Tugs Towing & Offshore Newsletter

23rd Volume, No. 37 *1963 – "58 years tugboatman" - 2022* Dated 15 May 2022

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

Distribution twice a week 19,350+

TUGS & TOWING NEWS

SAAM TOWAGE WELCOMES NEW TUG FOR CANADIAN OPERATIONS

SAAM Towage continues to fortify its fleet. Its latest acquisition is a new tug, the **SAAM James Point,** that arrived in Vancouver, Canada after completing its loading operation onto the cargo ship BBC Moonstone in Halong Bay, Vietnam. SAAM Towage Technical Manager Pablo Cáceres remarked that "this state-of-the-art DAMEN tug has technology that reduces environmental impact and is highly maneuverable thanks to its size, innovative hull design, maneuver winch settings and installed capacity, making it a true contribution to our operations in Canada." The new Damen 2312 tug is named after respected Musqueam Point Family Patriarch, James Point. Born shortly after confederation, he was a fisherman, who worked the Fraser River, and up and down the coast. He was a well know lacrosse player in his youth. "The Point Family feel that honoring great leaders/servants of the Musqueam people, such as James Point, is a very respectful way for SAAM Towage to recognize Musqueam, to acknowledge our historical presence in the waters of our territory, including the Lower Mainland/Southwest corner of British Columbia, and to celebrate our successful business relationship with Saam Towage" concluded the Director of Business Development of the Musqueam Capital Corp, Jay Mearns. "SAAM Towage is excited to add this innovative design to our Vancouver fleet. The characteristics of this tug design will complement the various berth configurations in Vancouver Harbour. We look forward to putting the tug to work with our local crews to enhance the marine safety system in Southern British Columbia" said the VP Operations and Indigenous Relations Officer of SAAM Towage, Mark Bingham. Featuring an innovative DAMEN ASD2312 design, this tug was acquired from the Dutch company DAMEN and built at its Song Cam shipyards in Vietnam. Measuring 23 meters long and 12 meters in beam, it boasts 70-ton bollard pull capacity, Kongsberg azimuth thrusters and two CAT 3512C IMO Tier III main engines, which enables it to operate in emissions control areas (ECA) since it meets standards from the International Maritime Organization for nitrogen and sulfur oxide emissions. *(PR)*

PIRIOU DELIVERS TWO NEW TUGS TO BOLUDA FRANCE

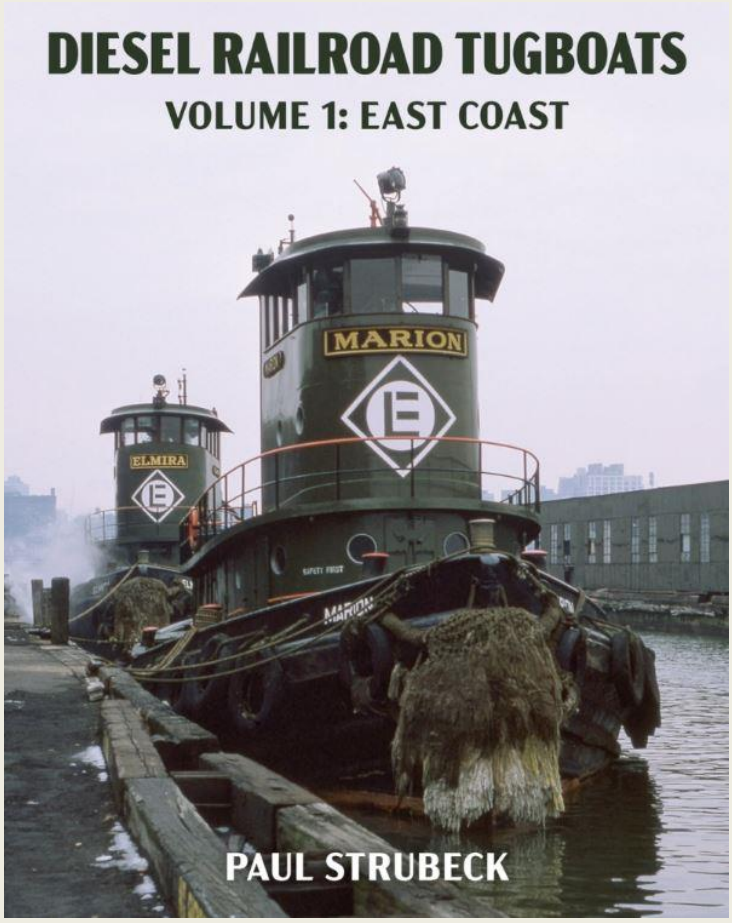
PIRIOU has just delivered to BOLUDA FRANCE two new units to be assigned to East Timor. Built by PIRIOU VIETNAM, the '**VB LIKURAI**' and the '**VB FADO**' have just left the Nha Be site and are on their way to their place of operation. These two 30.30 metre tugs which have a bollard pull of 45 tonnes and 60 tonnes respectively, have been built to a PIRIOU standard design and adapted to meet the specific needs of BOLUDA FRANCE. They are particularly manoeuvrable and meet the latest safety and performance requirements, providing our customers with solutions adapted to their operational imperatives. PIRIOU already built and delivered a first series of eight tugs with 70 tonnes bollard pull to BOLUDA FRANCE between 2007 and 2009, followed by a new series of six tugs built by its Vietnamese subsidiary between 2015 and 2017, and finally a third series of six 75 tonnes bollard pull units between 2019 et 2020. Vincent Faujour, Chairman of the PIRIOU Group stated: 'We are very pleased with this new demonstration of BOLUDA FRANCE's confidence with this contract for two new OST30, designed by PIRIOU. The special aspect of this delivery resides in the fact that this is the first time that we have delivered units to BOLUDA FRANCE for a place of operation other than mainland France or its overseas territories. Denis Monserand, General Manager of BOLUDA FRANCE, added: "These two new tugs are destined for our first base in Asia, in East Timor, which is the fruit of a partnership with the BOLLORE group. Through this long-term project BOLUDA FRANCE is taking part in the expansion of the BOLUDA Group in the world. We would like to thank PIRIOU for its support in this new adventure". *Multipurpose harbour and coastal ASD tugs* These units are issued from the OST 30-Omni Stern Tug- model of the tugs range designed by PIRIOU. The OST 30 is a multipurpose tug developed for 'push pull' type towage and harbour assistance operations as well as deep sea operations. With a hull length of 30.3 metres, it is also fitted to bring assistance to vessels in access channels. This tug is equipped with two aft azimuth propellers (Azimuth Stern Drive), driven by two marine medium-speed turbocharged four-stroke diesel engines, fresh-water cooled with box cooler refrigerants. At the bridge, the ergonomics of the single-

command control station and the high visibility over the entire working area and its surroundings allow the captain to manoeuvre his tug alone. In order to answer the operating conditions required by BOLUDA FRANCE, these tugs are equipped with several options including: - Double drum fore winch; - Bow thruster; - A towing hook. *The 60 T model is also equipped with:* - Fi-Fi 1 equipment for fire fighting; - Aft towing winch; - An open bulwark with a stern roller. The OST 30 is designed to be maintained every five years with special antifouling and ICAF system. Accommodation is in accordance with ILO 2006 requirements and special attention is paid to noise reduction. *Main characteristics* Length overall: 30.3 m; Breadth moulded: 10.4 m; Depth at main deck: 4.45 m; Max. draught: 5.00 m; Bollard pull @ 100 % MCR (unit 1): 46 t; Bollard pull @ 100 % MCR (unit 2): 62 t; Fuel capacity: 84 m3; Fresh water capacity: 10 m3; Speed: 12 kn; Propulsion (unit 1): 2 x 1425 kW; Propulsion (unit 2): 2 x 1902 kW; Crew: 6; Hull/superstructure: steel. A full range adapted to the requirements of harbour operators. *(PR)*

FOYLE MARINE TAKES DELIVERY OF DAMEN SHOALBUSTER

Damen has just announced that Foyle Marine Dredging Ltd is now the proud owner of the Damen Shoalbuster 2208 **Afon Lligwy** ex **Herman**. Currently, Foyle Marine is performing an important dredging project in Castletownbere, Ireland, for Sorensen Civil Engineering Ltd. Before take-over they have chartered the vessel for 6 months for a project in the Irish Sea from previous owner Holyhead Towing. **Afon Lligwy** has been assisting Foyle's own dredging equipment on a civil engineering project. She is now being docked for her special survey after which she will go straight back to work. The **Afon Lligwy** was built in May 2002 for Herman Sr. in the Netherlands. Thanks to her the multi-purpose proven design and quality, this vessel is well suitable for various operations including dredging. The new owner, absolutely pleased with the vessel performances, commented: "she really opted our production already and we are very pleased with her. We are sure she will be able to sail many more years to everyone's satisfaction." *(Source: Dredging Today)*

