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1963 – “59 years tugboatman” – 2022

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

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MIDWEEK – EDITION

TUGS & TOWING NEWS

FiFi SOLUTIONS DEVELOPED FOR HYBRID AND ELECTRIC TUGS



External fire-fighting systems for vessels, especially low-emissions tugs, have evolved with increasing interest in electrically driven pumps and containerised solutions. Electric and hybrid-propulsion tugboats have driven production of electrically powered fire-fighting (FiFi) systems, says Marsis sales and marketing engineer Gorkem

Kahraman. Demand for FiFi systems with one pump using power take-off (PTO) modules from a main engine is also increasing, as tugs are built with compact designs. “We have started to offer and supply single-pump solutions for FiFi1 systems instead of having two pumps,” Mr Kahraman says. “The pump is driven by a main engine PTO and power transmission is done through a hydraulic clutch unit. This solution is much more compact than step-up gearbox solutions.” Other FiFi providers are also offering single-pump solutions. Marsis provides FiFi1, FiFi2 and FiFi3 applications, according to rules from the International Association of Classification Societies and a non-classified FiFi system. The capacity ranges of the pumps are between 100 m³/hr to 2,800 m³/hr and monitors are 100-2,400 m³/hr. “Because more electric and hybrid ships are being built, we believe there will be more electric-driven FiFi systems in the future,” says Mr Kahraman. Marsis is delivering FiFi1 systems to a series of eight new tugboats under construction in a Turkish shipyard after gaining the contract in Q4 2022, with deliveries scheduled for April to June 2023. Mr Kahraman says Marsis signed a contract in February 2023 to supply FiFi1 systems for six vessels being built in India. The Turkish company is also supplying eight FiFi sets for vessels being built in a French territory. Fire Fighting Systems (FFS) upgraded its product range in 2022 following the latest industry trends. “We have modified both our containerised solutions (1,200 m³/hr and 300 m³/hr) and monitor nozzle range,” FFS tells International Tug & Salvage. “We now have more nozzles available for several size monitors.” FFS had a hectic year of new FiFi contracts with orders for 308 vessels in 2022, up from 239 ordered in 2021. FFS also passed the milestone of delivering 10,000 FFS monitors in total deliveries to customers in 2022. Most orders were for newbuilding tugs, but FFS also sees a trend of

increased retrofitting and demand for containerised solutions on deck. FFS has employed more staff to handle the increased order income and has upgraded its factory to streamline production and ensure systems are delivered on time with the correct quality. FiFi systems are factory tested to ensure quality and consistency in deliveries. FFS says it is the only external fire-fighting supplier worldwide that tests the complete pump and transmission at maximum load, with equipment to test up to 2,000 kW. Most new orders are for FiFi1 systems on tugboats as the worldwide construction of these vessels remains high, but contracts for fireboats and new offshore support vessels are also growing. “We have secured several good orders for fireboats, and we see this demand continuing to grow,” says FFS. “Fireboats are the most complicated systems we deliver with capacity up to 14,400 m³/hr capacity supplied to match monitor capacity.” FFS has supplied systems for most of the largest fireboats in the world. Fireboat projects usually represent around 8-10% of FFS annual turnover. There are indications owners of offshore support vessels, anchor handling tugs and vessels for oceangoing towage are considering newbuildings in the near future. “We have been working closely with several design offices for solutions for new vessels, and we hope to see this market slowly recover,” says FFS. “There is still some distance to go, but to see newbuilding plans being created means hopefully we will see some improvement on orders within the next few years.” Aksis Yangın Söndürme Sistemleri (Aksisfire) is “continuously researching and developing control systems and other components of dedicated fire extinguishing systems,” says managing director Bener Bas. Aksisfire has delivered MX1230 (Novec1230) clean gas, fire detection and alarm, carbon dioxide, dry powder, water mist and foam fire extinguishing systems to leading Turkish shipyards such as Sanmar, Uzmar and Med Marine, to Detroit Shipyard in Brazil and other global yards. “They are being built and tested in our own fire test centre to unconditionally meet customers’ requirements, with the high quality and standards required for global competition, and to comply with all international standards,” says Mr Bas. Aksisfire has designed, manufactured and supplied fire extinguishing systems to ships all over the world for 29 years, with 1,800 modules delivered to more than 800 ships by 2022. *(Source: Riviera by Martyn Wingrove)*

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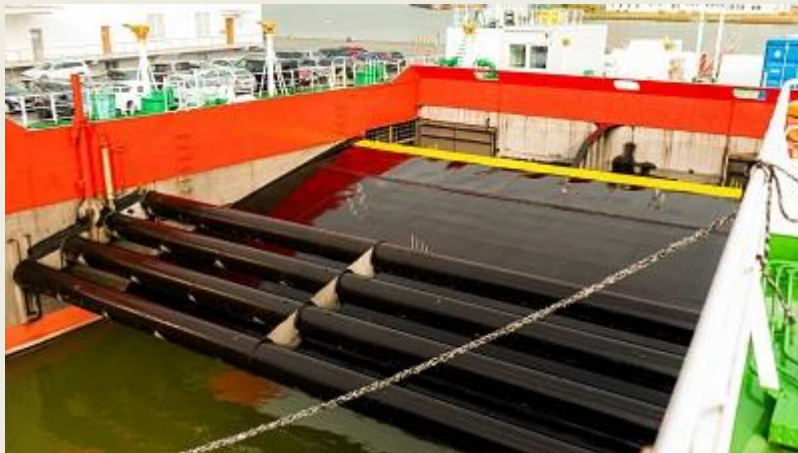
FAIRPLAY DELIVERS GERMAN EMERGENCY RESPONSE AND POLLUTION CLEAN UP

Germany-headquartered Fairplay Towage Group provides emergency response and oil pollution clean-up services in German coastal and inland waters with five pollution fighting vessels stationed in Bremerhaven, Cuxhaven, Hamburg, Kiel and Rostock. These operate under the umbrella of the German Coast Protection Service, owned by the northern states along the German coastline and maintained and serviced by Fairplay Towage. Crew train with German coastguard, police and fire-

fighters several times a year to keep their skill levels up and all systems on board in service. Fairplay manages emergency tug **Nordic** in Cuxhaven and at Helgoland anchorage, an offshore position north of the East Frisian island of Norderney. This 78-m, 2010-built vessel is the most powerful tugboat in German waters with a bollard pull of 201 tonnes. Fairplay also manages 61-m, 2010-built emergency towage vessel **Baltic**, with 127 tonnes of bollard pull, located in Kuehlungsborn, Germany



according to Marine Traffic automatic identification system data. Oceangoing tug **Fairplay-35** has been hired by the German Administration to take a standby position in the River Elbe to respond to emergencies. This 37-m vessel has azimuth stern drive propulsion and 109 tonnes of bollard pull. **Fuel Flexible Engines** Fairplay also operates **Westensee**, an oil recovery catamaran which can recover contaminated water-oil mixtures. It has no propulsion so it needs to be coupled with a tug and pushed to its operational site. The water-oil mixture pollution goes over a sloping ramp between the



floats of the catamaran and is transferred into the wing tanks in the floats, where oil is separated by gravity from the water. The water is then transferred into the lower part of the tanks, while the oil is kept in the tank because of its lower density. **Westensee** can skim around 90,000 m²/hr at a speed of 3 knots. It is stationed in Bremerhaven and can be mobilised into the North Sea or

the surrounding rivers within a matter of hours. Fairplay Towage is a founding member of the German Coast Protection which was established after general cargo ship Pallas caused oil pollution along the German coast in Q4 1998. (Source: Riviera by Martyn Wingrove)

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THE MULTI-PURPOSE TUGBOAT *BAZALT* HAS A NEW OWNER



Multi-purpose tugboat **Bazalt** sold. Due to the confidentiality clause in the agreement, Lotos Petrobaltic, which owned the unit, does not disclose the name of the new owner, informs the Trójmiasto.pl portal. The tugboat **Bazalt** was built in Stocznia Szczecińska im. A. Warski in 1981. It is 64.52 m long and 13.81 m wide. B3 and B8 fields, participated in the construction of underwater. The sold tugboat replaced **Bazalt II**, which joined Lotos Petrobaltic in April last year. It is a multi-purpose offshore vessel - supply vessel, ocean tug and third party anchor handling tug / supply vessel (AHTS). It is 68.95 m long and 15.50 m wide. (Source: PortalMorski)

HIDROVIAS DO BRASIL RECEIVES TWO NEW STATE-OF-THE-ART TRUNK PUSHERS

The company's fleet has just been expanded, aiming at greater efficiency and safety. Hidrovias do Brasil, an integrated logistics company, recently received its new trunk pushers, state-of-the-art vessels that will bring more efficiency and safety to the company's navigation. The vessels, called "**HB Dourada**" and "**HB Mapará**", will be responsible for the Miritituba - Barcarena route, in Pará, promoting more



operational efficiency in the company's North operation. The new pushers have improvements compared to the previous models and were customized for the operation of Hidrovias do Brasil, with improvement of the ventilation and air conditioning system, resizing of port generators, isolation of purifiers, among other modifications that guarantee more comfort for our crew and efficiency for operations. The vessels have a diesel-electric propulsion system, technology that generates a better use of energy, composed of electric generators that contribute to high power, being considered the most powerful in Brazil among the existing pushers. The vessels are in the final stages of tests, adaptations and inspections and will soon be able to operate and make their first trips. With the newest assets, the operation of the company's Northern System now has a fleet of six trunk pushers

with azimuth thrusters, which are propellers that allow the vessels to rotate 360°, offering better maneuverability, operational efficiency and safety for the crew and the surrounding communities. The Director of Engineering, Innovation and Technology at Hidrovias do Brasil, Mariana Yoshioka, highlights the company's commitment to investing in the operation. "We are a young company that is making important investments in assets that combine efficiency, safety, innovation and sustainability. We reinforce the need to constantly invest in innovation and the improvement of sustainable techniques that bring benefits to the company and to the entire community with which it relates", highlights the executive. In addition to the trunk pushers, the company will soon start operating the first electric maneuvering pushers in the world, also in the northern region of the country. And recently, the company made the first trips with convoys of 35 barges, the largest in Brazil in river navigation, carrying more than 70 thousand tons of grains per trip, between Barcarena and Miritituba in Pará. *(Source: PortoENavios)*

