeting. This is equivalent to 59% of comparable net income and, if approved, will be the largest dividend distributed in the company’s history. *2022 Milestones* In addition to the deal with Hapag-Lloyd, other milestones for 2022 include the acquisitions of Standard Towing and Davies Tugboats operations (Canada), Starnav tugboats (Brazil) and the Ian Taylor towage operations (Peru). It also closed an agreement with mining company Teck and Neptune Terminals to operate the first two fully electric tugs in the Port of Vancouver in Canada. In air cargo logistics, it acquired a minority stake in Aerosan in Ecuador,

thus reaching 100% ownership. In January 2023, the company announced the acquisition of Pertraly, an airport cargo management company in Ecuador. This deal is subject to regulatory approval and other customary conditions for this type of transaction. The company also made progress in implementing the +Safety strategy in its operations, with significant advances, especially in terms of safety leadership and management of high-potential exposures. (PR)

ACBL ORDERS 11,000 HP TOWBOAT FROM C&C MARINE AND REPAIR

Jeffersonville, Ind. based American Commercial Barge Line (ACBL) on Tuesday announced it has signed a contract with Belle Chasse, La. shipyard C&C Marine and Repair to build a 11,000 horsepower (HP) class towboat. Designed by Portland, Maine-based CT Marine, the twin-screw towboat will measure 198 feet long, with 50-foot beam and 12-foot depth. With accommodations for a crew of up to 12, the vessel incorporates a floating, spring-mounted superstructure for additional onboard comfort. Its pilothouse eyeline will be 47 feet above the water. The mighty vessel will be powered by two Louisiana CAT-supplied Caterpillar C280-12 main engines producing approximately 11,000 HP, paired with two Reintjes WAF 6755 reduction gears from Karl Senner, LLC. Generator power will come from three Caterpillar 275 kW generators. The towboat will be outfitted with CT Marine CT28-SL nozzles housing 124-inch diameter stainless-steel, five-blade fixed pitch propellers and features Twin-DIFF flanking and steering rudder systems. Scheduled for delivery in the third quarter of 2024, the newbuild will operate on ACBL's mainline network pushing up to 56 barges, averaging approximately 75,000 tons of cargo. "We are investing in our future by building on the strength of our industry-leading mainline operations. The addition of this new towboat is an example of our continuous efforts to modernize ACBL's fleet and offer more innovative marine transportation solutions to our customers," said ACBL's CEO Mike Ellis. "Not only is this boat high-powered and highly capable, but it will also feature all the latest innovations in technology, crew comfort, safety and efficiency." "When comparing this 11,000 HP class towboat to smaller 6,000 HP class towboats frequently used for mainline operations, this larger horsepower vessel will increase efficiency by 20% or more on both a cost per ton mile and CO2 emission per ton mile basis due to the increase in tow size and tonnage capacity," said Patrick Sutton, ACBL chief operating officer. "Our investment in this new towboat not only benefits our customers but also reflects our commitment to promoting a more sustainable and low-carbon future for our marine supply chain." "This vessel is the first of several that we hope to construct, as there is a need for vessels with this kind of horsepower in the market," said C&C Marine and Repair's president Tony Cibilich. "We are proud to lead this project and know that it will contribute greatly to both ACBL's customers and the capacity of the inland shipping industry once in operation. We are wrapping up detailed design and are expected to commence construction later this year with an estimated delivery date of third quarter 2024." *(Source: MarineLink)*

GRADA IN BUNSCHOTEN-SPAKENBURG

Last week was seen the in 1928 built tug **Grada** at Bunschoten-Spakenburg. The tugboat, almost 100 years old, neatly painted and looked fantastic. The owner can be proud of this tugboat that has had a whole life. Built in 1928 by N.V. Marckmann & Faasen's Machinefabriek, Ketelmakerij en Scheepsbouwwerf – Kralingscheveer for J.A.M. van Maarschalkerwaard – Rotterdam as **Brabantia**. In 1934 verkocht aan A.Kooren – Oostvoorne and renamed **Antonie**. In 1943 to J. Kooren – Rotterdam. In 1959 herdoopt **Idolin-V**. In 1964 to A. & J. Kooren – Rotterdam and renamed **Antonie**. In 1983 sold to H. van der Velde – Maassluis and renamed **Grada**. In 2006 sold to J.E. Santema & J.M.I Haagsma – Harlingen and finally sold in 2017 to W.A. de Graaf – Blaricum. She has alength of 19.19 mtrs a beam of 4.97 mtrs and a depth of 1.74 mtrs. In 1959 re-engined by (1956) Stork-Ricardo of 370 kW (504 bhp). *(Photo: Freek de Koning; History from Jasiu van Haarlem's fleetlist)*

ACCIDENTS – SALVAGE NEWS

FIVE JAPANESE CREW MEMBERS RESCUED IN ORIENTAL MINDORO — PCG

The Philippine Coast Guard (PCG) on Saturday said it has rescued five Japanese crew members onboard a vessel which tilted off the coast of Navotas, Calapan, Oriental Mindoro. The maritime incident occurred at around 6:30 a.m. on March 11, 2023, according to the PCG. The rescued Japanese crew members were onboard MV **Catriona** which encountered vessel listing or tilting. Upon receipt of the report from a transiting vessel, the PCG said its Command Center coordinated with the Coast Guard District Southern Tagalog and PCG Station Oriental Mindoro to conduct a search and

rescue (SAR) operation. The PCG SAR team on board BRP Habagat (TB-271) successfully located the distressed vessel and carefully rescued the following Japanese crew members: Itsuo Tamura, 86; Hiromu Nishida, 83; Hamagato Tsukasa, 80; Osamu Kawakami, 74; Hata Isamu, 74. The PCG said that the Japanese crew members departed Japan en route to Davao. “While underway, MV Catriona was accidentally damaged, causing the vessel to list (tilt),” it said. “The PCG SAR team performed a medical check-up on the rescued individuals to ensure they remained in good physical condition,” it added. —Ted Cordero/KG, GMA Integrated News. *(Source: GMANetwork)*

