



ugs owing & Offshore Newsletter



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

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TUGS & TOWING NEWS

MED MARINE DELIVERS ‘SVITZER PORT SAID 3’ TO SVITZER



On April 22nd, Med Marine delivered the first **MED-A2885** of the 2 newbuildings that Med Marine and leading towage provider Svitzer signed a contract over back in February 2022. Both vessels are Robert Allan Ltd-designed RAstar 2800 tugs with firefighting and escort notations. With the delivery of said vessels, Svitzer will increase its presence to a total of six vessels in

the Suez Strait region which consists of Port Said and Port Suez. Med Marine plans to deliver the second boat by the end of May 2022. Technical details: Length o.a.: 28,40 m; Beam, moulded: 13,00 m; Depth. least moulded: 5,40 m; Design draft: 4,10 m; Bollard pull: 75 Tons; Speed: 12 Knots (approx.). Commenting on the contract, Melis Üçüncü, Sales Manager of Med Marine, said: ‘We are delighted to deliver this vessel to Svitzer, a very valuable business partner of ours. It is a pleasure to build for Svitzer and we look forward to many more projects with them in the future.’ (PR)

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NAVAL AUXILIARY VESSEL – FNS CHAMPLAIN

Another little known fact about France is that she has, due to her Overseas Departments, Collectivities, and Regions, that are scattered in all the oceans of the Earth, the largest Exclusive Economic Zone (EEZ) in the world. The total area of the EEZ of France is 4,513,539 square miles (11,691,000 km²). It covers approximately 8% of the surface of all the EEZs of the world, while the French Republic is only 0.45% of the world's land surface. Her Mozambique Channel, Indian



Ocean, South Indian Ocean Sub-Antarctic, and Antarctic EEZs on their own are 1,023,948 square miles (2,652,013 km²) in extent. Such a vast maritime area, scattered over such a vast distance, is best patrolled by a vessel especially designed for such a mission, rather than for a standard warship to try and cover it. On 26th April at 08h00, the first of the French Navy (Marine Nationale) squadron that accompanied the Jeanne d'Arc 2022 Mission, arrived off Cape Town. The French Naval Ship **FNS CHAMPLAIN** (Pennant Number A623) entered Cape Town harbour and proceeded to berth against the Landing Wall in the Duncan Dock, where she was followed in by the other three vessels of the squadron. The pennant number of '**Champlain**' is that of an Auxiliary Vessel, rather than a pure warship, and she is considered by the French Navy to be an Oceanic Patrol Vessel, known as a Bâtiment Multi-Mission (B2M). She was the third vessel of a class of four patrol ships, known as the D'Entrecasteaux Class, all named after French explorers. She is named after Samuel Champlain (1567-1635), who was the founder of Quebec City, and the Governor of New France (Canada). Laid down in 2015, launched in August 2016 and commissioned in June 2017, 'Champlain' has her hull built in the Crist SA shipyard in Gdynia in Poland. The hull was towed back to France where she was completed by the Kership yard at Concarneau in Brittany. She is 65 metres in length and she has a displacement of 2,300 tons. She is powered by two Cummins QSK 50D(M) MCRC 16 cylinder 4 stroke main engines producing 3,650 bhp (2,722 kW), driving two controllable pitch propellers for a maximum service speed of 15 knots. For added manoeuvrability she has a bow thruster and twin rudders. Built to replace both the Patrol Ship '**Albatross**' (P681), and the Landing Supply Vessel '**La Grandiere**' (L9034), '**Champlain**' was built to merchant standards, and to a design of that of an offshore anchor handling and Supply Tug (AHST). Designed to operate on low intensity, high endurance missions, '**Champlain**' has an endurance of 5,000 nautical miles and 30 days. She operates with a crew of 20, and an embarked Marine detachment of 20. She is lightly armed with just two 12.7mm M2HB machine guns. As with the Floréal class of frigate, the D'Entrecasteaux patrol vessels were built to provide sovereignty and power projection in the French Overseas Departments. The role of 'Champlain' is extended to undertake policing, fisheries patrol, search and rescue, and logistics voyages to the scattered Îles Éparses (Scattered Islands) of the Mozambique Channel and Indian Ocean. The Îles Éparses include Europa Island, Bassas da India, Juan de Nova Island, Îles Glorieuses and Tromelin Island, where Meteorological Stations, and French Military detachments are located on the four named islands, as Bassas da India is merely a partially submerged reef. The military detachments are from the famous French Foreign Legion, and 'Champlain' makes four logistic

voyages a year to these isolated islands. Her SAR requirement means that she is equipped for towage, and she has a bollard pull of 37 tons. Her AHTS design means that she has a large aft open working deck, which has an area of 220 m², and she has a container carrying capacity of six TEU, all on reefer plugs. Her after deck can accommodate two 4x4 military vehicles, small raiding craft or a small landing craft. Her cargo carrying capacity is 220 tons of dry cargo, and 200 tons of liquid cargo. She has a small cargo hold with an area of 30 m². She provided relief to the Comores in May 2019, after the islands had been hit by Cyclone Kenneth. In April 2020, at the start of the Covid-19 pandemic,



she took 20,000 litres of liquid oxygen, and 1,000 litres of isopropyl medical alcohol to Mayotte, to enable the medical authorities on the island cope with the medical demands brought about by the pandemic. In August 2020 she brought an anti-pollution boom, pollution cleaning equipment, and a specialised pollution team to assist with the aftermath of the grounding of the bulk carrier 'Wakashio', which had run

straight into the coral reefs off Point D'Esny, in Mauritius. Her three sisterships are based at Papeete (Tahiti), Nouméa (New Caledonia), and Fort de France (Martinique), and home base for 'Champlain' is the French Naval base of Port des Galets on Réunion, where she has been based since she was commissioned in June 2017. She made her first visit to a South African port in May/June 2019 when she visited Durban. She made a subsequent visit to Durban in January 2022, and this is her first visit to Cape Town. Along with the other three ships of the Jeanne d'Arc squadron, 'Champlain' sailed from Cape Town on the morning of 1st May and, in company with 'Nivose', she sailed south when she departed from Cape Town, and is now heading back into the Indian Ocean, and to continue with her patrols of the French Department waters in that region. (Source: Africa Ports & Ships by Jay Gates; Photos: Dockrat)

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MISSION COMPLETE: MINIATURE TUG PULLS MSC'S MASSIVE SURGE SEALIFT SHIP TO FINAL DESTINATION

Look, deep in the water! There's something pulling one of Military Sealift Command's surge sealift

ships. What is it? It's a fishing boat...; it's a bass boat...; it's an inflatable boat...; No, it's a tug! **Signet Warhorse II** towed MSC's Large, Medium-Speed, Roll-on/Roll-off (LMSR) ship USNS Yano (T-AKR 297) from Newport News Marine Terminal in Newport News, Va., to the Maritime Administration Reserve Fleet in Beaumont, Texas, where the vessel will permanently join MARAD's Ready Reserve Force (RRF). Powered by two EMD 20-710G7B turbo diesels that



produce a total of 16,500 horsepower, **Signet Warhorse II** completed its 16-day tow, April 18, pulling 61,221 tons of deadweight at about six knots, said Sean Blanco, Military Sealift Command Atlantic's Marine Transportation Specialist. Despite its diminutive size, **Signet Warhorse II** is a powerful workhorse of the sea, capable of pulling ships much greater in size. For this tow, the tug pulled an MSC ship that was 55 times more than its weight of 1,075 tons. "Tugboats have to be stronger and more manoeuvrable in order for them to pull supersize ships like **Yano**," Blanco said. Signet specializes in rig moves, towing, ship assist and escort, vessel design, new vessel construction, repair and maintenance. Signet was one of the first to incorporate EPA Tier III engines into all of its vessel designs. Originally constructed in 1980 as container ship **Leise Maersk**, **Yano** was lengthened twice, in 1987 and 1990, and then was purchased by the United States Navy. After which, the vessel was converted to an LMSR ship. In 1997, **Yano** entered service under MSC. She was named after Medal of Honor recipient United States Army Sgt. 1st Class Rodney J. T. Yano. As part of its Strategic Sealift operations, MARAD manages and maintains a fleet of inactive, Government-owned vessels known as the National Defense Reserve Fleet (NDRF), which provides a reserve of approximately 100 vessels – mostly military-useful cargo and tanker ships -- ready to support national defence and emergencies. The NDRF also includes the military-focused RRF. MSC is the ocean transportation provider for the Department of Defence, operating a fleet of 110 non-combatant ships daily around the world. (PR)