DIESEL RAILROAD TUGBOATS – VOLUME 1: EAST COAST BOOK AVAILABLE



After several years, my comprehensive book on Diesel Railroad Tugboats is now available for preorder! This book will cover chapters on all the major designs on the East coast such as Tams Incorporated, Thomas Bowes, General Managers Association, and early oil-electric designs. Over 75 tugs and their original owners are covered, as well as a vast section documenting what happened to these tugs, the last operations of railroad tugs, subsequent owners, and final dispositions. More then 250+ tugs will be pictured, along with numerous blueprints, drawings and technical data. Operations and owners that will be covered include New York Harbor, Delaware River (Philadelphia and Wilmington), Norfolk (Hampton Roads, Sewell's Point and Little Creek area operations) and Baltimore Harbor. Railroads featured include: Erie, PRR, BEDT, NYC, RDG, LIRR, LV, NH, B&O, CNJ, Dalzell, BTRR, NYD, DL&W, C&O/Chessie, VGN, SOU, V&M/ESHR and NYCH. A little more insight as to just what is inside – Sections will cover: What's inside a railroad tug: engines, propulsion systems, construction elements, how steering works, interior layouts, etc. Oil-Electrics: The original Diesel tugboats designed for railroads. Tams Inc. & the GM powered tugs. Tugs by Thomas Bowes & powered by Fairbanks -Morse. The railroads own design – General Managers Association tugs. Tugs for Norfolk, covering the C&O, Chessie, PRR/V&M, Virginian and Southern. The last stand, featuring the last original owners of railroad tugs on the Brooklyn waterfront. A huge photo gallery covering railroad tugs after railroad ownership. And finally, a large appendix with dispositions of every boat and a large amount of technical data and extras. Railroad tugboat operations were unique, and the designs of these boats were specific to the needs of the railroads they served. This book appeals not only to railroad enthusiasts, but to maritime historians interested in this unexplored chapter of tugboat design and operation. Pictured on the cover is the Erie Lackawanna tug Marion, photographed by Charlie Berkemeyer in 1975, in one of the most recognizable scenes in Hoboken, New Jersey. On the rear cover is a wonderful painting by noted maritime artist Dave Boone of the New York Dock Railway tug Brooklyn, Southbound on the North River. This is going to be a big book! Over 400 photos, numerous blueprints and drawings and a great deal of history of each of the designs. Be sure to get your preorder in! Tugs featured in this book include (subject to change): Fred A. Cassidy, Olean, Long Island, Integrity, Intrepid, Rochester, Elizabeth, NYC #34, Elmira, PRR No. 18, PRR No. 15, PRR No. 16, Wicomico, Cleveland, Hornell, Marion, Akron, Elmira, Binghamton, Paterson, Lehigh, Bethlehem, Capmoore, Cornell, Wilkes Barre, Hazleton, Bumble Bee, Cordelia, Transfer 23, Transfer 24, Carol Moran, Altoona, Chicago, Roy B. White, Howard E. Simpson,

William C. Baker, Walter L. Price, J.W. Phipps, Liberty, Communipaw, Sandy Hook, Sound Shore, Dalzell 1, Dalzell 2, Dalzell 3, Lacey 2, Lehigh, Delaware, Brandywine, Schuylkill, Tamaqua, Shamokin, Irving T. Bush, Brooklyn, Buffalo, Syracuse, Hoboken, Nazareth, Harrisburg, Pittsburgh, Cleveland, New York, Philadelphia, Chicago, Trenton, Indianapolis, Jersey City, Newark, Buffalo, W.R. Coe, R.B. Claytor, Accomack, M.I. Dunn, Walter J. Tuohy, J. Speed Grey, Howard E. Simpson, Brooklyn III (NYD), Brooklyn III (BEDT), Cross Harbor I, New Jersey, New York, Roy B. White (NYC), Williamsburgh, Petro Arrow, Petro Flame, James M. Witte, Cornell, Hercules, Pleon, Karen Tibbetts, Kyle Smith, Ned Ferry, Texas, Florida, G. Shelby Freidrichs, Margaret F. Cooper, Glenn Smith, James McAllister, Staten Island, Catherine McAllister, Yemetzis, Commander, Scandinavian, Fort Fisher, Bradenton, Tumbador I, Eric M. McAllister, Palmetto, Elizabeth, Thomas E. Moran, NYC No. 34, St Phillip, Timothy McAllister, Big Daddy, Edith Thornton, Carol Wales, David McAllister, Jeanne C., Elizabeth, Theresa S. Krause, Brandywine, Leo, Shamokin, Fall River, Mack Point, Blue B., Leonard J., Russel B. Murray, J. L. Krause, Narragansett, Cornell, Christopher B. Turecamo, Patrick R. McAllister, Virginia, Hawkins Point, Julia C. Moran, Marie Moran, Deborah Quinn, Neptune, Steven McAllister, Swan Point, Captain Bill, Blacksmith III, Nancy McAllister, Mobile Power, Fort Caswell. And before anyone asks – Volume II down the road will cover Great Lakes, the West Coast and all other Diesel Railroad tugs. After release, a dedicated page will be on this website to maintain an errata as well as any extras. Please visit https://store.garbelypublishing.com/tugboats1/ for ordering information. Preorders are due July 17th 2022, with a fall delivery. This is a limited run book, so be sure to preorder if you want a copy!

TOWING — PART I

3-2-1. It has long been a simple way to learn and remember the proper line configuration for a tug towing a barge alongside. There are valid variations, of course, but 3-2-1 remains the proper starting point. Some may say, "Everybody knows that!" But my experience has shown me that, in fact, everybody doesn't know it. It's one of the many things about towing that should be universally known and understood but has noticeably slipped over time. I stress the "understood" part because even if a crew has been trained to do it right they may not know exactly why it should be done that way. The "why" is just as important. When towing alongside, there are usually three lines in use. They are, from bow to stern, a head line (three-part); spring line (two part); and a stern line (single part). The spring line may be referred to as the towing spring, towing strap or shoulder line. The head line should typically be put out as a three-part line. It's not tremendously complicated but it does take longer, requires more effort, and also requires more seamanship skills. It's not unreasonable to wonder why you shouldn't just use a two-part line. Well, because the head line is the most important of the three lines used for maintaining full directional control over the tow. Therefore, the head line

is the line you can least afford to break. If you break it, you're in immediate trouble. And sooner or

later you will break a line, so you always want to deliberately make your weakest link something other than the head line. Assuming that the lines are all the same size, strength and physical condition, then a three-part head line is the strongest. Just as important, that third part adds 33% more linear feet of shock-load absorber to your head line. Who cares? You might, after encountering the powerful wake of a Staten Island ferry doing 18 knots across the Upper New York Bay on a windy night. *(Source: Workboat.com by Joel Milton)*

THERE WAS ACTUALLY NOTHING LEFT OF THE HISTORIC STEAM TUG Y8122

"Your father-in-law has laid the foundation for this nicely," it sounds on this sunny afternoon at the jetty behind Building 73 at Willemsoord, Den Helder. It is Museumhaven Foundation board member Pierre Talloen, with walking stick in hand and hat on, who addresses Martin Meuwese. Together they take a look at the **Y8122**, the famous steam tugboat that is now back in the water there. Meuwese looks at the historic ship as if it were his child. "And that's how it feels, absolutely. But my father-in-law also deserved that praise from Pierre." As chairman of the foundation set up for the Y8122, Meuwese tells passionately about the history of the ship. That there was actually nothing left of it and a lot of parts from the past have been found. "Even the kettle. That was very special." *To Dordrecht* In the bright sun it is easy to see that the steam tug is well cared for. The mast was completely overhauled in the winter. New top and trailing lights will be fitted and the cables will be re-routed. The lower part of the ship has already been completely painted, only the upper part still needs to be done. When that is over, the **Y8122** is ready for departure to Dordrecht. To show her best side there during the Dordt in Stoom event. On 20, 21 and 22 May, all kinds of steamboats can be admired during this manifestation. "And we would love it if people wanted to sail that way with us. And they really don't have to take the whole trip with us, if they think that's too far. Then we just drop them off in Alkmaar, for example, that's no problem at all. And picking up people on the way is also possible." Meuwese and the other volunteers who look after the **Y8122** are busy getting

everything ready for the event. For example, sleeping places must be realized on board. The **Y8122** was built for the Royal Netherlands Navy in 1935 at the Rijkswerf in Den Helder. There it sailed under various names for the Royal Netherlands Navy until 1990. *(Source: Scheepspost)*

THE TUGBOAT "VB TAMARÁN", STRANDED IN REPNAVAL ZAMAKONA

The tug "**VB Tamarán**" is stranded at the Repnaval Zamakona facilities, where it carries out fairing and general maintenance work. This is one of the most notable units of Boluda Towage Spain positioned in the port of Gran Canaria, where it has demonstrated its remarkable capabilities. In April 2019, it arrived at the port of Las Palmas de Gran Canaria from Santander under the name "**Monfort**", after its then-recent acquisition from the Rebarsa Group (Barcelona Tugboats). It is a port, height, fire-fighting and anti-pollution tug built at Astilleros Zamakona (Vizcaya) and in service since 2007. By renaming it "**VB Tamarán**", Boluda recovers a traditional name in the history of towing in the Canary Islands, since the first "**Tamarán**" was the most important of the tugboats that the archipelago had during its long existence, of just over two decades. Of 386 gross tons and 210 deadweight tons, it is powered by two Rolls Royce Marine engines, with a power of 3,264 HP each and a pulling power of 77 tons. IMO code 9361304. *(Source: Puente de Mando; Photo: Juan Carlos Diaz Lorenzo)*

