Tugs Towing & Offshore Newsletter

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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

U.S. Army Corps of Engineers Leasing Tugboat to Serve Great Lakes for Next Five Years

The U.S. Army Corps of Engineers (USACE), Buffalo District awarded a $8.4 million contract to Cleveland-based Great Lakes Towing on April 20 for lease of the tugboat **Don Raul** to serve on the Great Lakes. The boat will primarily be used on Lake Erie between Buffalo, N.Y. and Toledo, Ohio, but may serve all the way to Massena, N.Y., towing the Buffalo District's repair fleet. The fleet is one of three strategically located across the Great Lakes, providing a flexible, rapid response for maintenance at United States harbors and along the nation's shorelines. "Maintaining safe navigation is a critical mission for the Corps of Engineers. We're proud to play our part in supporting commerce and strengthening the nation," said Lt. Col. Eli Adams, commander of the Buffalo District. "The tugboat **Don Raul** will greatly enhance our ability to safely and effectively support the residents of New York, Pennsylvania, and Ohio, and ensure the economic viability of their waterways." The **Don Raul** is a 74-foot, 2,800 horsepower, twin-screw seagoing tug, built by Great Lakes Shipyard in 2008. The boat will be leased for one year, with an initial contract award of $3 million, and options to renew for up to four more years, bringing the total contract value to $8.4 million. The **Don Raul** will be a short-term replacement for the tugboat Cheraw, while the District develops and implements a longer term replacement plan. The Cheraw is a former U.S. Navy seagoing tug which was transferred to the Buffalo District in 1998. Tugboats are used to transport a derrick boat and materials barges from harbor to harbor. The **Don Raul** is expected to depart its current port in San Juan, Puerto Rico and arrive in Cleveland for maintenance before final delivery to the Buffalo District's repair fleet crew on August 1. The Buffalo District is responsible for the maintenance of 35 federal harbors and navigation projects on Lakes Erie and Ontario, including approximately 37 miles of protective structures such as piers, jetties, and breakwaters. The District's Repair Fleet program utilizes the government-owned repair fleet and hired labor to perform repairs to District navigation structures, execute snagging and clearing to remove trees and other obstructions to navigation, and conduct installation and maintenance of safety ladders and signage. The repair fleet is engaged in harbor maintenance activities for the full

duration of construction season on the Great Lakes, typically from mid-April to early November. The Buffalo District Repair Fleet program is fully federally funded. *(Source: dvids)*

SVITZER'S CARBON-NEUTRAL TOWAGE SERVICE TO BE AVAILABLE TO 250+ SHIP OWNERS AND OPERATORS

Svitzer, a towage operator and part of A.P. Moller-Maersk, has entered into a partnership with PortsDirect, a company for the structured procurement of discounted rate agreements with port services providers. Through this partnership, over 250 ship owners and operators using the PortsDirect platform will have the ability to choose Svitzer's carbon-neutral EcoTow service. To remind, back in November 2021, Svitzer decided to replace marine fuel oil with carbon-neutral biofuel in its fleet of 10 tugs in London and Medway to offer the EcoTow solution. The EcoTow fleet operates entirely on hydrogenated vegetable oil (HVO) produced by using waste material such as used cooking oil as feedstocks. This biofuel is said to reduce carbon emissions by 100% on a tan-to-wake basis and 90% on a well-to-wake basis compared to marine diesel. As explained, by choosing EcoTow, PortDirect's customers will be able to lower their Scope 3 emissions and improve the sustainability of their supply chain. Additionally, Svitzer will partner with an independent auditor which will enable the organisation to provide PortsDirect customers with a CO2 savings certificate compliant with regulatory authorities. Commenting on the partnership, Kenny Bjergstad, managing director of PortsDirect, said: "Our customers recognise the importance of reducing their CO2 emissions and supporting the rest of the industry in meeting shipping's decarbonisation pathway and targets. The entire supply chain is under scrutiny for where efficiency gains can be made and our partnership with Svitzer provides our customers with the opportunity to address and further improve their Scope 3 emissions within the port environment, improving their sustainability, but also their competitiveness in the eyes of counterparties." Sven Lumber, head of

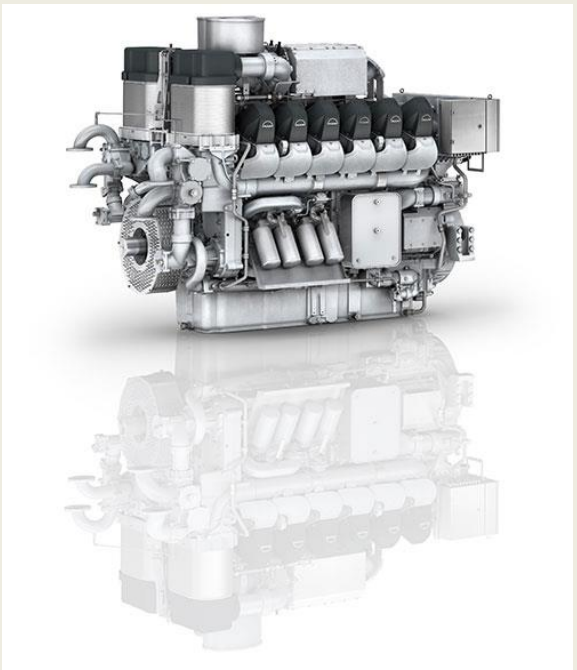
EcoTow at Svitzer, added: “The reception for EcoTow in London and Medway has simply been fantastic, proving that the shipping industry is looking for solutions to help it make decarbonisation progress in the near term. Our innovative and world-first carbon-neutral towage solution is an obvious fit to be able to offer to PortsDirect’s customers, and we look forward to further collaboration as we work together to reduce the environmental impact of towage and other services in the port ecosystem.” At the beginning of the year, Denmark-based shortsea operator Unifeeder started using carbon-neutral towage services to boost its decarbonisation goals. Unifeeder will initially deploy Svitzer’s EcoTow services in London for all vessels which require towage services on the River Thames. *(Source: Offshore Energy)*

ROSATOM PLANS TO INCREASE THE ICEBREAKER FLEET TO 17 UNITS

FSUE "Atomflot" (part of the state corporation "Rosatom") plans to increase the icebreaking fleet to 17 units. This was announced during the Arctic Ports forum in Arkhangelsk by Deputy Director for Shipping of FSUE Atomflot Vladimir Arutyunyan. “Currently, three modern nuclear-powered icebreakers are being built, documents on the construction of two more have already been signed. The plans are to bring the icebreaker fleet to 17 units,” the press service of the governor and the government of the Arkhangelsk region quotes a representative of Atomflot. According to Vladimir Harutyunyan, it takes six to eight years to build a nuclear-powered icebreaker. In order to speed up the resolution of the issue of expanding the icebreaker fleet, the possibility of creating ships. It should be noted that at present, the FSUE Atomflot fleet has six nuclear-powered icebreakers (**Taimyr**, **Vaigach**, **Yamal**, **50 Years of Victory**, **Arktika**, **Sibir**), nuclear-powered lighter-container carrier **Sevmorput** ", diesel-electric port icebreaker "**Ob**", two ice-class tugs "**Pur**" and "**Tambey**", as well as two icebreaking tugs "**Yuribey**" and "**Nadym**". *(Source: Sudostroenie)*

MAN 175D ENGINES WILL POWER FIRST TRANSVERSE TUG

Turkey's Sanmar Shipyards has placed an order for a pair of MAN 12V175D-MM marine prime movers to power the next-generation Robert Allan designed TRAnsverse tug it is building for Maersk group towage operator Svitzer. The TRAnsverse tug is designed with thrusters in line and an omni directional hull form. The first of these multipurpose tugs will be a 25.8 meter, 60 tonne bollard pull vessel built to comply with IMO Tier III emissions regulations. The two 2,040 kW-rated MAN propulsion engines will be supplied along with MAN Energy Solutions' versatile and efficient SCR exhaust gas after-treatment system, enabling the vessel to meet the Tier III standards. The engines and accompanying SCR systems will be supplied direct to the shipbuilder from the MAN Energy Solutions production facility in Denmark, with a delivery scheduled for December 2022, while vessel completion is planned for third quarter 2023. "Svitzer is extremely excited with the new and very innovative TRAnsverse tug design which we have developed in collaboration with Robert Allan Ltd. The compact 26-meter



version of the TRAnsverse tug called for 'short' Tier III engines," said Svitzer COO Ingrid Uppelschoten Snelderwaard. "With the MAN 175D engine we believe we have found the right balance between engine size and power requirement. Our experience with this type of engine is good and we recently used this type of engine for two icebreaking tugs delivered last year." Hakan Tunç, Engineering Director of Sanmar Shipyards, said: "The excellent collaboration between Sanmar, Svitzer and MAN Energy Solutions' technical and commercial departments has resulted in optimization at every stage of the development of this innovative TRAnsverse 2600 tugboat design, including its power, crew safety and environmental impact. We are proud to be the builder of this extremely special Svitzer-

created and RAL-designed tugboat. We are also happy to try the high speed MAN engine with its SCR solution in this special project." "This is just the latest reference for the MAN 175D engine within the tug market sector," said Benjamin Andres, head of high speed, MAN Energy Solutions. "It clearly demonstrates that the engine is ideally suited to such a demanding application, where its technical and economical credentials stand it in good stead, while its compactness, performance and operational cost benefits are all seen as key aspects for our customers." MAN Energy Solutions developed the MAN 175D engine range to supplement and complete its product portfolio in the maritime sector. In three variants of 12, 16 and 20 cylinders, the engine is available with an output ranging from 1,500 to 4,400 kW and is optimized for propelling ferries, offshore support ships, tugs and other working vessels. Other market areas, such as super-yachts, planing yachts and naval marine applications are served by additional engine variants. *(Source: MarineLog)*