THE DAMAGED OIL TANKER "MINERVA NOUNOU" ARRIVES AT THE PORT OF VIGO AFTER DAYS WANDERING OFF THE GALICIAN COAST

The ship has been towed with the help of the "**Don Inda**" of Salvamento Marítimo, mobilized from Finisterre. Neither A Coruña nor Muros nor Viana do Castelo. Finally,the oil tanker that has been wandering off the Galician coast for four days, the "**Minerva Nounou**", 254 meters long by 44 meters wide, decided late this Saturday to head towards the port of Vigo, entering the estuary on the 2:30 pm in the afternoon thanks to the towing started by the “**Don Inda**” from Salvamento Marítimo and finished until it reached the Trasatlánticos wharf by “**Doctor Pintado**” and “**Gonzalo Silveira**”, both from the company Remolcanosa from Vigo. The shipowner's decision to call in Vigo has been adopted after hours of intense negotiations with local authorities, among others, the Vigo Maritime Captaincy and Port Authority , and Remolcanosa. It sails empty, not like the "**Prestige**", and its failure does not raise fears for its integrity, but the environmental catastrophes suffered in Galicia make all precautions be taken when facing an oil tanker, whether it stays out of the estuaries or takes refuge in port. Apparently the failure in the propellers has not left it completely without propulsion. Even so, maritime sources consulted by FARO assure that in addition to repairing the problem, another of the reasons that precipitated the decision to arrive in Vigo was the worsening weather at sea , especially starting next Monday. *empty but dangerous* Exposure to a rough sea with failure in the machine would be reckless for an oil tanker like the "**Minerva Nounou**". "Although she sails without cargo and has a double hull and not a mono hull, as the **Prestige** had," the same sources say. "Under safe conditions, an empty oil tanker will enter the Ría de Vigo, yes, but just as dangerous or more dangerous than a loaded one, since there may be a flammable and/or explosive atmosphere in the empty cargo tanks," they add . *towing incident* The arrival in Vigo of the “**Minerva Nounou**” was not without incident either. At the

height of the Samil beach, the “**Don Inda**” broke the cable that was towing the oil tanker. It was at this moment that the "**Doctor Pintado**" intervened, with a 50-ton pull and much smaller, which managed to quickly hook the "**Minerva**" with the decisive help of "**Gonzalo Silveira**". The ship departed on March 7 from the port of Gibraltar bound for the Netherlands. In her erratic journey off the Galician coast, she came within 30 miles of Vigo. She belongs to the Greek shipping company Minerva Marine, owner of an extensive fleet of oil tankers (tankers) and bulk carriers (bulk carriers). *Minerva's ties to Putin* The Athenian shipowner Minerva has recently jumped into the media after being included by the National Agency for the Prevention of Corruption (NACP) of Ukraine in the list of "international financiers of war", by maintaining business activity with the regime of Vladimir Putin and evacuating Russian oil through the Baltic. *(Source: Faro de Vigo; Photo: Marta G. Brea)*

THE SHIP THAT BROKE DOWN IN THE DARDANELLES WAS ANCHORED.

The Maltese-flagged ship, whose machinery malfunctioned in the Dardanelles, was taken to the Dark Harbor anchorage area accompanied by a tugboat. The machines of the 103-meter-long "**Santa Lucia**" tanker, which was going from Malta to Tuzla, broke down in front of Kepez during the strait passage. After the captain of the ship reported the situation to the Çanakkale Strait Ship Traffic Services Directorate by radio, the tugboat "**Türkeli**" under the General Directorate of Coastal Safety (KEGM) was dispatched to the region. In addition, the captains of other ships that will pass through the strait were informed about the malfunction. Accompanied by the pilot and tugboats, the ship was taken to the Dark Harbor anchorage area and anchored. *(Source: Deniz Haber)*

ONE DEAD FOLLOWING TUG SINKING IN CENTRAL PHILIPPINES

One person was killed after a tug pulling a cargo vessel sank off Cebu province in the central Philippines on Friday, March 10. The tug **Nagasaka** was towing the cargo vessel LCT **Jana Juliana** when the latter's bow accidentally struck the tug's stern while the two vessels were some 180 metres off the town of Consolacion. The tug then began to sink, prompting the crew to jump into the water. Some of the crew were picked up within minutes by personnel on a Philippine Coast Guard patrol vessel that had diverted to the area to provide assistance. One crewman from **Nagasaka** was initially reported missing. His body was found floating off nearby Lapu-Lapu City at around 13:00 local time on Saturday, March 11. The deceased crewman's identity was confirmed by his next of kin, the coast guard said in a social media post. The coast guard has deployed containment booms around the sunken tug in response to reports of oil sheens following the incident. *(Source: Baird)*

SHIP 228 METERS LONG RUNS AGROUND IN SÃO FRANCISCO DO SUL

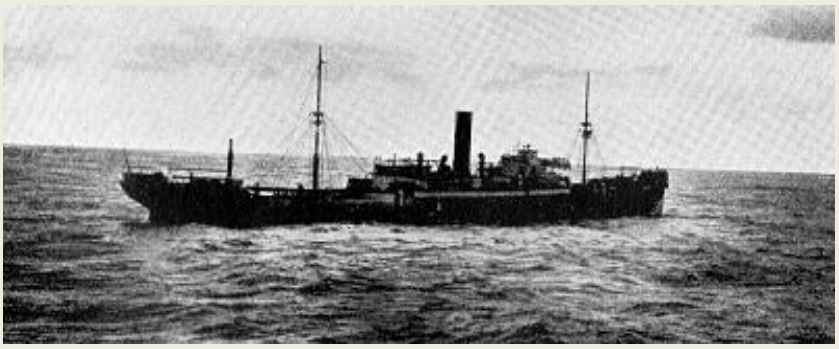
A 228 meter long bulk carrier, the **London 2012** flying the Liberian flag, is stranded in Babitonga Bay, in São Francisco do Sul, on the North Coast of Santa Catarina. The Navy reported that it became aware of the situation last Saturday (11) through the Port Authority Office in the region. The stranding occurred near Porto Itapoá and, fortunately, it did not affect the traffic of other vessels in the channel nor caused water pollution. The ship's owner has already been notified to take measures to prevent environmental damage and to refloat the vessel, which is loaded with soy. Professionals carried out a dive to check the conditions of the ship's hull, and for the unloading to occur, the shipowner must present a preliminary rescue plan, as well as a rescue execution plan. The Navy reported that an administrative inquiry will be launched to determine the causes and responsibilities of the stranding, which must be completed within 90 days, which may be extended. *(Source: Visornoticias; Photo: Navy)*