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SADDAM'S RUSTING YACHT SERVES AS PICNIC SPOT FOR IRAQI FISHERMEN



Capsized in a river in southern Iraq, the rusting wreck of a yacht that belonged to Saddam Hussein serves as a stark reminder of his iron-fisted rule that ended with the U.S.-led invasion two decades ago. The 121-metre (396 ft) "**al-Mansur**", a symbol of Saddam's wealth and power when it was built in the 1980s, is today a destination for sightseers and fisherman who clamber aboard the wreck to picnic and drink tea. "When it

was owned by the former president, no one could come close to it," said fisherman Hussein Sabahi,

who enjoys ending a long day on the river with a cup of tea aboard the wreck. "I can't believe that this belonged to Saddam and now I'm the one moving around it," he said. Saddam issued orders for the yacht, which he never boarded, to leave its mooring at Umm Qasr to Basra for safekeeping a few weeks after the invasion got underway on March 20, 2003. But it was targeted by U.S.-led forces, and later capsized in the Shatt al-Arab waterway as it fell into decay. In the turmoil that followed Saddam's downfall, the yacht was stripped bare and looted, with everything from its chandeliers and furniture to parts of its metal structure removed. One of three yachts owned by Saddam, the yacht could accommodate up to 200 guests and was equipped with a helipad. U.S. officials estimated in 2003 that Saddam and his family may have amassed up to \$40 billion in ill-gotten funds. Another of his yachts has been turned into a hotel in Basra. Though some Iraqis say the wreck should be preserved, successive governments have not allocated funds to recover it. "This yacht is like a precious jewel, like a rare masterpiece you keep at home," said Zahi Moussa, a naval captain who works at the Iraqi ministry of transport. "We feel sad that it looks like this." (*Source: MarineLink*)

SHIPBOARD FIRE A CONSTANT THREAT: BONHOMME RICHARD TRAGEDY AN ENDURING LESSON IN FIRE PREVENTION, RESPONSE

July 12, 2020 was a lazy Sunday morning at Naval Base San Diego. **USS Bonhomme Richard** (LHD 6), which had been commissioned only two years earlier, had recently made the base its new homeport and was docked as it underwent a maintenance availability. But, the silence of that morning was rocked by an explosion a few minutes before 9 a.m., changing everything for the



Wasp-class amphibious assault ship. Below the decks, cloth, rags, paper, lithium batteries and other hazardous material had been improperly stored and created the ideal conditions for a fire. Additionally, during the refit process, the on-board fire suppression systems had been disabled as crews worked to ready the ship for its next deployment. These conditions and more led to a shipboard fire that would not be fully extinguished for five days. The intense heat from the flames melted metal and caused the flight deck to bulge and warp. The damage was so great that the forward mast of the ship collapsed under its own weight. Of the ship's 14 decks, 11 sustained significant fire and water damage. After the five-day ordeal was over, 63 workers would be admitted into the hospital for minor injuries. In the months following the fire, the Navy estimated it would require between \$2.5 - \$3.2 billion worth of repairs and an estimated five to seven years to rebuild and repair the ravaged ship. In light of those findings, the ship was taken out of service, had its critical components removed and was sold for scrap. While **Bonhomme Richard** is one of the Navy's most high-profile ship fires, it is far from the only one in recent years. Here at Puget Sound Naval Shipyard & Intermediate Maintenance Facility, shipboard fires represent a constant threat that requires constant vigilance. These fires are an especially unique danger because of their location. Being out on the water or in drydock limits the ability for firefighters to gain access and fight shipboard fires as effectively as they can on land. The limited mobility and tight quarters combined with the obstacle of temporary service lines on ships also make factors like smoke inhalation, heat and flames much more difficult to avoid and combat. With all that in mind, PSNS & IMF is renewing its efforts on shipboard fire safety by calling attention to four principles every employee needs to know to keep our people

and our ships safe: *Prepare: Be ready for a fire* When a fire breaks out, do you know what to do? The first step in preparation involves a trained workforce understanding safety plans and planning work to avoid fire risks. Our workforce must be able to identify the gaps in their training, the readiness of our equipment, and make a consistent effort to mitigate deficiencies. *Prevent: Minimize the potential for fire* What are you doing to prevent your work from causing a shipboard fire? This principle helps guide workers as they make decisions regarding hot work. It also teaches workers how to manage risks in maintenance phases, change in equipment status and transitions (pierside to drydock, etc.) that will need to be made to sustain an effective safety posture. Understanding how to properly store and contain materials that can feed a fire are also key components of this principle. To ensure prevention is being employed, leaders and team members need to accommodate oversight from the shipyard's fire safety organization, ensuring compliance. *Protect: Allow firefighting teams to quickly respond to a fire* If a fire breaks out, do you know how to react? When smoke and flames break out does the workforce have clear and illuminated pathways to get to safety? Workers are asked to stay vigilant for signs of a fire. Under the Protect principle, workers will know how to notify and direct personnel to help support evacuation and allow firefighting teams to respond. *Respond: Take action to minimize the spread of fire* Do you know what to do when flames break out? The final shipboard safety principle helps workers in making sound choices if fire breaks out. Employees should know how to respond immediately to threats, call for shore-based firefighters and rescue assistance, and enact evacuation and accounting of personnel. Understanding concepts like controlling access points



and air flow are also instrumental in keeping a serious fire from becoming a fatal fire. While the work at PSNS & IMF never stops, an uncontrolled fire could undo all the work that goes into maintaining our nation's fleet. Many of the industrial processes used by our trades involve high-heat and pose a risk to ignite when energized. Shipboard fire

safety is focused on minimizing these risks and overcoming the challenges they present. When we practice shipboard fire safety, we help ensure that our teammates go home safe to their families and that the Fleet is able to uphold its position as the most dominant naval force on the globe. (Source: Navsea)

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FORMER RESTAURANT SHIP SINKS IN PIETERBUREN - NETHERLANDS

Former restaurant ship 't Appeltje on the Martenspad in Pieterburen has partly sunk. The back of the ship is under water. The fire brigade is on site to provide assistance. "The boat is currently stable," says fire service spokesman Johan Bosklopper. "As a precaution, we place oil booms to prevent oil from spreading in the water. The owner must take care of cleaning it up himself."



The emergency services used a cable to ensure that the ship could not sink any further. The ship, which served as a restaurant until the end of 2017, had to contend with water problems in the past. In March 2010, the historic ship partially sank due to a burst water pipe. In 2016 the ship was full of water, presumably through a hole in the ship. (Source: *Scheepspost*)

PHILIPPINES FINDS SUNKEN FUEL TANKER 3 WEEKS AFTER SPILL



A leaking fuel tanker that sank off the central Philippines three weeks ago has been found using an underwater robot from Japan, a provincial governor said on Tuesday, as authorities sought more foreign help to address the oil spill. The discovery of MT **Princess Empress**, which was carrying about 800,000 liters (211,338 gallons) of industrial fuel oil when it capsized on Feb. 28

and eventually sank, was deemed crucial in stopping the spill, which reached shorelines in three provinces. Plugging the leaks and extracting any remaining oil from the tanker was urgent, Oriental Mindoro Governor Humerlito Dolor said in a media briefing. With the help of a remotely-operated vehicle that arrived on Monday from Japan, Dolor shared the first photos of the Philippine-flagged vessel from its exact location. The robot will also help determine the tanker's condition, he said. About 36,000 hectares (88,958 acres) of coral reef, mangroves, and sea-grass could be affected by the oil slick, according to Filipino marine scientists. Japan has also sent a team of coast guard personnel to help in the cleanup, according to the Philippines' disaster agency, while five U.S. coast guard personnel have arrived to help with the spill response, the U.S. embassy said. The U.S. National Oceanic and Atmospheric Administration will work closely with the Philippines to conduct rapid environmental assessments of affected areas and assess needs for ecosystem restoration, the embassy said. The Philippines' environment ministry said it was also in talks with other Southeast Asian countries on further assistance. Authorities have imposed fishing and swimming bans in affected areas, resulting in disruptions to livelihood of thousands of residents and tourism businesses. (Source: *MarineLink*)

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ABANDONED TUGBOAT SINKS NEAR BALLARD; SFD AND COAST GUARD RESPOND

A derelict tugboat sunk in Salmon Bay Monday morning, with Seattle Fire (SFD) and the U.S. Coast Guard (USCG) responding to the incident. At about 10:48 a.m., crews responded to a scene in the 5300 block of 26th Avenue SW. Two other abandoned vessels were tied off to the tugboat at the time of the sinking. These have been secured and do not present a hazard to maritime traffic. No one



was aboard the vessels, but one of them did sink, SFD said in a tweet. USCG confirmed that there were no pollutants on board. All diesel and oily water was removed in 2021 after the vessel was deemed derelict. Watch the video [HERE](#) (Source: MyNorth West)