BLOCK ASSEMBLY FOR 3600HP ASD TUGBOAT

April 22, 2022, 3,600HP ASD tugboat, which is named "**BaoHang -17**" and built by our company Jiangsu Zhenjiang Shipyard for Liaoning longyunshunze Tugboat Co., LTD., was successfully assembled. *(Source: Jiangsu Zhenjiang Shipyard)*

GUINEA'S KAMSAR PORT TAKES DELIVERY OF DAMEN MULTI CAT 2409 VESSEL

Damen Shipyards Group is in the process of delivering a customised Multi Cat 2409 named **LAMINE**

CAMARA for port and fairway maintenance at the Guinean Port of Kamsar, all within 4.5 months

of the order being placed. Outfitting the vessel for a multitude of operations in the West African port, was concluded despite Covid restrictions, thanks to the excellent cooperation received from Compagnie des Bauxites de Guinée (CBG), said Damen. Damen is delivering the new vessel to Guinea on its own keel, and will depart from the Hardinxveld yard in The Netherlands at the end of April for a journey of about four weeks. The vessel is equipped with two cranes. On the fore deck a powerful crane is installed that can lift a weight of more than 18 tonnes at a range of 7 metres, while a second crane on the aft deck can lift more than 4.5 tonnes at a range of more than 5 metres. This is essential equipment for lifting and laying buoys that mark the harbour entrance, where CBG is responsible for port maintenance as the single largest user of the Port of Kamsar. *Fairway marking* Maintenance of the buoys that guide bauxite ore carriers to and from the Port of Kamsar is crucial, especially in the rainy season with its limited visibility. Shallow waters with sand banks that move with tidal and river flows in the mouth of the Nunez river require careful navigation for which clearly laid out fairways marked with buoys are essential. A railway heads off from this port to the ore mines inland, from where bauxite is shipped to aluminium producers around the world. *Harbour plough* **Lamine Camara** has two Caterpillar CAT C32 engines to provide a total propulsion power of 1268 kW resulting in a bollard pull of 22.5 tonnes. The vessel offers 109 square metres of deck space and a winch with 72 tonnes brake holding power adds to the flexibility of the vessel that

is equipped for a multitude of operations. A special tool is the 8 metre plough, installed aboard on an A-frame at the stern of the vessel. CBG will use the Multi Cat to plough the sea bed near the quays to keep the water deep enough and take away excess underwater vegetation that may obstruct manoeuvring and berthing at the harbour. The Damen Multi Cat 2409 is part of the standardised range of Damen Multi Cats that consists of vessels from 9 metres up to 37 metres of overall length. Damen builds vessel beforehand and has them in stock for quick delivery to clients. Only weeks are needed to equip the Multi Cats to operator specifications,

enabling the vessel to be engaged in actual operations very quickly. *(Source: Africa Ports & Ships)*

DUTCH WATERJET-EQUIPPED WORKBOAT FITTED WITH REMOTE NAVIGATION SYSTEM

A remote helm control system developed by US-based unmanned technology company Sea Machines Robotics has been installed on a waterjet-equipped, aluminium workboat built by Stormer Marine of the Netherlands. The boat has an LOA of 9.4 metres, a beam of 3.65 metres, a draught of 0.95 metres, and seating for two crewmembers and four other personnel in the wheelhouse. The propulsion arrangement consists of two Yanmar LV 230 engines driving Hamilton 241 waterjets to propel the workboat to a cruising speed of 30 knots. HamiltonJet's AVX system is also fitted for use in conjunction with the waterjets. The boat utilises a design that was originally created by Stormer Marine to be highly manoeuvrable and capable of performing a variety of roles such as mooring, line handling, oil spill recovery, and other duties in support of harbour operations. With the installation of the remote control system, the vessel's operational flexibility will be further increased. The Sea Machines control system consists of a wireless portable joystick interface through which an operator can remotely control the vessel including its propulsion and steering. The system can also ensure autonomous operations with the aid of features such as dynamic path planning, obstacle avoidance, and station keeping that utilises GPS. The Sea Machines system was developed to be readily integrated with new or existing vessels to allow crews to manage vessel control from personal locations that offer improved communications, greater visibility, or increased safety. This will enable the crew to navigate the vessel from any suitable onboard location outside the wheelhouse. The system has a maximum range of one kilometre, thus presenting operators with the option of being able to control the vessel either from a shore position or from another vessel within the vicinity. One benefit of the technology is that a single crewmember can safely and effectively navigate the vessel in more restrictive waters without having to rely on visual signals relayed by another crewmember, which would otherwise increase the risk of miscommunication and mishaps. The portable interface also provides operators with remote control of the vessel's auxiliaries, thrusters, lights, and payload equipment such as fire

pumps, sonar, winches, and cranes. *(Source: Baird)*

TUG WALRUS II SOLD AND A NEW EUROTUG ORDERED

Walrus Maritime BV ordered a complete new tugboat built by Neptune Shipyards – Aalst; Netherlands a Eurotug 2008 design which is IMO Tier III certified. With a low fuel consumption, and high manouvrebility. The vessel is designed to perform a wide variety of tasks. Scheduled delivery date: October 2022 Main characteristics: - Loa: 19,95m; - Bmld: 7,80m; - Draft operational: 2,50m; - Draft max: 2,75m; - BP approx: 20T. In the meantime, Walrus Maritime BV has the Eurocarrier EC2495 in the fleet on a rental basis until the delivery of the new tugboat. *(Source: Walrus Maritime)*

SOUTH AMERICAN FLEETS MODERNISED WITH HIGH-POWER TUGS

Operators in Latin America have invested in ASD tugs with higher bollard pull. Harbour tugs in South America have evolved considerably over the last few years through newbuild orders and select purchases. "No longer does the continent rely on low bollard pull, obsolete and conventional twin-screw tugs from Europe and Asia," says Century Marine Services managing director Steve Dougal. "The region now has some of the most modern and advanced tugs afloat." Recent arrivals include **Coloso** and **Mataquito II**, both with 80 tonnes of bollard pull into Chile, **Brujo** (75 tonnes) into Peru and **Sangay** (65 tonnes) into Ecuador. In Brazil, there are at least 12 tugs with bollard pulls of 70-80 tonnes on order from local shipyards for delivery in 2022, with more following next year. "The exception is Argentina where economic and political considerations, and aggressive competition prevent any realistic investment in new tonnage," says Mr Dougal. In Ecuador, the change from small twin-screw to high-powered azimuth stern drive (ASD) tugs has been rapid "due to the ability of larger vessels now being able to call at Guayaquil and the new port of Posorja. Unfortunately,

rates have not changed," he says. "The demand for high bollard pull is due to increased vessel sizes and South America is following the global curve in the need for this investment," Mr Dougal continues. "Other regions have already moved on from smaller twin-screw tonnage, so it is no surprise the South American continent had to follow." He says there is still potential for more newbuilds and tug purchases "as there remains a lot of catching up to do". However, owners are facing growing financial issues. "New tugs are expensive and newbuild costs are expected to rise by at least 10% over the next year, making investment decisions more difficult," says Mr Dougal. "Tug owners must also contend with inflation and substantially higher finance, operating and crew costs." These increases have coincided with market consolidation of the tug owners' client bases, larger ships calling at the region's ports and client demand for multi-port towage contracts. "Fewer carriers and less port calls add to the already aggressive pressure on rates," says Mr Dougal. "But new higher-powered ASD tugs also mean the older twin-screw tugs are ultimately made redundant. The usual markets for such vessels have shrunk to almost nothing so the question remains, what is to be done with these older uneconomical tugs?" There are scrapyards in Europe, North America and most of Asia able to dismantle older tugs. But many South American ports are geographically too far away from a scrapyard for that to be economically viable causing an additional burden. "It is a question that remains unresolved," says Mr Dougal. Tug owners in South America face the same issues as owners elsewhere, but the continent's remote geography and social issues give rise to unique problems. Fleet replacement in South America will continue, but tug owners' return on investment must justify it. "The shipping companies who rely on tugs to bring their assets safely into port must realise there is a cost attached and should stop forcing tug owners to accept loss-making rates," says Mr Dougal. "But ultimately, it is for the tug owners themselves to demand realistic rates for their services and move away from the lowest common denominator." *(Source: Riviera by Martyn Wingrove)*