EVANS MCKEIL - END OF THE LINE

The **Evans McKeil**, a veteran Canadian tug has reached the end of its useful life and has gone to the breakers. Dating from 1936 it had a 53 year career under the United States flag before coming to Canada for another 33 years of service. In fact the tug had three careers, starting in the unusual location of Balboa, in what was then the Panama Canal Zone - in fact United States territory. The Panama Railroad Company was one of the operating entities of the US government (and actually pre-dated the Canal), and operated tugs and barges. It built this tug in its own shipyard, naming it **Alhajeula** (Spanish for a little jewel). As with many railroads of the time, they were changing over

from steam to diesel locomotives, so were familiar with diesel electric propulsion. The tug was

equipped with an Ingersoll Rand D-E plant with two 6 cylinder, 500 bhp Ingersoll Rand diesels, each with 50 kW generator A single screw tug, it was 111 ft long x 25.6 ft breadth, and was intended for barge work with a heavily fendered hull. (Many railroad tugs in New York harbour were also diesel-electric and the Canadian Pacific Railroad had its own D-E tug the **Prescotont** in barge service between Prescott, ON and Ogdensburg, NY since 1930.) On August 19, 1942 it was struck by a US Navy seaplane. A barge that the tug had in tow was carrying aviation fuel and it burst into flames. Six were killed on the tug, nine on the airplane. It took nine months to rebuild the tug, which then returned to service May 16, 1943. The tug was repowered in 1965 with a 1700 hp GM 16-278 diesel. In 1970 it was put up for sale by the Panama Canal Company. Malcolm Marine of St.Clair, MI bought the tug and brought it up the Hudson River and Richelieu River to the Great Lakes. They renamed it **Barbara Ann** and it went to work in general towing, salvage and ship docking. In 1976 it was repowered with a GM EMD 645-E6 main engine of 2150 bhp, making it a very powerful tug for its type. In 1989 McKeil Work Boats of Hamilton, ON bought the tug and registered it in the company's homeport on September 20, 1990. It was then named for the founder **Evans McKeil**, (of Nova Scotia ancestry). Under McKeil direction it ranged the Great Lakes, St.Lawrence and east coast - reaching Halifax on several occasions. It was given a raised wheelhouse in 1990 (which was raised again in 1991) to facilitate barge work. It operated with the brine tanker barge **Salty Dog** for several years, but also did other barge work, and towed old lakers to the scrap yards. One memorable tow from Halifax was with the retired submarine **Ojibwa** which was loaded on the floating drydock **HM1** and towed to Port Burwell, ON in 2018 where the sub was placed on display. On May 8, 2022, the 1943 built tug **Seahound** towed the Evans McKeil upbound in the Welland Canal deadship from Hamilton, ON to Port Maitland, ON where it will be broken up. *(Source and Photo's : Mac Mackay-Tugfax)*

BOLUDA TOWAGE TOWED TUNNEL SECTIONS OF MAAS DELTA TUNNEL (BLANKENBURG)

Under the watchful eye of various media, the southern tunnel section - 180 metres long, 8 metres high and 40 metres wide - of the Maasdelta tunnel left the dock at Damen Verolme on Tuesday 3rd May 2022. With extreme precision, the tunnel section, accompanied by two tugs of Boluda Towage, set course for the quay just outside the yard. There, reunification took place with the northern part

of the tunnel, which had followed the same route the day before. A formidable preparation and performance by the whole project team. In Damen Verolme's dry dock, the rectangular tunnel tube was made of concrete. At the end of the construction phase, the engineers made the tube watertight and let it flow full of water and subsequently, the tunnel tube started to float. The Maas Delta Tunnel will be a new connection "A24" between the motorway A20 and the A15. The accessibility of the Rotterdam region is of great economic importance. And one of the solutions to improve accessibility is the construction of the Blankenburg connection. The tunnel is expected to be ready for use at the end of 2024. Watch the YouTube video HERE *(PR)*

ACCIDENTS – SALVAGE NEWS

FISHING VESSEL GROUNDED AFTER CAPTAIN LEFT WHEELHOUSE WHILE ON AUTOPILOT, NTSB SAYS

A captain's decision to leave the wheelhouse unattended while transiting the St. Marys River on autopilot led to the grounding and sinking of a fishing vessel, the National Transportation Safety Board said Tuesday. On June 9, 2021, the F/V **Sage Catherine Lane** was transiting outbound on the St. Marys River when the vessel grounded on the north jetty of the St. Marys Entrance channel, south of Cumberland Island, Georgia. After the **Sage Catherine Lane** began to flood, the three-person crew abandoned the vessel and were rescued by a nearby Good Samaritan vessel. The vessel later sank with about 2,300 gallons of fuel, engine oil and hydraulic oil on board. A crewmember sustained a minor injury and the vessel was declared a total loss at $1 million. The NTSB detailed its finding in Marine Investigation Report 22/14 released Tuesday. According to the report, the vessel was transiting outbound, the captain set the vessel's autopilot to maintain the vessel's heading out of the inlet. He answered a phone call and left the wheelhouse, but shortly after, the captain felt the vessel turn abruptly to port. Returning to the wheelhouse, he attempted to turn away from the jetty, but the Sage Catherine Lane struck the jetty and grounded. The vessel broke later apart and sank

following a thunderstorm three days after the grounding. The investigation found that two days before the grounding, the captain was unable to disengage the autopilot and gain control of the helm as the vessel was proceeding into St. Augustine. The captain examined the autopilot system and found problems with the rudder angle indicator and rudder angle sensor at the rudder post and he took actions to correct the issues. That NTSB said that while the repairs worked initially, the vessel's sharp turn to port indicated the system failed and the repairs were not effective. "Leaving the wheelhouse unattended is imprudent, especially when navigating areas like the St. Marys Entrance, which included a narrow navigation channel, two jetties and vessel traffic," the report said. "Had the captain stayed in the wheelhouse after engaging the autopilot, he would have been able to respond and take control of the vessel after the autopilot system failed and caused the rudder to turn to port." The NTSB determined the probable cause of the grounding of the Sage Catherine Lane was the captain's decision to leave the wheelhouse unattended as the vessel transited the St. Marys Entrance on autopilot, leaving insufficient time to respond when the autopilot failed and caused the vessel to go off the set course. "Autopilot use does not relieve the operator of responsibility to conduct a proper navigation watch. Use of autopilot should not be a justification for an operator to leave the wheelhouse or bridge unattended in confined waters," the report said. "Navigating in channels and harbors requires quicker reaction times due to traffic, currents encountered, and frequent course changes, and more rudder due to slower speeds. Therefore, autopilot use is often discouraged or prohibited in a harbor entrance or narrow channel." Marine Investigation Report 22/14 Marine Investigation Report 22/14 can be found on the NTSB website. NTSB website *(Source: gCaptain)*

CONTAINER SHIP BLOCKED MAAS FAIRWAY NEAR SPIJKENISSERBRUG, OUDE MAAS, NETHERLANDS

Container ship **WEC VAN RIJN** ran aground on a sandbank in Oude Maas river, while sailing upstream to Moerdijk, Netherlands, short of Spijkenisserbrug Bridge, at 0250 UTC May 12. The ship blocked fairway, she was refloated with tugs assistance at around 0630 UTC, interrupted her voyage and was taken, instead of Moerdijk, to Matrans Rotterdam Terminal where

she was docked at around 0800 UTC same day. Container ship **WEC VAN RIJN**, IMO 9315006, dwt 13740, capacity 1008 TEU, built 2005, flag Cyprus, manager JR Shipping B.V. Netherlands (AIS). *(Source: Maritime Bulletin)*

11 INJURED AFTER RIVER CRUISE SHIP HITS BRIDGE IN SOUTHERN SLOVAKIA

Eleven people suffered varying degrees of injury after a Danube River cruise ship struck a bridge in southern Slovakia on Friday, May 6. The incident was confirmed by Andrej Dolezal, the country's Minister of Transport and Construction, who initially reported that seven people on the river cruise ship **Viking Aegir** were injured after the vessel allided with one of the pillars of a railway bridge in the town of Komarno at 03:40 local time on Friday. Mr Dolezal later said that another four people who were on the same vessel had also suffered injuries due to the mishap. Eight of the injured were reportedly brought to hospital. The impact resulted in damage to the vessel's bow and radar mast, though no oil spills or any other signs of pollution have been detected. The extent of damage suffered by the bridge is also being assessed. Mr Dolezal said the accident was probably caused by the captain's "sudden medical indisposition." However, he refused to provide additional details as the investigation into the mishap is still ongoing. *(Source: Baird)*

TOURISTS, CREW RESCUED IN THE GALAPAGOS AFTER BOAT SINKS

A boat with 15 tourists and 10 crew members caught fire and sank off the Galapagos Islands on Wednesday, but Ecuadorian authorities said all aboard were rescued. The Ecuadorian navy said authorities ordered a nearby vessel to carry out the rescue after the distressed Cormorant I reported a fire in the engine room. The boat, which had passed all technical inspections this year, sank around 7 a.m. Port authorities said the people aboard the boat were from the United States, Canada and Ecuador. The navy's statement said they were being taken to Puerto Ayora on Santa Cruz Island for medical care. The navy said it had activated a contingency plan in the event of a fuel spill. But a

statement from the Galapagos National Park ruled out that possibility, saying "the diesel with which it operated was consumed during the fire." The park said environmental officials would still conduct an on-site inspection. A dive boat sank in the archipelago two weeks ago, spilling diesel into the sea.. The Galapagos, about 620 miles (1,000 kilometers) from the Ecuadorian coast, is a magnet for ecological tourism. It was declared a Natural World Heritage Site in 1979 due to its diversity of plants and animals, which helped inspire Charles Darwin to elaborate the theory of evolution. *(Source: abcnews)*