CHEVRON-CHARTERED TANKER INVOLVED IN MINOR COLLISION IN VENEZUELA



A Liberia-flagged oil tanker chartered by Chevron Corp had a minor collision with another vessel, the **Bueno**, in Venezuelan waters on Sunday, according to sources and a shipping report seen by Reuters on Monday. The **Bueno** has not navigated international waters since the U.S. Treasury Department last year imposed sanctions on it and four other vessels for alleged involvement in moving Iranian origin shipments, which led to the loss of its Djibouti

flag. Chevron-chartered tanker **Kerala**, which is scheduled to load about 240,000 barrels of Venezuelan heavy oil at the Bajo Grande terminal at Lake Maracaibo this week, was near the Amuay ship-to-ship transfer area on Sunday night when it collided with the **Bueno**. Incidents involving vessels, oil spills, fires and power outages are very frequent in Venezuela as state-run PDVSA's aging oil infrastructure does not receive proper maintenance and needed repairs amid U.S. sanctions on the country. Neither tanker was significantly damaged by the incident and no injuries or spills reported. Both were told by the port captain to anchor in specific positions and await inspections, according to a PDVSA shipping report. PDVSA and Chevron did not immediately reply to requests for comment. Tanker **Bueno** has been working for PDVSA since last year, moving oil and fuel between domestic ports under a time-charter contract. As of Monday, the Kerala had moved away from the collision site while waiting for a loading window at the Bajo Grande terminal, according to Refinitiv Eikon vessel monitoring data. The Bueno's transponder has not signaled since mid-2022. (Source: *gCaptain*)

SANAN SEA, GULF OF THAILAND! OIL TANKER COLLIDES WITH FISHING BOAT, 1 DEAD, 1 MISSING

On March 21, 2023, A.C. Natthaphon Sinphunphon, deputy director of Sorn Chon, Surat Thani Province Was informed that an oil tanker collided with a fishing boat at 9 degrees 55.587 minutes north, 99 degrees 27.304 minutes north, between Koh Tao. Koh Phangan District Surat Thani Province And about 37.75 nautical miles from Koh Samui,



the accident killed two fishermen. For the ship that collided this time, the 1,401 gross tons **Ocean Marine** tanker collided with the fishing boat named **Talay Numchok 8**, a 35.04 gross tons ship, which was a ship covering the squid. which Sorn Chon, Surat Thani Province has coordinated to Chumphon

Province and brought a fishing patrol boat number 220 together with Chumphon Provincial Marine Police officers. Langsuan Rescue Foundation staff The Regional Harbor Master, Lang Suan District, along with officers from the Boat Control Center in Lang Suan District, came out to help. for fishermen There are 5 crew members, with Mr. Sompong, 65 years old, serving as captain. And there are crews, both Thais and foreign workers, namely Mr. Manop, 62 years old, Thai workers, Mr. Praiwan, 50 years old, a Laotian crew, Mr. Chit Tan, 46 years old,

and Mr. Ko Oo, 33 years old, a Myanmar national crew. At this time, I have been informed that the tanker has rescued 3 fishermen, namely Mr. Sompong Tai Kungrua, Mr. Chit Tan and Mr. Ko U, a Myanmar national. As for the deceased, Mr. Praiwan, a Laotian sailor, died while Mr. Manop, a Thai sailor, has not yet been found. The fishing boat is owned by Mr. Nataphol in Khanom District. Nakhon Si Thammarat Province in which the fishing boats left the port of Khanom District Nakhon Si Thammarat Province on March 15, 2023. The officers examined the surrounding area of the incident and found no oil slick. For the weather of the sea, the sky is clear, the sea waves are normal. As for the cause of this incident, the officials will continue to find out the cause. (Source: *naewna*)

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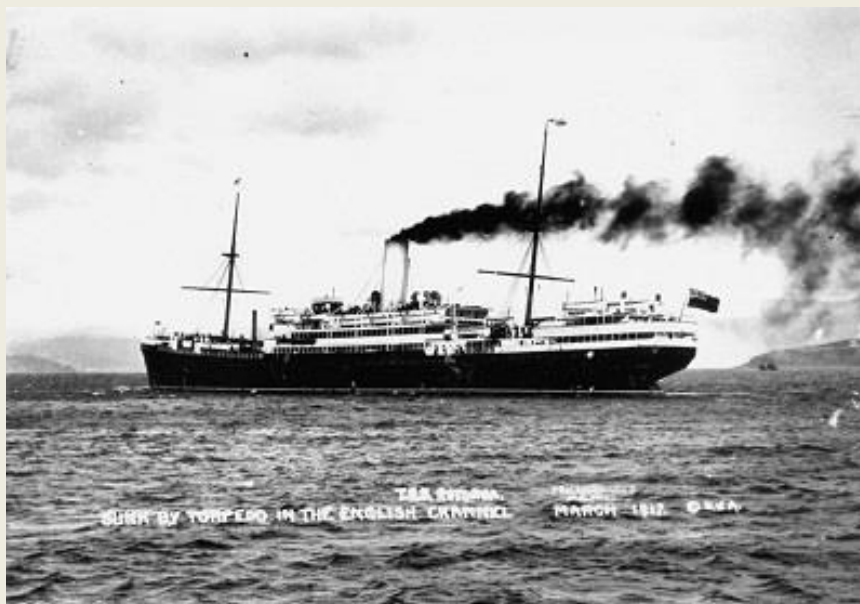


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S.S. ROTORUA – 22ND MARCH 1917

SS **Rotorua** was a New Zealand Shipping Company steam ocean liner and refrigerated cargo ship that was built in Scotland in 1910 and sunk by a U-boat in 1917. She was not the only NZ Shipping Co ship to be called **Rotorua**. There was also a ship that was launched in 1911 as **Shropshire** for the Federal Steam Navigation Company, transferred to the NZ Shipping Co fleet in 1936 and renamed **Rotorua**. She was sunk by a U-boat in



1940. *Building* The NZ Shipping Co ordered **Rotorua** as a sister ship for **Ruahine**, which William Denny and Brothers of Dumbarton had launched in 1909. Mrs George T Haycraft, wife of one of the NZ Shipping Co's directors, launched **Rotorua** on 9 July 1910. The ship was completed on 8 October. She was 484.2 ft (147.6 m) long, her beam was 62.3 ft (19.0 m) and her tonnages were 11,130 GRT and 7,094 NRT. **Rotorua** was slightly larger than **Ruahine**, and at the time was the largest ship yet built in Dumbarton. Whereas **Ruahine** had two screws, each driven by a triple-expansion steam engine, **Rotorua** had three screws, with Denny's applying the same engine layout that they had

pioneered in the refrigerated cargo liner **Otaki** that they had built for the NZ Shipping Co and launched in 1908. A triple-expansion engine drove her port and starboard screws. Exhaust steam from the low-pressure cylinder of each of those engines powered a Parsons turbine that drove her centre shaft. Between them the two triple-expansion engines developed 5,350 ihp and the turbine developed another 3,281 ihp. Together the three engines were rated at 605 NHP. On her sea trials **Rotorua** achieved a top speed of 15.77 knots (29.21 km/h). **Rotorua's** holds had 299,540 cubic feet (8,482 m³) of refrigerated cargo space, primarily for frozen mutton, and 194,180 cubic feet (5,499 m³) of space for non-refrigerated cargo. She had derricks able to lift up to 25 tons. **Rotorua** had berths for 580 passengers: 52 first class, 88 second class, 440 third class.[6] She carried 14 lifeboats and two whaleboats. Because her beam was 2 feet (0.6 m) broader than **Ruahine's**, **Rotorua's** public saloons were slightly broader. She had a children's nursery, her first class lounge was decorated in Adam style, and her first class dining saloon had a pipe organ. The NZ Shipping Co registered **Rotorua** at Plymouth. Her UK official number was 124587 and her code letters were HRSB. In October 1910 **Rotorua** was put on public display in the Royal Albert Dock, London. She began her maiden voyage from London on 27 October and called at Plymouth two days later. She called Las Palmas on 3 November, Cape Town on 18 November and Hobart on 6 December. Her arrival in Wellington on 11 December was front-page news. She completed the voyage from England in 42 days and 20 hours, and crossing the Tasman Sea she averaged 14 knots (26 km/h). Early in 1911 the Irish Parliamentary Party politicians John Donovan, Richard Hazleton and William Redmond sailed on **Rotorua** to Tasmania and New Zealand to seek support for Irish home rule. **Rotorua** first visited Auckland on 18 May 1911. Again she was put on public display. On 31 May 1911 Denny's launched **Remuera**, another sister ship for **Ruahine** and **Rotorua**. **Remuera** was slightly larger than her sisters, and so supplanted **Rotorua** as the largest ship built at Dumbarton and the largest ship in the NZ Shipping Company's fleet. Early in 1913 the New Zealand Government experimented by shipping 3,000 eggs to England aboard **Rotorua**. The eggs were kept at 45 °F (7 °C) throughout the 16,000-nautical-mile (30,000 km) voyage. When they arrived in London six weeks later they were reported to be "in splendid condition". By 1914 **Rotorua** was equipped for wireless telegraphy. The Marconi Company operated her equipment on the standard 300 and 600 metre wavelengths. Her call sign was MKE. *First World War* When the First World War began on 28 July 1914, **Rotorua** was in the Atlantic on her way to England. About a week later she reached the neutral port of Santa Cruz de Tenerife, where she was instructed to stay for safety. After some days she was instructed to proceed, with all her lights blacked out. She reached Plymouth and London without incident. On her return voyage to New Zealand in October 1914, **Rotorua** did not call at Cape Town but continued to Hobart without stopping. On another voyage to New Zealand in July and August 1915, **Rotorua** did not call at Santa Cruz de Tenerife. Both omissions were for wartime safety. During the war **Rotorua** was defensively armed with one 4.7-inch gun on her poop deck. By March 1915 **Rotorua** the marking "F 529" had been applied to both sides of **Rotorua** amidships. This was an identification mark, like a pennant number. The "F" indicated that she carried food, and therefore should be prioritised over other cargo ships for piloting and bunkering. In February 1916 **Rotorua** repatriated 203 members of the New Zealand Expeditionary Force who had been discharged from hospitals in the UK. The soldiers shared **Rotorua's** third class accommodation with 130 civilian passengers. Third class aboard **Rotorua** included access to her forward well deck, but she not long after she left England some of the civilians complained about the soldiers. Thereafter the soldiers were barred from that part of the ship until about a week before she reached Auckland. This was not how they expected civilians to treat them after they had been in combat and wounded. In July 1916 **Rotorua** repatriated another 56 invalided New Zealand soldiers. The Panama Canal had been opened in August 1914, and on 3 May 1916 the Union Company announced that it would route **Rotorua** and **Remuera** via the canal instead of via Cape Town. However, a month later the company announced that **Rotorua** was going via Cape Town


and Hobart instead. In September or October 1916 **Rotorua** used the Panama Canal for the first time. She was en route to London, and her passengers included New Zealand Prime Minister William Massey and his Minister of Finance Joseph Ward. Ward was impressed with the canal's economic potential for New Zealand, and predicted "It is going to be a greater highway for commerce than the