THE ABEILLE-MÉDITERRANÉE WILL SOON REPLACE THE ABEILLE-FLANDRE AT SEA

This will be the new assistance tug chartered by the French Navy in the Big Blue. Fair winds, **Abeille-Flandre**! From this summer of 2022, the French waters of the Big Blue will be watched over by a new intervention, assistance and rescue tug, chartered by the French Navy. Its name sounds obvious: **l'Abeille-Méditerranée**. During a conference at Stopover in Sète, Thierry Duchesne, Deputy to the Maritime Prefect, announced that the ship will be presented in Sète (as well as in Port-Vendres) at the beginning of July. After 43 years of service, **Abeille-Flandre**, based in Toulon, will therefore be relieved. Its successor was not built ex nihilo. It is a former offshore anchor handling vessel (AHTS) christened **Diamond** which, like its counterpart **Garnet**, was acquired by the

Econocom group for its subsidiary, Abeilles international. Both are currently under construction at

the German naval yards in Kiel, northern Germany, to be converted into assistance tugs. The **Garnet** being called to become the **Abeille-Normandie**, to be active in the Channel, replacing the **Abeille-Languedoc**. 280 tons of pulling force. About ten European shipyards were consulted before the Kiel shipyard was selected. It is a real industrial challenge, since it consists in equipping these two ships with engines capable of supporting more than 280 tons of tractive force (or "hook traction", as Thierry Duchesne says), instead of 160 tons for the **Abeille-Flandre**, which will make both the **Abeille-Méditerranée** and the **Abeille-Normandie** some of the most powerful assistance tugs in the world. "Their qualities will make it possible to improve the level of service for other missions such as the large-scale recovery of shipwrecked people, the fight against fires and waterways, and interventions in toxic environments", indicated the shipowner. , according to the newspaper "Le Marin". Once launched, the **Abeille-Méditerranée** will return to Marseille for its first mission: to tow a 400 m long container ship. *(Source: Gamingdeputy)*

ASTRAKHAN BRANCH OF "ROSMORPORT" PROVIDED THE TOWING OF THE MODULE FOR THE FIELD IN THE CASPIAN SEA

The Astrakhan branch of FSUE "Rosmorport" ensured the passage through the Volga-Caspian Sea Navigation Canal (VKMSK) of a towing transport with a residential module for the oil field named after. V. Graifer, located in the northern part of the Caspian Sea. As noted in the message of the branch, the passage of the tug transport consisting of 2 tugs, 3 escort vessels and a transport and assembly barge, on which the residential module "TV6000" is transported, began from the seaport of Astrakhan on April 21. Previously, the specialists of Rosmorport carried out all the necessary measures to ensure safe navigation along the VKMSC. In particular, additional dredging works were carried out at the section 156-159 km of the VKMSK along the route of the towing transport. Prior to leaving the VKMSK for the Caspian Sea, the transport was accompanied by the motor ship "**MZ-102**" of the navigation and hydrographic support service. This was necessary to ensure the

placement and safety of floating aids to navigation and prompt response to emerging situations. The safe escort of the transport was also provided by five pilots in cooperation with the Astrakhan VTS operators of the Astrakhan Branch Vessel Traffic Control Service. *(Source: Sudostroenie; Photo: Rosmorport)*

ACCIDENTS – SALVAGE NEWS

BARGE WEDGED IN FRASER RIVER CHANNEL NEAR KNIGHT STREET BRIDGE

Vancouver's infamous English Bay barge has some company. Marine crews were called to the northmost branch of the Fraser River's north arm on Thursday to tend to a barge stuck near the Knight Street Bridge. The red and white barge appears to have become wedged sideways into the channel, while a tugboat looks to have become grounded with its stern wedged under one end of the barge. The Vancouver Fraser Port Authority said it was aware of the incident, and that preliminary information suggested there were no injuries or environmental impacts. A spokesperson for the port authority said until the incident was resolved, vessels could transit the area by going south of Mitchell Island. The Canadian Coast Guard is also investigating. *(Source: Global News)*

DIVERS PLUG HOLES IN THE HULL OF MUSEUM SHIP USS THE SULLIVANS

Efforts to save the WWII-era museum ship USS **The Sullivans** are starting to pay off, according to the salvage team. Multiple holes in the hull have been patched, and the vessel's condition is believed to be stable. The museum ship USS **The Sullivans** experienced flooding on her starboard side and took on a heavy list on April 13. A joint effort involving the U.S. Coast Guard, T&T Salvage, local first responders and the museum operator have succeeded in keeping the ship afloat and stable at its berth. The team is using multiple salvage pumps to keep flooding under control, and divers are using plugs, patches and epoxy to repair breaches in the aging vessel's hull. The Sullivans has long been known to

be in need of hull repairs, and a restoration effort to reinforce her hull with epoxy along the waterline began last year. It had been slated to continue this spring, once water temperatures warmed enough to do the work. High winds have caused delays in the external dive operation, but so far, the dive team has found and plugged about one dozen holes in the hull. The penetrations range in size from about 0.75 to 2.5 inches, according to Buffalo's ABC affiliate. “We are seeing that the plugs and patches that the divers have installed are actually working. We talked about the divers installing 10 plugs on the starboard side, and three plugs on the port side. So those are all holding," said U.S. Coast Guard Sector Buffalo Commander Capt. Lexia Littlejohn in a radio interview. "The list is actually less severe than it was [at the start of the incident]." The vessel's condition is stable enough that salvors allowed a rescue mission inside the ship to recover historical artifacts. As a museum ship, USS **The Sullivans** had many historical objects on display, including the scale model of the vessel herself. Over 40 items were rescued in hopes of preserving and returning them later. The vessel's long-term prospects are looking better as well: last week, U.S. Senator Chuck Schumer (D-NY), the Senate majority leader, said that he would commit to finding federal funding to pay for the refloat and restoration. "While the cleanup efforts have already begun, this is going to be an expense, and it shouldn’t be the city or county or the park that have to pay for this," Sen. Schumer said. *(Source: Marex)*

10 DEAD, 18 MISSING IN TOUR BOAT CASUALTY OFF HOKKAIDO

The Japan Coast Guard reported Sunday that at least 10 people have died in a tour boat accident off the coast of Hokkaido. The tour boat **Kazu I** was out on a cruise excursion off the west coast of Hokkaido's Shiretoko Peninsula on Saturday, and it had 26 passengers and two crewmembers on board. The vessel issued a distress call at about 1315 and reported flooding. The operator received a final message from the crew two hours later, and they reported that the vessel had taken on a list of about 30 degrees. The Japan Coast Guard launched an extensive search and rescue operation, dispatching four helicopters, three aircraft and seven patrol vessels. 10 bodies have been located so far, including seven men and three women, according to the service. The water temperature in Japan's northern coastal regions is very low, approaching freezing, and survival times are limited. Prime Minister Fumio Kishida has personally urged his cabinet to take every

possible measure to rescue survivors from the casualty, and Japan's ministry of transport has announced the creation of a task force to oversee the incident response. The vessel has not been located, and no sign of a debris field has yet been found. A spokesperson for the vessel operator, Shiretoko Pleasure Cruiser, declined a request for comment from Kyodo News. The Shiretoko Peninsula is a popular tourism destination, and it is listed as a UNESCO World Heritage Site. In early spring, drift ice from the Sea of Okhotsk can often be found in the waters off its coastline. *(Source: Marex)*

