Tugs Towing & Offshore Newsletter

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

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TUGS & TOWING NEWS

Best Small Harbour Tug – Ocean Blue Mahoe – Robert Allan Ltd & Med Marine

With catamaran-like dimensions of 25 metres by 12 metres, this brilliant new harbour tug well illustrates the ever-developing benefits of the Robert Allan Ltd/Med Marine partnership. This very adaptable tug will be perfect for a comparatively small port such as Kingston in Jamaica. "The tug is the first in its series to enter service outside of Europe, so it represents an expansion in the reach of this design and build and shows that a product can work in a variety of locations," Robert Allan Ltd (RAL) told Baird Maritime. "It is a versatile, multi-purpose, compact and state-of-the-art ASD design that boasts efficient ship-handling, coastal towing, and other general-purpose towing capabilities," added builder Med Marine. The development of the tug encountered some challenges aside from the supply restrictions caused by the Covid-19 pandemic. For RAL, it was the fact that the vessel was built for a customer operating under a different flag state, so the design therefore needed to be verified against a new set of flag state rules. "Because our designs generally exceed the requirements of class and flag States, we had no issues meeting the new requirements." RAL and Med Marine agree that decarbonisation is becoming more important over time in both ship design and shipbuilding. "More than 60 per cent of the tug design contracts we have been awarded in the past 12 months have involved some combination of IMO Tier III/US EPA Tier IV engines with SCR, alternate low carbon fuels, and/or batteries," RAL said. "Three years ago, that number would have been less than 10 per cent." RAL added that decarbonisation will also influence the future of the tug industry, compelling designers to transition from technically viable to economically viable solutions. The company believes this will enable low-carbon solutions, which include both newbuild and retrofit vessels, to be more widely adopted throughout the industry. Med Marine meanwhile remarked that the future is gradually moving towards lower-emission propulsion alternatives and that it is the company's goal to keep up with new trends and changing regulations in this regard. "The past year was one of the best for us," the builder told Baird Maritime. "We completed many deliveries and added new entries to our orderbook in addition to starting discussions with prospective clients. We therefore expect the next couple of years to also be

fruitful." For Med Marine, the coming years will also see a more widespread transition to zero-emission fuels. "Additional investments will thus be needed to accelerate the development and adoption of environment-friendly vessels," added Med Marine. *(Source: Baird)*

SOFTWARE CUTS EMISSIONS THROUGH BEHAVIOURAL CHANGE

Young Brothers cut fuel consumption and emissions by more than 5% from its tugboats transporting ocean cargo between the Hawaiian Islands using Signol software. It undertook a five-month pilot project with the London, UK-headquartered software company from June 2022 to October 2022. In this period, Young Brothers reduced fuel consumption by 150 tonnes, leading to a decrease of around 5.5%, equivalent to 478 tonnes of CO2 equivalent, in emissions when compared with similar journeys made in the previous year. Signol software uses big data, behavioural science and best practice to advise tugboat captains to save fuel, reduce operating costs and greenhouse gas emissions. Enrolled captains received personalised goals, motivational reports on their performance and impromptu notifications via emails. They had access to the Signol web application, where they could review and reflect upon their own individual performance. The pilot project results were calculated by analysing specific weather-adjusted vessel performance, cargo weight and voyage route to reach a comparison of fuel consumption for each tug-voyage combination year-on-year. Most captains involved in the trial improved their performance, with the most significant gains coming from those toward the bottom of the historic performance charts. This pilot project was sponsored by Elemental Excelerator, the Honolulu-based climate tech accelerator and investor. "Our partnership with Young Brothers demonstrates the potential of Signol's behaviour change technology to support freight handlers around the world in their efforts to decarbonise shipping," says Elemental Excelerator director of innovation, mobility and energy Gabriel Scheer. "This demonstrates how behavioural nudges and carbon reduction can also result in cost savings for the company." Young Brothers is responsible for transporting all ocean cargo that originates and ends in Hawaii and is the only water carrier to serve Lānaʻi and Molokaʻi. It

provides weekly sailings between the ports of Nāwiliwili, Honolulu, Kaumalapau, Kaunakakai, Kahului, Kawaihae and Hilo using its fleet of eight tugboats, including four fuel-efficient Kāpena-class tugs and eight barges. It is an independently managed subsidiary of Foss and part of the Saltchuk family of companies. Signol head of maritime Harriet Johnson explains why behaviour can be changed on vessels to reduce fuel consumption and emissions. "Behaviour of sailors on board vessels is an important and often overlooked component of vessel performance," she says. "Vessel optimisation teams throughout the industry have rightly focused initially on the performance of the steel through the water, yet can sometimes forget the importance of engaging with and motivating the crew to be proactive around efficiency and carbon emissions reduction initiatives." *(Source: Riviera by Martyn Wingrove)*

STRAZAK-28 – POLISH PORT AUTHORITY'S NEW FIREFIGHTING VESSEL BOASTS ICE NAVIGATION CAPABILITY

Poland's Szczecin and Swinoujscie Seaports Authority recently introduced a new ice-capable firefighting vessel into service. Built at a shipyard in Gdansk, the vessel has been appropriately named **Strazak-28** ("Firefighter-28"). It is the third vessel to join the seaports authority's fleet of fireboats, which are also designed for operation in the harsh conditions of the southern Baltic Sea. The newbuild has a length of 29.2 metres, a beam of 10.47 metres, a draught of 3.45 metres, and two pumps that can each discharge 2,700 cubic metres of water or foam per minute via three monitors mounted fore and aft of the wheelhouse. The firefighting equipment, as well as their associated wheelhouse electronics, was supplied by Fire Fighting Systems. The vessel will also be used for oil spill response, search and rescue (SAR), maritime safety patrols, and limited towing duties. A bollard pull of 45 tonnes and a free running speed of 12 knots can be achieved thanks to two

diesel engines and an ASD propulsion arrangement. The deck equipment includes a Melcal crane while the interiors are fitted with lights from Remontowa Technical Lighting. The lights themselves are made partly from explosion-proof material for greater crew safety. Other safety features include a positive pressure system to minimise the presence of hazardous gases in the interior spaces as well as a citadel. Among the compartments is one dedicated to housing rescued accident survivors. The wheelhouse provides improved 360-degree visibility and features a split helm console to enable crews to operate the vessel while seated facing either fore or aft. The wheelhouse electronics also include equipment from Zollner and Siemens. **Strazak-28** will be operated as a standby response vessel whenever tankers conduct loading and unloading of flammable gases and liquids as well as other hazardous materials at the ports of Szczecin and Swinoujscie. Design work on the vessel was done in compliance to Polish Register of Shipping rules. *(Source: Baird)*

TUGTECHNOLOGY '23: TUG AND PORTS PROVIDE INSIGHT IN KEYNOTE PRESENTATIONS

Two prominent leaders in the tug, towage and port sector will provide a keynote address to open each day of the industry's top event in 2023, TUGTECHNOLOGY '23. Boluda Towage vice chairman and chairman of the European Tugowners Association Vicente Boluda Ceballos will kick off the two-day conference on 22 May with a scene-setting presentation detailing how to maintain a competitive edge through technology and innovation in a changing market. This will be followed by a tug owner roundtable featuring a lively debate between Svitzer chief operating officer Kasper Karlsen, P&O Maritime Logistics chief executive Martin Helweg and Smit Lamnalco director for LNG business and project development Andrew Brown. During this roundtable, owners will discuss how trends in the wider shipping market affect tug technology, how global and regional legislation is affecting the industry and what can be learned from major incidents. At the beginning of the second day of the conference, 23 May, Port of Rotterdam harbour master René de Vries will explain the environmental and economic developments in Europe's largest sea port. He will examine the drivers for future investment, development of bunkering infrastructure for future fuels and upcoming requirements for low-emissions harbour vessels. Mr de Vries's keynote presentation will be followed by a ports and harbours roundtable, where senior representatives from multiple ports will provide their view from the quayside. Riviera Maritime Media will host TUGTECHNOLOGY '23 in Rotterdam, the Netherlands, 22-23 May 2023 in association with Caterpillar, and with supporting organisations and sponsors. The programme will incorporate sessions on the decarbonisation challenge, technologies for reducing emissions, and bringing these technologies within reach of owners with safety and regulatory considerations. Sessions will cover port and harbour operations, autonomous tugs, new propulsion and deck

machinery technologies and training and skills enhancements. Sessions will be interspersed with networking coffee breaks sponsored by Rolls-Royce Solution mtu, and networking lunches in the exhibition area sponsored by Uzmar. At the end of day one, the gala dinner and ITS awards will be held, sponsored by Damen, with a pre-gala dinner drinks reception sponsored by Sanmar. TUGTECHNOLOGY '23 is supported by three industry associations: European Tugowners Association, British Tugowners Association and the Workboat Association. Other sponsors involved include Berg Propulsion, Kongsberg Maritime and Med Marine. *(Source: Riviera by Martyn Wingrove)*