Suez Canal". On 24 December 1916 the Union Steamship Company liner **Maitai** ran aground on a reef off Rarotonga. She was carrying 43 passengers and 900 tons of cargo, including more than 1,400 bags of mail bound for New Zealand. Much of the mail was from troops serving overseas. **Rotorua** was diverted to assist. She reached Rarotonga on 31 December, embarked **Maitai's**

passengers and loaded her mails. **Rotorua** had been bound for Wellington, but with **Maitai's** mails and passengers she diverted to Auckland, where she arrived on the evening of 8 January. **Rotorua's** passengers again included wounded soldiers being repatriated from France. On 19–20 January **Rotorua** was in Port Chalmers when two of her stokers went absent without leave, went to Dunedin and enlisted in the armed forces under false names. The pair were caught, and on 22 January pleaded guilty at Dunedin Police Court. *Loss and wreck* On 3 February **Rotorua** left Wellington with a full cargo of frozen food and other produce. She called at Newport News, Virginia and in March she reached Plymouth, where her 264 passengers disembarked. She then left Plymouth for London, but on 22 March 1917 SM **UC-17** sank her by torpedo in Lyme Bay about 24 nautical miles (44 km) east of Start Point, Devon. As the crew were abandoning ship one of her stewards fell overboard. He was the only fatality. In her short career of seven years **Rotorua** had completed 13 round trips between England and New Zealand. Her loss was a double blow for the NZ Shipping Co, as on 10 March the German merchant raider SMS **Möwe** had sunk **Otaki** in a gun battle. Five of **Otaki's** crew had been killed, and the survivors were captured as prisoners of war. **Rotorua's** wreck lies with a list to port at a depth of 144 to 213 feet (44 to 65 m). She is now a recreational dive site for wreck diving. Divers have recovered her bell. (Source: Wikipedia)

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OFFSHORE NEWS

HAVILA SUPPLIES WILL REMAIN IN SNS POOL

The two major Norwegian suppliers **Havila Borg** and **Havila Herøy** (photo) of Havila Shipping from

Fosnavaag will continue to operate from Den Helder in the Dutch sector of the North Sea. Peterson Den Helder has extended the charter contracts of both sister ships for deployment in the SNS Pool until April 2024. This can be done by exercising the options stipulated in the previous charter contract. The vessels of type Havyard 832 were delivered in 2009 by the yards Havyard in Tomrefjord and Havyard in Leirvik respectively. The diesel-electrically powered vessels have an 800 square meter working deck and are equipped with a class 2 dynamic positioning system. (Source: www.maritiemdenhelder.eu)



MALAYSIA: PETRA ENERGY WINS WORK FOR ACCOMMODATION WORKBOAT



Bursa Malaysia-listed Petra Energy has secured a contract with Petronas Carigali to provide accommodation workboat **Petra Galaxy**. The value of the contract is based on work orders issued by PCSB throughout the contract duration, Petra Energy said Friday. The duration of the contract is up to 255 days from the start date, effective from February 17, 2023, with an option to extend up to 60 days. According to Petra Energy's

website information, the Petra Galaxy can accommodate 189 persons aboard. (Source: MarineLink)

A. P. MOLLER - MAERSK TO DIVEST MAERSK SUPPLY SERVICE, A LEADING PROVIDER OF GLOBAL OFFSHORE MARINE SERVICES AND PROJECT SOLUTIONS FOR THE ENERGY SECTOR

A.P. Moller - Maersk (Maersk) has reached an agreement with A.P. Moller Holding, the parent company of the A.P. Moller Group, for an intended divestment of Maersk Supply Service (MSS), a leading provider of global offshore marine services and project solutions for the energy sector. We are very pleased to see Maersk Supply Service will be able to continue to further develop new solutions for the green transition of the offshore sector under a new long-term ownership. This transaction validates the excellent work done by the team in the last years. At the same time, it marks the completion of our initial decision to divest all energy related activities and focus on truly

integrated logistics. According Patrick Jany CFO at A.P. Moller – Maersk. In 2016, Maersk adopted its new strategy around integrated logistics and a separation of the existing energy related activities was initiated. Maersk Tankers, Maersk Oil & Gas and Maersk Drilling were divested in the period 2017-2019. Today with the intended sale of Maersk Supply Service the final divestment of the energy related activities will be completed. The capabilities and vessels Maersk Supply



Service have built over more than 50 years supporting the oil and gas energy industry are much needed within offshore renewable energy, especially in the wind industry. As new owners we will drive a transition of Maersk Supply Service to over time become a leading offshore marine company servicing the offshore wind industry. At the same time, we are pleased that this concludes the separation of energy related activities from A.P. Moller – Maersk as initiated in 2016. According Martin Larsen CFO at A.P. Moller Holding. Maersk Supply Service will continue trading under its current name and will be using the Maersk seven-pointed star logo as part of its brand. The transaction includes a pioneering wind installation vessel, which when finalized will establish Maersk Supply Service as a leading offshore wind contractor. As the transaction is between related parties, a fairness opinion has been obtained from DNB Bank ASA. The fairness opinion confirms that the transaction value is fair from a financial point of view. *About the transaction* The value of the transaction is USD 685m (enterprise value), reflecting an EV/EBITDA multiple of 27.4x based on EBITDA for full-year 2022. Until obtaining all required regulatory approvals and closing of the transaction, Maersk Supply Service will remain a subsidiary of A.P. Moller – Maersk A/S and run the business independently as usual. *About Maersk Supply Service* Maersk Supply Service is a leading provider of global offshore marine services and integrated solutions for the energy sector worldwide. The company serves the energy sector with a fleet of 36 vessels manned by more than 1,300 crew members and supported by around 300 onshore staff worldwide. Founded in 1967, Maersk Supply Service brings more than 50 year's hands-on marine experience in performing complex operations at sea. (PR)

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SUBSEA7 BEGINS PIPE SPOOLING FOR NORTHERN LIGHTS CCS PROJECT



A Subsea7 pipelay vessel has begun pipe spooling for the Northern Lights carbon capture and storage (CCS) project being developed in Norway. The vessel **Seven Oceans** arrived at Subsea7's Vigra Spoolbase in Norway to spool the first section of the 100-kilometer pipeline that will run from Øygarden to Equinor's CO₂ storage complex in the North Sea. Spooling began on the first stalk at the weekend via the 3,800 tonnes mounted

reel, located on the vessel's main deck. The operation will involve the spooling of 1,500 stalks of 12" rigid carbon steel pipe, with a wall thickness of 15.9 mm. "The Northern Lights Project is an exciting opportunity for Subsea7 and marks an important step in Subsea7's journey to enable the growth of emerging and renewable energies to make the energy transition possible," said Senior Vice President Subsea7 Norway Monica Th. Bjørkmann. Northern Lights is part of the full-scale Longship CCS project that entails the transportation, receipt and permanent storage of CO₂ in a reservoir in the northern North Sea. It is being developed by Equinor, Shell, and TotalEnergies. The CO₂ receiving terminal will be located in the municipality of Øygarden in Western Norway. The first phase of the project is due to be completed in mid-2024 and will have the capacity to permanently store up to 1.5 million tons of CO₂ per year, with the ambition to expand to over five million tons per year in a second development phase. *(Source: Offshore Energy)*

PROSAFE PARTICIPATES IN THREE TENDERS TO GET MORE ASSIGNMENTS FOR ITS VESSELS

Offshore accommodation provider Prosafe is taking part in three ongoing tenders to win more work for its fleet of vessels. As the recent Petrobras tender for 450 days was cancelled, Prosafe is currently not participating in any Petrobras tenders, however, the company is engaged in three tenders. The first of these is in the UK North Sea and comes with a five-month firm duration while including a two-month option. If the firm wins this assignment, which is expected to start in 2024, the job will be carried out with a semi-submersible vessel. The second ongoing tender is for a firm duration of three months plus a one-month option. This tender is also for operations in the UK during 2024 and will



entail a semi-submersible unit. The work for the third tender, which is also expected to start in 2025, has a firm duration of three months with additional two months of extension options. This job, which a semi-submersible unit would undertake, will be done in North America. In addition, Prosafe expects an additional one to three tenders and/or direct awards in the North Sea for 2024, as well as additional opportunities for 2025. Meanwhile, Petrobras may also announce new tenders in 2023.