STUCK BARGE BLOCKING PART OF FRASER RIVER REFLOATED, COAST GUARD CONFIRMS

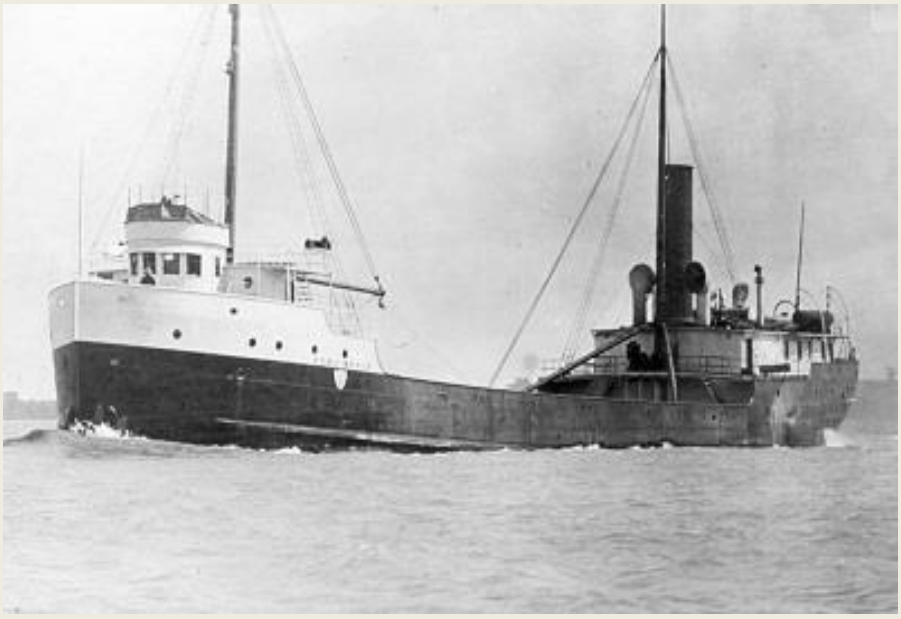
A barge that blocked part of the Fraser River Thursday night was moved, officials confirmed. The barge was refloated at about 10:15 p.m. after it ran aground near the Knight Street Bridge, the Canadian Coast Guard confirmed with CTV News Vancouver. A recycling business on Mitchell Island told CTV News the barge became stuck sometime in the afternoon. Officials weren't able to say Thursday what caused the barge to become trapped. The Port of Vancouver told CTV News Thursday early assessments showed "no injuries or environmental impacts," and the coast guard's Joint Rescue Co-ordination Centre in Victoria – which conducts marine search and rescue operations – confirmed it didn't respond to the incident. While the channel north of Mitchell Island was blocked by the barge, the North Arm of the Fraser River remained navigable, with vessels able to safely pass south of Mitchell Island. The area is highly industrial, with multiple lumber yards, scrap yards and automotive businesses based on Mitchell Island and the river's northern shore in South Vancouver. The barge and a tugboat that also became stuck were moved when the tide was high. The plan to remove the Fraser River barge came together much more quickly than one has for Vancouver's infamous English Bay barge. That vessel has been stranded on Sunset Beach for more than five months and, while floating unmoored, forced the closure of Burrard Street Bridge. Conversely, Knight Street Bridge traffic was not impacted by the Fraser River incident. Watch the video HERE *(Source: CTV News)*

THE RUSSIAN NAVY LOST ANOTHER SHIP

The Border Service of the Federal Security Service of the Russian Federation lost another unit. It is the **Rasul Gamzatov** patrol ship , project 22460 . He served less than six months. According to the media, the ship was damaged during the crossing of the Volga-Don Canal from the Caspian Sea to the Sea of Azov. It is known that the tug that towed the ship damaged the propeller shaft and propeller. The Russians will not be able to fix the fault quickly, as spare parts are missing. Until September 21, **Rasul Gamzatov** was in the port of Azov in the Rostov Region. It was commissioned on October 30, 2021 - it served less than six months. According to the latest report on the losses of Russia, the General Staff of the Armed Forces of Ukraine reports that Russia lost eight vessels to this port, including the flagship of the Black Sea Fleet - cruiser **Moscow**. *(Source: PortalMorski)*

REMEMBER TODAY

S.S. BENJAMIN NOBLE – 28TH APRIL 1914



The SS **Benjamin Noble** was a lake freighter that operated on the Great Lakes. Built in 1909 by the Detroit Shipbuilding Company, she was 239 feet (73 m) in length and had a beam of 40 feet (12 m). She was built as a "canaller," a vessel designed for use in what were then the dimensions of the Welland Canal, but was converted by her owners for services in the open Great Lakes. Heavily laden and top-heavy with a cargo of railroad rails, she sank in a Lake Superior storm near Knife River, Minnesota, in April 1914 with the loss of all hands. After more than 90 years as a ghost ship, the hulk of the **Benjamin Noble** was rediscovered in the autumn of 2004. The wreck was placed on the National Register of Historic Places in 2007 as NRHP site #07000984. *Design* The **Benjamin Noble**

was unique among Lake freighters because her stern cabins were elevated on a poop deck. Her bow cabins were also elevated on a forecastle deck. This also meant that she sat quite low in the water meaning that her spar deck often got wet. Maritime historian Dwight Boyer attributes the 1914 loss of the vessel to a combination of deliberate cargo overloading and the ship's unusual design. On her last voyage the low-riding vessel had very little freeboard and was vulnerable to swamping. *Damaged 1912* On October 14 1912 the "**Benjamin Noble**" near Detour struck and leaked; arrived October 20 Superior with 54 plates damaged (repaired) *Wreck* The Duluth-bound **Benjamin Noble** entered Lake Superior on 25 April 1914 under command of Captain John Eisenhardt from Milwaukee, WI; the **Benjamin Noble** was his first command. Also bound for Duluth was the lumber steamer **Norwalk**, which trailed the **Benjamin Noble** and eventually passed her on the 27th. That night, however, a fierce spring gale hit the lake. The **Benjamin Noble** was apparently following the **Norwalk** until around 3am when both ships were near Knife Island. At that time a passing freighter, the **Daniel J. Morrell**, noticed the lights of one of the ships suddenly disappear. Had she been able to make anchor in the sheltered port of Duluth, the **Benjamin Noble** would have been saved. However, at a key moment in the storm, entry to the harbor was unnavigable after the obsolescent south pier torch light blew out. Harbor laborer Stan Standen tried to reach the light to relight it, but was blown into the canal and lost. The **Norwalk** struggled into Duluth harbor at 4:30am on 28 April. That afternoon the hatch covers of the **Benjamin Noble** were found washed up on the beach near Duluth. The next day more wreckage, including her pilot house, was found. On April 29, 1914 it was reported several crewmembers' remains were found on a sand reef near Minnesota Reef; this report was incorrect. In August 1915 a ships cook reported seeing a ships long spar (possibly from the "**Benjamin Noble**") in Lake Superior 8 miles from Duluth on the North Shore near Knife River. *Discovery* In the Autumn of 2004 a shipwreck research team consisting of Jerry Eliason, Kraig Smith, Ken Merryman and Randy Beebe were searching for the **Robert Wallace** when their side scan sonar picked up the outlines of a shipwreck. Randy Beebe described the event: It was the last pass of the day, which was going to be the last day of the search season. We were just going to pull up the side-scan sonar and head in, and we noticed a target on the screen. So right away we headed over there and investigated it more with the side-scan sonar, and sure enough we had a shipwreck. The team was expecting to see the **Robert Wallace**, but the ship they found was made of steel. They were able to lower a camera into the cargo hold of the mystery ship. They saw the holds of railroad rails, thus confirming that the wreck was that of the long lost **Benjamin Noble**. *Wreck condition* The **Benjamin Noble** was extensively damaged by the sinking. The ship lies upright in a trench made when it hit the lake bottom; the bow end is covered in silt. The aft half of the ship is buried almost up to the level of the main deck, with the hull split just forward of the boiler room. The rear cabins are collapsed due to the weight of water as the ship plunged quickly. The cargo hatches are gone, exposing the cargo of railroad rails. The rear mast has fallen, and scattered nearby are the ventilators and a lifeboat. *(Source: Wikipedia)*

OFFSHORE NEWS

REMØY AWARDED MANAGEMENT CONTRACT FOR SEACOR MARINE PSV

Norway's Remøy Shipping has been awarded a new management agreement with US-based Seacor Marine for the platform supply vessel (PSV) **Seacor Nile**. Under the contract, Remøy Shipping will have commercial and technical management of the PSV operating in the UK Continental Shelf of the North Sea. Built in 2019, the Marshall Islands-flag **Seacor Nile** is a UT 771 WP design, battery hybrid-powered PSV. The offshore support vessel has an overall length of 86 m, beam of 18 m, depth of 8 m, loaded draught of around 7 m and a clear deck area of 840 m2. Remøy Shipping is also managing Seacor Marine's **Seacor Yangtze**, which has been awarded a one-year charter with Apache. **Seacor Yangtze** is a 2018-built UT 771 CD design PSV with an overall length of 84 m, beam of 18 m, depth of 7 m, loaded draught of 6 m and clear deck area of 875 m2. Remøy Shipping's own fleet comprises the three PSVs **Rem Hrist**, **Rem Mist** and **Rem Eir**, as well as the Norwegian Coastguard patrol vessel Magnus Lagabøte. *(Source: Riviera by John Snyder)*

TIDEWATER ADDS 50 VESSELS TO ITS FLEET AFTER TAKING OVER SINGAPORE OPERATOR

U.S. offshore vessel operator Tidewater has completed the acquisition of Singapore's Swire Pacific Offshore, adding 50 vessels to its fleet. Tidewater entered into a definitive agreement to acquire all of the outstanding shares of Swire Pacific Offshore (SPO), a subsidiary of Swire Pacific Limited, for approximately $190 million in early March 2022. The company then revealed the agreement would create the industry's largest fleet of OSVs. SPO's fleet of 50 OSVs consists of 29 AHTS vessels and 21