US COAST GUARD SEEKS INFORMATION TO PURCHASE COMMERCIAL ICEBREAKER

The U.S. Coast Guard released a formal request for information seeking to identify U.S.-built commercial icebreakers that might be available for purchase. With promises of funding from the Biden Administration and the U.S. Congress, the Department of Homeland Security published on May 3, the request for information as the first step in the possible purchase of a vessel to bridge the gap until the newly built polar security cutters, which are behind schedule, are commissioned and available for service late this decade. "The USCG seeks to identify commercial vessels available for purchase that were constructed at a U.S. shipyard and are capable of operating in or around the Arctic," the RFI says. "The following information requests are intended to increase the Coast Guard's understanding of the available U.S. constructed commercial vessels that could be purchased to support operations in the Arctic." The U.S. Coast Guard currently only has two large icebreakers in service while it has placed an order to build two next-generation vessels. Currently, the only heavy icebreaker is the 46-year-old **Polar Star** which the Coast Guard has been undertaking life extension

programs to keep the vessel operational until the new ships come online. **Polar Star** recently was



placed in dry dock in Vallejo, California, to start work on the second phase of a five-year, \$75 million Service Life Extension Program. The Coast Guard plans to replace antiquated technology to extend the vessel's operational life. At the same time, USCG is now seeking to identify commercial vessels that are available for purchase in 2023 or 2024. To meet


the request the vessels must not only have been built in a U.S. shipyard but must have PC3 or higher classification and the capability of breaking at least three feet of ice ahead at a continuous speed of three knots. Further, it must have at least 15 years of original design service life remaining and be capable of operations for a minimum of 60 days without resupply. Other specifications include a maximum draft of 29 feet and a landing area of Coast Guard helicopters. Respondents are asked to provide full details on the vessel but not specifically proprietary information at this stage which is only for the Coast Guard's planning purposes. However, they are requesting details including the fair market value of the vessel and the estimated price for the purchase of the vessel, technical data, and data rights. Submissions are due by June 10 via email to the USCG. The Department of Homeland Security has said that it considered the icebreaker cutter program important and wants to ensure that there will be no significant gaps while the USCG works to commission the new vessels. DHS is estimating that it would require a year and a half to two years after the purchase of a vessel to have it operational. Recently, the USCG confirmed that the new polar security cutters are behind schedule saying that the ships required a complex design process that has been delayed in part during the pandemic. The original contract with Halter Marine called for construction to begin in 2021 with the delivery of the first icebreaker in 2024. At last report, the Coast Guard said it was still working with the U.S. Navy to finalize the design of the vessel. The first of the new ships is now not expected to be delivered until 2025. At the end of 2021, the Department of Defense and the Department of Homeland Security confirmed that they had also exercised the option for a second polar security cutter with delivery from Halter in 2026. The original program envisions the construction of three new cutters. (*Source: Marex*)

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EBDG PARTNERS WITH SILVERBACK MARINE ON TRUCKABLE TUG PROJECT



Seattle headquartered Elliott Bay Design Group (EBDG) has partnered with Tacoma, Wash., based aluminum workboat builder Silverback Marine to design a compact yet powerful tugboat that can be transported by truck over the road. The truckable tug has an overall length of 25 feet 10 ⁷/₈ inches, a beam of 14 feet 6 inches and a draft of 3 feet 4 inches. The vessel can be easily transported to job sites with enough power and maneuverability to perform push-assists. With 500 horsepower, the tug will produce a bollard pull over 12,500 pounds and has a still water range of 60 nautical miles pushing

approximately 10,000 pounds at 4.1 knots. The design is available with either electric, hybrid, or outboard propulsion options and can be further customized to fit a specific operation. EBDG says the tug can be used in a fleet as an alternative to a traditional, larger vessel and offers flexibility unavailable in standard designs. It can be operated with a one-person crew and is not required to comply with United States Coast Guard SubChapter M Regulations. Truckable tug can be operated in a fleet or as an alternative to a larger vessel. (Source: MarineLog)



KIRBY: TUGBOAT CREWING IMPACTED BY COVID, MARKETS IMPROVING

US coastal and inland marine transport markets have improved this year, but crewing was challenged by a resurgence of Covid-19 issues, said one of the largest operators in the sector. Kirby Corp encountered considerable crewing challenges during Q1 2022 as many of its seafarers became ill with the Omicron variant of the coronavirus. Since March, these challenges have eased and demand for coastal and inland marine transport has risen, increasing utilisation of tugboats and barges. “Kirby’s businesses continued to gain momentum with improved market conditions and increased demand,

delivering sequential and year-on-year revenue and earnings growth,” said Kirby president and chief



executive David Grzebinski. The New York-listed group reported net earnings of US\$17.4M in Q1 2022, compared with a net loss of US\$3.4M in the same period last year. Its consolidated revenues for Q1 2022 were US\$610.8M, versus US\$496.9M in the first three months of 2021. “Our outlook for 2022 remains favourable, and we expect

meaningful quarterly earnings progression for the remainder of the year,” said Mr Grzebinski. In coastal marine, Kirby saw modest improvements in demand for transporting refined products and crude oil, which raised barge utilisation and charter rates. “However, the impact of the Omicron variant on operations and reduced coal shipments in our offshore dry cargo business resulted in lower revenues and an operating loss for the quarter,” said Mr Grzebinski. “Inland marine was significantly challenged by the Omicron variant during the first two months of the quarter,” he continued. “Increased cases of the virus among Kirby’s mariners and quarantine protocols led to considerable crewing challenges, lost revenue and increased operating costs.” Kirby overcame these challenges and benefited from the improvement in market conditions and increasing refinery output in March. “These conditions contributed to Kirby’s barge utilisation increasing to over 90% since mid-March,” said Mr Grzebinski. “With this improvement and increased spot market and term contract rates, inland operating margins increased during March.” At the end of March, Kirby announced a new business to benefit from renewed investment in offshore renewables. Kirby Offshore Wind was awarded a contract to provide barge transport services for offshore wind towers and turbines by Maersk Supply Service for the Empire Wind project in New York. The 20-year framework agreement with Maersk, which will commence Q4 2025 or Q1 2026, “will provide significant revenue and earnings growth potential for our offshore business and greatly enhance our environmental, social and governance product and services offering in the future,” said Mr Grzebinski. *(Source: Riviera by Martyn Wingrove)*

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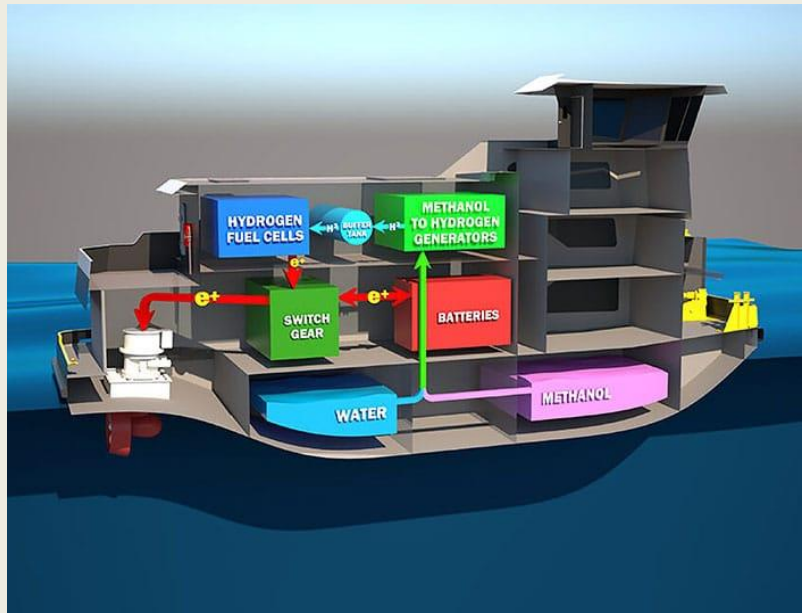
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METHANOL-TO-HYDROGEN GENERATOR GAINS LLOYD’S REGISTER AIP

The technology that’s key to the the Hydrogen One towboat project has received Approval in Principle from classification society Lloyd’s Register. That technology — e1 Marine’s methanol to

hydrogen generator — allows fuel cell-grade hydrogen to be safely and cost-effectively generated on board a vessel from methanol and water. The Lloyd's Register AIP provides independent verification that e1 Marine M-series methanol to hydrogen generator can support megawatt scale fuel cell power applications, meeting all applicable regulations, codes and standards. According to e1 Marine, the AIP will act as a spring board for enabling the demonstration of the generator across different maritime sectors from ports and towboats to offshore and deepsea vessels. "The maritime industry faces a



once in a generation challenge in managing the way it utilizes energy for propulsion as part of the global energy transition to net zero carbon," said Robert Schluter, managing director at e1 Marine. "Using e1 Marine's technology, with methanol providing a safe and effective carrying medium for hydrogen, enables the adoption of clean zero emission fuel cell power solutions. With the M-series methanol to hydrogen generator, we are making hydrogen a viable fuel option for the maritime industry for vastly different applications." E1 Marine is equally owned by technology company Element 1 Corp, Irish-based product and chemical tanker operator Ardmore Shipping Corporation and Metairie, La., based Maritime Partners, which, with a fleet of over 1,600 inland waterways vessels is the largest lessor of marine equipment in the United States. (Source: MarineLog)

VIKTOR CHERNOMYRDIN ICEBREAKER GOES ON ICE TRIALS



In accordance with the navigation schedule, the **Viktor Chernomyrdin** icebreaker completed escorts in the Gulf of Finland and arrived in Murmansk, from where it is heading to the Arctic for planned ice trials, says FSUE Rosmorport. Ice tests are planned to be carried out in the Kara Sea, in areas where the thickness of ice and its strength correspond to the test methodology. Icebreaker **Viktor**