What are Prosafe's vessels up to? The company explains that **Safe Zephyrus** has arrived in Brazil and preparations are ongoing for the start of the contract with Petrobras on 1 May 2023. The signing of the deal for this vessel was revealed in December 2022. The contract is for a firm period of 650 days and is worth around \$73 million, equivalent to \$112,500 per day. Previously, the company confirmed that **Safe Zephyrus** completed its contract with BP at ETAP in the UK North Sea on 21 December 2022. Moreover, Safe Eurys started its new four-year contract with Petrobras on 17 February 2023, following directly from the expiry of the previous contract. The vessel was expected to be off-hire for approximately 35 days in April/May 2023, however, the off-hire period has now been moved to 1Q 2024. Petrobras contract compliance works, hull cleaning and SPS will now be conducted then. As a reminder, the vessel was awarded a four-year contract with Petrobras in May 2022 with a planned start-up in 1Q 2023. On the other hand, **Safe Notos** is expected to be off-hire for approximately 30 days in May 2023 for Petrobras contract compliance works and hull cleaning. The vessel started a new four-year contract with Petrobras on 18 July 2022 in direct continuation of the previous contract. *Four vessels still laid up* Prosafe explains that **Safe Concordia** is laid up in Curaçao, where ramp-up and mobilisation works have started for the upcoming project in the U.S. Gulf of Mexico. The start window is currently July through September 2023 while a standby rate of \$28,000 per day has been agreed for the period from 1 August until the latest start date of 30 September. Additionally, the **Safe Caledonia** unit is laid up at Scapa Flow in the UK pending future work, after completing its contact with TotalEnergies at the Elgin platform in the UK on 2 December 2022. Two more vessels are currently laid up in Norway. These are **Safe Boreas**, which is laid up pending future work, and **Safe Scandinavia**, which is being marketed broadly, according to Prosafe. (Source: Offshore Energy)

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KEWATECS LARGEST AND MOST COMPLICATED VESSEL EVER HAS BEEN DELIVERED

The hybrid vessel e-Work 2390 Survey, manufactured by Kewatec Aluboot, has been handed over to



the Geological Survey of Norway (NGU) in Trondheim, Norway. The total length of the boat is 23.9 meters long and is the first vessel registered as an IMO-registered ship built by Kewatec. NGU's new vessel "Geologen" has been christened yesterday. Both Minister for Business Jan

Christian Vestre and Mayor Rita Ottervik took part in the solemn event in Trondheim, Norway. The

vessel's godmother was NGU's director May Britt Myhr, who was responsible for the official christening by throwing seawater on the hull. "Geologen" is a high-tech, world-class work tool that will provide us with critical geological data for many years to come. It has great value for future business development, social security, land management, and the natural diversity along our coast says Minister for Business Jan Christian Vestre. The vessel e-Work 2390 Survey has been built for research purposes and will be used to map and study the seabed's geological details. The vessel is equipped with extremely accurate equipment to survey the seabed of the Norwegian fjords and coastal zone with depths down to 1300 meters. It has two multibeam echo sounders, a sub-bottom profiler, and seismic equipment to map the seabed and the geology beneath the seabed. The vessel also has an ROV (remotely operated underwater vehicle) which will be used to study the seabed in detail. The ROV can be operated with the help of an A-frame on the aft deck. The vessel's Dynamic Position function allows the vessel to track the ROV. Kewatec e-Work 2390 Survey is 23.9 meters long, and 6 meters wide, with 2 x 670 Kw diesel engines and a total of 200 Kw electric motors. The vessel has a top speed of just under 20 knots and Controlled Pitch Propellers. The vessel has a kitchen, four cabins, a dry lab, a wet laboratory, where samples are examined, a storage room, and a day room.

"NGU's expectations for environmental friendliness and high functionality were positively challenging and resulted in completely new, unique solutions for, among other things, the propulsion package and measuring equipment, as well as the integration of the onboard systems. We managed to identify and collaborate with several Norwegian suppliers, who at the same time provide local service and maintenance in the coming years," says Kewatecs CEO, Kent Björklund, who continues: "Our customer has been professional, understanding, and solution-oriented, and the



spirit of cooperation has been exceptionally good. NGU's choice of a knowledgeable consultancy agency, Transportutvikling, greatly contributed to everything going well. At the same time, I would like to thank the employees at the shipyard, who have worked with passion for the project, thus achieving good results." The boat will be using diesel engines for transfer to and from work areas. When performing surveys, the ship can be operated with only electric power. The main purpose of electric drives is to reduce environmental impact and minimize any noise and vibrations to achieve extremely accurate survey results. Project Manager Håkan Gustafsson is pleased and proud of the vessel. "I had a good feeling about making the vessel, the project progressed well, and the most important thing is that the customer is satisfied," Gustafsson says. The ship was driven from Porvoo, Finland to Norway, Trondheim, and handed over to the customer on January 26th, 2023. On March 20th, the ship was christened and named "**Geologen**". (PR)

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MAJOR M&A DEALS RESHAPE GLOBAL OFFSHORE FLEET PICTURE



The latest transactions will see Maersk Supply Service spun-off and Tidewater grow its fleet to 228 vessels, while other big deals could further consolidate the OSV market. As the offshore oil and gas and renewables markets have continued to heat up over the last 12 months, OSV owners and investors have cut deals worth more than US\$1.6Bn

to swallow up competitors and snap up available tonnage. This spate of deals comes as OSV dayrates and utilisation levels have reached some of their highest levels in eight years, amid increased offshore drilling activity and a tightening vessel market. Additionally, many OSV owners still are repairing their balance sheets, which had been tattered during the prolonged downturn. "As the market continues to tighten, these deal sizes can again become more common," noted Fearnley Offshore Supply in its offshore market report in February. "Going forward, we expect multiple larger transactions based on debt changing hands, as the overall debt level for many players still exceeds a healthy balance sheet." "*Large owners, particularly from the Middle East, may make a power play*" The latest of these is a US\$685M deal that would see A.P. Moller-Maersk spin-off Maersk Supply

Service to Maersk-family controlled AP Moller Holding. Subject to regulatory approval, the spin-off would see the Danish OSV owner become privately held and is expected in Q2 2023. Until then, Maersk Supply Service will continue to operate as a subsidiary of publicly traded AP Moller-Maersk. Maersk Supply Service owns a fleet of 36 OSVs, supported by 1,300 crew and 300 onshore personnel.

Tidewater moves on PSVs Among the largest en bloc vessel sales and purchase agreements was Tidewater's US\$577M acquisition of Solstad Offshore's fleet of 37 platform supply vessels (PSVs) that was announced in March. With an average age roughly of 10 years old, the 37 vessels acquired from

Solstad have an appraised value of about US\$620M (as of February 2023). Additionally, the PSVs come with firm contracts and options valued at US\$620M. The en bloc purchase of Solstad's PSVs reinforces the Big Board-listed Tidewater as one of



the leaders of the pack of global OSV players, with 199 OSVs and 28 other vessels, such as crewboats, maintenance vessels and tugs. Tidewater's operational footprint in the North Sea will grow, as will the number of PSVs with alternative fuel and energy in its fleet; it will add LNG dual-fuel and nine battery-hybrid PSVs. With the sale, the new slimmer and trimmer Solstad Offshore, meanwhile, slashes its debt and repositions its fleet of anchor-handling tug supply (AHTS) and construction support vessels (CSVs) for contracts in the booming offshore renewables sector. The sale, which is expected to close in Q2 2023, comes as Tidewater has barely finished digesting its US\$190M acquisition of Swire Pacific Offshore (SPO), which closed April 2022. Through the two deals, that have added 86 high-spec OSVs, Tidewater has found a fountain of youth, making its fleet younger (11.3 years old), larger and more geographically diverse than its competitors. Middle East OSV investors. Dubai-based fund manager SHUAA Capital has grown quickly into one of the biggest and savviest investors in the Middle East OSV sector. It announced the completion of a leveraged buyout of Allianz Marine and Logistics Holding for US\$160M June 2022. Allianz Marine and Logistics owns and charters about 117 OSVs. This follows a complex restructuring deal in which a SHUAA-led consortium took control of Dubai-based Stanford Marine Group, after finalising the acquisition of its US\$308M in debt in January 2021. With the Allianz acquisition, the SHUAA-managed fund now controls 152 OSVs. In July, ADNOC Logistics & Services acquired self-propelled jack-up barge and OSV owner Zakher Marine International (ZMI). The acquisition made ADNOC Logistics & Services



one of the largest OSV owners in both the Middle East and globally. *HOS adds more ECO PSVs* Privately-held US-based Hornbeck

Offshore Services (HOS) will enlarge its presence in the US Gulf of Mexico with the purchase of six 280-class, DP2-class PSVs from fellow Louisianan OSV owner Edison

Chouest Offshore (ECO). HOS is taking delivery of all six US-flagged OSVs over the next year. The agreement follows one from a year earlier when HOS bought 10 ECO OSVs, eight of which were 280-class DP2 US-flagged PSVs, along with two 240-class DP2 Mexican-flagged PSVs. Details of both HOS transactions were not disclosed. *“We expect multiple larger transactions based on debt changing hands”* Commenting on the HOS acquisitions, shipbroker Fearnleys said: “With a current fleet of more than 70 units, the new additions will bring Hornbeck’s fleet closer to the top tier of OSV owners globally. Moreover, the move further strengthens the company’s position in the US Gulf of Mexico, where dayrates are currently edging on all time high levels, at around US\$40,000 per day for large PSVs.” *Nine OSVs grabbed in southeast Asia* In February, Singapore-listed OSV owner Kim

Heng snapped up nine OSVs for US\$9.3M. Kim Heng’s 49%-owned subsidiary Ruhm Mazu Sendirian Bhd agreed to purchase a 400-passenger accommodation barge, a special service OSV, four anchor-handling tug supply vessels and three OSVs. The acquisition is part of Kim Heng Group’s strategy of acquiring vessels cheaply and



refurbishing them at its two shipyards, then selling them on to customers or chartering them out. *More deals afoot* Still in play is Vroon’s offshore fleet of 40 OSVs. The Dutch vessel owner is offering the fleet as part of its restructuring process. Discussing the potential sale of Vroon’s fleet, Robert Day, VesselsValue head of offshore, told OSJ: “Large owners, particularly from the Middle East, may make a power play.” Vroon has stated it will sell the vessels over a period of 18 months, so it should be a controlled process. All of Vroon’s OSVs are in active and working condition, limiting requirements for significant capex from any potential buyer. As for the restructuring process at DOF, Mr Day said: “DOF is a slightly complicated situation and I don’t see those vessels coming up for sale.” (Source: *Riviera by John Snyder*)

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VAN OORD CHARTERS VOC SUPPLIERS

The Dutch dredging company Van Oord has chartered two large supply vessels from Vroon Offshore Services in the spot market. These are the **VOS Partner** and the **VOS Patriot** (photo), sister ships of

the Ulstein PX121 type. The charter contract took effect on April 1, 2023 and has a term of 60 days.