REFLEETING CONTINUES FOR PACIFIC TOWING IN PNG

Pacific Towing added two tugboats to its fleet in 2022 and has funds ready for more fleet additions. Melanesian marine services market leader Pacific Towing (PacTow) continues to upgrade its fleet to better service the increasing number of larger vessels calling at Papua New Guinea's (PNG) international ports and to take advantage of the opportunities arising from the country's imminent LNG construction boom. PacTow took ownership of two tugs in 2022 and has several million dollars in capital expenditure allocated for additional tugs suitable for multipurpose operations. Headquartered in Port Moresby, PNG at its dedicated tug base, PacTow has a diverse 21-vessel fleet including eight azimuth stern drive (ASD) tugboats. Its vessels are permanently stationed in PNG's five main ports and in Honiara, Solomon Islands. A 46-year-old, homegrown PNG business, PacTow is part of the logistics division of Steamships Trading Co Ltd, which in turn is majority owned by global entity John Swire & Sons. PacTow's latest acquisitions, ASD tugs **Koranga** and **Tavurvur**, were purchased from Singapore and

arrived in PNG in 2022. **Koranga** has been deployed to PNG's main international port Lae, whereas **Tavurvur** is based in Port Moresby. PacTow general manager Neil Papenfus says, "Both tugs are dedicated harbour tugs and increase PacTow's capacity to not only service the greater frequency of larger vessels calling into PNG, but simultaneously maximise our salvage, project and charter capacity." The company's increased capacity ideally positions it, along with sister company, coastal and charter shipping entity Consort Express Lines, to take full advantage of the upswing in business that will arise from the imminent construction phase of the Papua LNG project. Construction of the new TotalEnergies-led LNG production project, together with the expansion of the existing P'nyang LNG project led by ExxonMobil, will take seven to eight years to complete. These mammoth projects collectively represent PNG's largest investment in energy infrastructure in the country's history. Remotely located in PNG's southern Gulf Province in mountainous jungle with no nearby road network, the primary logistical access to the LNG project sites is via river deltas and the Gulf of Papua. Supplies, the vast majority of which will be sourced from overseas, will first arrive at one of PNG's two international ports – Lae and Port Moresby. Although Lae is the country's main international port and PNG's manufacturing hub, it is in the country's north. As such, any goods destined for the LNG construction project will need to make their way via coastal shipping services around nearly a third of PNG's mainland coastline before they reach Port Moresby in the country's south, nearly 800 nautical miles, let alone their final destination. From Port Moresby, LNG project cargo will be loaded on to shallow-draft charter vessels to make their way to the sites. Shallow-draft vessels, often requiring tugboat assistance, push and pull, are essential given the Gulf of Papua deltas through which they initially must travel; and then the narrow, winding and decreasing depths of the Purari and Kikori river systems they must navigate prior to arriving at ports purpose-built by the LNG developers. PacTow already services PNG's oil and gas sector. Its local content credentials, including a workforce of more than 200 staff, 97% of whom are Papua New Guinean, diverse fleet and commercial dive team makes it attractive to the LNG majors and contractors in their supply chains. The dive team is the only permanent and internationally trained and certified team in Melanesia. Sister company, coastal and charter shipper Consort Express Lines, is similarly well positioned to secure lucrative contracts associated with the imminent LNG construction project. *Consort investment* Like PacTow, Consort has invested millions of dollars in refleeting and it has several fit-for-purpose shallow-draft vessels, including tug-and-barge sets, to transport LNG project cargo. Its predominantly PNG crew has considerable experience in successfully navigating the challenging waterways of the Gulf of Papua deltas and river systems. Mr Papenfus points out the finite duration of the LNG construction phase and the even shorter nature of the logistics phase of the construction period. "The shipping and logistics industry will be frantically busy for 18-24 months getting all of the cargo to site so that construction can take place, after which there will be a rapid decline in demand," he says. "The challenge for the developers and their big engineering, procurement and construction contractors is to find enough suppliers willing to foot the expense of setting up operations here in PNG for such a short timeframe." Thus, there are clear benefits from having existing infrastructure, assets and experience in PNG. "This is where PacTow and other Steamships' logistics businesses are at a distinct advantage," says Mr Papenfus. "We are already here, we have been servicing PNG for nearly 50 years and we have already refleeted. We have got the capacity and ample in-country expertise to hit the ground running." *Salvage duties* Using its diverse fleet, PacTow also provides salvage, emergency response, spill recovery and wreck retrieval services in Melanesia. Mr Papenfus says PacTow, as a full member of the International Salvage Union and the International Spill Control Organization, has been involved with more than 70 salvages in the last 25 years. Most of the salvages PacTow has conducted have been as sole salvor, however it has

partnered with some of the biggest salvage entities in the region, including Fukada, Nippon, Smit Salvage, T&T and Five Oceans. “PacTow is a free agent,” says Mr Papenfus, “Although, we pride ourselves on being able to take care of just about any salvage in our region, we would require assistance with an oil tanker casualty for example. “This would be beyond our capacity as a sole salvor, but in this instance, we would operate in a co-salvor capacity. We have got ample capacity to provide an effective and efficient first response to any vessel in distress, irrespective of its size, type, or cargo.” PacTow’s fleet is dispersed throughout PNG and Solomon Islands, and includes 13 ASD and conventional tugs, plus dive boats, support vessels and barges, which are ready for emergency response and spill recovery, plus it stores ample equipment in Port Moresby. Additional vessels, aircraft and helicopters can be chartered domestically, but it would use its own tugs and barges for wreck removals in Oceania and southeast Asia, given enough time. One of the challenges is the considerable tidal range in PNG. “When trying to pull a casualty off a grounding area, we often have to wait for the higher tides,” says PacTow operations manager Daymon Pnematicatos. Since July 2022, he has been involved in four salvages including a grounded fishing vessel at the entrance to Port Moresby’s Fairfax Harbour. *Oil spill response* Another challenge is the unique and diverse marine environments in Melanesia, making oil spill response a critical service. “Refloating vessels grounded on reefs is a relatively common salvage project for PacTow,” says lead commercial diver Vaburi Rea. “Even if there are not any spills to contain or clean up, we know we have to refloat the vessel with absolutely minimal impact to the reefs that local communities rely upon.” PacTow provides spill response in partnership with local authorities and PNG’s National Maritime Safety Authority (NMSA). Last year, PacTow played a significant role in an NMSA-co-ordinated national oil spill response exercise, increasing PNG’s capacity to adequately respond to major incidents in the region. Enhanced spill response capacity will be increasingly important as construction of PNG’s second major LNG project begins to ramp up towards the end of the year. *(Source: Riviera by Martyn Wingrove)*

THE CREW OF THE SHIP "SPASATEL KAREV" CELEBRATED THE ANNIVERSARY OF THE RAISING OF THE FLAG BY DIFFICULT TOWING OF THE EMERGENCY SHIP