TUGBOAT RAISED FROM BED OF RIVER CLYDE AFTER SINKING TRAGEDY THAT KILLED TWO CREW

A TUG boat which overturned and left two men dead has been raised from the bed of the River Clyde. George Taft, 65, and Ian Catterson, 73, died when the tug, known as the **Biter**, capsized off Greenock last month. A special crane ship, **Lara 1**, sailed from Liverpool to raise the vessel and a 200m exclusion zone and drone ban were put in place while the operation took place. We told how the **Biter**, operated by Clyde Marine Services, overturned while towing the **Hebridean Princess** Cruise ship into harbour at Custom House Quay, Greenock, at around 3.30pm on February 24. One eyewitness who watched the boat the being brought to the surface said: “It was quite an operation they in place to get the boat back up. “They had police boats on the water keeping people well out the way of what they were doing. “It is a tragedy for the men’s families who sadly died.” On the day the boat sank Coastguard teams were seen banging on the upturned hull in a desperate attempt to find the stricken sailors and called out to them before the boat sank shortly after 4pm. Police Scotland has launched an investigation into the tragic incident alongside the Crown Office and Procurator Fiscal Service and the Maritime and Coastguard Agency. A force spokesperson said: “An operation to recover the tugboat which capsized in the River Clyde off Custom House Quay in Greenock on Friday, 24 February is due to take place over the course of Saturday, 11 March and Sunday, 12 March. “An investigation to establish the full circumstances is ongoing, in conjunction with the Crown Office and Procurator Fiscal Service and the Maritime and Coastguard Agency.” Following the tragedy Clyde Marine Services said: “Clyde Marine Services Ltd is deeply saddened by the loss of two crew members following an incident on Friday, February 24, 2023. "Our thoughts are with the family and loved ones of the two men at this most difficult of times. “The company is fully cooperating with the official investigations which are ongoing. Accordingly, it would be inappropriate to comment further.” *(Source: The Scottish Sun; Photo: Kenny Ramsay)*

REMEMBER TODAY

S.S. SMS LEOPARD – 16TH MARCH 1917

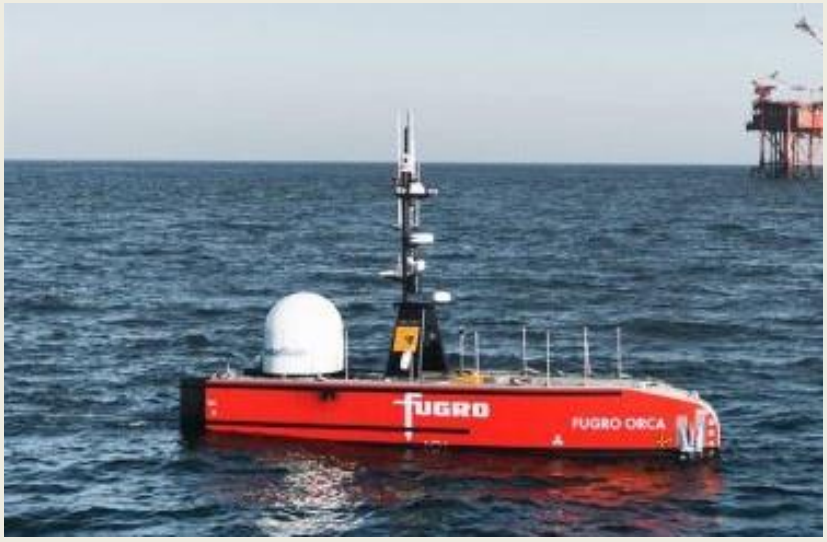


SMS Leopard was a British cargo steamship that was built in 1912 as **Yarrowdale**, captured in 1916 by the Imperial German Navy, converted into a commerce raider in Germany, and sunk with all hands by the Royal Navy in 1917. **Yarrowdale**'s British operator was Robert Mackill & Co of Glasgow, who gave this name to at least three different ships. This was the second of the three. **Leopard** was the last commerce raider that Germany sent out in the First World War. After the Royal Navy sank her, Germany relied entirely on U-boats to sink Allied merchant ships. *Building* William Dobson & Co built **Yarrowdale** at Walker, Newcastle upon Tyne as yard number 178. She was launched on 3 May 1912 and completed that June. Her registered length was 390.2 ft (118.9 m), her beam was 52.0 ft (15.8 m) and her depth was 26.6 ft (8.1 m). She had two decks. Her tonnages were 4,652 GRT, 2,914 NRT,[2] and 9,800 tons displacement.[citation needed] **Yarrowdale** had a single screw, driven by a three-cylinder triple expansion steam engine that was rated at 429 NHP and gave her a speed of 13 knots (24 km/h). *Yarrowdale* The Mackill Steamship Company owned **Yarrowdale** and Robert Mackill and Company managed her. She was registered in Glasgow. Her UK official number was 133049 and her code letters were HWBR. On 11 December 1916 the German commerce raider **SMS Möwe** captured **Yarrowdale** in the Atlantic Ocean. **Möwe's** commander, KK Nikolaus zu Dohna-Schlodien, saw **Yarrowdale's** potential for conversion into a commerce raider. He put a German prize crew and 400 interned Allied seafarers aboard her, and she evaded Allied Blockade to reach Germany. *Leopard* Kaiserliche Werft Kiel converted **Yarrowdale** into the commerce raider **Leopard**. She was armed with five 15 cm SK L/40 naval guns, four 8.8 cm SK L/45 naval guns and two torpedo tubes, all concealed. She was disguised as **Rena**, a cargo ship that had been built in England in 1911 for owners in neutral Norway, and whose size and appearance was similar to **Yarrowdale's**. This was the second time that Germany had disguised a commerce raider as **Rena**. The first was **SMS Greif** a year earlier, which **HMS Alcantara** sank before she had a chance to attack any Allied shipping. On 9 January **Leopard** was commissioned into the German Navy under the command of KK Hans von Laffert. Her complement was 319 officers and ratings. She passed through the Little Belt on 7 March 1917, and then through the Kattegat, Skagerrak and North Sea. *Loss* By 16 March **Leopard** was in the Norwegian Sea, where at 1145 hrs the armoured cruiser **HMS Achilles** and armed boarding steamer **Dundee** sighted her. At 1400 hrs **Achilles** overtook **Leopard**, ordered her to stop, and sent **Dundee** to inspect her. **Dundee** lowered a boat, in which she sent a boarding party of an officer and five ratings to inspect **Leopard**. **Leopard** kept trying to turn broadside-on to **Dundee**, ready to bring her concealed guns to bear. **Dundee** kept trying to keep astern of **Leopard** to prevent this. **Dundee's** commander suspected that **Leopard** had twin screws, and was using them to turn the ship. However, this was not the case. At 1540 or 1545 hrs **Leopard** opened her port gun ports, revealing her guns. **Dundee** immediately opened fire at a range of about 1,000 yd (910 m). The British ship's two 4-inch guns immediately hit **Leopard's** gun deck and engine room, while her one 3-pounder gun aimed at her bridge. **Achilles** opened fire at a range of 5,300 yd (4,800 m). **Dundee** fired 44 4-inch shells and 25 3-pounder shells before the German ship fired her first shot. **Leopard** then fired three salvoes at **Dundee**. The first two fell short, and the third overshot.