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Van Oord has options to extend this period. The **VOS Partner** and the **VOS Patriot** were delivered in 2016 and 2018 respectively by the Chinese Cosco Guangzhou yard and both have been active in NW European waters since then. The 83.4 meter long, diesel-electrically powered supply units have a working deck with an area of 850 square meters. The sisters have also been part of Peterson Den Helder's SNS Pool for a while. (Source:

PXGEO SECURES MORE WORK IN BRAZIL

Marine seismic player PXGEO has won a contract from the Sépia consortium for a 3D ocean bottom node survey in the Santos Basin, Brazil. The survey is to be acquired in water depths to 2300 m and last for approximately four months. The Sépia consortium comprises Petrobras, TotalEnergies, Qatar Energy and Petronas Petróleo Brasil, with



Petrobras as the operator. The project will be PXGEO's fourth carried out for Petrobras since mid-2021, the company's executive chairman Peter Zickerman noted. (Source: *Splash24/7*)

WINDFARM NEWS - RENEWABLES

JAN DE NUL GROUP AWARDED WAGENBORG TOWAGE AS LOGISTIC SUPPLIER FOR MONOPILES GODE WIND 3 AND BORKUM RIFFGRUND 3

Wagenborg Towage is proud to announce Jan de Nul group has chosen our Offshore project support for transporting 107 monopile foundations for Gode Wind 3 and Borkum Riffgrund 3 offshore wind farms to Eemshaven, assisted by the tug **Waterlines**, the first transport arrived in Eemshaven under agency of Wagenborg. In the upcoming months, Wagenborg will perform another 35 voyages with monopiles from Germany and Denmark to the temporary storage in Eemshaven using a specially equipped pontoon (100 × 33 × 7.6 metres). The '**WAGENBORG BARGE 8**' is equipped with hydraulically operated saddles and an additional internal ballast system to carry three monopiles per

voyage. Wagenborg's engineers carried out detailed calculations for this method of transport, taking



stability, sea conditions and a weight of 1,500 ton per monopile into account. Director Marc Mazereeuw is pleased that Jan De Nul Group has given Wagenborg Towage the confidence to carry out this great project: "We are again proud to be at the service of Jan De Nul in the construction of two offshore wind farms from

Eemshaven." The 242 MW Gode Wind 3 and 900 MW Borkum Riffgrund 3 wind farms are owned and developed by Danish renewable energy giant Ørsted. Both wind farms will be built in the German North Sea, starting this summer, with full commercial operation scheduled for late 2024 and early 2025, respectively. Once operable, these wind farms will generate enough electricity to power approximately 1.2 million German households for a year. (PR)

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CSOV SECTOR HUNGRY FOR NEWBUILDS WITH MORE DEALS EXPECTED

Broker Fearnley Offshore Supply says recent additions to the orderbook for commissioning service operation vessels (CSOVs) will likely not be enough to meet demand as the global offshore wind market continues to grow quickly. In a mid-March 2023 report, the broker highlighted recent newbuilding activity but



said the market will comfortably absorb newbuilds ordered to date, and more will be needed. "With an expected 4,800 turbines (excluding China) to be commissioned between now and 2026, the vessel

segment might get even tighter than previously expected,” said Fearnley, “leading to rates exceeding €55,000 (US\$58,500) for commissioning support during the high season.” The broker said including recently ordered CSOVs, there are approximately 60 purpose-built units worldwide, of which well over half are in the orderbook, which has grown aggressively in the last 18 months. “The number could surpass 80 units this year at the current pace,” it said. “Despite this rapid fleet growth, we remain firm that such a development will not alter the market balance because multipurpose vessels eligible for oil and gas work will be in extremely high demand from next year to 2027. Absent project development delays on a large scale, we need to see even greater fleet growth to meet demand.” The latest semi-annual Offshore Review and Outlook report released by Clarksons Research also highlighted the fast pace of growth in the market for offshore wind vessels such as CSOVs. Clarksons said momentum in the offshore wind industry continues, with active capacity growing by 15% in 2022 to 60 GW (2012-22 CAGR: +29%). “The wind newbuild ordering cycle continues,” the company said, with 24 CSOVs contracted last year, largely from European owners, all including batteries. Clarksons said the wind vessel market continued to tighten and walk-to-work rates rose >30% year-on-year. Among the recent players who have ordered newbuilds, Edda Wind has been the most aggressive player and continues to expand. The company recently raised Nkr1.2Bn via a share issue, with strong precommitments from existing shareholders Østensjø Rederi, Wilhelmsen, Seatankers and Eastern Pacific Shipping. The capital raised by Edda Wind will be deployed to fully finance the equity portion of four CSOV newbuilds placed speculatively at Vard in Norway and Vietnam. *(Source: Riviera by David Foxwell)*

SINGAPORE SHIPBUILDER’S INVESTMENTS STARTING TO PAY OFF



With timely investments to boost its shipbuilding capacity and grow its own fleet of oil and gas crewboats, Penguin International wants to ride the booming offshore petroleum and windfarm sectors concurrently – the former as a builder-owner-operator and the latter as only a builder. Over the last

two years, Singapore-based aluminium shipbuilder and shipowner Penguin International has invested more than S\$60M (US\$45M) on expanding its shipbuilding facilities in Singapore and Batam and growing its own fleet of oil and gas crewboats in Malaysia, in a bid to diversify its shipyards’ product offerings and expand its offshore chartering business. In the process, the company has also taken bold steps in its decarbonisation journey. In 2022, Penguin International delivered Singapore’s first hybrid-electric patrol boat MPA Guardian to the Maritime and Port Authority (MPA) of Singapore. Additionally, the 34-m catamaran patrol boat, designed by Southampton-based BMT, is also being crewed and maintained by Penguin International under a long-term service agreement. The company is currently commissioning Singapore’s first pure electric commuter ferries and rapid shore chargers – in a bold project dubbed Electric Dream – that will service a nearby island in southern Singapore that is home to Shell’s Energy and Chemicals Park. At the end of the day, Penguin International is simply trying to remain competitive and meet growing market demand for greener, more efficient aluminium workboats, the company’s managing director James Tham tells

Singapore Solutions. And while this period has been “the most capex intensive in the history of Penguin,” Mr Tham says, “it is starting to pay off now.” As proof, you would have to look no further than the Singapore shipbuilder’s most recent contract with European crew transfer vessel (CTV) owner Farra Marine. While the Dublin-based CTV owner, Singapore-based aluminium shipbuilder and Winchester-based ship designer Incat Crowther UK are separated by thousands of kilometres, they have forged a close tripartite partnership. This is evident from the shipbuilding contract signed in February that will see Penguin build seven WindFlex-27 CTVs for the Irish owner. Scheduled for delivery in 2023-2024, the newbuild CTVs – which will be equipped with IMO Tier III engines – will double the size of Farra Marine’s fleet to 14, all but one of which have been designed by Incat Crowther UK and built by Penguin International. Recently, Penguin International followed the Farra Marine contract with its first CTV sale to a Japanese owner when NYK Line purchased a WindFlex-27 for a long-term operations and maintenance charter with Siemens Gamesa offshore Sapporo, Hokkaido. NYK announced its maiden CTV purchase at the Wind Expo 2023 trade fair in March in Tokyo. At the same time, Penguin International is also putting the finishing touches to a WindFlex-32 – its first 32-m CTV – for a repeat client from Germany, Ems Maritime Offshore. This is Penguin’s first of a series of hybrid-electric CTVs. *(Source: Riviera by John Snyder)*

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EDDA WIND NETS CSOVs CONTRACTS WITH VESTAS

Offshore wind service vessel company Edda Wind has signed contracts with the Danish wind turbine manufacturer Vestas for its commissioning service operation vessels (CSOVs) in 2024 and 2025. According to Edda Wind, the contracts total a minimum of 750 days of firm work with options for extension of each work



scope. The company recently placed a EUR 250 million order with Vard for four new CSOVs, with options for ordering up to four additional vessels. Once these four newbuilds are delivered, Edda Wind will have a fleet of 14 vessels, of which two are currently in operation, with five more expected to commence operation this year. Last month, the company took delivery of the CSOV **Edda Boreas** which is scheduled to start working at the Dogger Bank Wind Farm in the UK this May. The vessels

that will serve the contracts are to be nominated from Edda Wind's fleet of CSOVs at a later stage, the ship owner said. All CSOVs in the fleet can accommodate 120 persons and are prepared for zero-emission operations with hydrogen as an energy carrier in a Liquid Organic Hydrogen Carrier (LOHC) concept. When it comes to Vestas, the turbine manufacturer recently acquired ST3 Offshore in the sixth tendering round since the Polish offshore steel foundations maker declared bankruptcy. *(Source: Offshore Wind)*