The crew of the multifunctional rescue vessel (MFASS) "**Spasatel Karev**" of the Baltic branch of the Federal State Budgetary Institution "Morspasluzhba" celebrates the tenth anniversary of hoisting the State Flag on board and putting the vessel into operation in the Arctic latitudes, having completed the difficult towing of the emergency vessel "**Pluton**" to the port of Arkhangelsk. This is stated in the message of the institution dated March 16. According to the Marine Rescue Service, the accident of the main engine of the tug "**Pluton**" occurred when the ship was on the approaches to the shores of the Taimyr Peninsula. The damage to the power plant turned out to be so serious that it was impossible for the crew to carry out repairs - factory conditions were required. "**Rescuer Karev**" took "**Pluton**" in tow. For ten days, overcoming the ice of the Kara Sea, accompanied by an icebreaker, the MFASS towed the emergency vessel. On the night of March 13, the caravan moored to the berth of the port of Arkhangelsk. After a short inter-flight parking MFASS "Rescuer Karev" will go to Murmansk. Recall that the MFASS "**Rescuer Karev**" was built according to the MPSV07 project (developer - "Marine Engineering Bureau" *(Source: Sudostroenie; Photo: Maritime Rescue Service)*

ATOMFLOT IS CONSIDERING THE POSSIBILITY OF EXTENDING THE SERVICE LIFE OF THE TAIMYR AND VAIGACH ICEBREAKERS

Federal State Unitary Enterprise Atomflot (part of the state corporation Rosatom) is considering extending the service life of the **Taimyr** and **Vaigach** nuclear-powered icebreakers of project 10580 until the 2030s amid the risk of a shortage of new ships. The resource of nuclear-powered ships can be increased by 25,000 hours to 260,000 hours, Vedomosti writes with reference to a representative

of the enterprise. Note that the icebreakers "**Taimyr**" and "**Vaigach**" were put into operation in 1989 and 1990, respectively. According to the previously announced plans of the state corporation Rosatom, it was planned to decommission the **Taimyr** icebreaker at the end of 2026, and the **Vaigach** icebreaker at the end of 2027. The length of the icebreaker of project 10580 is 151.8 m, the width is 29.2 m, the displacement is 21 thousand tons, the power of the main power plant is 50 thousand hp, the speed in clean water is 18.5 knots. *(Source: Sudostroenie; Photo: Atomflot)*

THOMAS CORNELL AND THE CORNELL STEAMBOAT COMPANY

In the mid-1800s, the Hudson River was a busy waterway between the fast-growing New York metropolitan area and the cities, crop lands, timber, and mining regions of the West and North. The Delaware and Hudson Canal linked the Pennsylvania coal fields to the Hudson River at its harbor town of Rondout, about one hundred miles north of New York city. In the 1830s, Thomas Cornell came with a sailing sloop to Rondout to ship coal from the D&H Canal. A native of White Plains, N.Y., Cornell was just twenty-two years old. Until then, sailboats had done the work of carrying freight and passengers, but Cornell saw that steam-powered vessels were the future. In a few years, he became the owner and operator of steamboats running between Rondout and New York. Cornell settled in Rondout, where he established the Cornell Steamboat Company. In those booming years of growth and construction, there was plenty of business for steamboats plying the Hudson. New York City's thriving metropolitan area needed coal from the D&H Canal, ice that was harvested in winter from the frozen river, building material produced in the mid-Hudson valley brick, lumber, stone, and cement- and agricultural products grain, livestock, dairy, fruit, and hay- which came from near and far. Rondout Creek offered the best deep-water port in the Hudson Valley and thus became the center of maritime activity between New

York and Albany. The Cornell Steamboat Company made its headquarters in Rondout village, where many boats were berthed and repaired, and some were built. Between 1830 and 1900, few harbors of comparable size anywhere in America were as busy as Rondout Creek. By the mid-1800s, the Hudson River had many sidewheel steamboats passing north and south, one grander than the other. They carried both freight and passengers, and speed was of the essence- both for bragging rights and because passengers favored the fastest boats. In the 1860s, Thomas Cornell acquired Mary Powell, the Hudson River's fastest and most beautiful passenger boat. In this time, Cornell built a magnificent sidewheeler to ply the route from Rondout to New York. She was named in his honor- Thomas Cornell- and was one of the finest vessels operating on the Hudson. Steamboats not able to compete in speed or luxury were often turned into towboats, hauling loaded barges that were lashed together to be towed up or down the river. Cornell began to develop a fleet of towboats, which in time would be replaced by tugboats, designed and built especially for towing on the river. After the Civil War, Cornell was joined in the business by Samuel D. Coykendall, who became his son-in-law as well as a partner in the firm. The combination of Thomas Cornell and S.D. Coykendall soon would create the most powerful towing operation on the Hudson River. At its peak in the late 1800s, the Cornell Steamboat Company ran more than sixty towing vessels and was the largest maritime organization of its kind in the nation. Early in 1890, Thomas Cornell died at home at the age of 77. In son-in-law S.D. Coykendall, Cornell had a worthy successor. During a career of more than fifty years, Thomas Cornell built a mighty business empire and became a leading

figure in New York and the nation. In addition to running the Cornell Steamboat Company and the Kingston-Rhinecliff ferry, he built and operated railroads on both sides of the Hudson, helped establish two banks, was a principal in a large Catskill Mountain hotel, and served two terms in Congress. By 1900, the Cornell Steamboat Company had given up the passenger business and turned completely to towing. There were more than sixty steam-powered towing vessels and tugboats in the Cornell fleet. Their boilers were fired by burning coal. Cornell vessels were well-known on the river, with their familiar black and yellow smokestacks clearly recognizable from the northern canals to New York harbor. As the years passed, S.D. Coykendall gave his six sons positions of authority and management in the Cornell business empire. "S.D.," as he was known, was the leading citizen of Ulster County, heading up banks, developing railroads, operating a hotel and a ferryboat line, and building and operating trolley lines and an amusement park. He invested in many enterprises, including cement works, the ice industry, brickyards, and quarrying operations. The diverse Cornell-Coykendall business empire faced rapid changes, including the coming of the automobile and the increased use of oil instead of coal as fuel. Further, new construction methods in the cities no longer

required the bricks, stone, and cement of the Hudson River valley. So, there was less cargo on the river, and less work for Cornell tugboats. In January 1913, S.D. Coykendall died suddenly at his home in Kingston at the age of seventy-six. Frederick Coykendall, who was forty years of age, succeeded his father as president of the Cornell Steamboat Company. Frederick lived in New York and was active in alumni and trustee affairs at Columbia University. He would become chairman of the university's board of trustees and president of the university press. Frederick Coykendall and the Cornell Steamboat Company faced adverse economic conditions that in many ways were beyond their control. Around 1930, the Hudson River was deepened to allow ocean-going ships to reach Albany and this ended the towing of grain barges. Railroads and trucks could transport most cargoes faster and more effectively than shipping them by boat. Also, electric refrigeration ended the demand for natural ice, once a major commodity towed by Cornell- as had been the Hudson Valley brick, cement, and bluestone no longer used in construction. Assisting Frederick Coykendall was company vice president C.W. "Bill" Spangenberger, who had been through the ranks since joining Cornell in 1933. When Frederick passed away in 1954, Spangenberger became president. Although company executives worked hard and with considerable success to rebuild Cornell, they were forced to sell out in 1958 when their largest customer, New York Trap Rock Corporation -a producer of crushed stone — offered to buy the company. Trap Rock retained Spanberger as president of Cornell. In 1960, the Cornell Steamboat Company built Rockland County, an innovative, push-type towboat—the first of its kind in permanent service on the Hudson River. With Rockland County, a new age of towing began on the Hudson, but there would be no future for Cornell. Trap Rock was soon acquired by a larger corporation, and the towing company was no longer needed. In 1964, the Cornell Steamboat Company finally closed its doors, after making Hudson River maritime history for an unprecedented one hundred and thirty-seven years. *(Source: Hudson River Maritime Museum)*