PSVs. Tidewater will own a fleet of 174 OSVs, bringing its total fleet size to 203 vessels, including crew boats, tug boats and maintenance vessels. Tidewater announced the completion of its acquisition of Swire Pacific Offshore on Friday 22 April 2022. The completion of the acquisition adds 50 vessels to the fleet and creates "the world's leading OSV operator," the vessel owner said. Quintin Kneen, Tidewater's President and Chief Executive Officer, commented, "We are pleased to announce the closing of this acquisition and we are excited to welcome our new employees and customers to Tidewater. This acquisition marks the completion of another important milestone in the strengthening of Tidewater's leadership position in the OSV industry as we capitalize on the recovery of the offshore vessel market." As previously stated by Tidewater, the acquisition enhances its presence in West Africa, provides for an expansion of its footprint in the rapidly growing Southeast Asia region, and is additive to its footprint in the Middle East. *(Source: Offshore Energy)*

LOTOS PETROBALTIC WITH A NEW OFFSHORE SERVICE TECHNICIAN

Wojciech Królikowski, president of the shipowner managing Technical Ship Management Ltd. (TSM), informed about the purchase and taking over the management of the new ship in social media. The ship, built in 2002, has operated for many years in West African waters. The AHTS unit called **Bazalt II** was supposed to reach the port of Gdańsk on Monday morning. " After a certain period of negotiations, the ship was purchased from the previous owner. The takeover took place in March in the port of the Ivory Coast " - informs President Królikowski. *It is probably about Abidjan.* After arriving in Gdańsk, the ship will be prepared for operation for the needs of TSM's main customer - Lotos Petrobaltic SA, as well as possible customers from the open market. Practically throughout its entire life, the ship belonged to the Swire Pacific group from Hong Kong (controlled, however, by British capital) and was called **Pacific Warden**. Recently, Redwise Maritime Services BV from the Netherlands has become its operator and managing owner for a long time - probably only in in connection with the

service of delivering the ship to the seat of the new owner - to Poland. **Bazalt II** is a multi-purpose offshore supply vessel, ocean tug and third vessel anchor handling tug / supply (AHTS). The ship probably belongs to Lotos Petrobaltic directly or through its subsidiary Miliana Shipholding Co Ltd or Miliana Shipmanagement Ltd and through the direct shipowner (registered shipowner) - Bazalt Navigation Co Ltd, and the managing ship owner responsible for the technical and crew management is TMS. The ship represents the UT 710 project series, referred to as "W Class" by a long-term user - the shipowner Swire Pacific. It has a large winch with a holding force of 300 T of the renowned Norwegian manufacturer Brattvaag. The ships of the UT 710 project were designed mainly for the operation of semi-submersible platforms. They are known for their very good position-keeping properties in difficult weather conditions, which ensures their reliability in a wide range of tasks, including third unit anchor handling, rescue and emergency response operations, and as platforms for remotely operated underwater vehicles (ROVs). The vessel purchased by the Lotos Petrobaltic group has been employed so far (at least since 2009, no data from the previous period) in the waters of West Africa. Until mid-March this year. **Pacific Warden** worked in Equatorial Guinea. Recently, he mainly served the FPSO Serpentina (after the last break - from December 2020, and in general - from around mid-2018). Previously, he worked mainly in the waters of Côte d'Ivoire, Equatorial Guinea and Angola. The ship operated by Swire Pacific Offshore under the name **Pacific Warden** hit the headlines of newspapers and news services at the end of 2019 in connection with the kidnapping of part of its 15 crew by pirates. Just before or on Christmas 2019, Swire Pacific announced that it had released seven offshore tug crew members, kidnapped after a pirate attack, off the coast of Equatorial Guinea on November 20, 2019. The crew of the **Pacific Warden** spent 31 days in captivity. *(Source: PortalMorski)*

N-SEA INKS DEAL FOR ANOTHER VESSEL TO IMPROVE ITS SUBSEA OPERATIONS

N-Sea Group has entered into an agreement with Braveheart Marine for the long-term charter of the DP2 survey vessel **Braveheart Spirit**. Braveheart Marine acquired the Dutch-flagged vessel late last year and converted and upgraded it to meet the latest industry standards. The 73.2-meter long vessel, formerly known as DPSV **Bourbon Gulf Star**, was built in 2010. It is capable of performing geotechnical, geophysical and environmental surveys, IRM activities, walk-to-work activities, cable repair support activities, boulder clearance, as well as UXO surveys, identification and disposal. According to N-Sea, with its DP2 station-keeping capabilities and a carrying capacity of approximately 3,000 tons DWT, the vessel is ideal to operate in the southern and central North Sea. The company will have the vessel under full management and control. “We are extremely happy with the agreement we closed with Braveheart Marine, which helps us to realize our strategic ambitions. Having the vessel under N-Sea management and control will enable us to allocate this versatile vessel to those activities where it is needed most,” said Arno van Poppel, N-Sea CEO. “Together with our qualified and engaged staff we look forward to creating

new and exciting opportunities resulting in long-term relationships with our clients and deliver the best optimized subsea solutions for them." N-Sea has been active with vessel deals since the beginning of the year with the aim of strengthening its subsea services. The company first signed a long-term vessel agreement with Geo Plus for the advanced DP1 hybrid survey and ROV support vessel **Geo Focus**. Shortly after it was reported that a deal has been signed with EDT Offshore for **EDT Protea**, an advanced DP-3 multi-purpose offshore support vessel with experience in AIR diving and remotely operated vehicle (ROV) intervention works. At the beginning of April, N-Sea entered into another agreement, this time with DOF Subsea Rederi to acquire the multipurpose support vessel Geosea. *(Source: Offshore Energy)*

WHAT GOES AROUND COMES AROUND - SALE OF EX-SANKO ENERGY FIRMING AHTS VALUES

Those who are old enough (or young enough) to remember Justin Timberlake's poignant lyrics, 'What goes around, goes around, goes around, comes all the way back around', will appreciate their significance and relatability to the offshore oil and gas market. On that theme, it appears a vessel very close to my heart, the AHTS previously known as **Sanko Energy** (now **Ena Shogun**), has come 'all the way back around.' News is filtering through the market that Eastern Navigation (Singapore) has sold the vessel five years after purchasing it from Sanko Steamship in early 2017. So why does this vessel resonate with me? Well, from a professional perspective, it was my first analyst experience of a sale that went against everything established market experts thought about values and sale prices. It also set off a chain reaction for other distressed AHTS sales, truly illustrating how poor the offshore market was, and many point-blank ignored or refused to accept the situation. In January 2017, Sanko Steamship was keen to exit the troubled offshore market and therefore took the executive decision to sell its remaining AHTS vessels - the **Sanko Energy** (16,315 blt 2011 Keihin), **Sanko Brilliance**, and **Sanko Baron** (12,228 blt 2009 Keihin). First up for sale, and the subject of this article, was the **Sanko Energy** AHTS. Sanko Energy AHTS was marketed for sale at USD 10 million, which even by 2017 standards was considered a very low asking price, compared to other sales candidates and general

valuation opinion. Sanko Energy AHTS was to cause further disruption to the market when around a month later its asking price was reduced by 50%. This was a truly remarkable asking price for an AHTS that was just over 5 years old. Many within the industry described this reduction as a one off, a sale to be ignored and not representative of the actual market. Others blamed the unit's lower specifications: the fact the Japanese had written the book value down to zero, its poor fuel consumption, or because it was considered a forced bank sale. In any case, the vessel was sold to Eastern Navigation (Singapore) for USD 5.8 million. The day before the sale, VV valued the vessel at USD 6.8 million. In any softening market, there is always one defining sale where the achieved price is often a lot lower than the market perception. In our case, it was the Sanko Energy. However, we must remember that VesselsValue is a transactional-based model, and we cannot base ourselves on one data point alone. So, when the en-bloc sale of 11 Very Large AHTS for USD 75 million from suffering Hartmann Offshore to Breakwater Capital occurred, it supported our valuations and reinforced these new prices were not a one-off or something to be ignored. Sales are outlined in table below and associated VV values. *What goes around, comes around* Recent market rumors suggest that Eastern Navigation Singapore has sold the **Ena Shogun** for USD 13 million to Chinese interests likely to be engaged in the Chinese domestic offshore renewables market. VV value for the vessel today is USD 10 million. This represents a USD 7.2 million cash gain from their original investment of USD 5.8 million in 2017. There are a few offshore owners who can claim to have made those figures on asset play over the last 5 years. Eastern Navigation timed the market perfectly, both from a purchasing and selling perspective. The cherry on top is that Eastern Navigation has been working the vessel at various intervals since purchase, and thus generating positive cash flow - likely with a lot lower debt levels, if any, compared to their fellow offshore owners who built or bought at the peak of the market. The vessel's most recent major project was from December 2019 to May 2021 for Lantana Services Sdn Bhd. **Ena Shogun** primarily supported semi-submersible drilling rigs for a Bruneian oil company under a one-year contract that contains options for additional work. The vessel was managed by Vroon Offshore Services Singapore. *Comparable Recent Sales* On December 9, 2021, Solstad sold 16,005 bhp, 2006-built **Far Stream** and **Far Sword** vessels. While the original price guidance was USD 8.5 million, the sale price was actually USD 6.5 million. On October 22, 2021, the 2001-built, 16,823 bhp, vessel **Far Scout** was sold for USD 3.5 million. Both these sales caused a firming in asset value when they occurred, and the recent sale of the **Ena Shogun** will be fed into the VV model and values will increase accordingly. *Market Tightening* The consensus is the large AHTS sector is tightening, and the number of available large AHTS units is quickly diminishing, while inquiries are increasing. This sudden tightening is a product of vessels being sold out of the offshore sector, thus reducing overall fleet numbers, China purchasing large numbers of vessels to service their growing renewables market, and a lack of any meaningful newbuild orders since c. 2014. Finally, larger owners have sent significant numbers of older AHTS assets to the demolition yards as part of their overall fleet renewal program, i.e., Tidewater and Solstad. Market rumors suggest that several owners are increasing their asking prices for large AHTS based on all the above. *Future Outlook* VesselsValue expects the large AHTS market and values to continue firming throughout 2022, and it looks like it could be a pivotal year for the sector. After 5 years of low asset values and distressed market conditions, many within the industry will certainly be hoping that ‘what goes around, does indeed come all the way back around' and finally see some positivity returning to the market. *(Source: Offshore Engineer by Robert Day; Photo Mick Prendergast)*