MARINE INSURANCE REPORT WARNS OF RO-RO RISK

The big, boxy floating steel parking garages known in the industry as Roll-on Roll-off ships, or RoRo's, might be more dangerous than marine insurance companies thought. By Stephan Kahl (Bloomberg) Allianz SE says car-shipping incidents are now a major cause of loss for the insurance industry after a cargo ship with about 4,000 Volkswagen AG vehicles caught fire and sank in the Atlantic two months ago. Fires onboard car carriers have become a loss driver over the past decade, according to a report published on Tuesday by Allianz Global Corporate & Specialty, the German company's industrial insurance arm. In many cases, fires resulted in the total loss of cargo and vessel, it added. Car carriers, the largest of which can hold as many as 8,000 vehicles, are susceptible to stability issues and fires, said Justus Heinrich, head of marine in Central & Eastern Europe at AGCS. The vessels were already under scrutiny following a string of incidents, he said. "And now we have the Felicity Ace. These casualties are very complex and expensive to resolve," he said. The Felicity Ace, transporting Porsche, Audi, Lamborghini and other VW Group cars, sank off the coast of Portugal's Azores after being battered by waves and leaning 45 degrees to its starboard side, the ship's operator said at the time. Allianz said open decks allow fires to spread quickly, while any water ingress will affect the stability of the so-called roll-on roll-off (RoRo's) vessels. They are under commercial pressure with short turnaround times at port, which can result in ships sailing before the crew has verified ballast calculations or completed lashing and securing watertight doors, it

added. Research points to additional fire risks from electric vehicles, Allianz said, as tests have shown that ship water sprinkler systems alone are not effective at extinguishing an EV fire. Vehicle vessel incidents according to the Allianz report: The Hoegh Osaka ran aground in 2015 on its way from Southampton to Bremerhaven carrying more than 1,400 high-end cars.; The Modern Express developed a list in the Bay of Biscay in 2016, while carrying trucks and logs.; The Honor suffered a fire in 2007 which led to damage to its cargo of about 5,000 vehicles.; The Grande America suffered a fire and subsequently sank in 2019. The ship was carrying 2,000 cars.; The Sincerity Ace caught fire in the Pacific on New Year's Eve, 2018, with more than 3,500 cars onboard.; The Diamond Highway had to be abandoned in the South China Sea in 2019, due to fire, while carrying thousands of cars.; The Golden Ray capsized just outside the U.S. port of Brunswick in 2019 with over 4,000 cars on board.; The Höegh Xiamen caught fire in 2020 in Jacksonville, Florida, resulting in the loss of its cargo of about 2,400 used vehicles.; The car carrier Al Salmy 6 capsized and sank in the Persian Gulf in rough seas in March 2022. *(Source: gCaptain)*

REMEMBER TODAY

S.S. IRISH OAK – 15TH MAY 1943

The SS **Irish Oak** sailing under a neutral flag was sunk in mid-Atlantic by a (then) unidentified submarine on 15 May 1943. There were allegations that she warned a convoy of the presence of a U-boat and complaints that she had not. This sinking became an issue in the general election of June 1943; it led to diplomatic exchanges between the United States and Ireland; questions were raised in the House of Commons; there was a dispute between U-boat commanders in Germany. *Sunk by U-Boat U-607 in North Atlantic, 15th May 1943 – Background* Ireland had very few ships at the outbreak of World War II. The United States instructed its ships not to enter the 'war zone'. Frank Aiken negotiated the bareboat chartering of two oil-burning steamships from the United States Maritime Commission's reserve fleet. The **West Neris** was renamed **Irish Oak**. It was

chartered by Irish Shipping and managed by the Limerick Steamship Company. It was a dangerous time for Irish ships. Eric Jones, who would captain the Irish Oak was captain of the Luimneach when she was sunk by U-46 on 4 September 1940. **West Neris** Southwestern Shipbuilding, San Pedro, was organized in 1918 to build cargo ships for the United States Shipping Board. Following the war effort, it was leased to Bethlehem Steel in 1921 as a repair yard. The **West Neris** was delivered in December 1919. As with the other ships from the yard, she displaced 5,589 tons; she was 125.1m long and 16.6m wide. The **West Neris** had been laid up in New Orleans. It had been neglected. There were many engine problems. She was renamed **Irish Oak** and sailed from New Orleans in October 1941. More problems were encountered. Two of the crew were hospitalised: an engineer, O'Keefe of Dún Laoghaire was severely burned in a boiler room blow-back. The Chief Engineer, R. Marsh of Dublin, suffered heart attack. She called to St John for a grain cargo. She remained for four months, while efforts were made to repair her engines. Eventually she had to be towed to Boston. The voyage to Dublin took nine months! She berthed in Dublin on 6 July 1942. *Encounter with U-650* The U-boats lost the battle of the Atlantic on 24 May 1943. On that day, Admiral Dönitz ordered their withdrawal. 41 U-boats had been lost that month, "Black May", for 50 allied merchant ships. A few days prior to their withdrawal, on 15 May 1943, the **Irish Oak** was lost. The **Irish Oak**, with a cargo of 8,000 tons of phosphate fertiliser was en route from Tampa, Florida to Dublin. Smoke from an allied convoy was seen in the distance. In general, Irish ships sailed out of convoy. She reduced her speed. Then, at 2.23pm a U-boat, **U-650**, came alongside. There was no contact or exchange. This continued all afternoon. At nightfall, the **Irish Oak** turned on her lights, as a neutral should. The U-boat, apparently satisfied that she was neutral departed. The Irish Oak would be chided for not warning the convoy that there was a U-boat about. Others would complain that there was a warning and that the **Irish Oak** was travelling in the convoy. As the U-boat was lower in the water she might have been unaware of the convoy, to transmit would have told the U-boat that there was a convoy nearby. It would also have been a violation of her status as a neutral and would have provided an excuse for the U-boat to attack her. During World War I, on 28 March 1917, the South Arklow Lightvessel Guillemot had warned of a U-boat. The **UC-65** surfaced and ordered the crew into their lifeboat and sank the Guillemot. *Torpedoed* U-650 had departed during the night. As dawn broke, next morning, at 8:19am two torpedoes hit the **Irish Oak**. At the time, it was not known which submarine fired those torpedoes. Its periscope remained visible as lifeboats were lowered. The submarine waited until the lifeboats were well clear before firing a coup de grace at 9:31am. The **Irish Oak** lies at latitude 47°51′ north, longitude: 025°53′ west, almost mid-way between Newfoundland and Ireland. The **Irish Plane**, the **Irish Rose** and the **Irish Ash** responded to the SOS. The survivors were located by the **Irish Plane** at 4:20pm. They landed at Cobh on 19 May. *British reaction* At the time, it was not known which submarine sank the **Irish Oak**. The survivors knew that it was not the **U-650**. It was rumoured that it was an American submarine in retribution for failing to warn the convoy. In the view of some "it served them right". In the House of Commons, Sir William Davidson called for a formal protest because the **Irish Oak** had not warned the convoy. Professor Douglas Savory called for an end of coal exports to Ireland. No official action was taken. The reality was that Britain was dependant on Irish food exports. Paul Emyrs-Evans revealed that the convoy knew about the U-boat! *Labour party reaction* An alternative rumour was encouraged by the Labour Party (Ireland). When the sinking was discussed in Dáil Éireann, they focused on the possibility that a warning had been transmitted and demanded to know the nationality of the captain. William (Bill) Norton Would the Taoiseach state the nationality of the master of the ship? Éamon de Valera: I do not know it. James Hickey: I think the Taoiseach should take a deep interest in finding out the nationality of the captains of our ships. William Davin: Is the Taoiseach aware that a recommendation was submitted that Irish nationals should get preference for these ships? *(Norton, Hickey and Davin were of the labour party)* Luke Duffy, secretary of the Labour party said "… government was guilty of duplicity and near

belligerency behind a facade of neutrality. They had placed foreign nationals on the bridge of Irish ships …" Although the Labour party increased its representation, Éamon de Valera remained in power. *American reaction* At the time, it was not know which submarine fired the torpedo at the **Irish Oak**, other than it was not the **U-650**. Irish Shipping was negotiating a lease of the SS **Wolverine** from the United States. The United States State department intervened asking why the Irish had not protested to Germany for the sinking. The Irish replied that they protested other sinkings when the attacker was known. They referred to the attack on the MV **Kerlogue** by two unidentified aircraft. Initially denied by the British, but admitted when shell fragments of British manufacture were found. No further ships were leased to or sold to Ireland. *German reaction* It was not until after the war that we learn that another U-boat, the **U-607** which sank the **Irish Oak**. This action and the report by **U-607** were not well received. They claimed that the **Irish Oak** was a Q-ship of, with false Irish markings, sailing without lights. On this voyage, **U-607** also claimed to have sunk 156,000 tons of shipping. Berlin know that was a wild exaggeration. *Epilogue* **U-607** was sunk on 13 July 1943 by an RAF Sunderland A new **Irish Oak** was acquired in 1949. It would be immortalised in Frank McCourt's book "'Tis ". Bill Norton would complain that it was to be British built.Irish ships clearly marked and fully lit sailed out of convoy. They always answered SOS calls for assistance. They rescued 521 men; however 20% of Irish seamen were lost. *(Source: Mariner.ie)*