Chernomyrdin is able to move continuously in a continuous ice field up to 2 m thick, as well as perform icebreaking operations with ice thickness up to 3 m. On board the icebreaker are members of the scientific expedition: representatives of the Arctic and Antarctic Research Institute, the Krylov State Scientific Center, as well as representatives of the FSUE "Rosmorport". The ice testing program is designed for 10-15 days, depending on the actual state of the ice fields and the remoteness of the testing areas. The diesel-electric icebreaker Viktor Chernomyrdin has a propeller power of 25 MW, has an ice class of Icebreaker8, and is capable of speeds up to 17.8 knots in clear water. Autonomy of

work is up to 60 days. This is a modern, high-tech and maneuverable vessel. Automation of the icebreaker's work is carried out using a computer control and monitoring system, its volume makes it possible to operate the mechanical installation without the constant presence of maintenance personnel in the engine rooms and in the central control room. The composition of the navigational equipment allows one person to control the vessel on the navigation bridge. The multifunctional icebreaker has two helipads. It is capable not only of carrying out icebreaking assistance, but also of participating in scientific expeditions and search and rescue operations, transporting containers and also performing the functions of a fire-fighting vessel. (*Source: PortNews*)

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NOORDPOOL RECEIVES NEW ENGINE

Last week the 1956 built Dutch registered tug **Noordpool** has received a new diesel. The 12 cylinder Deutz engine of 685 hp is replaced by 12 cylinder Caterpillar diesel engine of 1,280 hp and performed a 18 ton bollard pull. The tug was built by H.H.Bodewes – Millingen; Netherlands under yard number 519 for Nederlandsche Stoomsleepvaart v/h van P. Smit Jr NV – Rotterdam. In 1971 she was sold to Smit Spido – Rotterdam. In



1973 sold to Vigilanter Holding BV – Rotterdam. Three months later sold to Piet Smit Sleepdienst – Rotterdam. In 1975 brought in to Smit-Vos BV – Rotterdam. In 1984 brought in to Smit Internationale Havensleepdiensten BV – Rotterdam. In 1988 restyled to Smit Havensleepdiensten BV – Rotterdam. In 1991 sold to van Tiem's Bergingsbedrijf BV – Beneden Leeuwen and re-engined and renamed **Willem**. In 1997 sold to Bergings- Sleep &

Transportbedrijf Tiel BV - Geldermalsen and re renamed Noordpool. In 2014 sold to UAB Topada – Kleipeda and renamed in 2016 [LT-P-734](#). In 2019 sold to Clots – IJmuiden and again renamed to [Noordpool](#). She has a length of 22,94m a beam of 5,70m and a depth of 2,45m. *(Foto's: (Hans Windhorst)*

LAUNCHING FOR 5220kW ASD TUGBOAT

On May 6, 2022, the "[Zhitai Tow 2](#)", a 2x2,610kW ASD tugboat designed and built by our company Jiangsu Zhenjiang Shipyard for Jiangsu wisdom Co., Ltd was successfully launched. *(Source: Jiangsu Zhenjiang Shipyard)*



SAAM REACHES AGREEMENT TO ACQUIRE TUGS FROM STARNAV IN BRAZIL



The purchase, valued at US\$150 million, is a new step in the company's strategy to lead the process of expanding its operations and represents one of the most important transactions in its history. SAAM achieved a new milestone for its Towage Division today after signing an agreement with the Brazilian company Starnav to acquire 17 tugs currently operating in Brazil. The deal also involves the purchase of four additional

tugs presently under construction. "This agreement, one of the largest transactions in SAAM's history, enables us to continue growing in this market and broaden our service offering in order to reinforce our position as the towage industry's leading operator in the Americas and one of the largest in the world," explained SAAM CEO Macario Valdés. The transaction was valued at US\$150 million for the 17 active tugs, all state-of-the-art, flexible, high-capacity vessels. Another US\$48 million will be disbursed for four tugs under construction. Once regulators sign off on the deal, SAAM Towage Brazil will take over the debt for the operational tugs and those under construction, which will be deducted from the price paid to Starnav. Once the purchase has been completed,

SAAM Towage Brazil can upgrade part of its current fleet and will boast one of the most competitive, most modern fleets in that country. The announcement comes on the back of recent agreements to acquire the towage businesses operated by Ian Taylor in Peru and Standard Towing and Davies Tugboats in Canada, thereby strengthening the Towage Division's offering in Brazil and worldwide. SAAM Towage provides services at over 80 ports in the Americas, completing more than 110,000 maneuvers for 37,000 vessels each year. This deal is subject to approval from the appropriate regulators in Brazil and compliance of other conditions that are customary for this type of transaction. (PR)

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BRUJO WAS DELIVERED SUCCESSFULLY

MED-A2575 RAmports 2500W Tug Boat named **Brujo** whose registered owner is Petrolera Transoceanica S.A - PERU was delivered successfully. It measures 25,20m in length, 12m in width, 4,6m in depth and it is equipped with CAT 3516-C, 2100 kw @1600 engines and Kongsberg US 255S P30 FP, HD SLIPPING CLUTCH Propulsion Systems.

(Source: Eregly Shipyard)



SAAM EARNINGS UP 33% IN FIRST QUARTER AND COMPANY ANNOUNCES NEW INTERNATIONAL ACQUISITIONS

SAAM, a provider of port, towage and logistics services in 14 countries in the Americas, reported positive results for the first quarter of 2022. The company had net income of US\$23 million, up 33% with respect to the same period last year, while sales and EBITDA reached US\$202.2 million (+20%) and US\$71 million (+14%), respectively. "We performed well across all divisions, driven primarily by the Logistics and Port Terminals divisions. Although we have seen a certain trend of sluggish activity in some markets, along with cost pressures from fuel and overall inflation, our service mix and business diversification have enabled us to boost revenue and stay competitive and profitable, while offsetting the increased start-up costs from the new operations in the Towage Division," explained

SAAM CEO Macario Valdés. The executive particularly highlighted the agreement closed this week



to purchase the towage assets operated by Starnav in Brazil. Valued at US\$150 million, the deal will add 17 new units to SAAM Towage's fleet, plus an additional four tugs currently under construction will be purchased for US\$48 million. The transaction is in line with SAAM's strategy of leading the process to expand its operations in this industry, where it is the third largest operator worldwide. It comes on the back of another

agreement to acquire the towage business operated by Ian Taylor in Peru and the already completed purchase from Canadian companies Standard Towing and DaviesTugboats. Other milestones for the period include Humphreys and Feller Rate upgrading the company's bond rating to AA and shareholders approving a record dividend of US\$47.2 million. In terms of sustainability, the company published its Annual Integrated Report and signed an alliance between SAAM Towage Canada and Coast Tsimshian First Nations. (PR)

POLISH BUILDER LAUNCHES NEW WINDFARM SUPPORT WORKBOAT FOR FAIRPLAY TOWAGE

Safe Shipyard of Poland has launched a new workboat ordered by the Fairplay Towage Group. Fairplay said the Damen-designed **Fairplay-37** will be suitable for a range of offshore activities and will be IMO Tier III-certified. Completion is scheduled for the summer of 2022. Once in service, the workboat will support operations in the Baltic Sea. (Source: Baird)



ACCIDENTS – SALVAGE NEWS

NEW ORLEANS STEAMBOAT THE NATCHEZ ERUPTS IN FLAMES

The S.S. **Natchez**, the last authentic steam-driven riverboat on the Mississippi, erupted into flames Tuesday night, sustaining non-extensive damage, a spokesperson for the New Orleans company that manages the boat confirmed to Fox News Digital. "It was a small fire on the bottom deck towards the stern of the boat," the New Orleans Steamboat Company spokesperson said. "We know there was some fire damage to some wiring and that type of thing. It was put out, both the Coast Guard and the

Fire Department helped." The spokesperson said the boat "was in layup right now being renovated,"



receiving what the spokesperson called "a facelift." The company confirmed that no one sustained injuries in the blaze. "Tomorrow, we'll better assess what we'll have to do from here," the spokesperson said, noting that the fire "didn't do extensive damage." "The boat is the last authentic steam-driven riverboat on the Mississippi," the company

spokesperson added. "That makes it a very unique and important vessel." The company said work crews had been renovating the boat, built in 1975, for between 4 and 6 months. The New Orleans Fire Department responded to the fire around 8:05 p.m. Tuesday night, Fox 8 reported. Firefighters arrived to observe smoke pouring out of the steamboat. Boat workers on the scene told the department that crews were torching switchgear panels in the engine room around 5 p.m. Firefighters descended through the heavy smoke, braving extremely hazardous conditions to reach the seat of the fire. The department said fire crews contained the spread and damage of the fire to the engine room. Eight NOFD units carrying 24 personnel arrived at the scene to combat the fire. The department said it got the fire under control around 9:01 p.m. The Natchez, the ninth vessel to bear that name, docks at the Toulouse Street Wharf. Day trips include harbor and dinner cruises along the Mississippi River. The ship resembles the Virginia and Hudson steamboats in profile and layout. The Natchez's steam engines were built for U.S. Steel's sternwheeler Clairton in 1925, and the company calls the ship's genuine copper and steel steam whistle "a treasured antique." The ship's copper bell, smelted from 250 silver dollars to produce a pure tone, once graced another steamboat, the S.S. J.D. Ayers. *(Source: Fox News; Photo: Bruce Mikelis)*

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JAPAN FINDS WRECK OF MISSING TOURIST BOAT 'KAZU I'

Japan located on Friday the hull of a tour boat off its northern coast, media said, six days after the vessel disappeared in an accident that killed at least 14 people on a sightseeing trip. The hull of the "**Kazu I**" was identified in waters about 100 meters (328 ft) deep off the Shiretoko peninsula on the northern island of Hokkaido in footage from an underwater camera of Japan's Maritime Self-Defense Force, broadcaster NHK said. A coast guard official was not immediately able to confirm the reports

that the vessel had been found, [however, Ministry of Defense / Maritime Self-Defense Force confirmed this via Twitter, and shared a photo of the [Kazu I](#) hull.] The boat went missing on Saturday several hours after departing for a tour of the peninsula, famed for its rugged coastal scenery and wildlife. The 26 onboard included two children and two crew. Fourteen were found dead, the coast guard official said, with the rest unaccounted for.