BORDELON MARINE RENEWS CHARTER AGREEMENT FOR BRANDON BORDELON

Lockport, La., headquartered Bordelon Marine LLC has renewed its charter agreement with

Oceaneering International, Inc. for the ultra-light intervention vessel M/V **Brandon Bordelon** for an additional two-year firm term. The charter agreement renewal commenced in February 2022. Delivered in 2015, the vessel is a 260 foot DP2 Jones Act compliant ultra-light intervention vessel. It is mobilized with two Oceaneering Millennium Plus work class remotely operated vessels (ROVs) and Oceaneering survey equipment and technology. The ULIV is typically used to conduct a variety of projects including ROV and diving support, Pre-lay and post-lay mat installation, well abandonment and wireline services, hydrate remediation, subsea pumping, inspection, maintenance, and repair (imr) as well as light construction and installation. *(Source: MarineLog)*

SPN 23 – FIRST IN NEW SERIES OF HARBOUR PATROL BOATS FOR BELGIAN FEDERAL POLICE

The Belgian Federal Police, the national police force of Belgium, recently took delivery of a new aluminium patrol boat built by Socarenam of France. The first in a planned series of five boats, SPN 23 was designed by French naval architects Pierre Delion to be especially capable of navigating in both coastal and inland waters including the

canals found in many Flemish cities. This will provide the federal police's marine units with greater operational flexibility, as a smaller number of vessels will be adequate for carrying out river and sea patrols. Among other things, this will eliminate the need to acquire vessels that are designed exclusively for either deep-water or shallow-water operations. SPN 23 will be homeported in Brussels but will be operated primarily in the waters of the Flemish port city of Ghent alongside the other vessels of the federal police. The boat has a length of 15.98 metres, a beam of 4.98 metres, and a draught of two metres. The shallow draught and a folding mast will allow it to safely sail underneath bridges and other low-hanging structures and features within its area of operations. Two Volvo Penta DB-450 diesel engines that each produce 330 kW propel SPN 23 to a maximum speed of just over 16 knots. The power of the engines coupled with the compact size of the boat guarantee improved manoeuvrability, allowing tighter turns to be made even in the more restrictive inland and harbour waters in and around Ghent. The boat's total fuel tank capacity is 2,400 litres to ensure extended sailings. This will allow the federal police's marine units to provide increased patrol coverage over a given period while retaining the same number of available vessels. The wheelhouse is fitted with forward-angled windows to reduce glare as well as upward-facing windows for providing improved visibility for the crew when navigating near larger vessels. The wheelhouse electronics include a rotating thermal camera and a radar. The cabin's exterior meanwhile features safety handrails for use by the crew when walking across the deck or when transferring to and from other vessels during boardings and inspections. The railings are placed inboard to allow for greater freedom of movement on deck, as transfers can be made at any point instead of being limited to only the bow and the stern. *(Source: Baird; Photo: Patrick Roos)*

EVENT NEWS

KNRM REDDINGBOOTDAG OP ZATERDAG 30 APRIL

Op zaterdag 30 april organiseert de Koninklijke Nederlandse Redding Maatschappij (KNRM) Reddingbootdag. Reddingstations langs de Noordzeekust, de Zuid-Hollandse en Zeeuwse wateren en aan het IJsselmeer openen hun deuren voor het publiek. Het is dé dag om kennis te maken met het reddingswerk, de vrijwilligers en het materieel van de KNRM. KNRM-reddingstations door het hele land hebben een leuk programma voor jong en oud klaarstaan om bezoekers een beeld te geven van het bijzondere reddingswerk. Bekijk de boten waarmee de KNRM geredden weer veilig aan wal brengt. Ga in gesprek met redders over hun vrijwilligerswerk en kijk naar spectaculaire demonstraties, rondleidingen, films en activiteiten voor kinderen. *Meevaren voor donateurs* En het allermooiste: tijdens Reddingbootdag bestaat de mogelijkheid om mee te varen op een reddingboot. Een unieke ervaring speciaal voor donateurs van de KNRM, ook wel 'redders aan de wal' genoemd. De KNRM is een goed doel en ontvangt geen subsidie van de overheid. De bijdragen van ruim 105.000 redders aan de wal maken het mogelijk dat de KNRM 24 uur per dag klaarstaat om uit te

varen en mensen en dieren in nood op het water te redden. Daarnaast vormen zij een belangrijke achterban voor de redders. Mogelijkheden voor meevaren zijn afhankelijk van het weer, de drukte en alarmeringen. Ook mogen er per vaartocht maximaal 12 personen mee. Donateurs en Jonge Redders (jeugdleden) dienen een donateurspas/uitnodigingsbon uit Jonge Redders-magazine mee te nemen. Ieder reddingstation heeft een eigen programma. De meeste reddingstations openen hun deuren van 10.00uur tot 16.00uur. *(Source: Scheepspost)*

MUSEUM NEWS

MEIVAKANTIE – OP AVONTUUR IN DE HAVEN 30 APRIL T/M 8 MEI 2022

Ontdek deze vakantie onze Maritiem Museum Haven. Er zijn bijzondere schepen te gast, de kinderen kunnen een speurtocht door de haven doen en in de smederij is iedere dag de smid aan het werk. Vaar mee met onze fluisterboot de 'Waterbus' door het Maritiem District en maak je eigen scheepje met recycle materialen bij Scarp XL. *Maak je eigen scheepje* Maak, met recycled materialen je eigen duurzame scheepje. Wordt het een solar-boot, een schip met een elektromotor of een mooie zeilboot? Wellicht zijn er meer nog mogelijkheden om een schip voort te bewegen. Laat je fantasie gaan en maak een eigen uniek scheepje. Op 3, 4 en 5 mei van 12:00-16:00u. *Museumschip 'Hudson' te gast* Zeesleper '**Hudson'** komt twee weken logeren in de Maritiem Museum Haven. Normaal ligt de 'Hudson' in de Sleepboothaven in Maassluis. De grootste Sleepboothaven van Nederland. Nu is deze stoere zeesleper hier twee weken te bewonderen. Stap aan boord en leer meer over de historie van dit bijzondere schip. *Varende supermarkt 'Time is Money'* Binnenvaartschippers hebben een druk bestaan, werk gaat voor en veel tijd om het schip stil te leggen en boodschappen te doen is er niet. Tegenwoordig kan de binnenvaartschipper bestellingen plaatsen bij onze bekende supermarkten, maar vroeger bestond thuisbezorgd niet. Er waren wel 'parlevinkers', kleine varende supermarkten die langzij de schepen kwamen met eten en andere benodigdheden. De 'Time is Money' is de laatste parlevinker van Nederland die tot 2008 in de vaart was. Op woensdag- en zondagmiddag kan je een kijkje nemen bij deze varende supermarkt. *Speurtocht* Op pad in de Maritiem Museum Haven. Leer

onze haven kennen tijdens de speurtocht door de haven. Je gaat op zoek naar dieren en letters die verstopt zitten in de haven. Kan je nog niet lezen? Geen probleem, ook voor de niet lezers hebben we een speurtocht. Kosten €2,-. *Workshops en demonstraties smeden* In onze smederij is dagelijks onze smeden aan het werk om onderdelen te maken of te repareren voor onze historische schepen en kranen. Veel van deze onderdelen zijn niet meer te koop en daarom maken we ze zelf. Wil jij het ook proberen? Dagelijks zijn er demonstraties en workshops. Meld je op tijd in de smederij, werkplaats 3, als je wil meedoen met de workshops. *Varen met de 'Waterbus'* Bijna dagelijks zijn er vaartochten met onze stille fluisterboot door het Maritiem District. Ontdek tijdens de vaartocht het centrum van Rotterdam vanaf het water tijdens deze tocht langs de oude binnenghavens van Rotterdam. Informeer bij binnenkomst naar de mogelijkheden. Kosten €6,- volwassenen, €4,50 kinderen van 4 - 15 jaar, €2,50 kinderen van 0-3 jaar. *(PR)*