OFFSHORE NEWS

SUBSEA SERVICES BRING MMA TO QATAR

MMA has secured an integrated vessel and subsea services contract to provide offshore construction support services in Qatar. The multi-purpose support vessel **MMA Pinnacle** will be deployed in Qatar to provide a range of subsea services in support of a tier-one contractor working on a pipeline installation campaign. The campaign is set to commence in early June and is expected to continue until December. "This project marks a major milestone for MMA, securing a significant integrated subsea services

contract which utilises our subsea skills and vessel in combination," said MMA's managing director David Ross. "The **MMA Pinnacle** recently returned to the fleet after a three-year fixed term charter and we are very pleased to have secured the vessel into an integrated subsea contract." MMA estimates the revenue from the project to be in the order of $16.5 million for the firm contract period. In the most recent company-related news, MMA secured a deal for its platform supply vessel (PSV) MMA Inscription with Woodside, for operations offshore Western Australia. The 2012-built PSV will support offshore field development drilling for the Scarborough project in Australia's North West. *(Source: Offshore Energy)*

SOLSTAD SEALS LONG-TERM PSV CHARTER WITH AKER BP

Norwegian offshore vessel owner Solstad has bagged a charter deal from compatriot operator Aker BP for the large platform supply vessel **Normand Arctic**. The 2012-built PSV will support Aker BP's activities on the Norwegian Continental Shelf for a firm duration of 15 months. The contract, which is a part of the existing frame agreement between Aker BP and Oslo-listed Solstad, will commence during the fourth quarter of this year. The financial terms of the deal have not been revealed. In April, Solstad announced multiple new contracts with unnamed operators for its platform suppliers and anchor handlers worth NOK230m ($26.3m), excluding options. The deals included the **Normand Arctic**. *(Source: Splask24/7)*

TIDEWATER SAYS ITS READY TO CAPITALIZE ON THE BIG INCREASE IN OSV DEMAND

Tidewater Inc. announced yesterday that revenue for the three months ended March 31, 2022, was $105.7 million, compared with $83.5 million for the three months ended March 31, 2021. Tidewater's net losses for the three months ended March 31, 2022, were $12.2 million (29 cents per common share) compared with $35.3 million (87 cents per common share) for the three months ended March 31, 2021. Quintin Kneen, Tidewater's president and CEO, stated that the company is "uniquely positioned to capitalize on what is looking to be a truly transformational period for vessel activity and day rate improvements over the next several quarters." Kneen said that during the first quarter, Tidewater entered into

contracts for 16 vessels with charter dates beginning after the first quarter. The average day rate improvement across these vessels' contracts compared to their previous contracts is over 20%, with Tidewater's largest PSVs in this group seeing an average day rate improvement of nearly 30%. "We believe the improvements in day rates are a clear signal of the fundamental shift in vessel supply and demand, and that as additional tendering continues and existing contracts roll-off, upward acceleration of day rates will continue," Kneen said in a statement. "We remain confident that the second half of 2022 will represent a meaningful uplift in vessel demand with 2023, representing yet another leg up," he told analysts today during the company's quarterly earnings call. Kneen addressed offshore wind. "One thing that we should keep in mind is that the world is getting that much more oriented towards offshore wind. And so those take a combination of vessels, both PSVs and anchor handlers, and we're starting to see that level of activity increase. It's relatively small today, but I anticipate it's going to be increasing nicely" in the U.S. market over the next couple of years. *(Source: Workboat.com)*

HAVFRAM TO BACK PETRONAS OFFSHORE MAURITANIA

Havfram has secured a contract with PC Mauritania 1 Pty. Ltd. a wholly-owned subsidiary of Petronas, to provide engineering, procurement, retrieval and disposal (EPRD) services for the abandonment and decommissioning of subsea facilities at the Chinguetti and Banda fields offshore Mauritania. Under the contract awarded in March, Havfram, previously Ocean Installer, already commenced work and is using its in-house expertise to project manage, engineer, retrieve and dispose of the remaining field infrastructure. The company executed Phase 1 decommissioning operations back in 2018. Havfram's project management and engineering team is based in its Houston office. "The Petronas Chinguetti and Banda EPRD project is another significant project award for Havfram in the Africa region," said Odd Strømsnes, CEO of Havfram. "This is one of four projects Havfram has been awarded in Africa and the Mediterranean in the last 12 months, further enhancing our already strong track record in the region. We are proud to have been chosen by Petronas to meet their decommissioning needs on this field" In mid-February, Havfram won a contract to support Saipem with the installation of 160 kilometers of umbilical product in over 1,400-meter water depth on the Zohr North development

offshore Egypt. The Chinguetti field is located in Deep Water Block 4 of PSC B, 80 kilometers west of the Mauritania coastline and some 90 kilometers from the capital Nouakchott. Discovered in 2001, Chinguetti was the first commercial oil find in Mauritania. The field was brought on stream in 2006 via a leased FPSO. The Banda field is located around 20 kilometers east of the Chinguetti field. It was discovered in 2002 and declared commercial in September 2012. *(Source: Offshore Energy)*

NORTH SEA PLATFORM SUPPLY VESSEL MARKET "ON FIRE"

A real recovery is underway in the North Sea, with spot rates hitting 88% for medium-sized platform vessels and rates up for all major OSV classes. Charterers paid 88% more for medium-sized platform supply vessels (PSVs) than they did one year earlier in April, in a clear signal of an improving (and tightening) North Sea OSV market. One leading ship broker said the spot market for PSVs in April was "on fire". PSVs operating in the UK North Sea spot market are being fixed at rates that owners have not seen in three years, with larger units 51% more than 2021.

Average spot rates for medium-sized (with clear deck areas of <900 m2) PSVs were £14,547 in April 2022, up from £7,755 a year earlier. Large PSVs (>900 m2) averaged £15,869 in April 2022, up from £10,496 in April 2021, according to the latest monthly report from Seabrokers. Noting the improved fortunes for PSV owners, the ship broker said: "Average fixture rates for March and April were higher than they have been at any point since mid-2019, with owners looking towards the summer season with an expectation that the higher rates will continue for the foreseeable future." In the UK North Sea, some charterers were fortunate enough to fix a PSV for less than £10,000 (US$12,540), but the majority of contracts came in with at rates of £13,000 to £17,500 (US$16,300 to US$21,955). Seabrokers said: "There have been several periods lately where some owners have been offering vessels north of £20,000 (US$25,075) per day," adding, "It has been a similar story in Norway. The vast majority of spot fixtures in April were entered into with rates ranging from Nrk65,000 to Nrk225,000 (US$17,530 to US$23,915). The jump in spot rates also reflects a tightening of the market, with utilisation for medium-sized PSVs rising to 79% in April, up 13% month-on-month (m-o-m), while large PSVs hit a healthy 84%, up from 78% in March. The rise in vessel utilisation has followed increased drilling rig activity in the sector. Drill rig utilisation touched 71% in northwest Europe in April 2022, up from 54.7% a year earlier. Fearnleys characterised the anchor-handling tug supply (AHTS) vessel market as "slow" in the region, but noted "the PSV market has been really on fire … with charterers scrambling to secure vessels ahead of the summer season" in the UK North Sea. It is even tighter in Norway, noted the ship broker, where PSVS in the Norwegian sector are "completely sold out, and there are only a few vessels that are set to come available during the next weeks. Major charterers have therefore looked to AHTS tonnage when in need of cargo runs with prompt commencement." *"The PSV market has been really on fire … with charterers scrambling to secure vessels"* Seabrokers, too, noted this trend, saying: "There were quite a few examples in April of AHTS units being fixed up on spot contracts to perform supply duties." The additional opportunities for AHTS vessels are welcome news to owners, who have seen depressed rates and utilisation for their tonnage. Medium AHTS vessels saw utilisation drop 18% m-o-m to 45% in

April. Demand for large AHTS units was not much better, down 21% m-o-m to 53%, reported Seabrokers. This drop off in rates in the AHTS spot market in mid-April was the result of "next to none" rig move requirements, according to Fearnleys. "As a result, the average reported day rates in Norway have fallen significantly, with a decrease of about 60% in the last five weeks," said the ship broker. A similar story played out in the UK sector of the North Sea, though Fearnleys said two recently reactivated vessels are already working. Still, average day rates for all classes of PSVs and AHTSs have been trending higher in the first four months of 2022 as compared with 2021, reported Seabrokers. The biggest percentage average rate jump this year has been in large, powerful (> 22,000 bhp) AHTS vessels, which have risen nearly 40% year-on-year to £32,419 (US$40,648)— up from £23,170 (US$29,050) in 2021. *Building backlog* One of the OSV owners benefitting from the upturn in the North Sea is Oslo-listed Solstad Offshore. In mid-April, the Norwegian owner announced charters for the PSVs **Normand Tantalus**, **Normand Serenade**, **Normand Springer** and **Normand Arctic**. Combined, the contracts have a duration of about 500 days, starting from Q2 and Q3 2022, with key operators in both UK and Norway. One of those is with Neptune UK, which fixed the PX 105 CD design PSV **Normand Springer** for a firm three-well contract, with an option of one additional well. The charter is expected to start in May. ConocoPhillips Skandinavia entered into new long-term contracts for Solstad Offshore's PSVs **Normand Server**, **Normand Supporter** and **Normand Fortune** that will extend their charters into 2027.