Thereafter, **Leopard's** guns fired only singly. None of the shots hit **Dundee**, except with fragments of shrapnel. **Leopard** also fired three torpedoes at **Dundee**, but all missed. At 1615 hrs **Dundee** ran out of ammunition. **Achilles** continued firing. **Leopard** was on fire throughout, but one of her guns kept firing. At 1633 or 1635 hrs **Leopard** listed to port and sank with all hands: 319 officers and men. The six **Dundee's** boarding party were reported missing; presumed captured by **Leopard** and killed either in the British bombardment or when the German raider sank. *Aftermath* Soon after the action a bottle was found, containing a message purporting to be from a member of **Leopard's** crew who had thrown it overboard during the engagement. It bore the time and place and read "In action with British cruiser. Fighting for the glory and honour of Germany. A last greeting to our relatives." After **Leopard** was sunk, only days into her first patrol, Germany ceased trying to send surface raiders to attack Allied shipping. The German Navy had resumed unrestricted submarine warfare on 1 February, and after **Möwe** returned to port on 22 March, Germany relied on U-boats alone to sink Allied shipping. *(Source: Wikipedia)*

OFFSHORE NEWS

FUGRO AND PETROBRAS PIONEER REMOTE SUBSEA INSPECTION SURVEY IN BRAZIL



Fugro and Petrobras have achieved a major milestone in Brazil's offshore energy sector by successfully completing the country's first-ever remote subsea inspection survey. This technology trial was carried out by Fugro in collaboration with Petrobras under an existing multiyear contract with the aim of minimising risk and improving sustainability during inspection, repair and maintenance (IRM) projects. Fugro utilised a remotely operated vehicle (ROV) deployed from the Fugro Aquarius to conduct the survey. Office-based personnel piloted the ROV from an operations centre in Aberdeen, Scotland, instead of from the vessel itself. The approach was informed by Fugro's remote ROV piloting experience in other parts of the world, and was accomplished using a high-speed datalink provided

by Petrobras. For future projects, remote ROV piloting may help Petrobras limit the number of crew deployed to the field, resulting in safer operations with a reduced carbon footprint. “This landmark project represents a significant achievement in our ongoing work with Petrobras to support safer and more sustainable offshore energy production in Brazil," said John Chatten, Business Development Manager for Fugro's marine operations in Brazil. "As the country’s foremost provider of ROV services, we look forward to implementing this approach on future surveys and to bringing additional remote and autonomous innovations to the region." *(PR)*

HAVILA BAGS LONG-TERM EXTENSION DEALS FOR TWO PSVS

Norwegian offshore vessel operator Havila Shipping has secured contract extensions for two of its platform supply vessels (PSVs). Havila reported on Monday, 13 March 2023, that Peterson den Helder had declared the 12 months optional periods for the PSVs for the PSV **Havila Borg** and the PSV **Havila Herøy**. The extended period will end in April 2024. Previously, Peterson contracted **Havila Herøy** in March 2022 for a fixed period of 70 days plus options. The firm followed up on this in October 2022, hiring the PSV **Havila Borg** for a fixed period of 6 months and one optional period of 12 months. In addition, the PSV **Havila Herøy** was contracted for a fixed period of a drilling campaign estimated to be 90 days and one optional period for up to 370 days. The 2009-built PSV **Havila Herøy** is of a Havyard 832 CD design and it was built at Havyard Leirvik yard. The 2009-built **Havila Borg** is of a Havyard 832 design and it was built by Havyard Tomrefjord. Regarding Havila’s recent activities, it is worth noting that the Norwegian player announced a contract with Equinor in February 2023 for another PSV. *(PR)*

STANFORD PELICAN - UAE OPERATOR ADDS CREWBOAT PAIR TO OIL AND GAS SUPPORT FLEET

UAE-based offshore support operator Stanford Marine has taken delivery of two new fast crewboats in a series built by sister company Grandweld Shipyards. Named **Stanford Pelican** and **Stanford Harrier**, the vessels utilise an existing Grandweld base crewboat design that has already become proven for operations in the harsh offshore waters of the Persian Gulf with a number of owners in the Middle East.

These newbuilds will join 10 earlier Grandweld-built vessels in the Stanford Marine fleet. The new crewboats each have all-aluminium construction, an LOA of 42 metres, a beam of 7.3 metres, a draught of 1.82 metres, a depth of 3.5 metres, and space for 14 crewmembers and up to 80 technicians. The large aft deck on each vessel has an area of 110 square metres and can transport up to 90 tonnes of assorted payloads. The crew benefit from a wheelhouse with an ergonomic helm station layout and improved 360-degree visibility. The crewboats are each powered by three 1,081kW engines driving five-bladed fixed-pitch propellers to deliver a service speed of 26 knots while Grandweld's proprietary hydrodynamically foiled rudders and two 55kW bow thrusters provide enhanced manoeuvrability. Two 86kW generators are also fitted. Stanford Pelican and Stanford Harrier are registered under the flag of Panama and will be made available for charter by clients in the oil and gas market in the Gulf region. The crewboats have since replaced two older, similarly named vessels in the Stanford Marine fleet. *(Source: Baird)*

TWO VESSELS SCORE LONG-TERM BAREBOAT CHARTERS

Norwegian shipowner Ocean Yield has secured new bareboat charters with purchase obligations for two anchor handling tug supply (AHTS) vessels. Ocean Yield revealed on Tuesday, 14 March 2023, that it had entered into an agreement to charter out the two AHTS vessels – **Far Senator** and **Normand Statesman** -on bareboat charters to Viking Supply Ships for a period of five years. According to the shipowner, Viking Supply Ships will have purchase options during the charter, and an obligation to purchase the vessels at the end of the charter term, if requested by Ocean Yield. In addition, the Norwegian player explains that there is "a substantial element" of pre-paid charter hire to be paid upon the start of the transaction. The 2013-built AHTS **Far Senator** and **Normand Statesman** are of a UT 731 CD design and can accommodate 40 people. Both vessels, owned by Ocean Yield, were previously under a lease agreement with Solstad Offshore. In a separate statement, Viking Supply Ships confirmed that it would take over the AHTS vessels when they go off their existing charter contracts. This is expected

to happen at the latest during the summer for **Far Senator** and late fall this year for **Normand Statesman**. Regarding Ocean Yield's recent activities, it is worth noting that the Norwegian shipowner revealed in December 2022 that it was targeting the acquisition of up to ten Newcastlemax dry bulk newbuildings for a total consideration of up to $576 million. *(Source: Offshore Energy)*