WINDFARM NEWS - RENEWABLES

HEEREMA SECURES GERMAN WIND FARM FOUNDATION INSTALLATION WORK

Dutch offshore construction firm Heerema Marine Contractors (HMC) has secured a foundation installation contract for Energie Baden-Württemberg (EnBW)'s He Dreiht offshore wind farm. The work includes the transport and installation of 64 monopiles and transition pieces. Heerema said it plans to use the IHC IQIP double-walled noise mitigation system NMS-10,000 amongst other systems to reduce noise pollution. The He Dreiht wind farm is located in the German North Sea, 90 km northwest of Borkum island and about 110 km west of Heligoland island and was the first subsidy-free winner in the German auction. With a capacity of 900 MW, He Dreiht is one of the largest planned offshore wind power projects in Europe and is scheduled to go into operation in 2025. *(Source: Splash24/7)*

FRED OLSEN WINDCARRIER ENTERS FRENCH OFFSHORE WIND INSTALLATION MARKET

Norwegian offshore wind turbine installation company Fred Olsen Windcarrier (FOWIC) has been awarded a contract with Siemens Gamesa Renewable Energy for the transport and installation of 62 wind turbines on the Saint-Brieuc offshore wind farm in French waters. The deal is FOWIC's first large transportation and installation project in France and will see the company mobilise one of its purpose-built jackup installation vessels during the spring of 2023. "This is a very exciting project and an important milestone for us. The contract will continue to strengthen our relationship with Siemens Gamesa," said Petter Faye Søyland, senior project manager, Fred. Olsen Windcarrier. The 496 MW Saint-Brieuc offshore wind farm is located 16 km off the northwest coast of France in Saint-

Brieuc Bay in the English Channel. The wind farm is developed by Ailes Marines, fully owned by Iberdrola. This is the first large-scale offshore wind farm in Brittany to obtain all the necessary government permits for its construction and operation. The installation will be carried out in 2023. When finished, the Saint-Brieuc wind farm will supply clean energy for 835,000 people. *(Source: Splash24/7)*

DREDGING NEWS

GRAB HOPPER DREDGER – ITALENI

All of South Africa's major ports have a requirement, at some point or other, to be dredged. The dredging can be for a major approach channel, a turning basin, internal harbour channels, or simply alongside the operational berths. Due to the inherent differences in size, and the geographical nature of the diversity of South African ports, some ports need more dredging than others. In some cases, dredging is almost a continuous requirement, and in other cases, a visit every few years is deemed sufficient to keep the port both safe, and open, for all shipping. Transnet maintains a fleet of three dredgers for the purpose of maintenance of the ports under their care, and all of them are based out of Durban. Whenever another Transnet port has a need for

dredging to take place, one or sometimes two, of the dredging fleet is dispatched to the port that requires their presence, in order to undertake the programme of dredging needs. Back in late March the Grab Hopper Dredger **Italeni** (IMO 9689108) arrived off Cape Town, from her home base of Durban, and entered Cape Town harbour, proceeding initially to the Elbow in the entrance to the Duncan Dock. The Elbow would be her home 'night' berth for the duration of her stay in the port, whilst undertaking the first major port dredging works for more than two years. Built in 2014 by IHC Merwede MTG Dolphin Shipyard at Varna in Bulgaria, '**Italeni'** is 62 metres in length and has a deadweight of 1,559 tons. She is powered by Caterpillar 3512C 12 cylinder 4 stroke main engines producing 3,200 bhp (2,386 kW), to drive two controllable pitch propellers for a sea service transit speed of 11 knots. She replaced the smaller Transnet Grab Hopper Dredger 'Crane', which was built in Holland in 1971. To provide additional manoeuvrability when working in confined waters, '**Italeni'** has a bow transverse thruster providing 150 kW. Her hopper, which is where her dredged spoil is deposited, has a capacity of 750 m3, and can hold 2,000 tons of spoil. To provide accuracy in her dredging operations, '**Italeni'** operates with a Grab Monitoring System that has a grab positioning accuracy of just 2 metres. The spoil is brought onto the dredger by way of a Liebherr 895 excavator, which is rail mounted, and capable of lifting 10 tons of spoil in her clamshell grab from the harbour floor. This Liebherr excavator on '**Italeni'** did not come new with the vessel. It was taken from the dredger that she replaced, 'Crane', and was retrofitted onto '**Italeni'** when she arrived from the builder's yard in 2014. In June 2021 Transnet issued a tender for a replacement 8200 excavator crane to replace the one currently in use. Owned by Transnet National Ports Authority (TNPA), '**Italeni'** is operated by the Dredging Services Division, of Durban, and managed by Transnet SOC, also of Durban. Of the Transnet fleet of three dredgers, '**Italeni'** is the smallest on the fleet, and the only Grab Hopper dredger in the fleet. The other two vessels are Suction Hopper dredgers. She is named after the Battle of **Italeni**, which took place in 1838 close to Nkandla in the KwaZulu-Natal province, and where a Zulu army defeated a force of Afrikaaner Voortrekkers. It is a peculiarity of South African government departments that operate vessels, warships or otherwise, that they seem to name some of their vessels after historic battles where one section of the South African community defeated another section of the South African community. Other examples being **Isandlwana** (Zulu-British), **Amatola** (Xhosa-British), **Spioenkop** (Afrikaaner-British). I spot a running theme here!! A Grab Hopper dredger is designed to operate in those areas of a harbour that are either confined spaces, or hard to reach, such as alongside berths with right angles. Operating with a crew of 18 persons, '**Italeni'** can operate in water depths of up to 25 metres. With South African ports being so diverse, the requirement for dredging them is different in almost every case. In fact, the need for harbour maintenance dredging in South Africa is threefold, namely: I. Some of the ports have rivers running into them, as with East London and Durban. These rivers bring silt into the Port which compromises port depth; II. The effect of littoral drift, or long-shore movement of sand, as with Durban. This occurs primarily on the East coast of the country where the prevailing winds and

currents cause a northward movement of sand, so sand flows up the coast. III. The movement of ships within the port creates high and low spots due to propulsion wash i.e. the ships propellers cause the sea bed material to move; In the case of Cape Town, it is the third given reason that requires dredging as no rivers flow into the harbour, and there is little littoral drift that affects the port. As vessels use their thrusters and propellers when manoeuvring onto, and off, their berths, they stir up the harbour bottom, and this displaced spoil settles elsewhere near the berth, creating the high and low spots that require removal in order to maintain an even seabed along the whole length of the berth, as promulgated in sailing directions and port handbooks. Currently, '**Italeni'** is dredging areas around the Duncan Dock berths, including those along the Eastern Mole, and is expected to move around the harbour over the following weeks, dredging high and low spots around the whole port complex, before she returns to her home base in Durban. This is her first visit to Cape Town since November 2019. In May 2021 Transnet issued a tender for a fourth dredger for their fleet. This brand new dredger was to be of a similar design to that of 'Italeni', insofar as it was for a Grab Hopper Dredger, also with a 750 m3 capacity hopper. There is yet no news of the outcome of that tender from Transnet. *(Source: Africa Ports & Ships by Jay Gates; Photos: Dockrat)*

CALLAN MARINE'S NEW DREDGE GENERAL BRADLEY LAUNCHED

Galveston-based dredging and marine construction contractor Callan Marine announced the launch of its newest fleet asset, the 28-inch cutter suction dredge named **General Bradley**. At 341 feet in length and 52 feet wide, General Bradley will have a maximum digging depth of 60 feet and a dredge pipe diameter of 28 inches. Constructed at Halimar Shipyard in Morgan City, La., the diesel-electric driven General Bradley will be equipped with three ABC 12DZC engines that supply 9,260 horsepower combined. It will also feature advanced production automation and monitoring systems. "Our commitment to service along the Gulf Coast is

unmatched," stated Maxie McGuire, President of Callan Marine. "The General Bradley demonstrates our belief in the ship channels and river systems that move our nations cargo and the need for maintenance dredging for years to come. This exciting dredge features the latest technology and expands the capabilities of Callan's fleet substantially." The **General Bradley** will join the ranks of Callan Marine's other dredges: the 32-inch **General MacArthur**, the 18-inch **General Pershing**, the 16-inch **General Patton**, and the 12-inch **General Eisenhower**. The 18-inch CSD **General Marshall**, 32-inch **General Arnold**, and trailing suction hopper dredge **Admiral Nimitz** remain on the construction timeline for Callan Marine as well. *(Source: MarineLink)*