These battery-hybrid-powered PSVs are fitted with shore-power connection systems and will be fully utilised to Q1 or Q2 2027. ConocoPhillips Scandinavia has chartered the vessels since 2018 to support its activities on the Norwegian continental shelf (NCS). Solstad also fixed several of its anchor handlers that are trading on the North Sea spot market. The contracts have a combined firm utilisation of 350 days, with options. The contracts start in Q2 and Q3 2022 for work in the North Sea, US Gulf of Mexico and West Africa. Solstad Offshore noted the combined value of the firm period of these contracts was Nrk230M (US$62M). *"PSVS in the Norwegian sector are completely sold out"* "The market for offshore vessels continues to improve with strong demand from oil and gas, in addition to an increasing demand from renewable energy activity," noted Solstad Offshore chief executive Lars Peder Solstad in discussing the company's Q1 2022 results. Those Q1 2022 results showed improving conditions and utilisation for Solstad vessels. On average, 78 OSVs were in operation in the quarter, with a utilisation rate of 81%. It booked Nrk2.6Bn (US$702M) in Q1 2022, increasing its firm backlog to Nrk7Bn (US$1.9Bn), with a combined firm and optional backlog reaching Nrk13.7Bn (US$3.7Bn). In a milestone move reducing its debt, Solstad sold the last six of 36 'non-strategic' vessels from its fleet in early May. The divestments reduced Solstad's debt by Nrk778M (US$210M). As of April S&P activity, 40 OSVs had exchanged hands, with transactions totalling US$260M, according to VesselsValue (VV). While the number of vessel sales was significantly lower than 2021, when 72 OSVs were sold, total sales proceeds were up close to US$90M, indicating higher ship valuations and the quality of the tonnage sold. The 4,100-dwt, 2002-built PSV **Skandi Foula** was sold for US$4M for conversion to a fishing vessel, while the 8,160-bhp, 2010-built AHTS MMA Chieftain was bought for US$3.5M, noted VV. Boskalis reported it has acquired **Norshore Atlantic**, a multipurpose DP3 construction support vessel (CSV). Built in 2014, the

CSV will be deployed in southeast Asia for a wide range of offshore operations, said Boskalis in a social media post. It is equipped with a 140-t active heave compensated crane, deck space of 1,405 m2, a helideck and offers accommodation for 98. The vessel has been renamed **BOKA Atlantic** and will be fitted with a work-class ROV, with an option for a second one. *Maersk recycles trio* As of the end of April, VV reported nine OSVs valued at US$9M were sold for scrap. This level demolition is still below the last two years, when 12 and 17 OSVs were sold for recycling in 2020 and 2021, respectively. Demolition sales for those years were valued at US$7M and US$14M. Based on analysis of AIS data, VV estimated the number of OSVs laid up was just 66 and offshore construction vessels, 16. Overall, 538 OSVs and 219 OCVs were active in northwest Europe, with utilisation rates for OSVs reported as 84% and 93% for OCVs. In a move reported in early May, Maersk Supply Service sold three of its older vessels that had been laid up in Fredericia, Denmark. The three OSVs are 2002-built AHTS vessel **Maersk Helper**, subsea support vessels **Maersk Attender** (built in 2000) and **Maersk Winner** (built in 2003). The three OSVs will be towed to Fornaes Ship Recycling yard in Grenå for green recycling. Maersk Helper had been laid-up the longest of the three, almost five years, according to Equasis. *"Some vessel types might be in shortage already in 2022"* "Maersk Supply Service regularly evaluates its fleet composition and the future deployment of our fleet," said Maersk Supply Service chief operating officer Mark Handin. "As we look to prioritise capital allocation, we see many more attractive investment opportunities, which better deserve our focus. Based on this, we have concluded that recycling these three assets is the best outcome. In so doing, we continue to take active steps towards right-sizing the supply side of the market, which the OSV industry needs for a sustainable recovery," added Mr Handin. After the sale, Maersk Supply Service will have 38 vessels in its fleet. *Limited new OSVs* Global demand for offshore vessels continues to improve. "Due to limited new supply vessels, supply/demand balance is tightening," noted Solstad. It expects continued high tendering activity from all offshore energy segments, while it noted some vessel types might be in shortage already in 2022. Not including fast supply vessels, crew boats or PSVs under 300 dwt, there has been no OSV newbuilds ordered, according to VV. As of April 2021, the UK-based ship valuation firm reported two OSVs had been ordered from shipyards, down from four in 2020. *Offshore wind opportunities* Offshore wind will continue to be a strong driver of vessel demand in the North Sea over the next decade, according to Clarksons Research. "Our projections suggest the UK will remain Europe's largest offshore wind market through 2030, with capacity projected to quadruple to 42.7 GW," said Clarksons Research managing director Steve Gordon. Recent government plans to accelerate the permitting process now have the UK targeting 50 GW by 2030. The ship broker said capacity expansion in the UK through 2030 will be underpinned by the southern North Sea projected to reach 24.2 GW, and Scotland projected to reach 12.8 GW, accounting for 30% of UK capacity. Meanwhile, the Celtic Sea is set to see a significant build-out of floating offshore wind capacity towards the end of the decade, reaching 1.1 GW of floating capacity by 2030. In the NCS, floating offshore wind is a developing source of utilisation for AHTS vessels. DOF Subsea chartered four AHTS vessels, **Skandi Iceman**, **Normand Sirius**, **Havila Venus** and **BB Octopus**, for a firm period of 55 days starting in May at the Hywind Tampen project. *(Source: Riviera by John Snyder)*

PROSAFE REVEALED AS WINNER OF YET ANOTHER PETROBRAS TENDER

Offshore accommodation rig provider Prosafe has been declared the winner of yet another bidding process launched by Petrobras for the provision of the Safe Eurus semi-submersible unit for safety and maintenance support offshore Brazil. Prosafe revealed on Wednesday it has been declared the winner of a bidding process for a four-year contract by Petrobras for the provision of the Safe Eurus. However, a potential contract award and the timing of the contract award are subject to a formal process during which other bidders may appeal within the next week. If awarded, the contract has a firm period commitment of four years and the start date is in 1Q/2Q 2023 following on from the expiry of the current contract. The total value of the contract associated with the bidding process is approximately $126 million. Built by China's COSCO, the Safe Eurus is a Dynamically Positioned (DP3) semi-submersible safety and maintenance support vessel, capable of operating in harsh environments. It can accommodate up to 500 persons, has extensive recreation facilities, and a large capacity open deck area and telescopic gangway. When operating the vessel, Prosafe will focus on reducing emissions through innovative energy performance monitoring and associated fuel consumption reduction. About a month ago, Prosafe was also declared the winner of a bidding process for a four-year contract by Petrobras in Brazil for the provision of the **Safe Notos** unit. Just like the latest one, this contract was subject to a formal process during which other bidders had an option to appeal. The formal contract award to Prosafe was announced in early May with the expected start date in 3Q/4Q 2022. *(Source: Offshore Energy)*

PGS LINKS UP WITH TGS FOR ANOTHER CANADA SURVEY

Offshore survey players PGS and TGS have secured prefunding for the South Bank phase II multi-client project offshore Canada, building on the South Bank phase I survey acquired in 2020. The 2013-

built **Ramform Titan** will mobilise for the survey in the second half of May, and the acquisition is scheduled to complete in the first half of September. "We are experiencing continued exploration interest offshore Canada, and this is the 12th consecutive year of multi-client GeoStreamer data acquisition in the region. The South Bank phase II survey expands our 3D data coverage in Southeast Newfoundland and will cover acreage included in the 2022 call for bids licensing round," said Rune Olav Pedersen, president and CEO of PGS. According to TGS CEO, Kristian Johansen, the new survey should help with the evaluation of the blocks available in the round this November and accelerate drill decisions. *(Source: Splash24/7)*