AMAZON – MCDERMOTT CONSTRUCTION VESSEL UPGRADED TO PERFORM HEX JOINT SUBSEA INSTALLATION

US-based McDermott International has resumed operations of one of its pipelay and construction vessels following its conversion in the Netherlands with the aim of equipping it for ultra-deepwater hex joint installation duties. Dutch shipbuilder and engineering firm Royal IHC was selected to carry out the modernisation work on the construction vessel **Amazon** to enable it to perform its new role. Following the upgrades, the vessel is now capable of installing hex joints up to 60 centimetres in diameter on a worldwide basis. The 654- by 105-foot (199 by 32-metre) vessel is operated by McDermott under a long-term bareboat charter that started in 2017. It is equipped with twin Huisman 440-ton (400-tonne) cranes with active heave compensation as well as the ability to operate in water depths of up to 8,202 feet (2,500 metres). Accommodations are available for 200 personnel. The modifications consisted of removing the existing tower and replacing it with a fully enclosed J-Lay system with 1,653 tons (1,500 tonnes) of dynamic top tension on the tower, which will enable large subsea structures and hex sections of pipelines from 4.5 to 24 inches (11 to 60 centimetres) in diameter to be installed. Other modifications include an integrated multi-joint facility, where single joints will be welded to form hex joints. The 11,023 tons (10,000 tonnes) of existing cargo space on board will remove the requirement for onshore facilities to produce the multi-joints, improving the vessel's operational flexibility and reducing reliance on shore bases for support. The vessel can be deployed at major field development projects with rigid pipelay requirements at depths of nearly 11,482 feet (3,500 metres). The vessel also boasts a 44- by 27-foot (13.5- by 8.3-metre) moonpool and two hangars equipped with launch and recovery systems for use by remotely operated vehicles. The onboard operation processes are now highly automated for optimised safety performance and production efficiency. Royal IHC said this also results in a reduced number of staff requirements for process supervision. Propulsive power is provided by three MAN 5,040kW generators and four MAN 4,480 kW units. These drive three Steerprop 3,500kW azimuthing stern thrusters as well as three 2,400kW forward thrusters and a 1,800kW tunnel bow thruster from Brunvoll. An average transit speed of 11.7 knots can be achieved. Crew facilities include one- and two-person cabins, a gym, a game room, conference rooms, a library, an internet room, a sauna, a construction workshop, and customer offices. The vessel is also large enough to accommodate two rescue boats, eight 25-person liferafts, and four 100-person lifeboats, all equally split between port and starboard. Amazon deployed to West Africa on its first project following completion of the conversion works. *(Source: Baird)*

SHIPS SHELTER IN HARBOR AND ON THE ROADS

The storm that raged over the Netherlands yesterday caused numerous ships, working in the North Sea, to seek shelter. For example, the port was full of supplies, including the **Havila Herøy**, **Pool Express**, **Dina Merkur**, **Dina Supporter**, **Dina Scout**, **Dina Supplier**, **FS Crathes** and the survey vessel **Braveheart Spirit**. Later in the afternoon the seismic **SW Tasman** also came in. The survey vessel **Fugro Voyager**, the service operation vessels **Bibby Wavemaster 1** and *Edda Mistral*, the seismic support vessels **Linde G** and **Ocean Dee**, as well as the Boskalis **Causeway** and **Freeway**, were moored in the Helders anchorage area. These two trailing suction hopper dredgers recently started beach replenishment work off the coast of Texel, between posts 14 and 19. (Source: www.maritiemdenhelder.eu)

WINDFARM NEWS - RENEWABLES

SSE AND PARTNERS AWARD SURVEY CONTRACTS FOR OSSIAN FLOATING WIND FARM

SSE Renewables, Marubeni Corporation, and Copenhagen Infrastructure Partners (CIP), the consortium behind Ossian floating offshore wind farm in Scotland, have awarded the contract for geotechnical investigations to Fugro and Ocean Infinity. The Netherlands-based Fugro will focus on downhole geotechnical sampling and in-situ cone penetration testing, while Ocean Infinity will focus on the seabed scope which will include shallow vibro-cores and deep push seabed cone penetration tests. Fugro plans to use its purpose-built geotechnical drilling vessel, **Fugro Scout**, which is equipped with ultra-deepwater drilling technology and state-of-the-art onboard systems that enable the vessel to carry out complex marine geotechnical operations. Meanwhile, Ocean Infinity plans to deploy its multi-purpose support vessel, **Stril Explorer**. Both surveys are expected to begin this spring, with a full geophysical and benthic survey of the area located off the east coast of Scotland having already been carried out last year. Ocean Infinity plans to have completed its survey work by the end of May

while Fugro expects its downhole scope survey to be completed at the start of July. According to the consortium, the surveys will significantly improve the seabed understanding across the project site by ground-truthing the already acquired geophysical information. This will subsequently enable design development activities to progress such as anchor in-place and installation design, SSE Renewables said. The SSE Renewables-Marubeni-CIP partnership won the development rights to 858 square kilometres of seabed in the ScotWind leasing round last year. The site, located in the E1 Zone in the Firth of Forth off the Angus Coast, was one of the largest lease areas offered by Crown Estate Scotland. In August 2022, the partners announced that the floating wind project would be named Ossian, taking the name from The Poems of Ossian. If the project is built up to a capacity of 3.6 GW, it would be capable of powering almost 6 million Scottish homes and offsetting around 7.5 million tonnes of carbon emissions each year, according to SSE. The floating offshore wind farm is planned to be up and running before the end of the decade. *(Source: Offshore Wind)*

SEAJACKS SCYLLA MOBILISING FOR HOLLANDSE KUST NOORD, KRAKEN CHANGING OUT OF OIL & GAS ATTIRE AHEAD OF OFFSHORE WIND WORK

Jack-up vessels **Seajacks Scylla** and **Seajacks Kraken** are currently moored in two Dutch ports, where they are being mobilised for offshore wind projects. **Seajacks Scylla** arrived in the Port of Amsterdam on 1 March, according to the vessel's AIS data available online, while **Seajacks Kraken** arrived in the Port of Den Helder on 11 March. According to DHSS, a Dutch provider of integrated logistics to the offshore renewable industry, **Scylla** is getting ready for work on the Hollandse Kust Noord offshore wind farm in the Netherlands and **Kraken** will mobilise for an offshore wind project after completing a campaign in the oil and gas sector. Offshore construction at the 759 MW Hollandse Kust Noord offshore wind farm, owned by a

joint venture between Shell and Eneco, is well underway with all foundations installed and wind turbine installation up next. Van Oord, the company responsible for the installation of the project's TP-less monopile foundations, inter-array cables and wind turbines, booked **Seajacks Scylla** for 2023 work back in 2021. In a recent social media update, DHSS said that **Seajacks Kraken**, also a jack-up vessel owned by Seajacks UK, a subsidiary of Eneti, was readying for an offshore wind project. This vessel is demobilising from an oil and gas campaign in the Port of Den Helder, where it will also mobilise for offshore wind work, with DHSS assisting with Customs clearance of the vessel and equipment along with the port logistics for cargo and crew. No information was shared on what offshore wind project is up next for **Seajacks Zaratan**. Eneti and Seajacks have so far signed numerous contracts for the Seajacks jack-ups, including the three NG2500X-class wind turbine installation vessels (WTIVs) **Seajacks Kraken**, **Seajacks Leviathan**, and **Seajacks Hydra**, as well as the flagship NG14000X-class **Seajacks Scylla** and the NG5500C-class **Seajacks Zaratan**. For most of the contracts, Eneti notes that they were secured for offshore wind projects in Northwestern Europe. In June last year, Eneti announced that Seajacks had signed three contracts with Dogger Bank Wind Farm, the world's largest offshore wind farm which is now under construction, for the charter of one of its NG2500X class vessels. The contracts are for the support of offshore substation platform hook-up and commissioning work on all three 1.2 GW phases of the offshore wind project. The first contract is set to commence in the second quarter of 2023. After that, the vessel is scheduled to return to the wind farm in both 2024 and 2025. *(Source: Offshore Wind)*