(Source: *MarineLink*)

「いずしま」が撮影した「KAZU I」と表示された船体



IN THE WATERS OF THE KAMA, THE PUSHER TUG PARTIALLY SANK AFTER BEING DAMAGED



There were no casualties, the ship's course was not disturbed. Investigators of the Central Interregional Investigation Department for Transport of the Investigative Committee of the Russian Federation are checking the incident with a tugboat in the waters of the Kama River, and all the circumstances of the incident are being clarified. This was reported by the press service of the department. According to preliminary data, on May 1, 2022, at about 12:00 (local time), in the waters of the Kama River, the pusher tug [Nikolai Chuvash](#) was moving four empty barges from the Nizhne-Kama region of hydraulic structures and shipping. After locking, the tugboat with barges passed the approach channel and was swept away by the current outside the ship's passage. In the area of 1649.3 km of the left bank of the Kama River, the tug was damaged in the lower part of the

vessel, as a result of which the vessel's engine room was flooded. There are no oil spills and no casualties, the ship remains afloat. The movement of other vessels is not disturbed. (Source: *PortNews*)

BULK CARRIER RUNS AGROUND ON PARANA RIVER

Low water levels believed to be the cause of the incident. The Maltese-flagged bulk carrier [LA CHESNAIS](#) ran aground while transiting the Parana River in Argentina, in the morning hours of 21 June, in an incident believed to relate to the historic low water levels of the waterway. At the time of the incident, the French ship was loaded, bound for Chile. AIS data as of 23 June show the vessel is still grounded near Ramallo, with three vessels assisting in refloating operations. Low waters in Parana River are a regularly seen problem for ships, especially in the last year. This is why specific

warnings by the Argentine Coast Guard recommend Masters to discuss their navigational plan with the pilots before proceeding, as well as providing all necessary information related to ship's manoeuvrability, and always obtain information from the pilots on the relevant regulation within the area to be transited, while bearing in mind, at all times, the ship's squat effect in restricted waters. The Coast Guard has




also stressed the importance of complying with the daily maximum permissible sailing draft and the mandatory UKC of 0.6 meters that should be kept at all times. (Source: Safety4Sea)

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Bollard pull (tonnes)	70
Operations	2 or more
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A BARGE WAS DAMAGED AND PARTIALLY FLOODED ON THE YENISEI



According to preliminary data, there are no victims and injured, no environmental damage was allowed. The Krasnoyarsk Transport Prosecutor's Office organized an audit of compliance with the legislation on the safety of navigation on the fact of damage to a barge on the Yenisei River. This was reported by the press service of the West Siberian Transport Prosecutor's Office. Around 7 a.m. (local time) on May 4, 2022, when entering the Burmakinskie Kameny rift of the Yenisei River, the motor ship **Sergei Kachalov**, with loaded barges belonging to JSC Yenisei River Shipping

Company, allowed one of the barges to touch an underwater obstacle. As a result, the barge was

damaged with partial flooding, which was repaired by the operator. The composition is taken to a safe place, installed at anchor. According to preliminary data, there are no victims or injured, and no environmental damage was caused. (*Source: PortNews*)

REMEMBER TODAY

S.S. CYMRIC – 08TH MAY 1916

SS **Cymric** was a steamship of the White Star Line built by Harland and Wolff in Belfast and launched on 12 October 1897. *History – Construction* She had originally been designed as a combination passenger liner and livestock carrier, with accommodation for only First Class passengers. During the stages of her design layout, it



became clearer to the designers at Harland and Wolff that combining passengers and livestock had become rather unpopular, so the spaces designated for cattle were reconfigured into Third Class accommodations. **Cymric** retained her relatively small and lower-powered machinery, intended to drive the ship at the slower, more economical speeds of a cargo-liner. When her livestock spaces were removed in favour of more passenger accommodation, the high internal volume provided by the former cargo space and the relatively small machinery space (as opposed to the more speed-orientated passenger liners of the time, which dedicated a large proportion of their hull space to boilers and engines) produced a ship that was relatively slow for a passenger liner but with much more interior space and an uncommonly high degree of comfort. The less powerful machinery produced less noise and vibration for passengers and had much lower running costs at the **Cymric's** intended service speed of 15knts than White Star's flagship Atlantic liner, the 20-knot **Majestic**. Although **Cymric's** design came about somewhat by chance, she proved a popular and profitable ship and marked the beginning of White Star's shift towards an emphasis on luxurious, high-quality and comfortable accommodation over outright speed on its liners which would mark it out in contrast to its rivals during the early 20th century. Upon final completion, she was designed to carry 1,418 passengers; 258 in First Class and 1,160 in Third Class. Her First Class accommodations consisted of an array of three-berth cabins, both open and enclosed promenade decks, a smoke room and library, and a spacious and elegant dining room capped with a large dome. Her Third Class accommodations, as was the rule on all White Star ships, was strictly segregated at opposite ends of the ship, with quarters for single men forward, and single women, married couples and families with children aft. Forward, men were provided open-berth accommodation which was less crowded than seen on other vessels, while aft passengers were provided with a smoke room and general room. As was practiced aboard **Teutonic** and **Majestic**, and later **Oceanic**, a limited number of two-berth and four-berth cabins were strictly reserved for married couples and families with children, while single women were berthed in dormitory-style cabins for up to 20 people. *Service history* She departed Liverpool on her maiden voyage on 29 April 1898, arriving in New York City on 9 May 1898. She quickly proved to be very popular on the North Atlantic, particularly with immigrants. She spent the first five years of her career on the White Star Line's main passenger service route between Liverpool and New York, until 1903 when she was transferred to White Star's newly acquired Liverpool-Boston route, which she sailed on for nine years alongside her running mates **RMS Arabic** and **RMS Republic** before being

returned to the New York route in 1912. it was rumour titanic Chief officer Wilde was to be her captain. In all, her career with White Star spanned approximately 18 years, during which time she carried 155,522 passengers. That figure breaks down to 111,161 passengers westbound; with 31,387 on the New York service and 79,774 on the Boston service, and additional 44,361 passengers eastbound between the two service routes. *War service* During both the Boer War and the First World War she was pressed into service as a troop and cargo transport. In 1914, *Cymric* transported British soldiers to France. In August 1915, under the command of Captain Frank E. Beadnell, *Cymric* delivered 17,000 tons of ammunition from New York to Liverpool, one of the biggest shipment of such kind from the United States since the start of the war. She continued to shuttle between the Atlantic coast of the United States and Great Britain carrying cargo and passengers until her last voyage in April 1916. On 29 April 1916, *Cymric* finished her loading in New York and sailed for Liverpool with 112 people on board including five or six passengers with Captain Beadnell in



command. On 8 May 1916, she was torpedoed three times 140 miles west-north-west off Fastnet Rock, Ireland by Walther Schwieger's *U-20*, which had sunk *RMS Lusitania* a year earlier. Torpedo explosion in the port side of her engine room instantly killed four crew members. *Cymric* sank the next day. Altogether five lives were lost as one sailor fell into the sea

during evacuation and drowned. Since all who died were British citizens, there were no international repercussions. While the general location of her sinking is known, *Cymric's* wreck has not been located. Between 1914 and 1918 about 50 large oceangoing passenger steamships converted to war purposes as floating hospitals and troop transports were sunk in the Atlantic by the German navy. SS *Cymric* came to be the thirty-seventh in the list. (Source: Wikipedia)

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OFFSHORE NEWS

SABELLA REINSTALLS D10 TIDAL TURBINE FOR THIRD TEST CAMPAIGN OFFSHORE FRANCE

French company Sabella has reinstalled its 1MW tidal energy turbine off Ushant Island in France for

a new long-term test campaign. The campaign, which will supply Ushant island with green electricity, aims to prepare the PHARES project to supply the island with a range of renewable energies. Deployed in the Fromveur Passage, the cable connecting the 1MW tidal energy turbine to land-based infrastructure was also replaced with new equipment, according to Sabella. Sabella chartered the vessel **Normand Superior**, flying the Norwegian flag, to carry out the operation, which took place in the first



half of April 2022, in particularly demanding weather conditions. The successful reinstallation enabled the validation of a new connection system, completely redesigned in 2021. In addition, a new system for balancing electricity production on land will also be tested in full scale during this campaign, Sabella informed. The export of electricity to the island's power grid will take place gradually, in coordination with ENEDIS, while the standard production will start within a few weeks. Benoît Bazire, chairman of Sabella's board of directors, said: "This is the longest and most complex operation that Sabella has carried out to date, in particular due to the weather conditions. This is an important step for our company which will allow us to validate a number of technologies and continue to accumulate essential know-how for the future." Fanch Le Bris, CEO of Sabella, added: "It is in these difficult conditions that we learn the most, and I would like to thank the entire Sabella team and all of our subcontractors for their professionalism and efficiency, which enabled us to achieve all our objectives." The redeployment operation was made possible by Sabella's network of partners with a view to future developments, including Inyanga, the offshore operator, MacArtney in charge of submarine connectors, Entech for electrical conversion, and others. (Source: *Offshore Energy*)