ACCIDENTS – SALVAGE NEWS

BRAND BULKER "LASCOMBES" LEAVES BREMERHAVEN OVERSEAS PORT AFTER ALMOST A YEAR

About a year after several days of fire in several hatches of the 190 meter long freighter "Lascombes", this has now left the overseas port in Bremerhaven. As reported by the local port agent, the bulk carrier (IMO 9500819), built in China in 2011, will initially set course for China via the Spanish port of Huelva, where a dockyard stop is then planned. After a devastating cargo fire over 10 days in April 2022 at shed F/G in the connection port at Heuer Logistics, in which chipboard but also plastic WPC terrace panels burned, the Bremerhaven fire brigade was on the first few days with 55 emergency services around the clock on board the damaged ship. A total of 190 emergency services from the fire brigade and THW were temporarily involved, and tow tractors and fire engines from the port authority were also deployed. Bremen's port captain Stephan Berger later explained: "I was deeply impressed by the effectiveness of the Bremerhaven fire brigade, by their professionalism and the calm way they fought this serious fire from the very first moment. They were technically prepared for everything that came. Especially when it came to the critical opening of the cargo hatches, where there was a fire and the heat made the ship's steel glow. Everything was highly professional and very cooperative in terms of cooperation." Later, the "Lascombes", which sailed under the flag of the Marshall Islands, was brought to the neighbouring Lloyd shipyard, where the burned cargo brought on board in China, but also more than 10,000 cubic meters of fire-fighting water from the three affected cargo hatches of the ship were disposed of. The extinguishing water, which was contaminated with pollutants, was pumped out of the loading hatches and taken to an approved disposal facility in tankers. The charge was then extinguished in close cooperation with the fire investigators from the criminal police, primarily to determine the cause of the fire. A final report from the criminal police on the cause of the fire is not yet available. The cargo in hatches 1 and 2, which were not affected by the fire, could be unloaded separately and could therefore be further driven away. Most of the cargo damaged by the extinguishing water or the fire was classified as waste and later disposed of via final disposal and recycling facilities. After the loading hatches had been cleaned in the past few weeks and repair work had been carried out on the ship and the result of the steel test on the outer skin of the "Lascombes" showed no abnormalities, the official clearance for the ship to leave the port could be granted. *(Source: Weser Maritime News)*

FSO OFF THAILAND TAKING ON WATER AFTER FATAL EXPLOSION

The government of Thailand has ordered the Royal Thai Navy and the Department of Transportation to assist to prevent a potentially significant oil spill from a damaged FSO operated by Chevron 129 miles off the coast of the country. The vessel, the **Benchamas 2**, was rocked by an explosion during routine maintenance and is taking on water at the stern. Chevron issued a statement confirming that one crewmember, a contractor, working aboard the vessel during the maintenance operation was killed. According to reports, they were working on repairs removing an underwater value at the time of the explosion. The government is referring to it as a seawater suction pipe that is now leaking and causing the engine room of the FSO to flood. The flooding has left the **Benchamas 2** without electrical power. The Royal Thai Navy noted that the crude oil heating system is not working due to the lack of power raising the potential for an oil leak. Reports said that there are currently 400,000 barrels of oil stored aboard the FSO. There were 29 crewmembers working aboard the vessel at the time of the accident. Chevron reports that non-essential personnel were removed from the vessel. The government reports said that the remaining crew was in no immediate danger and were working with the Navy to stabilize the situation. The navy noted that weather has not been an issue reporting that the wind and waves are not an obstacle to their operation. The Navy was expected to reach the vessel early today. They are planning for three scenarios, including successfully sealing the leaking pipe or more water continuing to enter the vessel. The third scenario they are preparing for is a potential oil spill from the FSO. Resources are being positioned with reports that the Prime Minister of Thailand is monitoring the situation and has consulted with senior officials of the Navy and government. The **Benchamas 2** went into operation in the field located in the Gulf of Thailand in 2018. She was converted from a 1998-built Aframax tanker *Bunga Kelena 5* owned by MISC Berhad. The conversion work was carried out at a shipyard in Malaysia with reports saying that the vessel was designed to operate for 12 years without drydocking. The 104,500 dwt vessel was designed to provide a maximum storage capacity of 650,000 barrels. *(Source: Marex)*

NEW HEAVY-LIFT VESSEL TOWED TO GIBRALTAR FOR WRECK REMOVAL

Koole Contractors has added a new semi-submersible heavy-lift vessel to its fleet and is towing it to Gibraltar to support a major wreck removal project. After almost three months of maintenance, class inspections and mobilisations in Rotterdam, the Netherlands, this heavy-lift barge with accommodation, **Fjord**, is en route to Gibraltar, towed by Koole's 2011-built anchor-handling tug **Norne**.

This convoy is expected to arrive 26 March, ready to assist in the removal of the wreck of OS 35 bulk carrier outside of Gibraltar. Its arrival will be timely as Koole Contractors has to complete this wreck removal project by the end of May and the wreck has been damaged by storms. The plan is for the sunken ship to be cut in two at a point which avoids the oil tanks. The bow will be hoisted using chains, while the stern will be refloated. Both sections will be placed on semi-submersible vessel **Fjord** and shipped to an EU-approved recycling facility. The Port of Gibraltar and Koole Contractors are confident this plan is deliverable by 30 May, and fully compatible with the strictest of measures for the protection of the environment. In the latest report on the wreck, the captain of the Port of Gibraltar reported damage to both the accommodation block and hull following adverse weather and sea conditions. **OS 35** has sustained structural damage, most visibly to the starboard side of the accommodation block and hull, but it is not considered too extensive and 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 the bilge keel. Shifting sands and heavy swells mean the bow is now sitting a further 4 m into the sandy seabed, while the stern is sitting a further 2 m into the seabed. However, **OS 35** has not moved from its original site, according to the latest port captain's report. This demonstrates the effectiveness of the strategy to stabilise the vessel with a controlled sinking, which provided the wreck with the maximum possible stability to weather the expected winter storms. Damage to the hull has enabled divers to conduct visual inspections of fuel Tank 1. They confirmed all four tanks

that make up Tank 1 have suffered damage and any light sheening from fuel oil discharges are being contained within the boom. The other set of fuel tanks remain undamaged and are situated in the aft area of the wreck, which has not suffered much damage. The dive survey has confirmed with certainty these tanks are intact and are not at risk of failing and causing a sudden release of residues. Salvors have been removing the cargo from OS 35 at a rate of 600-900 tonnes per day, and damage caused by the storms has had no detrimental impact on the cargo removal operations or their timelines. The current condition of the wreck and the damage to its hull and structure means 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. *(Source: Riviera by Martyn Wingrove; Photo's: Reinier van de Wetering & R&F van der Hoek)*

LARGE LOGGING SHIP STUCK IN LYTTELTON WITH CREW ON BOARD AFTER BREAKING DOWN

A large logging ship is stranded with its crew on board at Lyttelton Port. The Panama-flagged Loyalty Hong bulk carrier has lost the ability to run its engines after the engine room flooded. An emergency generator is powering the accommodation room, allowing the crew to cook and clean. The ship arrived in Lyttelton on March 5 after a 19 day-voyage from Albany, Australia. Environment

Canterbury's Harbormaster's Office confirmed the ship is unable to supply normal power throughout the vessel, caused by damage to breaker boards and switches. "There was some flooding of the engine room through an open section of pipe that was undergoing maintenance," a spokesperson said. "The crew are safe, and the ship is secure alongside while awaiting parts for repair." A Lyttelton Port Company spokesperson said they were working with the ship's owners' representative and awaiting their next steps. The owner is responsible for repair costs. In the meantime, the vessel was "safely sitting alongside at Lyttelton", and limited power has been restored to close the hatches, retract the cranes, and operate mooring winches – machinery that assists in keeping a ship boat stable. "The vessel is safely secured alongside at the port and awaiting repair. We have adequate capacity in the inner harbour," the port spokesperson said. Details of how exactly the fault occurred were under investigation, the Harbormaster's Office said. The office was unclear how long the ship would be docked while awaiting repairs, and did not know what country the crew members were from. The Harbormaster's Office said it was in touch with the ship owners' agent, Wilhelmsen, a large Norwegian maritime group. A person who answered the phone at Wilhelmsen's Christchurch office said they would direct questions to their manager, but there has been no further information from the company. *(Source: Stuff)*