ALL AMERICAN MARINE DELIVERS INNOVATIVE OFFSHORE WIND SURVEY VESSEL

Bellingham, Wash., based All American Marine (AAM) has delivered an offshore wind survey vessel to Geodyamics, a Newport, N.C., based subsidiary of Nasdaq-listed NV5 Global, Inc. The research and hydrographic vessel, the R/V **Shackleford**, will service the growing offshore wind market as well as being designed to undertake many other scientific survey missions. With a length of 73 feet and beam of 26.7 feet, it has a semi-displacement aluminum catamaran hull that was developed by Nic de Waal of Teknicraft Design in Auckland, New Zealand, and will serve an integral role in NV5-Geodynamics' mission of providing turnkey "single pass" offshore surveys. Specifically customized to serve the rapidly growing U.S. East Coast offshore wind sector, it was sea-trialed on Bellingham Bay, prior to shipping via cargo ship to its homeport of Beaufort, N.C. The vessel leverages the fundamental, and proven, design elements of two previous All American Marine deliveries, the Duke University Marine Lab's R/V **Shearwater** and Blue Tide Puerto Rico's R/V **Blue Manta**. Named after Shackleford Banks, the southernmost barrier island in the Cape Lookout National Seashore chain the R/V **Shackleford** was constructed to USCG Subchapter T standards. The speed and unique stability of this twin-engine hull design is fundamental for Geodynamics' continuing expansion of its specialized

nearshore / mid-shelf hydrographic and geophysical survey operations. To reduce survey mobilization costs, the R/V **Shackleford** is outfitted with fully dedicated and redundant survey systems, including a Kongsberg EM 2040 MKII Multibeam Echosounder that is deployed through the vessel's moonpool via a retractable strut. "To achieve the highest level of data accuracy day in and day out, our model over the last two decades is simple: we consider the boat as a precision survey instrument, purpose built for the specific survey environment and then wrapped around the ideal sensors for a specific set of missions," said Geodynamics SVP Chris Freeman. "This holistic approach to our vessel builds has proven successful time and again but requires a builder open to an uncompromised data-centric build. We chose All American Marine based on their experience and skillset in building such highly customized research vessels, vessels that are in service throughout North America. This new best-in-class vessel will provide an unmatched platform for our continued focus performing to the most stringent offshore survey specifications in the world, whether that is for nautical charting or for subsea exploration to support offshore wind development." The R/V Shackleford integrates the signature Teknicraft Design symmetrical and asymmetrical combined hull shape, bow wave piercer, and a patented hydrofoil-assisted hull design. The hull and hull components are designed to break up wave action and ensure reduced drag while enhancing passenger comfort. This design is proven to have both low-wake wash energy and increased fuel economy. This advanced hull shape was custom designed using digital modeling and Computational Fluid Dynamics (CFD) analysis testing. The vessel's design offers all passengers and crew a smooth ride and comfort, as the hull provides a cushioned effect when encountering waves. For the operator, the most valuable feature of these vessels, says AAM, is the excellent fuel economy, which consumes approximately the same gallons per nautical mile throughout the cruising speed of 18-24 knots. With a large fuel capacity of 1,500 gallons, this fuel-efficient design is licensed for up to 16-day passengers and has live-aboard accommodations of up to 10 passengers. The propulsion package includes 2x fixed pitch propellers, powered by twin EPA Tier 3 diesel engines, rated at 803 bhp @ 2100 RPM driving ZF 665V remote mounted gearboxes. Onboard the offshore wind survey vessel, passengers and crew have comfortable quarters, large state-of-the-art lab spaces, and a full range of hydrographic and marine geophysical instrumentation with which to conduct a variety of survey missions. "All American Marine remains committed to being on the leading edge of manufacturing techniques and an innovator in merging the latest technology into a functional and proven vessel," said All American Marine president & COO Ron Wille. "We are delighted to be delivering this vessel on time and on budget, as part of Geodynamics' growing fleet. This vessel will enable Geodynamics to take their business to the next level, provide unmatched services and expand their scientific activities on the east coast significantly. The vessel will also help advance the rapidly growing wind farm industry on the East Coast and beyond." *(Source: MarineLog)*

DREDGING NEWS

ONE PROJECT, TWO DREDGERS – CAPE MAY DREDGING IN FULL SWING

Dredging is in full swing near the Cape May ferry terminal at the southern end of the New Jersey Intracoastal Waterway project. The government Dredge Murden is working there this week while USACE's contractor Barnegat Bay Dredging Company will continue to work in the area for about a month. One project, two dredges – work improves the navigability of the federal channel for the U.S. Coast Guard, Cape May – Lewes Ferry, commercial fishing industry, and recreational boaters. *(Source: Dredging Today)*

BOSKALIS' ROAD TO CLIMATE NEUTRALITY

In line with the Paris Agreement, Boskalis is committed to its target of becoming climate neutral across its global operations by 2050. "We seek to further reduce emissions from our activities and, at the same time, drive our competitive advantage through our ability to offer a range of accessible, low-carbon solutions to our clients," the company said. Also, Boskalis continues to lower emissions associated with its Inland Infra dry earthmoving activities. "In 2022, all of our dry earthmoving trucks continued to run on a pure biofuel where it was available, resulting in a reduction in CO2 emissions of nearly 55% across the entire fleet compared to using fossil fuels," said