BETTER FUEL CONSUMPTION AND LOWER EMISSIONS START WITH FUEL TRACKING



OSV owner Rawabi Vallianz Offshore Services is implementing an electronic fuel monitoring system fleetwide to establish best practices, improve vessel fuel consumption and reduce CO2 emissions. Fuel savings and emissions reductions are primary concerns for oil companies, charterers and OSV owners that are looking to cut costs and slash CO2

emissions from offshore oil and gas operations. One strategy for OSV owners has been to increase transparency and insight through the use of digitalisation, helping crew track and reduce fuel usage and emissions. One OSV owner leaning into digitalisation is Rawabi Vallianz Offshore Services (RVOS). Over the next 18 months, it plans to outfit its OSV fleet with FuelTrax Electronic Fuel Management Systems (EFMS) to ensure accurate fuel usage transparency and emissions tracking. The move by RVOS, a joint venture between Saudi Arabia's Rawabi Holding and Singapore's Vallianz Holdings, follows an initial trial of the EFMS system that was completed in Q4 2021. Installations have been completed on eight vessels in Indonesia, Singapore, Dubai, and Saudi Arabia, with another 14 underway. Systems are being fitted on platform supply vessels and anchor-handling tug supply vessels that will primarily be operating in the Arabian Gulf region. RVOS plans to refit its fleet of more than 50 OSVs with FuelTrax EFMSs. "These practices have been proven to reduce consumption by 5% to 20%" "By providing immediate transparency on consumption and engine configuration with high-accuracy, inefficient practices — such as running too many engines in standby mode, or at the dock — are immediately identified, allowing for corrective action," FuelTrax vice president of operations John Donovan tells OSJ. "Once best practices are established, alerts can be set for deviation from protocol. Additionally, FuelTrax has a proprietary optimisation protocol that provides recommendations on throttle settings during transit." Adds Mr Donovan: "Combined, these practices have been proven to reduce consumption by 5% to 20%, depending on the region and vessel activities." FuelTrax EFMS is a fuel management solution that measures direct fuel consumption and transfers on board, enabling vessel operators to reduce operational and fuel costs. It takes direct measurements using Coriolis smart meters to measure mass-flow rather than volume. The system consistently measures fuel quality and transmits that data to the FuelTrax operations centre for real-time monitoring. "There is no doubt that digitalisation in the upstream/offshore arena is here to stay," says Rawabi Holding vice president, oilfield services division, Ahmed Al-Qadeeb. "The impressive quality and stability of the FuelTrax EFMS, and first-rate response from their support team in Houston, made it clear that this was the solution that would meet the high standards of sustained performance set for the RVOS fleet," says Mr Al-Qadeeb. "RVOS is leading the way with their very proactive approach in recognising and acting on the increasing demand for compliance, efficiency, and accuracy in vessel fuel transparency," adds Mr Donovan. "They are first movers in the Arabian Gulf region, setting a standard for fleetwide digitalisation that others will soon follow." (Source: *Riviera by John Snyder*)

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PGS' RAMFORM ATLAS GETTING READY FOR 'LARGE' MULTI-CLIENT SURVEY OFF NORWAY

PGS has secured solid industry pre-funding for a large MultiClient survey on the Northwest shelf of the Norwegian Sea. The **Ramform Atlas** is currently mobilizing for the survey, with the acquisition

scheduled to start around 10 May. “This is the first large-scale MultiClient survey we are acquiring offshore Norway since 2020, as we experience increasing demand for high-fidelity MultiClient data from renewed exploration interest among our clients,” said president & CEO of PGS, Rune Olav Pedersen. “The **Ramform Atlas** will acquire approximately 6,000 square kilometers of new GeoStreamer data in a second azimuth to existing



GeoStreamer MultiClient data in the region yielding a Dual Azimuth product.” At the beginning of the month, PGS also won a Wide Azimuth 3D acquisition contract offshore Cyprus. Mobilization is scheduled to start in mid-June and acquisition is expected to complete in mid-August. The Norwegian seismic company recently leveraged its multi-year frame agreement with compatriot oil and gas giant Equinor to secure contracts for the 2022 summer season. The acquisition campaign is scheduled to start in the second quarter of the year with an estimated duration of close to 5.5 vessel months. *(Source: Offshore Energy)*

SUBSEA 7 SCORES EPIC CONTRACT IN WEST AFRICA




Subsea 7 has won a “substantial” contract for the engineering, procurement, installation, and commissioning (EPIC) of flowlines and umbilicals offshore West Africa. According to the company, project management and engineering have commenced, while

offshore operations are scheduled to take place from the first half of 2024. No further details have been disclosed due to contractual obligations, Subsea 7 said. Subsea 7 defines a substantial contract as being between \$150 to \$300 million. Subsea 7 began 2022 strong with multiple contract awards. The company is in charge of providing subsea installation services for Beacon Offshore Energy’s Shenandoah development in the Gulf of Mexico under a contract secured in January. Shortly after, the company secured a £471,760 grant with technology partner FLASC from the UK BEIS to further develop an innovative offshore energy storage system. The offshore contractor then won a contract from Equinor for the front-end engineering and design (FEED) study for the marine installations associated with the Krafla development project in Norway. Most recently, Subsea 7 announced it had won an EPCI contract with an undisclosed client for offshore facilities, subsea pipelines, and


associated infrastructure. (*Source: Offshore Energy*)

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WORK BOAT WORLD OFFSHORE VESSEL ORDERS AND DELIVERIES ROUNDUP – MAY 4, 2022

A new crewboat has been delivered to a Thai-based operator while orders have been placed for a variety of vessels under the offshore renewables maintenance sector. *MEO Group's Thai joint venture adds new crewboat to fleet* Uniwise Offshore, a Thai-based joint venture company under the Singapore-based the MEO Group, recently took delivery of a new crewboat built by a



Singaporean shipyard. *Uniexpress 27* has a length of 42 metres and is capable of transporting 80 personnel at a maximum speed of 29 knots. The 42m crew boat will set sail this weekend from Singapore to join the rest of the 30 vessels working in Thailand. *Norway's Norwind Offshore orders CSOV pair from local builder* Fincantieri, through its Norwegian subsidiary Vard, has been awarded a contract by Norwegian company Norwind Offshore for the design and construction of two additional commissioning service operation vessels (CSOV). The parties have also agreed on new



options for two additional vessels. The recent order follows the one placed in October 2021 by Norwind for the construction of two CSOVs. The design is based on a highly versatile platform for sustainable offshore windfarm support operations, focusing on onboard logistics, security, comfort, and superior operability.

The 85-metre ships will each have accommodations for 87 personnel as well as a height-adjustable motion-compensated gangway with elevator system and a height-adjustable boat landing system. The vessels will be prepared for installation of battery solutions. The first ship will be built in Braila, Romania, and equipped and delivered in Brattvaag, Norway, in the first quarter of 2024. The second vessel will be built in Vung Tau, Vietnam, with delivery scheduled for Q2 2025. [Denmark's World Marine Offshore taps Norwegian yard for new crewboats](#) Danish operator World Marine Offshore has selected Norwegian shipyard Umoe Mandal to build two new windfarm catamaran crewboats. The crewboats will be capable of transporting personnel at service speeds of between 40 and 45 knots in wave heights of up to 2.5 metres. The vessels will be delivered in 2023. They will operate in support of Ørsted-operated wind farms on the UK's east coast. [Reach Subsea's future USVs to operate as floating power banks and data centres](#) Norway's Reach Subsea has entered into an agreement with Kongsberg Maritime for the construction of the first two in a series of unmanned surface vehicles (USVs) that will serve as mobile power banks, data centres, and communication modules for the company's underwater remotely operated vehicles (ROVs). Both the USVs and the ROVs will be operated from an on-shore control centre. The USVs will form part of the Reach Remote project, which is developed by Reach Subsea jointly with Kongsberg Maritime and Massterly. Reach Subsea expects delivery of the two first USVs in the middle of 2023. (Source: Baird)



CONTRACT EXTENDED FOR DOF'S HIGH-END SUBSEA VESSEL UNTIL 2024



DOF Subsea has secured a contract extension for the 160-meter long high-end subsea vessel [Skandi Africa](#). The new commitment will commence in direct continuation with the current commitment and will run until February 2024. DOF Group CEO, Mons S. Aase, said: "[Skandi Africa](#) is the most sophisticated vessel in our fleet and we are looking forward to

continuing the journey, delivering successful installation campaigns." According to the company, [Skandi Africa](#) is designed for harsh environments and deepwater subsea construction and flexlay

operations. It is capable of performing subsea construction and equipment installation, IRM and ROV services in up to 4,000 meters of depth. Built in 2015 by Vard Soeviknes in Norway, the high-end subsea vessel comes equipped with a 900-ton active-heave compensated crane and a 650-ton Tilttable Lay System which can operate in water depths up to 3,000 meters. To remind, **Skandi Africa** started a five-year time charter contract with Technip back in 2015. In November 2020, DOF reported that it had secured a two-year contract extension for the vessel. DOF Subsea secured contract extensions with compatriot Equinor and UK's Shell for three of its vessels in mid-March. Equinor Energy exercised options to extend the firm periods of the contracts for platform supply vessel (PSV) **Skandi Mongstad** for three years and anchor handling tug and supply (AHTS) vessel **Skandi Vega** for two years. Shortly after, the Norway-based subsea and marine services provider won multiple new contracts for renewables and oil & gas projects in the North Sea, totaling more than 185 vessel days.