OCEANSIDE HARBOR DREDGING BEGINS

The U.S. Army Corps of Engineers Los Angeles District began its annual dredging of the Oceanside Harbor inlet starting April 19. Manson Construction Company of Seattle is dredging the channel to its authorized federal depth of 20 feet. Dredging is expected to be completed prior to Memorial Day weekend. About 250,000 cubic yards of beach-quality sand will be removed from the harbor's entrance channel and placed along Oceanside's beaches. The project's local sponsor is the City of Oceanside. The annual dredging project is conducted to maintain the federal channel within the harbor at its authorized federal depth and to provide safe navigation for recreational, commercial and military vessels that use it. Oceanside Harbor is one of four annual dredging projects conducted by the LA District. The Corps dredges Oceanside Harbor to ensure that vessels can navigate safely in and out of Oceanside Harbor and Camp Pendleton. Throughout year, the harbor inlet accumulates sand during storms and south swells. The sand buildup creates a shallow depth in the inlet and can result in breaking waves that are potentially hazardous to navigation. Safety measures during the operation include a delineated pathway along the beach for moving equipment, posted signs, flagmen and a lead spotter vehicle for transiting heavy equipment. Environmental safety measures also are being implemented, including water quality monitoring and protections for western snowy plover and California grunion. The Corps and the City of Oceanside remind residents and visitors to use caution on the beach in and around the pipe and vehicles. *(Source: MarineLink)*

YARD NEWS

CARMET TUG COMPANY'S RIVER MERSEY SHIPYARD ACQUIRED BY NEW OWNERS

UK shipbuilder the Marine Specialised Technology Group (MST) has acquired Carmet Shipyard from local operator Carmet Tug Company at Bromborough on the banks of the River Mersey for an

undisclosed sum. MST will move its boat building, servicing, and maintenance operations to the new

site during the second quarter of 2022. MST secured the site during the second half of 2021 and has already embarked on a £1 million (US$1.28 million) refurbishment programme covering the entire 2.6-hectare site with total refurbishment of the existing 80-metre main and 50-metre secondary boat building halls, brand new offices, new car parking facilities, and the erection of additional composite and fabrication facilities. The new facilities boast 25-tonne overhead traveling gantry cranes, a 700-tonne slipway that launches directly into the river, and a 100-tonne amphibious boat travel hoist that provides additional boat launch and recovery facilities and access onto the hard standing areas. MST said it has a long-term plan for further investment. This plan will see the facilities expanded and enhanced even further to create a hub for small craft design, manufacture and service. The shipyard was originally founded in 1974 by McTay Marine and produced 119 vessels before going into liquidation in 2015 and subsequently being taken over by local tug operator Carmet Marine. *(Source: Baird)*

HULL OPTIMIZATION – ONE ANSWER FOR ELECTRIC PROPULSION ADOPTION ON EXISTING VESSELS

Disko Line A / S, Ilulissat, Greenland has ordered a ProZero 15m FR Workboat from Tuco Marine in Faaborg. The boat will be used by the shipping company to transport passengers in Greenlandic waters and is in close cooperation between the shipping company and the shipyard optimized for the required conditions. Disko Line A/S was established in 2004 and has since developed from a small shipping company with three ships, to now being Greenland's largest passenger shipping company with 12 ships with a capacity from 12 to 60 passengers. Today, Disko Line performs passenger transportation for the Government and tourist trips in the Disko Bay. Furthermore, Disko Line

charters ships for special operations. The new ProZero for Disko Line is based on Tuco Marine's ProZero workboat concept and is designed to provide the absolute best use of the latest technologies to support the company's current needs in Arctic operations. The boat is designed to carry 12 passengers in good comfort, in addition to a dedicated helmsman and a crew member. The hull is specially adapted to tackle two main challenges that are difficult to solve at once: on the one hand the low hull resistance to be efficient and minimize fuel consumption, and on the other comfortable sailing even in harsh conditions. The boat is equipped with dual Z-drives, and the deep V-hull improves the comfort even in bad weather. The design enables fast transport even in the most challenging weather conditions. The efficient design supports further extensive operations over a longer period. The boat is prepared for future hybrid operation, and the advanced equipment on board includes heated windows, satellite compass and specially designed tank systems. The ProZero vessel also comes with special seats, upgraded heating systems, and roof rails for attaching gear and equipment. The cabin is designed with special attention to ergonomics and working environment. The cabin is insulated to ensure high comfort and good communication in all operating conditions, and the interior has been developed with the aim of facilitating the workflow, not only during transport, but also during tourist sailing and chartered operations. The cockpit layout is arranged to maximize the use of advanced operation control and electronic aids for navigation. “We are extremely proud that Disko Line A / S has chosen us. We have worked hard on the project together with Disko Line, and the signed contract is really a recognition of the technology and the products we at Tuco have developed and refined for years. We hope that this new boat can help bring the ProZero vessels further into the Arctic and North Atlantic markets, and We look forward to a good collaboration with the customer, not only now, but also in the future.” says Jonas Pedersen, CEO of Tuco Marine. *(PR)*

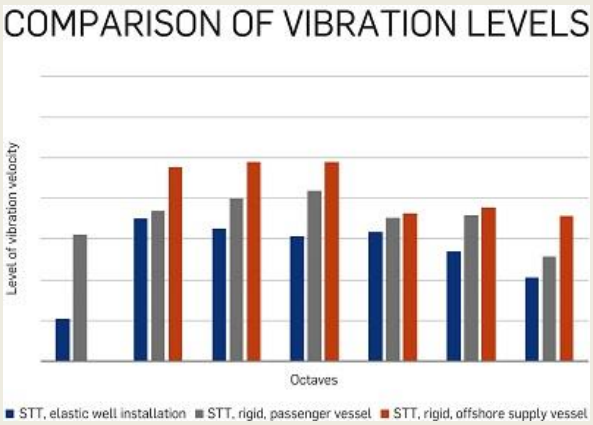
BALTIC WORKBOATS ANNOUNCE CONTRACT FOR THREE NEW PATROL BOATS

Baltic Workboats is proud to announce contract to build three patrol boats to Estonian Police and Border Guard. Patrol 19 WP SAR (PATROL 19 WP SAR – BWB) and two units of Patrol 14 SAR (PATROL 13 SAR – BWB) are sister ships of Baltic Workboats built vessels already in operation for numerous police and SAR units around Europe and have features specifically designed to carry out patrol, surveillance and SAR

duties. Vessels are scheduled for delivery in first half of 2023 and total contract value is over 5 000 000 EUR. Both vessels are powered by Volvo Penta engines. *(PR)*

LESS NOISE, MORE COMFORT: SCHOTTEL TRANSVERSETHRUSTER WITH ELASTIC WELL INSTALLATION

The proven SCHOTTEL TransverseThruster with elastically mounted well installation guarantees greater comfort and reduces sound emissions by up to 11 dB. Moreover, the sound-optimized STT helps to minimize underwater noise. The particularly low-vibration design of the STT is suitable for vessels of all types and sizes, especially for service operation vessels (SOVs) that need to excel in maximum comfort and high DP accuracy.



Flexible access for easy maintenance In addition to reduced sound generation from the propeller and its surrounding structure, the well installation brings another advantage: since the propulsion unit is not welded to the vessel structure, flexible access to the unit is possible. This facilitates maintenance work and eliminates the need for propulsion-related stays in dry dock. This allows to keep idle times as short as possible and guarantees high availability of the vessel. The elastic well installation is available for SCHOTTEL

TransverseThrusters with a power range of 125 to 6,500 kW. *Germany's most modern research vessel* The survey, wreck-search and research vessel Atair of the BSH – German authority for maritime tasks (Bundesamt für Seeschifffahrt und Hydrographie) – is equipped with SCHOTTEL propulsion solutions. In addition to a SCHOTTEL PumpJet, the propulsion system of the SILENT R-rated Atair includes a SCHOTTEL TransverseThruster type STT 170 (200 kW) in the stern and a SCHOTTEL TransverseThruster type STT 1 (330 kW) in the bow. *Elastic well installation for Atair* To reduce the noise generation of the STT 1 in the Atair to a minimum, the dynamic behaviour of the transverse thruster was comprehensively analyzed and designed to minimize structure-borne noise. Vibration and pressure pulses are further reduced due to a low propeller load and the sound-optimized design of the five propeller blades. *Propulsion by experts* SCHOTTEL has been manufacturing transverse thrusters since the mid-1960s. Decades of expertise in the field of propulsion combined with state-of-the-art technologies ensure that the propulsion systems optimally meet the customers' requirements. More than 100 engineers work hand in hand every day to create products and solutions that prove their reliability and performance in practice. The propulsion solutions are manufactured in German factories in accordance with the highest quality standards. *(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:

   - *KOTUG to acquire SEAWAYS to accelerate its growth in worldwide offshore floating energy facilities*
   - *Sanmar Shipyards delivers a fifth powerful new tugboat to SAAM Towage*
   - *Tier IV Tug Athena Delivered to Crowley*
   - *Conrad Shipyard awarded U.S. Army Corps of Engineers contract*
   - *RAstar 4200 ASD Tugs for SMIT Lamnalco*

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)

- *Offshore Support Tug with Fifi and AHT equipment*

3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *Blast - Odessa by Jasiu van Haarlem (New)*
   - *Mariupol Sea Commercial Port by Jasiu van Haarlem (New)*
   - *OCP - Odessa by Jasiu van Haarlem (New)*

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