AMSC TO BUY NORMAND MAXIMUS OSCV FOR $157M. AGREES CHARTER WITH SOLSTAD OFFSHORE

American Shipping Company ASA (AMSC) has agreed to acquire the **Normand Maximus** construction support vessel from Maximus Limited, a company controlled by its secured lenders. In parallel with the transaction, AMSC will enter into a long-term bareboat agreement with a subsidiary of the Norwegian offshore services provider Solstad Offshore. Solstad Offshore has managed the vessel for years, and the deal with AMSC means it will continue to do so. The total purchase price for the vessel is about USD 157 million, and AMSC expects to take delivery in Q4 2022, after "**Normand Maximus**" has finished its current contract. "AMSC intends to finance the Transaction through 70% debt and the remaining amount through a combination of cash on hand and new equity. AMSC has already received indicative debt financing terms and has strong support from key stakeholders to finance the Transaction," AMSC, formerly known as Aker American Shipping ASA, said Thursday. AMSC CEO, Pål Lothe Magnussen said: "We are excited about this value-accretive acquisition as it creates significant growth in cash flows and leads to a substantial increase in annual EBITDA. It also diversifies AMSC's leasing portfolio and adds additional stable and predictable returns to our shareholders. "We look forward to working together with Solstad as a long-term tonnage provider going forward. We have for some time been looking for the right growth opportunity and we are very satisfied with concluding on this transaction. The transaction is accretive on all key financial

metrics and is projected to produce more than 20% annual return on equity with strong running dividend yield. The offshore services market is in recovery and is currently experiencing increased activity and positive outlook. We believe the timing of the transaction is favorable and the risk/reward attractive". The **Normand Maximus** is an offshore construction vessel and has been described as one of the most modern heavy duty subsea construction vessels globally. The vessel was built in 2016, and has 2600 m2 working deck, an accommodation capacity for 180 people, and a carousel for flexible products with about 4000t capacity. The main workscope is laying flexible pipes and umbilicals and installation of subsea equipment. Additional workscope in the future includes the installation of power cables for the offshore wind industry, AMSC said. *Strong interest in* **Normand Maximus** In a separate statement, Solstad Offshore confirmed the deal and said it was experiencing strong interest from clients to charter the "**Normand Maximus**" on shorter and longer contracts after the current time charter expires during the fourth quarter 2022. "In order to secure long term operational control of the vessel, a subsidiary of SOFF has entered into a term sheet for an amended long term bareboat agreement for "**Normand Maximus**" with AMSC, including a purchase option for the vessel," Solstad Offshore said. The agreed charter term is for five years, with 5+5 years options. The bareboat charter also includes purchase options for the Solstad group after 5 and 10 years. Lars Peder Solstad, CEO of Solstad Offshore said: "We are very pleased that we have been able to secure the continued availability of Normand Maximus to our customers. **Normand Maximus** is one of the most sophisticated vessels within this segment, and a vital part of the Solstad offering to our clients." *(Source: MarineLink)*

THE OCEANOGRAPHIC VESSEL "BELGIUM", PREMIERES IN ALGECIRAS

The scientific and oceanographic vessel "**Belgica**", built at the Freire de Vigo shipyard on behalf of the Royal Belgian Institute of Natural Sciences (RBINS), dependent on the Belgian Science Policy Office, is moored in the port of Algeciras for the first time. (Belspo) and Belgian Defense. The contract has involved a disbursement of 54 million euros. Delivered in December 2021 – with a delay on forecasts due to the pandemic –,

the ship "**Belgium** is a state-of-the-art oceanographic vessel, which is at the forefront of the sector and has great added value. The letter of intent was signed in October 2018. It takes over from the previous "**Belgium**", in service for 34 years, which has reached the end of its useful life. Her successor has been designed by Rolls Royce Marine and has a reinforced hull for polar navigations, so that she can operate in the Arctic Circle during the summer. With a length of 70 m, it will accommodate 28 scientists with an autonomy of 30 days and the forecast is that it will be able to operate around 300 days a year in different missions related to geology and sedimentology, fishing, biology, chemistry, oceanography (including meteorology), as well as hydrography campaigns. *(Source: Puente de Mando; Photo: Juan G. Mata (J&N))*

VIKING SUPPLY SHIPS' FOUR AHTS DEAL IN RUSSIA CANCELED

Swedish offshore vessel operator Viking Supply Ships has informed that a previously announced contract in Russia for four of its anchor handling tug supply (AHTS) vessels has now been cancelled. Viking Supply Ships had early on February 8 said it had secured a multi-season contract worth 18.5 million euros for its four ice-classed anchor handling tug supply (AHTS) vessels, but it at the time didn't share details on the client or the project location. Following Russia's invasion of Ukraine, Viking Supply Ships on February 25 acknowledged that the contract in question was for work in Russian waters for a Russian client and that the contract would most likely be cancelled or postponed. Now, in a statement on Friday, Viking Supply ship said the contract had been cancelled. "The contract in question has now been cancelled without any further liabilities to any of the parties in the contract. Viking is not pursuing any further business opportunities in Russia," Viking Supply Ships said. Viking had previously said that the four ice-class vessels had been expected to assist "in a major industrial project in a harsh environment region in the summer of 2022 and 2023, with an option to extend operation for 2024." The contract, which has now been cancelled, would have covered 240 fixed days and up to 660 optional days. The fixed-day contract was valued 18.5 million euros, including mobilization and demobilization expenses. Viking Supply Ships owns four AHTS vessels. These are **Loke Viking**, **Magne Viking**, **Brage Viking**, and *Njord Viking*. *(PR; Photo: Ernst-Gert Schmidt)*

MUESEUM NEWS

LEKKODAGEN 2022 VAN 23 SEPTEMBER TOT MAANDAG 26 SEPTEMBER IN WIJK BIJ DUURSTEDE

Lekkodagen is een initiatief van enkele mensen die oude tijden willen laten herleven in de oude gemeentehaven van Wijk bij Duurstede. Zij organiseren jaarlijks een evenement voor uitsluitend historische schepen. Onder historische schepen wordt verstaan schepen die het beeld bepaalden op de Hollandse wateren zo in de eerste helft van de vorige eeuw. *Cultureel erfgoed* Er zijn heel veel

verschillende typen schepen, die de afgelopen eeuwen in samenhang met hun vaargebied ontwikkeld zijn. Dit is ons maritieme erfgoed dat zo goed past bij het gebouwde cultureel erfgoed van Wijk. Vrachtschepen als tjalken, klippers en aken, sleepboten of vissersbootjes als zalmschouwen, ze mogen niet ontbreken in het stadsgezicht van Wijk bij Duurstede. De haven was vroeger een kaal industriegebied met zandoverslag en betoncentrale. Sinds 2005 –toen de industrie vertrokken was- is de Wijkse Stadshaven omgetoverd tot het visitiekaartje van Wijk bij Duurstede. Nergens is het beeld van een dichtbebouwd stadje, verscholen achter een hoge walmuur en omringd door een weids rivierenlandschap, beter te zien dan hier. Er is een grote steiger voor historische schepen, terwijl moderne pleziervaart aan een drijvende steiger kan afmeren. Waar vroeger hoge bergen zand lagen zijn nu groene uiterwaarden. In 2006 zijn de Lekkodagen voor het eerst georganiseerd. Sindsdien zijn ze uitgegroeid tot een zeer gewaardeerd evenement, gewaardeerd door het publiek maar ook door de deelnemers. Het publiek komt in contact met ons maritiem erfgoed, van zeilend vrachtschip tot sleepboot. Voor jong en oud een belevenis. Bij de deelnemers staat de schippersmaaltijd hoog aangeschreven. Het is voor velen een reünie van oude bekenden of een kennismaking met mensen die dezelfde passie delen. *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

KOREA'S FIRST SUBSEA CABLE LAYING VESSEL LAUNCHED

LS Cable & System (LS C&S) has held the launching ceremony for what is said to be Korea's first subsea power cable laying vessel. The ceremony for GL2030 was held on 21 April at Donghae Port in Gangwon-do, where LS Cable & System's subsea cable factory is located. LS C&S said it is planning to enhance its submarine cable construction capacity and pre-emptively prepare for the offshore wind business which is growing rapidly every year, in Korea and overseas. GL2030 will be used in domestic projects in the first half of this year and is anticipated to participate in overseas construction projects in the future. "We have had many difficulties in the past in terms of scheduling, etc. because we rented cable laying vessels from overseas. Directly operating a cable

laying vessel will reduce construction time and also improve the accumulation and expertise of our construction know-how in the future," the South Korean cable manufacturer said. GL2030 will be assigned to work on an offshore wind project in the Southwest Sea for a month starting in May. The vessel will connect a submarine cable spanning approximately 7 kilometers between Hwawon-myeon, Haenam-gun and Anjwa-do, Sinan-gun in Jeollanam-do – a system integration to transmit power generated from the project to the mainland in the future. *(Source: Offshore Wind)*

FRED. OLSEN WINDCARRIER TO SUPPORT DRILLING AT NEART NA GAOITHE OFFSHORE WIND FARM

EDF Renewables and ESB have chartered Fred. Olsen Windcarrier's jack-up offshore construction vessel **Blue Tern** for the next stage of the drilling process at the delayed 450 MW Neart an Gaoithe (NnG) wind farm offshore Scotland. In a social media post, NnG's project team said that the jack-up **Blue Tern** is being mobilised for the job from Esbjerg in Denmark and will soon arrive at the project site off Fife. A multi-purpose, four-legged, and self-propelled DP2 vessel, the **Blue Tern** can operate in water depths of up to 65 metres so is "well-suited" to support the installation of NnG's foundations that is due to start next year. The jack-up will join Saipem's S3000 crane vessel which has been drafted for the installation of casings into the boreholes. The project entered the offshore construction phase in August 2020, when Saipem's vessel S7000 started installing pile casings but left the site last year with the job incomplete. The offshore wind farm will comprise 54 Siemens Gamesa 8 MW wind turbines and is scheduled to be fully commissioned in 2024. Nearth na Gaoithe, jointly owned by EDF Renewables UK and ESB, will supply enough electricity for around 375,000 homes and offset over 400,000 tonnes of CO2