Boskalis. During the year, the company also invested in a range of low-emission equipment in support of its ambitions for all onshore construction projects in the Netherlands to become climate-neutral by 2030. Investments in the onshore fleet include an electric dredger, electric asphalt sets, electric trucks and electric excavators. “The largest part of our CO2 footprint is linked to our vessels, an area where substantial reductions in emissions are dictated by the availability of suitable alternatives to fossil fuels and the global availability of clean sources of energy,” said Boskalis. “In recent years, we have devised and adopted a range of measures and new technologies to drive down fuel consumption and reduce emissions from our fleet.” “During 2022, we expanded these initiatives in support of further reductions, including through the planned conversion of numerous vessels within our Offshore Energy division through the retrofitting of Energy Storage Systems, or ‘power packs’.” “The modifications, which we aim to complete by the end of 2024, will reduce the vessels’ fuel consumption and associated carbon dioxide and nitrogen oxide emissions by an average of up to 20% during DP operations.” During the year, the company also began work with engine manufacturers to determine the optimum maintenance schedule for each of their vessels from the point of view of reducing fuel consumption. To move towards climate neutrality, new ’clean’ fuels are needed for the international maritime industry. “The development of the expertise and technology necessary for the sector to complete its energy transition relies on collaborations with our industry peers, knowledge institutions and other partners and we are therefore participants in several initiatives investigating the viability of alternative fuels – including methanol, ammonia, and hydrogen – as well as testing these fuels with leading maritime engine manufacturers,” said Boskalis. *(Source: Dredging Today)*

HID SHIPYARD: NEW CHAIN BUCKET DREDGER READY FOR DELIVERY

HID Shipyard is putting the final touches on the newly built chain bucket dredger before delivery to its new owner. The dredger consists of a series of buckets that are attached to a continuous looped chain, which is driven by a motor. The buckets scoop up sediment and debris from the bottom of the water body and carry it to the surface, where it is deposited onto a barge or other type of vessel. This type of dredging equipment is widely used to remove sediment, debris, and other materials from the bottom of water bodies, such as lakes, rivers, and canals. “It has been built to the highest standards of quality and safety and has undergone rigorous testing to ensure its reliability and durability,” said HID. “With its advanced features and capabilities, the chain bucket dredger is sure to be a valuable asset to his new owner.” *(Source: Dredging Today)*

BOSKALIS INSTALLING ARTIFICIAL REEFS IN THE RIVER MEUSE

Rijkswaterstaat, the Municipality of Rotterdam, Boskalis and Reefy are testing the Reefy artificial reef system to support nature restoration and conservation efforts in the tidal area of the River Meuse, as

part of the "Groene Poort" or "Green Gate" project. After careful preparation and in close collaboration with all the partners, 17 Reefy modules were assembled underwater by Boskalis in under 3 days. "We need to rethink marine infrastructure and include the right conditions for letting nature thrive. It is important that water and sediments can go through breakwaters, then those appropriate conditions will allow ecological foreshores to develop that can grow with sea level rise. The ReefBlocks provide this and the necessary complexity to boost life underwater," said Jaime Ascencio, CEO and Co-Founder of Reefy. The artificial reef is approximately 25 meters long and 3 meters high which makes it possible to see its top layer during low tide. "To improve the water management and quality, we are constructing various types of breakwaters along the riverbanks of the Nieuwe Waterweg. This creates a sheltered area that is favorable for (migratory) fish, birds and aquatic plants. We use sustainable (recycled) and innovative materials for the breakwaters," said Sander de Borst, Technical Advisor, Rijkswaterstaat (Ministry of Infrastructure and Water Management). "Before the installation, the benchmark biodiversity measurements were taken by Reefy, and we expect the first ecological results of this transformational coastal defense project in a few months," said Leon Haines, CTO and Co-Founder of Reefy. "It's always a special feeling when something that you have worked on with colleagues for so long can be put into practice and tested in the real world. This step is not the end goal, but only the beginning of the large scale application of these modular artificial reefs," said Paul Peters, Program Lead Artificial Reefs Program of Boskalis. Next to the four consortium partners, this pilot project was made possible thanks to invaluable technical advice and support of PortXL, Rotterdam Zoo Blijdorp, Burgers Zoo, TU Delft and Deltares. *(Source: Dredging Today)*

YARD NEWS

MULTI-PURPOSE VESSEL DESIGNED FOR CANADA

Aker Arctic has completed the hull form and contributed to the concept development for Canada's sixteen new Multi-Purpose Vessels. They form part of the Canadian Coast Guard's fleet renewal programme. The Canadian Coast Guard has a diverse but ageing fleet, with many kinds of ships for various missions built in the 1970s and 1980s. As part of the National Shipbuilding Strategy (NSS), a fleet renewal programme has been initiated with the target of replacing existing icebreakers, buoy tenders, fisheries research, and oceanographic science vessels while rationalizing the number of different classes of ships. Seaspan Shipyards is responsible for delivering the non-combatant vessels being built under the NSS. The Multi-Purpose Vessel (MPV) is a key part of this portfolio. *A multitude of tasks* The MPV is replacing up to three classes of older ships with one platform. The target is to develop a compact ship with a multitude of operational roles. The sixteen vessels will mainly replace the Type 1100 class built in the late 70s and early 80s, often called the "work horses" of the fleet, doing the day-to-day work of supporting shipping by maintaining fairways, aids to navigation, and icebreaking. The MPVs will also perform cargo missions, bringing supplies to northern communities, carry out search & rescue and patrol missions, in addition to icebreaking. Most of their time will be spent on the St Lawrence River, the Great Lakes, and along the Canadian East Coast. Additionally, they will have a summer Arctic mission leaving from Victoria in British Columbia and travelling north around Alaska to the Canadian Arctic. Due to the wide variety of tasks, the long-distance mission to the western Arctic, and the fact that some of the waterways have a limited depth, the vessel needed to be compact with a shallow draught, narrow beam, high endurance, and with a large cargo capacity. *Collaboration from the start* Contrary to many other governmental projects, the Coast Guard opted for a collaborative model which involved the owner and operator, the shipyard, and the designer working jointly on creating the concept from day one. "This method has proven efficient and fruitful, as all the shipyard's learnings from previous builds for the customer have been possible to implement at an early stage," says project manager Rob Hindley, team leader, Structural Design at Aker Arctic. "It also ensured that the overall parameters, i.e. hull form, size, main dimensions and main powering are validated, forming a basis which the shipyard can further refine and build." *Mutual understanding* The Coast Guard had a clear idea of their needs and wanted assurance that the main dimensions, volume and shape of the hull were suitable for fitting everything needed. "They conveyed their desires efficiently which ensured a mutual understanding of what they wanted from the beginning. The design process included balancing priorities and what could be fitted in. Furthermore, the shipyard gave valuable input on limitations in construction work, so that we did not add in any features which would be impossible to build," Hindley underlines. Aker Arctic's aspiration was to develop a concept design with a hull form which balanced icebreaking, seakeeping and open water performance, and was compact yet big enough to accommodate everything. "As part of developing