(Source: Offshore Energy)

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View the youtube film of the Alphabridge for tugboats on
<http://www.youtube.com/watch?v=hQi6hFDcHW4&feature=plcp>

MAERSK POSTPONES SALE OF SUPPLY SERVICE

Maersk has postponed plans to sell Maersk Supply Service. The company, which remains as the last remnant of Maersk's now completed commitment to oil and offshore, has been unsaleable for many years and must now instead be developed into a good business. "We tried to sell Maersk Supply Service, and we could not do that primarily for the reason that the whole industry has really had a very difficult time, and that half of the ships in that industry have been laid up. We cannot



have a company that is constantly for sale, and therefore we decided instead to develop the company," said Maersk CEO Søren Skou at a press conference after the publication of the quarterly accounts on Wednesday, writes ShippingWatch. He added that the Maersk Supply Service will be sold off at a later date because it does not fit into Maersk today. "We focus on developing it and making it a good business. When it is, it will look at how we can separate it." Maersk Supply Service saw an increase in revenue of 54 per cent. to 83 million.USD in the first quarter of this year, but still came out with an

operating loss before depreciation and amortization of 4 mill. dollars. However, it was an improvement of DKK 5 million. dollars compared to the same period last year, it appears from the quarterly accounts. Maersk Supply Service has ordered an installation vessel for wind turbines for delivery in 2025, which is expected to be 30 per cent. more efficient than traditional jack-up vessels used in installation. And the new vessel has secured work in advance with the installation of two American offshore wind farms, Maersk states. *(Source: Maersk & ShippingWatch)*

CONVERTED AND RENAMED EMERGENCY TOWING VESSEL ABEILLE NORMANDIE



German Naval Yards has converted and will delivery later in May the high-performance tug [Abeille Normandie](#) to the French shipping company Les Abeilles. The vessel arrived at the shipyard for conversion in September 2021. The 91 x 22-m vessel has a 282 ton towing capacity and 20,800 kW (28,300 hp) of power, and will be available to the French Navy as a multifunctional emergency tug.

Designed to be multifunction, the ship has the ability to accommodate 300 shipwrecked persons, as well as a modern fire extinguishing system for high seas fires. Sister ship [Abeille Méditerranée](#) is currently undergoing final outfitting and will be delivered on schedule at the end of May. The ship will then be stationed off the French Mediterranean coast and replace the tug [Abeille Flandre](#).

(Source: MarineLink)

SEAMAR GROUP AWARDED LONG TERM CONTRACT FOR THE DEEP HELDER

The SeaMar Group (SeaMar) has entered into a continuous contract with an existing Client for the charter of the [Deep Helder](#). The sizeable contract has a duration of two years firm with two one-year options. This extensive award is a testament to the combined capabilities of the companies. Credits go out to the [Deep Helder](#) teams and our Client for the excellent joint efforts in the past years which led to this renewed partnership. SeaMar has a solid track record in delivering support vessels for deployment in the offshore energy industry. The [Deep Helder](#) is a DP2



The [Deep Helder](#) is a DP2

multipurpose vessel designed to help build a sustainable future. The vessel holds a Green Passport and has a Clean Design which contribute towards improvement of environmental conditions. Her low fuel consumption and smart construction help to reduce emissions. This fits in perfect with the vessel's activities which include projects for the renewable energy market. The new contract will commence on the 1st January 2023. It is the third consecutive contract between the companies. The **Deep Helder** will be used for deployment of inspection, survey and construction equipment on various projects across Europe and the Americas. "This is a substantial award by our long-term Client for which we are grateful and proud. The repeat commitment is inspiring for the whole team and a true recognition of our abilities" says Rory Balkema, Vessel Manager of SeaMar. "We look forward to continue the working relationship and support our Client's activities. We are dedicated to help maximize their growth and competitiveness in the global offshore energy market". (PR)

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US COAST GUARD CUTTER CUTTYHUNK DECOMMISSIONED



The U.S. Coast Guard Cutter **Cuttyhunk** (WPB 1322) was decommissioned Thursday during a ceremony held at Air Station Port Angeles that was presided over by Capt. Mark McDonnell, 13th Coast Guard District Chief of Response. **Cuttyhunk** was one of the Coast Guard's 37 remaining 110-foot Island-class patrol boats. The fleet of Island-class cutters is being replaced by 154-foot Sentinel-class cutters built by Louisiana-based Bollinger Shipyards. Built by Bollinger

Shipyards in Lockport, La. and commissioned in 1988, the **Cuttyhunk** was the 22nd of 49 110-foot patrol boats built in support of the Coast Guard's maritime homeland security, migrant and drug interdiction, fisheries enforcement, and search and rescue missions. **Cuttyhunk** was named after Cuttyhunk Island, the site of the first English settlement in New England, located off the southern coast of Massachusetts. Over the past 34 years of service, **Cuttyhunk's** crew conducted a wide range of operations. The cutter's crews completed over 1,000 operations ranging from law enforcement boardings to search and rescue responses throughout the Pacific Northwest. **Cuttyhunk** assisted U.S. Naval Base Kitsap Bangor in several submarine escorts before Coast Guard Maritime Force Protection

Unit Bangor was established to ensure the safe transport of Ship Submersible Ballistic Submarines. Nicknamed "The Pest of the West", **Cuttyhunk** assisted in one of the largest maritime drug seizures in the Pacific Northwest, near Cape Flattery, Wash., in December of 1997. More than 3,500 pounds of marijuana, estimated at a street value of \$15 million, was recovered from the OK Jedi, a 60-foot sailboat with three people onboard. "It has been an honor and privilege to serve alongside the final crew of Coast Guard Cutter **Cuttyhunk**," said Chief Warrant Officer Daniel Garver, Commanding Officer. "During my time on board, there have been many engineering challenges on our aging 110-foot ship, and I have witnessed the resiliency of our crew as they spent time away from families in selfless service to our country. I am grateful for the crew's dedication which echoes the hard work put forth by our predecessors during the cutter's 34 years of service." **Cuttyhunk's** crew is scheduled to transit to Ketchikan, Alaska. There, the crew will spend several weeks preparing to bring Coast Guard Cutter **Anacapa** (WPB 1335) south to Port Angeles. **Anacapa** is also a 110-foot Island-class patrol boat, and was previously stationed in Petersburg, Alaska. She will be shifting homeports to Port Angeles to serve the Pacific Northwest. The **Anacapa** will be arriving after completing an overhaul in Ketchikan. (Source: *MarineLink*)

MUESEUM NEWS

NIEUWE TENTOONSTELLING "ANDERHALVE EEUW WATERWEG" GEOPEND

Op zaterdag 7 mei heeft de opening van de nieuwe Tentoonstelling "Anderhalve eeuw Waterweg" plaatsgevonden in het Nationaal Sleepvaart Museum te Maassluis. De Voorzitter memoreerde dat het weer fijn is om na de lange lockdown wegens de corona epidemie de tentoonstelling over de sleepboten tijdens de Tweede Wereldoorlog achter ons te laten en nu met deze nieuwe tentoonstelling weer een mooie interessante tentoonstelling aan te kunnen bieden. Doordat er veel over de Nieuwe Waterweg is te vertellen en er in die anderhalve eeuw



heel wat is gebeurd heeft de Hr. Nico Ouwehand er een imposant boek over geschreven waarbij hij uitleg gaf dat het boek vanuit het perspectief van de sleepvaart en berging is opgezet. Hierna werd het woord gegeven aan de Hr. Henk van der Lugt, voorzitter Historisch Genootschap Hoek van Holland die uit leg gaf over de doorgraving van de Hoek van Holland. Na deze uit leg werd het eerste boek van 'Anderhalve eeuw Waterweg' door de Hr. Nico Ouwehand aangeboden aan de burgemeester van Maassluis de Hr. Edo Haan. Met het 8 glazen

slaan van de scheepsbel van de Zwarte Zee werd de nieuwe tentoonstelling officieel geopend. Het

boek is in het Nationaal Sleepvaart Museum te koop voor slechts Euro 22,50 (*Photo's: Job van Eijk*)