THE TANKER, WHICH BROKE DOWN IN THE BOSPHORUS, WAS RESCUED

The tanker, which broke down off the Fatih Sultan Mehmet (FSM) Bridge on its way from Italy to Russia, was rescued. In the statement made by the General Directorate of Coastal Safety, it was noted: "The 250-meter-long, empty tanker named **GREEN AURA**, which had a machine malfunction off the FSM Bridge while cruising from Italy to Russia, was anchored in the Türkeli Anchor Area under the coordination of our Istanbul Ship Traffic Services Center, accompanied by our pilot, our **Kurtarma-5** and **Kurtarma 7** tugboats." *(Source: Deniz Haber)*

NAVY DIVERS REFLOAT FISHERIES BOAT

Royal Australian Navy clearance divers have helped the Vanuatu Fisheries Department (VFD) salvage one of their small boats, which sunk in the aftermath of Tropical Cyclones Judy and Kevin. The FV **Scabra**, a timber boat built locally in Vanuatu, was partially submerged near the police maritime wing's RVS Mala Base wharf in Port Vila Harbour. Australian Clearance Diving Team One Operations Officer Lieutenant Matt Bailey said it was important to remove the boat as it had presented a navigational hazard to other vessels. "We were able to work with the VFD to lift the boat, pump the water out and then get it on a boat trailer so that it no longer posed a risk to other users

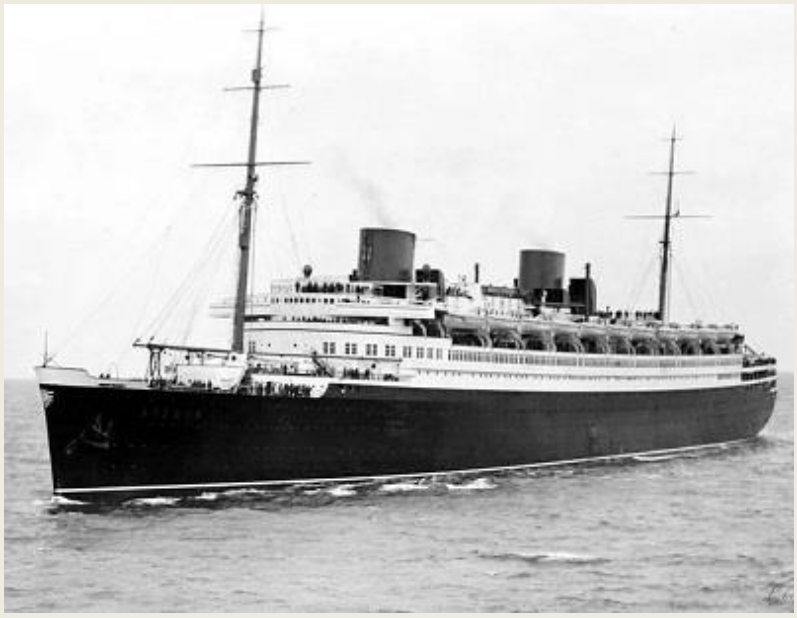
around the wharf," Lieutenant Bailey said. "The divers put lift bags underneath the boat and then used a submersible pump to get the water out so that it could be moved onshore." The VFD will look to repair the boat, which was first built in the fisheries boat yard on the island of Espiritu Santo before sailing to Port Vila. Eleven members of the Sydney-based diving team are embarked on **HMAS Canberra** to support Operation Vanuatu Assist. Through taskings from Vanuatu's National Disaster Management Office (NDMO), the divers have been undertaking damage inspections on vessels in the harbour. The team has also been conducting underwater surveys and clearance of major wharves to ensure maritime safety for all vessels using the area and will soon commence a survey of the harbour's navigational markers. *(Source: Australian Government Defence)*

REMEMBER TODAY

S.S. BREMEN – 18TH MARCH 1941

SS **Bremen** was a German-built ocean liner constructed for the Norddeutscher Lloyd line (NDL) to work the transatlantic sea route. **Bremen** was notable for her bulbous bow construction, high-speed engines, and low, streamlined profile. At the time of her construction, she and her sister ship **Europa** were the two most advanced high-speed steam turbine ocean liners of their day. The German pair sparked an international competition in the building of large, fast, luxurious ocean liners that were national symbols and points of prestige during the pre-war years of the 1930s. She held the Blue Riband, and was the fourth ship of NDL to carry the name **Bremen**. *History* Also known as TS **Bremen** – for Turbine Ship – **Bremen** and her sister were designed to have a cruising speed of 27.5 knots (50.9 km/h), allowing a crossing time of five days. This speed enabled Norddeutscher Lloyd to

run regular weekly crossings with two ships, a feat that normally required three. It was claimed that



Bremen briefly reached speeds of 32 knots (59 km/h) during her sea trials. *World War II* On 26 August 1939, in anticipation of the invasion of Poland, the Kriegsmarine high command ordered all German merchant ships to head to German ports immediately. **Bremen** was on a westbound crossing and two days from New York when she received the order. **Bremen's** captain decided to continue to New York to disembark her 1,770 passengers. She left New York without passengers on 30 August 1939 and on 1 September, coincident with the start of the Second World War, she was ordered to make for the Russian port of Murmansk. Underway, her crew painted the ship grey for camouflage. She made use of bad weather and high speed to avoid Royal Navy cruisers, arriving in Murmansk on 6 September 1939. With the outbreak of the Winter War between Finland and the Soviet Union, on 10 December 1939 **Bremen** made a dash to Bremerhaven, arriving on 13 December. On the way she was sighted and challenged by the S-class submarine **HMS Salmon**. While challenging **Bremen**, an escorting Dornier Do 18 seaplane forced **Salmon** to dive for safety. After diving, **Salmon's** commander, Lieutenant Commander E. O. Bickford, decided not to torpedo the liner because he believed she was not a legal target. His decision not to fire on **Bremen** likely delayed the start of unrestricted submarine warfare. **Bremen** was used as a barracks ship; there were plans to use her as a transport in Operation Sea Lion, the intended invasion of Great Britain. On 16 March 1941, **Bremen** was set alight by 15-

year-old crew member Walter Schmidt while at her dock in Bremerhaven and completely gutted. A lengthy investigation discovered that the arson was the result of a personal grudge against one of the ship's officers, and was not an act of war. Schmidt was later guillotined for the arson, becoming one of the youngest people to be judicially executed by the regime. Starting in 1942 she was dismantled to the waterline so the steel could be used for munitions. In 1946 her remains were towed up the River Weser, beached on a sandbar off Blexen, Nordenham and destroyed by explosives, though some parts of the double hull remain visible to this day. *(Source: Wikipedia)*

OFFSHORE NEWS

ANOTHER VESSEL LEAVES SOLSTAD'S FLEET FOR NEW OWNER

Solstad Rederi, a subsidiary of the Norwegian offshore vessel owner Solstad Offshore, has sold an anchor handling tug supply (AHTS) vessel to a buyer, whose identity has not been revealed. Solstad Offshore reported on Tuesday that it had sold the AHTS **Far Sabre** to an undisclosed buyer, who took delivery of the vessel on 14 March 2023. According to the Norwegian player, the sale of the vessel will result in a minor positive accounting effect to be reflected in 1Q 2023. The 2008-built AHTS **Far Sabre** has been in lay-up since 2019. Solstad Offshore has embarked on a restructuring mission, thus, as a result, the firm agreed to sell its platform supply vessel (PSV) fleet earlier this month to Tidewater for a total cash consideration of approximately $577 million. This marks an exit from the PSV segment. At the time, the Norwegian vessel owner said that its fleet in operation would consist of 41 high-end offshore vessels, in addition to six vessels that were non-operational. The company also explained that it was contemplating the sale of these vessels. *(Source: Offshore Energy)*