the hull form, we needed to demonstrate that the envelope allowed the ship to achieve its planned missions," Hindley says. The end result is a hull form which has had its performance confirmed through ice model testing. Aker Arctic has also provided the design documentation which the shipyard now takes into the functional design phase, developing the design details and approving it by the classification society. *Weekly meetings* The collaboration has required frequent communication and sharing of knowledge. To enable an efficient flow of design information Aker Arctic held online weekly meetings with Seaspan and the Coast Guard, regardless of time differences. "It has been key to the success of this project," Hindley emphasizes. "The effort to keep the coordination going paid off as we understood at all times what the owner and operator wanted and could develop the solution together." *Optimisation of the design* During the design process a need arose to evaluate the future environmental impact and greenhouse gas emissions, bearing in mind that this is a long-term project. In the end, the Coast Guard decided to update the design with an optimized version, where the ship was redesigned to allow for future alterations when alternative fuels become available. For this, new calculations were made on the impacts of a future lengthening on stability and weight. "We also anticipated what the ice loads would be if the ship's displacement is increased and designed a hull which is stronger to allow for a mid-life modification," Hindley says. "Although every aspect was not possible to anticipate, we managed to design a hull form that meets the Coast Guard's requirements of performance, is as compact as possible, and has a provision for future modifications built into the design." *Learnings from the evaluation* A number of energy-saving devices were also evaluated. These included energy-storage devices such as battery packs; thermal storage in the form of waste heat utilisers capturing and reusing heat from the power plant; and alternative energy sources such as energy stabilizers, solar panels and wind turbines. The aim was to evaluate the present state of the technology and how practical it would be to implement it into the design for optimal environmental efficiency. Due to the ship's size, a decision was made to prioritize the missions against using space for energy-saving devices at this stage. However, as the design continues to progress and spaces and weights become finalized, there is the possibility of implementing some of the options. As Seaspan Shipyards now progresses towards the functional design work, Aker Arctic continues to support Seaspan particularly on the hull and performance aspects to ensure that everything meets the requirements set out by the Coast Guard. *(Source: The Maritime Economy)*

ORINOCO – NORTH SEA RESCUE BOAT FOR FLEMISH TRANSPORT COMPANY

Flemish government-owned inland waterway transport operator DAB Vloot has taken delivery of a new aluminium-hulled, all weather-capable rescue boat from Baltic Workboats of Estonia. **Orinoco** has an LOA of 20.5 metres, a beam of six metres, and a draught of 1.1 metres. The hull features a wave-piercing bow and interceptors to enhance stability and improve operating efficiency even at high speeds. Two Volvo Penta D16 551kW engines drive Kongsberg KaMeWa S40 waterjets via ZF 500 gearboxes to deliver a speed of 25 knots and a range of 300 nautical miles at a cruising speed of 20 knots. A Sleipner Side Power bow thruster is also fitted. Onboard space is available for three crewmembers and up to 29 rescued survivors including five stretcher-bound people. The wheelhouse is configured so that any noise heard from the outside is reduced to a moderate 58 dB even as the boat is cruising at over 20 knots. The coxswain and another crewmember are seated on two Shoxs suspension helm seats from Allsalt Maritime. The electronics suite includes two Furuno radars, a Teledyne FLIR rotating thermal camera, and other electronics from Simrad and Jotron. Electrical power is supplied by a Kohler 9EFKOZD 9kW generator. The accommodation spaces are fully air-conditioned and include a small berthing compartment and a toilet. Orinoco is also equipped to perform firefighting duties and towing of vessels of similar size. For enhanced emergency response capability, the boat is fitted with an aft hydraulic platform, a lookout position, rescue nets, and port and starboard MOB davits. Although DAB Vloot's primary jurisdiction encompasses inland waterways, the new rescue boat is built for operation in coastal areas and even in the offshore waters of the North Sea, often in partnership with local volunteer rescue organisations. The boat also has self-righting ability. **Orinoco**, which is built to Lloyd's Register class rules, replaces an older rescue boat in the DAB Vloot fleet. It is homeported at the Western Flemish coastal city of Ostend. *(Source: Baird)*

INTRODUCING FUSION-X, THE NEXT GENERATION TOWING LINE WITH PERMANENT TWIST IDENTIFICATION

Samson, the leading developer of high-performance synthetic rope solutions and global market leader in commercial marine applications, is pleased to announce their latest innovation, Fusion-X™. Made from a blend of polyester and HMPE (High Modulus Polyethylene Fiber) and building on the success of Fusion-12™, Fusion-X continues to bridge the gap between performance and investment in towing operations. Fusion-X is a high-visibility two-color rope with increased abrasion resistance, strength,

and permanent and obvious twist identification. Twist reduces the strength of a braided rope and can lead to unexpected failures. Now, it is easier than ever to identify and mitigate twists in the line. Fusion-X is lighter, stronger, and size-for-size pulls heavier loads than 100% polyester lines. It is Samson's top recommendation for replacing polyester lines, as the size reduction allows tug operators to store much longer lengths on the winch when pulling the same loads. With every advancement, our goal is to create innovative products that improve safety and efficiency. "Samson is proud of our continuous improvement efforts with Fusion-X. We have taken all that our customers value from Fusion-12 and added even more benefits to improve your operations." - Michelle Jarvis, Product Manager-Commercial Marine Samson has the tools to help further reduce operational risk with active condition and usage monitoring, crew training, and proactive damage and inspection support. Contact Samson for the latest information on the industry-leading ICARIA® program. Learn more about these and other technologies and developments available to tug operators. *(PR)*

ICEBREAKER "DIKSON" WILL BE REPAIRED

The icebreaker "Dikson" of the FSUE "Rosmorport" Arkhangelsk branch will be repaired. On March 13, the unitary enterprise announced two requests in electronic form among small and medium-sized businesses. The first procurement procedure provides for the repair of the electrical part of the icebreaker. Applications are accepted until March 24th. The initial price of the contract is 3,733,640 rubles. The second tender concerns the painting of the Dikson icebreaker. Applications can be submitted by March 23rd. The initial price of the contract is 1,450,145 rubles. Recall that the icebreaker "Dikson" was built in 1983 in Finland at the Wartsila shipyard by order of the USSR. The length of the vessel is 88.49 m, width - 21.17 m, draft - 6.5 m, power - 9,560 kW, autonomy - 39 days. *(Source & Photo: Sudostroenie)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Estaleiro Rio Maguari (ERM) delivers first RAmparts 2300-ERM Tug to Svitzer Brazil*
   - *Industry leaders gathered at the naming ceremonies for Sanmar's five new ground-breaking tugboats for HaiSea Marine*
   - *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*

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

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

   (pls contact jvds@towingline.com)
   - *Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale*

Several updates on the Newsletter – Fleetlist page posted last week
- *AVRA Towage - Rotterdam by Jasiu van Haarlem (new)*
- *Herman Sr - Zwijndrecht by Jasiu van Haarlem*
- *Boa - Trondheim by Jasiu van Haarlem*
- *GPS – Rochester by Jasiu van Haarlem*
- *Smit Lamnalco - Rotterdam by Jasiu van Haarlem*

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

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