SHIMIZU CORPORATION TAKES DELIVERY OF MEGA JACK-UP



The Japan Marine United (JMU) shipyard delivered the GustoMSC designed and equipped offshore wind turbine installation vessel (WTIV) to Shimizu Corporation at the end of January. Shimizu unveiled plans to build a wind farm installation vessel back in 2019. The vessel, which is of GustoMSC SC-14000XL design, is 142 metres long, 50 metres wide, and can accommodate up to 130 personnel. It is also

equipped with GustoMSC variable speed rack and pinion jacking system, providing reliability, stability, and performance even in the harshest offshore conditions, said NOV. GustoMSC also delivered what they say is the world's first fully integrated offshore telescopic leg encircling crane, which enables the vessel to install foundations and turbines. When deployed in a retracted mode, the crane has a safe working load of 2,500 tonnes with a lifting height of 118 metres above the deck. Keeping the crane boom in the retracted mode without an extension over the bow could avoid sailing and maneuvering restrictions during transit and in port areas, NOV said. The crane can then easily transition to an extended mode to install turbines at a height of up to 158 metres above the deck and with a maximum safe working load of 1,250 tonnes. The jack-up, named **Blue Wind**, can operate in depths of between 10 and 65 metres, and is capable of loading, transporting, and installing seven 8 MW, or three 12 MW wind turbines at a time. The vessel also features a variable height gangway that was delivered by UK-based Osbit. **Blue Wind** was launched in October last year, and the first project that the vessel will work on is the 9 MW Nyuzen wind farm offshore Nyuzen Town, Shimoniikawa District, Toyama Prefecture. There, the jack-up will transport and install three 3 MW wind turbines which are scheduled to be operational by August 2023. The vessel's second project will be the 112 MW Ishikari Bay offshore wind farm where she will transport and install 14 Siemens Gamesa 8 MW wind turbines expected to be operational by December 2023. *(Source: Offshore Wind)*

EGS SURVEY TO START WORK AT FRED. OLSEN SEAWIND AND VATTENFALL'S SCOTWIND SITE

The UK-headquartered company EGS Survey will carry out a survey campaign at the Muir Mhòr floating wind project site in Scotland, being developed by Fred. Olsen Seawind and Vattenfall. Starting next month, EGS Survey will be performing preliminary geophysical and environmental surveys using the vessel **EGS Ventus**, with the work to be conducted from Peterhead Port and

expected to be completed in July this year, according to a recently issued Notice to Mariners. According to a press release from the project partners from January, ESG Survey has signed a multi-million-pound contract for the work which will support site characterisation. The company will perform a survey of a wind farm area equating to approximately 200 square kilometres, in addition to an offshore



export cable corridor area of 100 square kilometres once the point of landfall has been identified. The data collected through EGS's surveys will inform the project's geotechnical approach and support an accelerated timetable for the consent applications, the Muir Mhòr partners said. The multi-million-pound contract of EGS International comes after last year's announcement that the developers already awarded over GBP 3 million in development contracts with Scottish and UK-based suppliers. Fred. Olsen Seawind and Vattenfall won the rights to develop the offshore wind farm site, located 67 kilometres off the Scottish east coast, in the ScotWind seabed leasing round last year. The two partners plan for the Muir Mhòr (initially named Mara Mhòr) floating wind farm to have a capacity of up to 798 MW. Subject to planning and grid infrastructure approvals, the floating wind farm is on schedule to be put into operation in 2030. *(Source: Offshore Wind)*

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DREDGING NEWS

VAN OORD'S NEW WATER INJECTION DREDGER HITS THE WATER

The first of two water injection dredgers (WIDs) for Van Oord was successfully launched last week under beautiful conditions at the Vahali yard in Serbia. After launching, the WIDs will be transported to the yard in Zwijndrecht where the outfitting work will take place. In July 2022, Van Oord ordered the construction of two additional state-of-the-art water injection vessels from Kooiman Marine Group after the successful operation of sister vessels Maas and Mersey in 2021. The new vessels will have the same specifications, supplemented by innovative optimisations. Energy management in this series of vessels was given special attention during the design phase. The water injection vessels will be equipped with a hybrid energy management system and will be able to store

energy in batteries that can be used later for propulsion and other purposes. Diesel-electric engines will reduce carbon emissions. The new water injection vessels will comply with IMO TIER III legislation for reducing harmful NOx emissions and take account of EU STAGE V legislation. (Source: *Dredging Today*)



PALM BEACH DREDGING AND BEACHFILL COMPLETED

Dredging of the Palm Beach Harbor and beneficial use of the material for beach renourishment are now complete, reported the U.S. Army Corps of Engineers. According to the Corps' Jacksonville District, the team was working hard to demobilize all onshore equipment over the past weekend. USACE also added that sand tilling on the beach is expected to be finished by mid-week, on or about March 21. The contractor assigned to the project, Great Lakes Dredge and Dock



Corporation used their cutter suction dredge Alaska to accomplish the work. The dredging, which kicked off in early February, removed approximately 200,000 cubic yards of sand from the port's channel and turning basin. The sand was placed on the shores of the Town of Palm Beach, at no cost to the residents. (Source: *Dredging Today*)

BOSKALIS: CREATING INNOVATIVE INFRASTRUCTURE AND ADVANCING ENERGY TRANSITION

The principal strategic objective of Boskalis is the creation of long-term sustainable profitability. "The systematic execution of the corporate strategy, that is reviewed regularly in light of relevant developments, is key to our success. Our sustainability strategy is derived from the corporate business strategy, and ongoing interaction and dialogue with our stakeholders," said Boskalis. Their Sustainable Growth strategy is structured around three activity clusters and the benefits they bring to society: - creating innovative infrastructure, - advancing the energy transition, - providing protection against the impacts of climate change. "Our activities include maintaining and developing ports that facilitate global trade and economic growth, as well as reclaiming land from the sea for new housing or commercial projects that improve transport links and global connectivity," said the company. "The



majority of our revenue is generated through one of the above outputs and thereby also contributes directly to the realization of the United Nations Sustainable Development Goals (SDGs). At the same time, Boskalis' aim to create sustainable growth is achieved through a focus on a set of key strategic pillars: Good Stewardship, Human Excellence and Distinguishing Assets. "To identify which SDGs are most relevant to our activities, we completed an assessment of where Boskalis has the most to contribute," the company said.

Five SDGs have been recognized as most applicable to Boskalis, of which one SDG is overarching and four core SDGs can be linked to individual projects. For the purposes of measuring and reporting contribution to each of these SDGs, Boskalis has mapped the relevant proportion of its revenue against the four core SDGs. Based on this exercise, around 78% of their business activities in 2022 contributed directly to one of the four SDGs: - SDG 7: Affordable and Clean Energy, - SDG 9: Industry, Innovation and Infrastructure, - SDG 13: Climate Action, - SDG 14: Life Below Water. (Source: *Dredging Today*)

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GLDD SCORES SEVERAL MAJOR DREDGING CONTRACTS

Great Lakes Dredge & Dock Corporation (GLDD) has won several major dredging contracts totaling \$138.8 million. The awarded work includes: - Trujillo Alto Design and Build for the Lago Loiza (Carraízo) Dredging Project (Maintenance, Puerto Rico, \$93.1 million); - Townsends Inlet to Cape May Inlet Project (Coastal Protection, New Jersey, \$28.8 million); - Palm Beach Harbor Maintenance Dredging Project (Maintenance, Florida, \$11.0 million); - South Boca Raton Beach Renourishment Project (Coastal Protection, Florida, \$5.9 million). The Trujillo Alto Design and Build for the Lago Loiza (Carraízo) Dredging Project includes dredging in the reservoir area, preparation and construction of the work area, and storage and handling of materials. The project also includes the preparation and rehabilitation of disposal areas for the extracted sediments, installation of sediment pumping pipes from the dredging area in the reservoir to the disposal areas of dams, and the management of dredged sediments in the dike area and disposal of clarified water back to the

reservoir. The dredging of the Carraízo reservoir, which is located in the Río Grande de Loíza, is the largest source of drinking water supply for the area. This project will benefit approximately 171,387 families in the Municipalities of San Juan, Trujillo Alto. The client on this project is the Puerto Rico Aqueduct & Sewer Authority (PRASA) and is funded by the Federal Emergency Management Agency (FEMA). Work is expected to commence in the Spring of 2023 with estimated



completion in the Spring of 2025. The Townsends Inlet to Cape May Inlet Project, awarded in December of 2022, consists of beachfill placement along the Atlantic Ocean coastline in the Boroughs of Avalon and Stone Harbor, New Jersey to restore beaches and protect the shoreline. The client on this project is the U.S. Army Corps of Engineers, Philadelphia District and is federally funded. Work is expected to complete in the Spring of 2023. The Palm Beach Harbor Maintenance Dredging Project entails dredging material from the entrance channel and settlement basin and beneficially placing material on the adjacent beach. The client on this project is the U.S. Army Corps of Engineers and is federally funded. Work was started and completed in the first quarter of 2023. The South Boca Raton Beach Renourishment Project includes the placement of sand along the beach beginning at the Boca Raton Inlet and extending to the Palm Beach County border as well as open options for beach renourishment at Hillsboro and Deerfield beaches. The client on this project is South Boca Raton and is locally funded. Work is expected to complete in the Spring of 2023. (Source: *Dredging Today*)

HID DREDGERS READY FOR ABU DHABI



Two units of heavy-duty large capacity HID Brand CSD will be used for hard materials dredging such as harsh sand and gravel in Abu Dhabi for the purpose of the Army Port construction project. The cutter head power is 700KW, flow capacity is 700m³/H with a dredging depth of 18m. The dredger is equipped with DGPS system to monitor and prospect the underwater dredging areas. “This piece of

equipment was developed with innovative technology and customized services by utilizing suitable features, according to the client’s needs” HID said. “HID dredgers have a patent on the deep water technology which developed dredging depth of 60m – already practicing in Indonesia, Cambodia and Egypt,” the company said. (Source: *Dredging Today*)