REM OFFSHORE REVEALS MULTIPLE PSV CONTRACTS

Norway's Rem Offshore has announced multiple contracts for its platform supply vessels. In the UK sector, Apache North Sea has extended contracts for **Rem Cetus**, **Rem Insula** and **Rem Server** for one year. The 2015-built **Rem Arctic** has been awarded contracts with compatriot well management player, Well Expertise for 2 wells supporting Deepsea Yantai, and two-plus-two wells with Neptune Energy supporting the same rig. The 2011-built **Rem Commander** has been booked for 14 wells plug and abandonment contract with Spirit Energy North Sea Oil which is estimated to last for 10 months. Meanwhile, the company's PSV on charter with Van Oord, **Rem Trader**, has entered a final campaign year at the St. Brieuc wind farm. The vessel is firm until June 1, and Van Oord has options until mid-August thereafter. "All contracts have been done on market terms, and make sure that Rem will maintain a high fleet utilisation during 2023," the Fosnavåg-based company said. *(Source: Splash24/7)*

JACKTEL WINS EQUINOR CONTRACT

Norway's Jacktel has secured a new contract with Equinor for its accommodation jackup **Haven**. The 2011-built unit will provide services to Draupner in the Norwegian North Sea for 10 months, starting October 2024. The contract is worth approximately $58m including mobilisation and demobilisation and gives Equinor options to extend the charter by up to six months. Haven is currently serving TotalEnergies' Tyra field development in Denmark until mid-2024. With the latest award and previous deal with Aker BP, the unit has been fixed until Q1 2028. *(Source: Splash24/7)*

DOF SEALS LONG-TERM PSV DEAL WITH ITHACA

Norway's DOF has won a new four-year contract from Ithaca Energy (UK) for its platform supply

vessel **Skandi Gamma**. The contract with two one-year options attached will start on May 1, in direct continuation of the vessels' current employment. The 2011-built PSV has been working on the UK Continental Shelf for London-listed Ithaca since May 2021. The current contract had two one-year options, and DOF agreed to replace it with a new long-term fixture plus options, said Mons S. Aase, DOF Group CEO. Norway *(Source: Splash24/7)*

FS BALMORAL BACK IN FLEET SNS POOL

The **FS Balmoral** of Fletcher Supply Vessels from Aberdeen is back in Den Helder. The supplier has again been chartered for a short period by Peterson Den Helder for deployment in the Southern North Sea (SNS) Pool. The **FS Balmoral** is an old acquaintance, who not only operated under this name but also under her old name from Den Helder. It is in fact the former **Island Earl** of Island Shipping. This Norwegian shipping company has recently sold all its suppliers of the type UT755-LN. The 76.6 meter long ship was launched in 2008 at the Norwegian Brevik Construction yard. The FS Barmoral has a 742 square

meter working deck and her home port is London. *(Source: www.maritiemdenhelder.eu)*

BRAVEHEART SPIRIT VISITS

On Sunday 12 March, the **Braveheart Spirit** supplier, which has been converted into a survey vessel, of the Urk-based shipping company Braveheart Marine, moored at the Nieuwediepkade. A striking vessel that has sailed for Bourbon Offshore for years as Bourbon Gulf Star and was taken over by the Urker shipping company last year. This has subsequently been modified in such a way that it can now be used as a survey vessel. Immediately after the adjustment, the vessel was chartered for a long period by diving company N-Sea from Dordrecht. The **Braveheart Spirit** is equipped with a class 2 dp system and a moonpool and an A-frame at the stern. The working deck has an area of 675 square meters. The 73-meter long vessel was launched in 2010 at the Zhejiang wharf in Ningbo, China. *(Source: www.maritiemdenhelder.eu)*

GOLDEN ENERGY OFFSHORE SCORES VESSEL CONTRACTS

Norwegian owner Golden Energy Offshore Services (GEOS) has landed two contracts with undisclosed charterers for the multipurpose support vessel **Energy Duchess**. The first contract is in the UK sector of the North Sea for up to 14 days to accommodate and bring technicians and equipment to support a decommissioning campaign. The 2019-built vessel will be mobilised in Rotterdam with a "bring to work" (B2W) system after completion of its present spot job. The second contract is on the Norwegian continental shelf and comes in direct continuation of the B2W job. The deal is for a firm 50 days plus options until July 13, 2023. GEOS said the new contracts secured 100% utilisation for the rest of Q1 and throughout most of Q2 at attractive levels. All three of the company's vessels have a full firm backlog until May 1, when Energy Swan comes off its contract. *(Source: Splash24/7)*

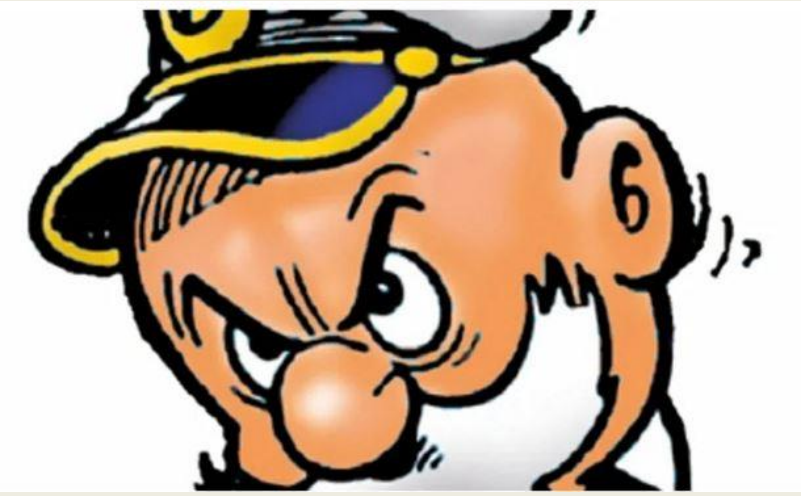
SHIPOWNERS REACTIVATING OLDER ANCHOR-HANDLERS TO COMBAT VESSEL SHORTAGE

Shipbrokers say Maersk, Siem and Viking Supply have taken offshore tonnage out of lay up. Some of the last few remaining anchor-handling tug supply ships in lay up are being brought back into service in the North Sea as owners seek to capitalise on volatile rates. Charterers have been concerned about a shortage of vessels for rig moves as markets improve. And Norwegian broker Seabrokers believes these concerns are well placed. Some charterers got lucky in February during periods of more freely available tonnage, with rates below £20,000 ($24,090) and NOK 250,000 (£24,185) per day, the broker said. But some were caught paying £90,000 and NOK 1m, the latter for the first time in seven months. "It should be noted that sporadic utilisation remains a concern for owners, which perhaps might explain why they have been so aggressive with their offers when opportunities materialise," Seabrokers added. Maersk Supply Service, Siem Offshore and Viking Supply Ships have been going through the process of reactivating idle tonnage. The 23,450-bhp **Maersk Achiever** (built 2003), the 28,000-bhp **Siem Emerald** (built 2009) and the 19,034-bhp **Loke Viking** (built 2010) are all re-entering the market. The **Siem Emerald** had been stacked since November 2019. "Charterers do not want to be overexposed to a potentially volatile market this year," Seabrokers added. The broker pointed to the example of UK oil major BP issuing a rare term AHTS tender for a firm period of six or 12 months, starting in April. *No PSVs left to bring back* This week, Solstad Offshore sold its laid-up 15,953-bhp AHTS **Far Sabre** (built 2008) to an unnamed buyer. The vessel had been stacked since 2019. Norwegian broker Westshore lists no platform supply vessels laid up in North Sea ports. Eight AHTS units still remain laid up in the North Sea, however. Five of these are Maersk Supply ships, built between 2005 and 2010. Solstad has a 2007 vessel in lay up, while Siem has one from 2009 and Simon Mokster Shipping has a 1998-vintage unit laid up. Fearnley Offshore Supply said the improvement in the AHTS spot market had continued with full force in February. This illustrated how short-term tightness can occur even in months with relatively calm activity levels, the broker said. The number of AHTS fixtures in Norway increased

from 14 in January to 16 in February. In the UK, the figure was 23, down from 26 in January. *(Source: Trade Winds)*

MUSEUM NEWS

PRESENTATIE STRIP ' KAPPIE'