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WINDFARM NEWS - RENEWABLES

ORION JOINS DEME FLEET

Belgium-headquartered DEME has revealed that the “revolutionary” offshore installation vessel Orion officially joined its fleet. The vessel arrived last month at DEME offshore base near Vlissingen in the Netherlands after sailing out of Bremerhaven, Germany. **Orion** is equipped with Liebherr’s Heavy Lift Crane 295000 which has a maximum capacity of 5,000 tonnes and a maximum lifting height of 175



metres. With a total installed power of 44,180 kW, the 216.5-metre long vessel has a large unobstructed deck and a deadweight that has been maximised so it can handle the heaviest components, DEME pointed out. “This vessel heralds a new era in the offshore energy industry – one which will be dominated by multi megawatt turbines, jackets and components. The combination of unique technology, load capacity and superior lifting heights will enable ‘Orion’ to play an important role in helping the industry successfully navigate the energy transition,” said Luc Vandenbulcke, CEO of the DEME Group. **Orion** is also equipped with an integrated Motion Compensated Pile Gripper (MCPG), which has been designed by DEME’s and Huisman’s engineers. Coupled with the vessel’s DP3 capability, the MCPG allows the monopiles to remain vertical and stable during installation in the seabed, despite waves and motions of the vessel, and without the use of mooring anchors. “Combining these engineering technologies and ability to transport the new giant turbines, jackets and components in a single shipment, ‘Orion’ will speed up installation times dramatically, making the vessel an extremely cost-effective solution for wind farm developers,” the company commented. The installation vessel also features dual-fuel engines allowing it to run on LNG or alternative clean fuels, a Green Passport, and Clean Design notation. Another environmental innovation on the **Orion** is a waste heat recovery system that converts heat from the exhaust gases to electrical energy. The evaporation of LNG also cools the accommodation with a cold recovery

system. At the beginning of last year, Parkwind awarded DEME Offshore with an EPCI contract for the foundations at the Arcadis Ost 1 offshore wind farm in the German Baltic Sea, with DEME saying the company would deploy **Orion** for the task. This will be followed by a decommissioning project in the UK. The vessel will also be deployed for the installation of 176 foundations at the 2.6 GW Coastal Virginia offshore wind farm in the United States. *(Source: Offshore Wind)*

G-TEC WRAPS UP CALVADOS UXO ID AND CLEARANCE CAMPAIGN



G-tec has completed the UXO detection and clearance campaign at the Calvados offshore wind farm in France, covering an area of more than 2,200 kilometers. After cross-evaluation of the multi-sensor datasets, combined with historical and site data, the number of anomalies was reduced to few UXO-like targets during a collaborative iterative process by a joint team of experts from the client, G-tec and its Explosive

Ordnance Disposal (EOD) partner Geomines. The UXO-like targets were then visually inspected by an ROV spread and identified by the EOD experts aboard. The campaign resulted in the identification of three actual UXOs, which were reported to the French authorities for safe disposal. Calvados is being developed by Éolien Maritime France (EMF) and wpd. EMF is a joint venture between EDF Renewables, Enbridge, and CPP Investments. MMT SWEDEN AB was appointed in August 2021 to carry out the UXO survey along the project's export cable route. First, a geophysical survey was conducted from the survey vessel **Geofocus**, and this included seabed mapping using a Multibeam Echosounder and Side Scan Sonar, as well as UXO detection using the MagWing 6.8 gradiometer frame. The 448 MW wind farm will feature 64 Siemens Gamesa 7 MW turbines located more than 10 kilometers from the Bessin coastline and cover a total surface area of approximately 45km². Construction started in February last year, while commissioning is expected in 2024. *(Source: Offshore Energy)*

CADELER IN ADVANCED TALKS TO ORDER HYBRID FOUNDATION INSTALLATION VESSEL

Denmark-based Cadeler has revealed that the company is in advanced talks with COSCO Shipyard regarding a possible order to build a new "hybrid" offshore wind farm foundation installation vessel. The potential foundation installation vessel could be delivered in the fourth quarter of 2025, with an expected cost currently estimated to be in the range of USD 343 million to USD 347 million. To partly finance the construction of the vessel, the company completed a private placement with gross proceeds of EUR 86 million (USD 91 million) in new ordinary shares. The company has two O-class installation vessels, Wind Osprey and Wind Orca, and two X-class wind turbine installation vessels that are currently under construction at COSCO Shipyard. According to Cadeler, the new F-class

will be built on similar specifications to the two X-class wind installation vessels. However, the company said the F-class will feature a unique hybrid design, allowing the vessel to convert from being a foundation installation unit to a wind turbine generator installation vessel within a short period of time. The F-class newbuild will be able to transport up to six XL monopiles each weighing



between 2,300 and 2,600 mt per round-trip and its main crane will also be larger than the 2,600-tonne cranes on X-class units. “The new F-class hybrid vessel provides us with a unique competitive advantage. The vessel will increase operational efficiency significantly, and we will be able to serve our customers with foundation installation services,” said Mikkel Gleerup, CEO of Cadeler. The company said it is also in discussion for the vessel’s maiden contract concerning an XL monopile foundation installation in the North Sea, set to commence in the first quarter of 2026. The order would be Cadeler’s first purpose-built foundation installation newbuild and would most likely include an option for a second vessel. “Working closely with our partners in the industry, we see excellent deployment prospects for an F-class newbuild due to strong demand for foundation installation in the rapidly evolving offshore market,” Gleerup added. “Cadeler has a strong track record having installed more than 500 foundations since 2013 and investing in a foundation installation vessel is a logical step for our business development.” (Source: Offshore Wind)

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ZHONGGUO SANXIA 101 – CHINESE EXPLORATION JACKUP TO SUPPORT WIND PROJECTS

China State Shipbuilding Corporation (CSSC), through subsidiary Wuhan Ship Machinery Haixi Heavy Machinery, China, has delivered a new self-propelled, jackup drilling and exploration platform that will support the development of offshore wind projects in China, particularly in deeper waters. The CCS-classed, all-steel **Zhongguo Sanxia 101** (“China Three Gorges 101”) measures 48 by 30 metres and can accommodate 40 personnel. It can sail at five knots and can perform drilling operations at depths of up to 58 metres and even under Beaufort force eight wind conditions, thanks to an advanced dynamic positioning system. The drilling is done as part of geological surveys to help determine ideal locations for putting up new offshore wind farms in the waters off China. Designed with a service life of 25 years, **Zhongguo Sanxia 101** can drill at depths of

as much as 58 metres. The drilling equipment consists of two fixed drilling positions and one



movable drilling position in a triangular arrangement with digital assistance for the drilling controls to improve accuracy and efficiency. The arrangement of the drilling positions also enables the platform to conduct soil layer analysis and exploratory drilling at the same time. The drilling equipment will also be used for sampling, dynamic penetration, and standard penetration. A moonpool is also installed. The main platform assembly is elevated

and lowered through the use of an electric rack and pinion system with a lifting speed of 36 metres per hour. There is also no need to adjust ballast water during the processes of platform navigation and pile preloading, thus ensuring greater energy savings as well as reduced environmental impact whenever the vessel is in operation. **Zhongguo Sanxia 101** also features an advanced geotechnical laboratory, which will enable embarked scientists to carry out physical and mechanical geotechnical tests. This allows such tests to be performed at drilling sites, as transporting collected soil samples back to shore for analysis carries the risk of the samples being disturbed, which could adversely affect the accuracy of the tests that will be subsequently conducted. This attribute also means reduced fuel consumption over time, since the jackup itself or any other supporting vessels need no longer be employed simply to transport collected samples to shore. **Zhongguo Sanxia 101** is owned and operated by the Shanghai Survey and Design Institute. *(Source: Baird)*

BRAVE TERN COMPLETES UPGRADES IN INDONESIA

Fred. Olsen Windcarrier's wind turbine installation vessel, **Brave Tern**, has completed a ten-year class renewal and received a series of upgrades at the PaxOcean Batam shipyard in Indonesia. The renewal and upgrades are said to equip Brave Tern with cutting-edge technologies that enhance its service capability, reliability, and operational efficiency.



“Fred. Olsen Windcarrier proactively invests in its vessels so that we can service our customers’ needs today and tomorrow,” said Torstein Aannestad, Project Manager for the Brave Tern yard stay. The first notable upgrade is to the vessel’s spud cans, which have been reinforced to manage a preload weight of 9000t on the spud can tips, the company said. The upgrade is expected to enable Brave Tern to operate in a more diverse set of seabed conditions. The vessel’s ballast system has also been upgraded with a new ballast water treatment system. This is said to enable the vessel to manage and discharge ballast water more safely to eliminate cross-contamination of aquatic

organisms. The upgrade puts **Brave Tern** in compliance with the International Maritime Organizations' guidelines for the International Convention for the Control and Management of Ship's Ballast Water and Sediments. **Brave Tern** has also received a replacement for one of three bow thrusters. This is part of a proactive maintenance program that mitigates risk of wear and helps preserve the vessel's manoeuvrability, Fred. Olsen Windcarrier said. The upgrades will be put to the test during the next scheduled installation project, set to begin in May 2022. *(Source: Offshore Wind)*

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SHEERLEG MATADOR LIFTING MONOPILES AT THE MAASVLAKTE



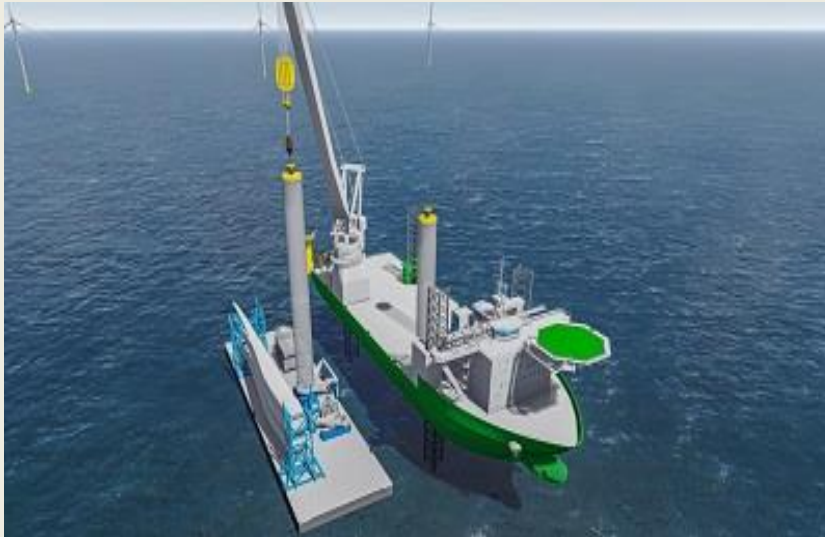
onshore wind turbines generate together annually 416 GWh of green electricity. With this flow, the entire ministry of Infrastructure and Water Management as early as 2023 energy neutral. The Netherlands aims for a sustainable energy supply in 2050. Maasvlakte 2 wind farm makes a major contribution to the ambitions to generate more sustainable energy in the province of South Holland, the municipality of Rotterdam and the Rotterdam port area. Eneco is developing Maasvlakte 2 Wind Farm in close collaboration with the Municipality of Rotterdam, the Province of South Holland, the Port of Rotterdam Authority, the Central Government Real Estate