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YARD NEWS

TUGDOCK SELECTED TO WORK ON FLOATING WIND TECHNOLOGY CHALLENGE WITH EQUINOR

Tugdock, a start-up company based in Cornwall, has been selected to join the 2023 cohort of the National Launch Academy programme, run by the Offshore Renewable Energy (ORE) Catapult. Launch Academy is ORE Catapult's national flagship technology accelerator programme, designed to enhance the UK's offshore wind supply chain and support cost reduction by advancing innovative solutions to real industry problems. Over the next nine months, Equinor is



supporting the 2023 cohort of the Launch Academy, with a focus on developing solutions to challenges facing the emerging floating offshore wind industry in the Celtic Sea. Floating offshore wind farms are located in deeper waters much further offshore than fixed wind turbines. This gives them access to higher winds which generate more power. The Celtic Sea has been identified as one of the best locations for floating offshore wind in Europe, with 4GW of floating offshore wind capacity targeted by 2035 and 20GW more anticipated by 2045. Tugdock has been selected to work with Equinor on the pioneering Launch Academy programme, as their patented marine buoyancy bag technology meets a significant infrastructure challenge for the floating offshore wind industry. *Shane Carr, CEO of Tugdock explains:* "The floating offshore wind sector is experiencing rapid growth around the world. However, very few of the world's ports have sufficient water depth and assembly quay space to build the huge turbine floaters required, whilst conventional dry docks are not wide enough as they were originally designed for ships. Tugdock's patented marine buoyancy bag technology is a solution. It allows floating dry docks to be delivered by road in modular form and assembled at the port to dimensions far wider than most of the world's existing dry docks." *Shane*

continues: “At many ports the large tidal range makes it difficult to loadout the large turbine floaters from the quayside into the water. However, the Tugdock system only needs 5 metres of water depth and the speed of ‘air ballasting’ of the Tugdock system allows the floaters to be quickly and efficiently launched in ports with high tidal range. This saves time and costs.” *Tugdock director, Lucas Lowe-Houghton adds:* “We are delighted to be asked to work on this programme alongside Equinor and ORE Catapult. It will enable our technology to reach its full potential and help accelerate the growth of the floating offshore wind industry in the Celtic Sea. We are also expecting the programme to be a springboard for our further expansion into new overseas markets, including California in the USA.”
(PR)

DAMEN SERVICES UK EXPANDS OFFERING WITH I.M.E REPAIR SERVICES MoU



Damen Shipyards Group has extended its lifecycle support offering to its clients operating in the United Kingdom signing an MoU on 15 March with Southampton-based I.M.E. Repair Services. Damen Services UK began operations in 2021 to fulfil the maintenance and parts requirements of maritime operators in the region. The agreement with I.M.E sees the two companies combining resources to offer

clients comprehensive support. In supporting vessel operators in the region, Damen Services UK works with a number of local suppliers. This has frequently included I.M.E, with which Damen shares several clients in common. Following a series of meetings, the two companies expressed an interest in a closer cooperation. The MoU facilitates Damen’s vision to grow its service operations in the UK. Following the agreement, the Damen Service Hub UK has access to office, workshop, and yard facilities in a strategic location. To support its increased service offering, Damen is aiming to expand its workforce, thereby creating additional employment opportunities in the area. Mick Nolan, Service Hub Manager at Damen Services UK, said, “With access to increased facilities in such a location, our combined workforce will be able to provide vessel operators in the region an optimised service offering.” The Southampton location will allow Damen to serve additional markets, thanks to its proximity to existing and planned offshore wind projects; an important sector for a company that aims to be the world’s most sustainable shipbuilder. Edwin van der Poel, Area Service Manager at Damen Services, said of the agreement, “It is our aim to serve our clients as a strategic partner. With our network of Service Hubs, we look to deliver support anytime and anywhere in the world. To achieve this goal, we are growing our presence globally. This agreement forms a part of these plans. We are very much looking forward to working closer together with our colleagues at I.M.E. in the future.” Paul Langford, Managing Director of I.M.E Repair Services said that the agreement was a logical development resulting from a good working collaboration. “We see Damen Services as a natural fit. Not only do we serve many clients in common, but we have also enjoyed a positive experience in working together. Bringing our two companies closer together in this way

provides customers with access to a broader portfolio of services in one place. I have every confidence that our clients will benefit from this closer working relationship.” (PR)

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STRATEGIC MARINE ORDERS 100 CATERPILLAR ENGINES

Singapore-based shipbuilding group Strategic Marine announced it has placed an order with Caterpillar dealer Trakindo, for 100 of its Cat C32 engines. This follows its previous pre-order of 50 similar engines in May 2022 and is aimed at providing security to clients and avoiding long wait times for key components. While the engine supply chain disruptions of the past few years have been alleviated somewhat as global manufacturing catches up post-Covid, a rise in shipbuilding



activity is placing continued pressure on the supply of engines to power the majority of the aluminum boat builder's wide range of vessels. Strategic Marine has recorded multiple recent orders for fast crew boats and crew transfer vessels from clients in Europe and Asia within the last six months. In addition, costs have been locked in to hedge against rising prices and current extended delivery times, the builder said. “We always seek to exceed the needs of our customers first and endeavor to anticipate any potential issues that may cause delays or affect timely delivery of our vessels to our valued clients,” says Strategic Marine Chief Executive Officer, Chan Eng Yew. “We appreciate the trust placed in us to produce the vessels that are now in high demand and leverage on our well-established relationships with close partners such as Trakindo to fulfill these requirements.” General Manager at Trakindo Widjanarko Hidajat said, “Strategic Marine and Cat engines have been solidly working together to power all types of vessels over the years. We are pleased to build on this relationship by committing 100 engines to our strategic partner and are excited to support them as they continue to grow their business along with the uptick in the market.” The Cat C32 can produce between 600hp to 1800hp at 2,300 RPM, depending on how it is set up, with peak torque kicking in at 1,500 RPM. The 100 Cat engines are IMO III-ready with the addition of a selective catalytic reduction system. (Source: [MarineLink](#))

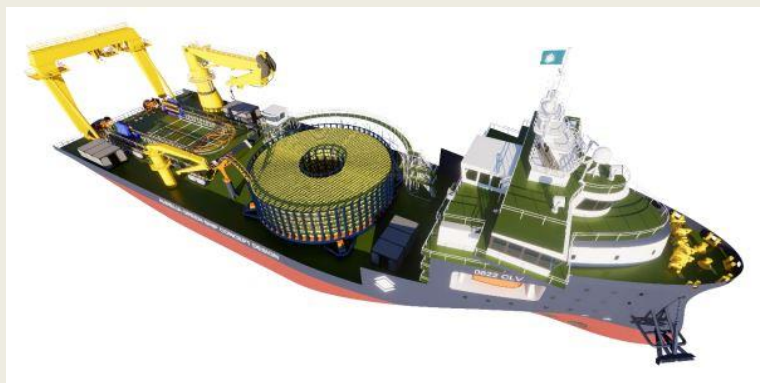
THE COOPERATION BETWEEN AURELIA AND HMC BV FOR THE DESIGN AND ENGINEERING OF THE EQUIPMENT



At Aurelia we focus on realizing holistic, environmentally minded concepts. We are committed to the operational and performance requirements of our clients, that's why our concepts have a distinctive character unlike any others in the market. Since its foundation, Aurelia has been committed to create concepts that efficiently combine the operational point of view of the

vessel and the protection of the environment by reducing CO₂, SO_x and NO_x emissions, generating a double benefit for the shipowner. The [Aurelia](#) CLV (Cable Laying Vessel) Zero Emissions Concept project was born as a proposal for shipowners committed to reducing CO₂ emissions to become carbon-neutral by 2050, in line with the Paris Agreement, that aims to avoid being penalized for the CO₂ emissions, and also to satisfy the increase in the demand for CLV vessels due to the growing number of offshore wind turbines. To satisfy the market for offshore wind turbines installation and cable laying, Aurelia has designed a multi-purpose vessel of 110 m length and 30 m beam, a service speed of 12 kn and an operating speed of 3 kn, with a modular construction with LH₂ tanks below deck, a deck with an available surface area of 2400 m², with a capacity to accommodate 50 passengers, and intended for 25 to 30 days of continuous operation, optimizing the hull forms, obtaining satisfactory seakeeping results up to Beaufort 6 sea and beach capacity thanks to the stern shape. This design has been developed in close cooperation with shipowner and maritime investment company design.

The design was optimized for an operational profile based on 80% cable laying and 20% carousel transport. On deck, it has a 9000t capacity carousel, a 100t A-frame at the stern, deck mounted tensioners, and several cranes for cable laying operations or for offshore wind turbines installation, the key factor of the design is the possibility



to clear the deck and add an additional carousel of up to 30m diameter and an approximate capacity of 9000t, with total cable-carrying capacity of 18,000 tons. In order to comply with DP-2, 2 x Bow thrusters, 1 x Stern thruster, and a retractable azimuth at the bow are to be installed, the propulsion system concept will be Diesel-Electric based on a VLFO-LH₂ dual-fuel configuration using dual-fuel marine generators prepared to use up to 80% H₂, which currently have AiP Certificates provided by IACS class societies. As Aurelia naval architects and marine engineers, behind these beautiful renders we have a real conceptual design work involved, to know more about this wonderful concept, please contact the aurelia design team, we are pleased to provide you with more information. (PR)

WEBSITE NEWS

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Last week there have been new updates posted:

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

- *Estaleiro Rio Maguari (ERM) delivers first RAmports 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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