Bliksiekaters! Wie kan daar zijn?... Natuurlijk!. De stoere sleepbootkapitein van de Kraak uit de legendarische verhalen van Marten Toonder (1912-2005), de grootmeester van de literaire ondertekststrip. Jarenlang verschenen de Kappie-strips dagelijks door het hele land in de krant. Hele generaties knipten daarna braaf de losse afleveringen uit om ze vervolgens netjes in oude schoolschriften te plakken. Nog altijd kent iedereen heer Ollie B. Bommel en Tom Poes, maar kappie is een beetje op de achtergrond geraakt. Geen wonder, al de 'onbescheiden klonterigheid' en 'dat gezever van die landkrabben' is niet aan de kapitein besteed! Liever kiest Kappie met de Maat en de Meester het ruime sop, terwijl hij intussen allerlei spannende avonturen beleeft. Uitgeverij Stripstift, de Amsterdamse hofleverancier van de sleepbootavonturen, brengt op 18 maart 2023 een nieuw deeltje uit: het allereerste Kappie-verhaal! **Bijzondere uitgave** Dit is in meerdere opzichten een bijzondere uitgave: het was de eerste na-oorlogse strip van Toonder; dit verhaal schreef en tekende hij helemaal zelf. En in het verhaal is de oorlog, die net voorbij was, nog zeer nadrukkelijk aanwezig. De laatste vijf pagina's zijn al in de jaren veertig verloren gegaan, en pas recent teruggevonden. Dit wordt daarom de eerste complete uitgave van dit Kappie-avontuur! Om deze bijzondere gebeurtenis te vieren legt de Kraak op zaterdagmiddag 18 maart aan bij het Nationaal Sleepvaartmuseum in Maassluis. Daarbij zal o.a. een korte lezing worden gehouden door historicus Kees Ribbens en zal het eerste exemplaar officieel in ontvangst worden genomen. *(PR)*

WINDFARM NEWS - RENEWABLES

WORLD'S FIRST OFFSHORE VESSEL CHARGING SYSTEM COMPLETES HARBOUR TRIALS

MJR Power and Automation, together with Blackfish Engineering and Tidal Transit, have completed the harbour trials of the company's platform-mounted automated offshore power and charging system. The harbor trials were carried out at the Port of Blyth in the UK using the Crew Transfer Vessel (CTV) **Tia Elizabeth**, owned and operated by Tidal Transit. The set-up at the port replicated the installation of the offshore power and charging system on an offshore wind and/or substation validating the safe connection, mooring, and charging of the battery bank installed on the CTV. All interconnection, mooring, automation, monitoring, and safety systems, including wireless

communication and emergency disconnection, were tested and validated during the harbour trails.

With harbour trials completed, MJR will demobilise the equipment and prepare for installation on a substation in an offshore wind farm in the North Sea. Designed to convert energy delivered directly from an offshore wind farm, the power and charging system could enable all heavy hybrid and electric CTVs and other offshore support vessels to connect in the field to a 100 per cent green energy source. "By providing a solution to power vessels and charge batteries in the field – primarily during periods when they would otherwise be idle – MJR's offshore power and charging system will prove to be a key enabler for the large-scale deployment of eCTVs and larger electric hybrid vessels across the offshore sector", said Paul Cairns, Managing Director at MJR. "Put simply, if 50% of the UK's CTV fleet converted to electric operation, this would eliminate approximately 131,100 tonnes of CO2 each year." According to the UK's Department for Transport, the world's first offshore charging points for electric vehicles were planned to be installed on the Lynn and Inner Dowsing wind farms last summer. In addition to charging CTVs, with a maximum charging time of two hours, MJR is also developing a similar system delivering higher powers for larger vessels, including Service Operations Vessels (SOVs) and Platform Supply Vessels (PSVs). *(Source: Offshore Wind)*

KEEL LAYING FOR OLYMPIC'S CSOVS FROM ULSTEIN

The production of the two Construction Service Operation Vessels that Olympic ordered in 2022 from Ulstein is well underway at the hull yard CRIST. On 14 March 2023, the keel was laid for vessel number two, yard number (yno) 319. The keel was laid for the sister vessel, yno 318, on 31 January this year. The two vessels are designed for the offshore wind industry and are based on the newly developed, award-winning, TWIN X-STERN hull design from Ulstein Design & Solutions AS. The TWIN X-STERN, with main propellers fore and aft, reduces the energy consumption to a new level

when positioned at the wind turbines. While the two vessels are being constructed at the hull yard, the project management, planning and follow-up, purchasing, and engineering works are underway at Ulstein. The first hull is expected to arrive at Ulstein Verft in Norway in Q4 for final outfitting. The vessels are based on the ULSTEIN SX222 design. They have hybrid battery propulsion and are prepared for methanol fuel to enable zero-emission operations. *Investing in the Norwegian Maritime Cluster.* The Norwegian Shipping Association's annual economic barometer shows that the Norwegian shipping companies, collectively, increased their revenue by 25 per cent last year. The demand for ships and maritime services has increased and expectations of further growth are reflected in the shipping companies' ambitions to build new ships. The greatest growth in contracting plans is expected to arise in offshore service: In 2020, the total number of potential newbuilds in this segment was set to 25 ships, while this number has risen to 84 ships. A large proportion will be vessels for the offshore wind industry. The Olympic-Ulstein contract is highlighted in this year's barometer. Olympic has a fleet that operates in the subsea service and renewable energy markets. The CEO of Olympic Group, Stig Remøy, has been very decisive to build at a Norwegian shipyard. "As a shipowner in the Norwegian maritime cluster, it has been important for us to invest in the Norwegian maritime cluster. With a Norwegian shipyard, ship designers, equipment suppliers and Vartdal Invest as a co-investor, this is a project with strong local ownership." “For us, it will be crucial that the vessels are delivered on time and at the right quality, and this is what Ulstein Verft is known for." *Ambitions for a green transition* The barometer also states that the maritime industry has great ambitions for a green transition. If Norway is to retain its position as a world leader in maritime innovation, we need forward-looking shipping companies, outstanding maritime expertise, and a service and supplier industry that is equipped to deliver the solutions we depend on to succeed. But the most important prerequisite for a strong and innovative maritime industry is ambitious politicians who facilitate growth and change through stable and competitive framework conditions. "I fully support the above statement, says the CEO of Ulstein Group, Cathrine Kristiseter Marti, with the current challenging economic and political climate, the contracts with Olympic result from a

pragmatic and good cooperation between the parties, where both parties have gone to great lengths to find good and viable solutions." *Enabling zero-emission in offshore wind* The ULSTEIN SX222 vessels have a length of 89.6m and a beam of 19.2m. They accommodate 126 people in 91 cabins. The vessels are prepared for future requirements at the offshore wind farms. The vessels are powered by diesel-electric propulsion with variable speed in combination with large battery energy storage systems. The vessels are prepared for methanol fuel and have available space for additional battery capacity for full-electric repowering when the infrastructure for such is available. The hull shape and hybrid propulsion system will ensure high operational performances and seakeeping, and substantially reduced environmental footprint. These contracts are an important milestone also for Ulstein Power & Control AS, as they are contracted to deliver an extended power and automation package, including a large battery supply. *(PR)*

LARGEST LIFTING COMPANY IN THE WORLD MAMMOET IS FOR SALE

SHV will investigate whether it is possible to divest heavy lifting and transport company Mammoet. The company of the Fentener van Vlissingen family wants to concentrate on fewer parts. SHV has a turnover of 1 billion euros. It employs 6,000 people worldwide. Almost a third of the money is earned in the wind turbine industry. Mammoet is also active in the oil and gas industry. Since the Ukraine war, the US in particular has again invested heavily in this sector. At the beginning of this century, the company gained worldwide fame by raising the Russian nuclear submarine **Kursk** above water together with the Rotterdam salvage company Smit. The **Kursk** sank in the Barents Sea in 2000; all on board perished. At the end of last year, Mammoet announced that it will participate in the largest offshore wind farm

in the world. The British subsidiary of the Dutch company has been selected by windmill manufacturer General Electric to provide lifting and transport services for the construction of Dogger Bank Wind Farm. GE will prepare the port in South Shields, England, near Newcastle, for work at the end of this year. Then the first parts of the wind turbines will also arrive. *(Source: Schuttevaer)*