Sheerleg **Matador 3** in here element lifting and Transportation of the Maasvlakte Monopile at the SIF Foundations Factory. On the outer edge of Maasvlakte 2, Eneco is building a wind farm with over 100 megawatts of power on behalf of Rijkswaterstaat. The 22 innovative



Agency and the Ministry of Economic Affairs and Climate. Rijkswaterstaat is the owner of the seawall on Maasvlakte 2 and will take all the electricity off for the next 25 years. *(Source & Photo: Gerard Majintz)*

DEME PARTNERS WITH BARGE MASTER ON NEW JONES ACT FEEDER BARGE SOLUTION FOR OFFSHORE WIND



DEME Offshore US, part of Belgium-based DEME Group, has announced a long-term partnership with Dutch company Barge Master to develop the motion compensation technology for its Jones Act-compliant barge feeder concept for the U.S. offshore wind market. In 2021, DEME Offshore US secured a transport and installation contract for the 62 GE Haliade offshore wind

turbines for the Vineyard Wind 1 project, the first commercial-scale offshore wind farm in the United States to be located off the coast of Massachusetts. To ensure regulatory compliance with the Jones Act, DEME partnered with Foss Maritime to develop the domestic feeder barge concept that will be used to supply a foreign-flagged Wind Turbine Installation vessel (WTIV), which will remain at sea to perform installation work. DEME has now announced a five-year agreement with Barge Master for four motion compensation platforms which will be installed on the US-flagged Foss Maritime barges. The solution will enable the wind turbine components to be transported from U.S. ports to DEME's specialized offshore wind turbine installation vessels. When arriving alongside the WTIV, the Barge Master motion compensation technology will ensure safe lifting operations and increase workability. The barges will also be towed and pushed by US-flagged tugs. "This fully Jones Act compliant solution, based on using US-flagged and US-owned tugs and barges, again demonstrates our commitment to build and support the US offshore wind industry and to create jobs for (unionised) American mariners," said President of DEME Offshore US, Sidney Florey. "Uniquely, this technology turns existing barges into a high-tech, smart feeder concept, resulting in a competitive advantage for DEME Offshore and its partners. This solution also leads to sharp pricing and guaranteed availability for the offshore wind developers, our clients." DEME Offshore US has also developed special seafastening releasing technology and new lifting tools, in close collaboration with GE and Barge Master. DEME Offshore US, Foss Maritime and Barge Master are set to launch the new concept, which consists of two fully-equipped smart feeder barges, in spring 2023. The Barge Master concept is based on using patented technology, whereby control systems and cylinders are supporting a platform and actively compensating the motions of the barge. The wind turbine components are fastened to the motion-compensated platform. Foss Maritime recently announced the development of a new logistics terminal at the Port of New Bedford in Massachusetts to support its offshore wind projects in the region. The site will undergo redevelopment over the next year and be renamed the New Bedford Foss Marine Terminal, slated to open in March 2023. *(Source: gCaptain)*

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**ULTIMATE
SHIPHANDLING**

By Rotartug.

DREDGING NEWS

BRENNAN WRAPS UP GRASSE RIVER ENVIRONMENTAL REMEDIATION

J.F. Brennan Company crews have concluded environmental remediation efforts on the Grasse River in Massena, NY, – after 3.5 years. This project had a challenging scope involving dredging, material processing, water treatment, mussel relocation, capping, and habitat restoration. In the first step in the Grasse River project, a small crew of Brennan operators and office staff mobilized to the site in New York, to lay the



groundwork for the project. The primary goal of the cap pilot test was to install settlement monitoring equipment on the riverbed, followed by placing the components of a multilayered armor cap that would allow the client's engineers to assess how in-place cap material would settle on the river bottom. Once dredged areas were approved, two backfill plants followed the dredging operation, placing clean material back into the dredged areas to meet pre-dredge elevations. A separate group of pushboats moved loaded barges of backfill material from the Route 131 Staging Area to the 2 backfill plants. Brennan also mobilized its custom long-reach amphibious excavator to the site to assist in dredging and backfilling nearshore areas and flood plains that could not be accessed with barge-based excavators. The scope of capping operations in 2021 required placing a 2-layered cap across 195 AC, starting at the terminus of the armored cap placed in 2020, stretching to the mouth of the river. Operations began working around the clock 24 HR per day, 6 days per week, placing a CIL like that placed in 2020. Once the CIL was verified complete, the second layer of non-amended sand termed a "habitat layer" was placed. Throughout the final summer of operation, crews conducted several mechanical placement operations: backfilling certain areas dredged in Snug Harbor, placement of high organic content topsoil in flood plain areas, and covering over 3.5 AC of the river with a modified armor layer cap. *(Source: Dredging Today)*

GULF DREDGING WINS KUWAIT NAVAL BASE CONTRACT



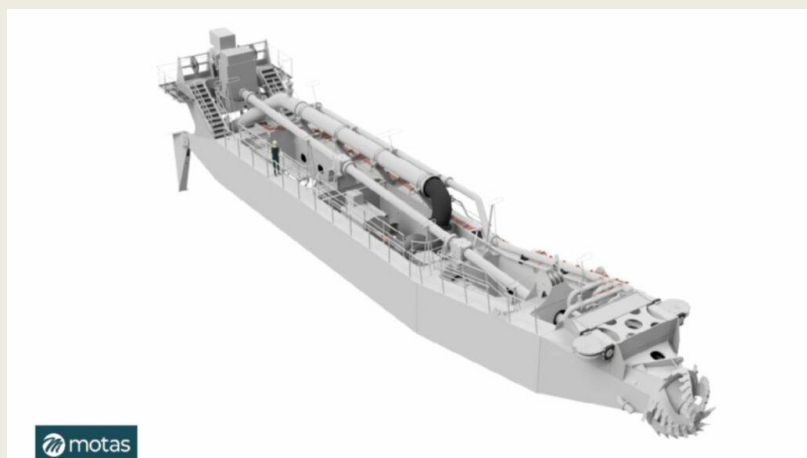
The Transatlantic Middle East District (TAM) recently awarded a contract for Marine Construction and Repair at Kuwait Naval Base in Kuwait, USACE said. Contract number W912ER22C0006 in the amount of \$24.2 million was awarded Gulf Dredging and General Contracting Co., on April 27. "This project will provide critical repairs to deteriorated ship lift and

transfer yard infrastructure at Kuwait Naval Base and will significantly improve the Kuwait Naval Force's capability to repair vessels safely and effectively," said USACE. Also, the work is set to enhance ship lift and dry berthing access for U.S. Army Pre-positioned Stock assets at KNB. According to USACE, this project has a tremendous impact on readiness for both U.S. and Kuwaiti forces and mission requirements. The period of performance is 640 calendar days after notice to proceed. *(Source: Dredging Today)*

YARD NEWS

MOTAS TO WORK ON MALAYSIA'S FIRST WATER INJECTION DREDGER

MOTAS Dredging Solutions will design, build, supply and commission an equipment package for a Water Injection Dredger (WID) for Malaysia. The Water Injection Dredger will be built in Malaysia by JICORE Group Incorporated (M) Sdn Bhd. for the Penang Port Authority. The custom design of the equipment package has already started and will be done



inhouse by the company's engineers in the Netherlands in close co-operation with the JICORE team, informs MOTAS. "It is an honour to work together with JICORE and to build this first WID for Malaysia," commented Mr. Loh Meng Seng, MOTAS Business Development Representative (South East Asia). For this project, MOTAS will deliver among others the complete jet-arm with adjustable nozzle beam equipped replaceable nozzles, the gantry, sheave blocks, the swell compensator, the winch, the jetwater pump sets with the Cummings diesel engines, the main hydraulic power pack, Class approved butterfly valves. The sea trials of this WID will take place early next year, after which the WID will be handed over to the Penang Port. *(Source: Dredging Today)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

- *SAAM Reaches Agreement to Acquire Tugs from Starnav in Brazil*
- *Med Marine Delivers 'Svitzer Port Said 3' to Svitzer*
- *Sanmar Shipyards delivers powerful harbour tug to expanding Turkish port*
- *SAAM Towage Agrees to Purchase Ian Taylor Towage Business in Peru*
- *KOTUG to acquire SEAWAYS to accelerate its growth in worldwide offshore floating energy facilities*

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

- *Marine & Towage Services LTD. - Brixham by Jasiu van Haarlem (New)*

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

<mailto:jvds@towingline.com>

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