DREDGING NEWS

TEXEL NOURISHMENT CAMPAIGN TO CONTINUE UNTIL MAY

Rijkswaterstaat and Boskalis continue with the regular nourishment of the Texel coast, applying new sand to the beach at De Koog. According to Rijkswaterstaat, the two companies will continue maintenance of the coast until the beginning of May 2023. Thanks to this extra sand, Texel will be better protected against the sea. Between September and December 2022, Boskalis carried out maintenance of the beach on the north side of the island, between beach posts 25-30, and small part of the beach at Texel-Midden. Over the next 8 weeks, hopper dredgers will deposit 1.2 million m3 of sand between beach posts 14-19, close to De Koog. "The part of the beach we are working on is cordoned off and off limits. We do this because of the danger of quicksand and moving bulldozers and shovels," Rijkswaterstaat said in the statement. "Visitors to the beach can pass the work area along the side of the dunes. It is important to keep a distance from the pipe through which the sand is supplied." The sand for the Texel beach nourishment campaign comes from the North Sea, 10 to 12 km off the coast. Special equipment, 'trailing suction hopper dredgers', suck up this sand from the seabed and discharge the material onto the coast via pipeline, after which bulldozers spread the sand evenly across the beach. *(Source: Dredging Today)*

VAN OORD CHRISTENS SECOND LNG-POWERED TSHD VOX APOLONIA

Van Oord celebrated the christening of brand new trailing suction hopper dredger **Vox Apolonia** today. This is Van Oord's second hopper dredger equipped with an LNG fuel system. During a two-day christening event, **Vox Apolonia** was moored along the Wilhelminakade in Rotterdam city centre. According to Van Oord, "guests and employees came together to celebrate this memorable moment. They had the opportunity to board the new vessel for a guided tour before its deployment on dredging projects worldwide." **Vox Apolonia** is the sister vessel of the LNG-powered trailing

suction hopper dredgers **Vox Ariane** and **Vox Alexia**. **Vox Ariane** was christened in June 2022 and has already been successfully deployed on several projects. Triplet sister vessel **Vox Alexia** is in the final stages of construction in Singapore. According to Van Oord, these new vessels have a hopper capacity of approximately 10,500 cubic metres and measure 137.50 metres in length and 27.60 metres across the beam. *(Source: Dredging Today)*

TOWNSVILLE DREDGING HITS MILESTONE – ONE YEAR OF CHANNEL WIDENING

Port of Townsville Limited is marking a significant anniversary today for its Channel Upgrade project as they celebrate one year of channel widening. "In that time, we've removed 1.65 million cubic metres of dredge material, unloaded 1126 barges and worked a combined 359,009 hours," the Port said. The $232m Channel Upgrade project will see the Platypus channel (Port end) widened to 180m, tapering to 120m offshore, to accommodate vessels up to 300m in length when completed in 2024. All dredge material removed as part of the channel upgrade project is being brought back to land for placement

in the 62ha reclamation area. In total, about 3.4 million cubic metres of material will be removed from the 14.9km shipping channel. *(Source: Dredging Today)*

VOLGA-CASPIAN DREDGING SEASON BEGINS IN APRIL

The dredging season on the in the Volga-Caspian Shipping Canal will start on April 1, 2023, the press office of the RF Federal Agency for Maritime and River Transport (Rosmorrechflot) said. A meeting to discuss the scope of work and this year's plans and targets was held in the Rosmorrechflot office recently. Preparations for the dredging are in full swing, and the dredging fleet for this task has already been assembled. During April, up to 10 dredgers will be deployed in the waterway, and up to 15 in May. Later, it is planned to deploy additional fleet to increase dredging volumes. The dredging works are financed from different sources, Rosmorrechflot said. Around 12 million cubic meters of material is to be dredged from the Volga-Caspian Shipping Canal in 2023 in order to provide for vessels with a draft of 4.5 m to pass. *(Source: Dredging Today)*

UPGRADING KALIWAAL 41 BY ALEWIJNSE

Alewijnse has successfully completed the upgrade of the complete control system on board the unique floating sand processing installation **Kaliwaal 41**. **Kaliwaal 41** is a unique floating pontoon equipped with an industrial installation that is fed with material extracted from the riverbed, separates the sand from the gravel, and then uses vertical flow separation tanks to deliver up to 150 different grades of sand for use in concrete applications. It is one of just a few floating separation installations in the Netherlands and is currently playing an important role in the Dutch Maaspark Well River widening project, which aims to create a safer living environment in the Maas valley between Well and Aijen. The capabilities of the **Kaliwaal 41** were upgraded to enable it to carry out the extraction, grading and delivery of sand and gravel in an even more productive and efficient way. Van Nieuwpoort Group installed additional conveyor belts, motors and pull cord protectors to significantly increase production rates by making it possible to switch between two ships during front loading without

stopping the production process. This has resulted in significant time and cost savings, said Alewijnse. Additional works included the expansion of the main switch board with an 800A power supply and the installation of a power cable for the new sand pump on the rear side of the production pontoon. *(Source: Dredging Today)*

YARD NEWS

DAMEN MARINE COMPONENTS DELIVERS RUDDER AND STEERING GEAR FOR NEW COASTAL RESEARCH VESSEL

A single high-lift Barke® flap rudder together with a piston-type steering gear system was delivered by Damen Marine Components' (DMC) to Holland Shipyards Group's yard in Hardinxveld-Giessendam. There they were fitted into a 35-metre coastal research vessel that was built for the Norwegian Institute of Marine Research (IMR) and which is named the RV Prinsesse Ingrid Alexandra. DMC's Barke® flap rudders are specifically designed for ships engaged in activities such as research, fishing and dredging that require excellent manoeuvrability, low noise and vibration levels, and first-rate fuel economy. Their progressively rotating flaps generate high lift forces at large rudder angles and low drag at small rudder angles, delivering the necessary performance in all situations. The enclosed linkage system also provides overload protection and prevents any material present in the surrounding water from entering the rudder assembly. DMC's piston-type steering gear systems are an ideal match for the Barke® flap rudders. They are highly reliable and, with multiple options regarding rudder stock connections, rudder angles and cylinders, the installation process is both efficient and economical when it comes to the space required. The state-of-the-art ship will undertake a wide variety of duties. These will range from data collection and fish stock sampling to the deploying and retrieval of

ROVs, buoys, ocean landers, autonomous ocean gliders, AUVs and other equipment. *Worldwide delivery* Barke® flap rudders can be found installed on other specialist vessels including the UK's 90m RRS James Cook research ship and the MN Colibri, a unique RoRo vessel built to transport launcher components for the Ariane 5 and Soyuz heavy-lift space launch vehicles. DMC also supplied the complete steering system for Australia's recently delivered 160-metre, Research and Supply Vessel (RSV) Nuyina, including full-spade rudders, steering gear and control systems. Last, a Barke® rudder and piston-type steering gear were delivered for the Multi-Purpose Research Vessel of NIWA (National Institute of Water and Atmospheric Research) in New Zealand. DMC's Sales and Marketing Director Wim Knoester commented, "We are confident that the combination of our Barke® flap rudder and piston-type steering system will serve the IMR's latest research vessel well for many years into the future. It has been, as always, a pleasure to be continuing our cooperation with Holland Shipyards Group that dates back to its formation over 40 years ago." Jules Custers of Holland Shipyards Group added, "We have every confidence in the quality and performance of the equipment designed, built and delivered by Damen Marine Components. They will contribute to what is a first-class research vessel capable of fulfilling a wide range of roles." The two organisations already have another project underway, with DMC contracted to build five Optima nozzles Ø2625 for two, newbuild, 3,600 DWT inland waterway cargo vessels and three, new 3,800 DWT MPP coasters. *(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)
   - *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*

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

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