emissions each year. *(Source: Offshore Wind)*

EDISON CHOUEST OFFSHORE TO PROVIDE SOV FOR U.S. OFFSHORE WIND FARM OWNED BY EQUINOR, BP

Empire Offshore Wind, a joint venture between Equinor and BP, has awarded Edison Chouest Offshore (ECO) a long-term service operations vessel charter. The vessel will service the Empire Wind offshore wind farm project located 15-30 miles southeast of Long Island. Edison Chouest Offshore's plug-in hybrid service operations vessel (SOV) will be the first in the US offshore wind sector capable of sailing partly on battery power. The vessel will accommodate up to 60 wind turbine technicians and will be utilized for operations and maintenance of the Empire Wind 1 and Empire Wind 2 offshore wind farms. The charter agreement has a fixed period of 10 years, with the start in the mid-2020s. The project's two phases, Empire Wind 1 and 2, will have have a total installed capacity of more than 2 GW (816 + 1,260 MW). The US-flagged vessel will be Jones Act compliant and have its home port at the South Brooklyn Marine Terminal (SBMT) in New York. The SOV will be constructed with components from ECO's supplier base across 34 US states. ECO estimates that this will generate over 250 high-skilled US jobs during vessel construction. "Edison Chouest Offshore is also dedicating considerable effort and resources to recruiting and training vessel crew from the New York region. ECO will operate the vessel from their New York office," Equinor said Thursday. The plug-in hybrid vessel will be the first in the U.S. capable of sailing on battery power for portions of the route. The SOV will sail into the port of SBMT on battery power, recharge the battery using shore power and sail out of New York Harbor. The hybrid vessel is certified to "tier 4 emissions standards", reaching the highest standard for marine applications. Equinor and BP's agreement with Edison Chouest will generate ripple effects throughout the supply chain, creating jobs in numerous states across the country, Equinor said. When completed, Empire Wind 1 and 2 will power more than 1 million New York households. *(Source: MarineLink)*

SEAZIP OFFSHORE SERVICE EXPANDS FLEET WITH 24 PAX JET PROPULSION CREW TRANSFER VESSELS

SeaZip Offshore Service announces a welcome addition to its existing fleet of crew transfer and support vessels. With immediate effect, the shipping company has two additional 24 PAX CTVs available for the offshore energy market. These are aluminium catamarans, powered by Hamilton HM651 jets. Thanks to the waterjet propulsion technology, the CTVs can be used in and from shallow draft harbours. SeaZip Offshore Service takes over the CTVs, built in 2018, from Wind Energy Marine. Within the offshore energy market, they are known as the **WEM 1** and **WEM 2**. Both vessels have an excellent reputation and track record. Jan Reier Arends, Owning Manager of SeaZip, calls the purchase a price competitive alternative to new vessel building projects. *Jet propulsion CTVs for more flexibility and capacity* "Given the acceleration that the offshore wind industry is facing this year, we have been exploring options to expand our fleet and services for some time. With the doubling of aluminium prices and the long delivery times of equipment, newbuilding's are is currently hardly profitable. So, this is a great opportunity for us to deliver the offshore energy industry more service, capacity, and flexibility." The extra flexibility is in the propulsion technology. Unlike SeaZip's Damen FCS 2610 vessels, which are equipped with a fixed propeller, jet propulsion crew transfer vessels are optimally deployable in shallow water. Given the increasing demand for this option, Arends expects a quick match with ongoing offshore wind projects for both vessels, which will sail as **SeaZip 7** and **SeaZip 8.** *Sign up for our weekly CTV availability update* The expansion of the SeaZip fleet with these two 24 PAX jet propulsion crew transfer vessels coincides with a major upgrade of the CTVs **SeaZip 3 to 6**. They are currently being converted from 12 to 24 PAX vessels to better meet the changing transport demand. In addition to deploying its own vessels, SeaZip Offshore Service carries out the commercial management of various crew transfer and support vessels. As of May, the total fleet consists of 6 fast and manoeuvrable offshore service vessels with experienced crews. For current information about rapid deployment, we refer to our weekly availability update. *(PR)*

DHSS TEAMS UP WITH MARINE COORDINATION SERVICES TO SUPPORT OFFSHORE WIND PROJECTS

The Netherlands-based Marine Coordination Services (MCS) and DHSS have joined forces to provide support for the operators working in the offshore wind industry. According to MCS, the company serves as a link between the planning and the execution of offshore activities. The company's maritime control centre acts as a planning and coordination room for carrying out offshore activities such as the construction of a wind farm or cable laying in the seabed. From there, MCS manages all operational activities in a safe and efficient way. "Beside our brand new main control room at Terschelling with our latest IT solutions, MCS has now presence at A1 locations in

Eemshaven, IJmuiden and Den Helder. We also team up with the helicopter coordination team of DHSS, which is developing on a global scale rapidly, so we have full coverage," said Jens Doeksen, Director of MCS. Doeksen pointed out that by teaming up with DHSS, the company is able to execute helicopter and marine coordination services worldwide for its offshore wind clients. "'Adding marine coordination to our current helicopter coordination services completes the full scope of work we aim to deliver to our clients to unburden them. This activity is the added value to our current operations as vessel agency, port logistics and helicopter operations which DHSS is providing. With MCS on board, we have found a well-established collaborating partner, ensuring that the onsite marine operations of our clients are performed safely and efficiently, 24/7 – by air and vessel," said Wim Schouwenaar, CEO of DHSS. *(Source: Offshore Wind)*

DAMEN FCS 7011 AQUA HELIX NOMINATED OFFSHORE ENERGY VESSEL OF THE YEAR

Game changer in crew supply recognised for innovative approach. **Aqua Helix**, the Damen Fast Crew Supplier (FCS) 7011 with the Ampelmann S-type motion compensated gangway integrated into its structure, has been nominated for the Offshore Energy Vessel of the Year Award 2022. Operating along North Sea offshore platforms, the FCS 7011 is set to revolutionise crew transport, providing great comfort at impressive speed. The FCS 7011 can sail at speeds up to 40 knots, even on rough seas. The Axe Bow will reduce slamming and pitching considerably, keeping passengers fit and comfortable. This is how Aqua Helix provides fast and comfortable offshore crew transport. The vessel has a 120 passenger capacity. All of the passengers get a roomy, adjustable chair with thick cushions to be able to relax and arrive well rested at their destination. The Ampelmann integrated motion compensated gangway makes boarding and offboarding at sea, as easy as crossing the street. The electrically powered hexapod platform of the gangway ensures stability in sea states up to 3 meter of significant wave height and allows crew and personnel to walk to work safely and

efficiently. OceanXpress, a joint venture of Damen Shipyards Group and Ampelmann, is managing

Aqua Helix for crewing transport solutions from the Dutch shore to offshore installations in the North Sea. Weight reduction is key if a ship needs to sail at high speed. The slender hull of the FCS 7011 is built in aluminium. The quest for lightweight construction has led to increasing the hull sides upwards along the accommodation decks, so they add to structural integrity. This way, less heavy structural beams are necessary. By fully integrating the foundation of the gangway into the vessel structure, the total weight of the ship is further reduced, allowing for greater speeds. Clever engineering and the integration of the gangway and equipment into the vessels structure has resulted in a very fast, comfortable and smooth sailing vessel capable of high speeds. This achievement, together with the aims of setting new standards in crew transport, made the editorial team of the Offshore Support Journal decide to nominate Aqua Helix for Offshore energy Vessel of the Year 2022. The OSJ readership will decide by popular vote which of the nominees will become the winner. The award ceremony will be held on Wednesday 15th of June during a gala dinner following the first day of the two-day Annual Offshore Support Journal Conference and Exhibition. Damen will also present a lecture on the development of a range of Support Operation Vessels during this conference. Voting for the shortlisted vessels and nominees in the 11 categories of the Annual Offshore Support Journal Awards 2022 is possible until 18 May at the Awards website: OSJ Awards 2022 Voting! *(PR)*

ENETI'S SEAJACKS SCORES TAIWANESE WIND FARM CONTRACT

Monaco-based offshore wind contractor Eneti, formerly Scorpio Bulkers, announced that its subsidiary Seajacks has inked a deal with Siemens Gamesa Renewable Energy to provide a wind farm installation vessel for a project offshore Taiwan. The 2012-built self-propelled jackup **Seajacks Zaratan** has been booked to transport and install turbines at the Yunlin offshore wind project, developed by Yunneng Wind Power, a subsidiary of German wpd offshore, which was recently acquired by Global Infrastructure Partners for an undisclosed sum. The contract starts in the second quarter of 2023 and should last between 153 and 184 days. Eneti said the deal is expected to generate around $32m to $36.3m of revenue. The Yunlin offshore wind project is located in the Taiwan Strait, between 8 and 17 km off the west coast of Taiwan. The 82 sq km project area will

comprise 80 wind turbines with a total capacity of 640 MW. In related news, Eneti informed that a contract for the **Seajacks Zaratan** on the Akita and Noshiro offshore wind projects in Japan had been amended to compensate for the adjusted timetable caused by a delay in the start date, generating an additional $18.5m of revenue. The initial contract for 96 days is now expected to begin in July 2022 and earn $36.6m plus the additional $18.5m. The amendment will see Seajacks Zaratan contracted through to the end of November 2022. *(Source: Splash24/7)*

DREDGING NEWS

ANOTHER DREDGING SEASON KICKS OFF ON THE MISSISSIPPI RIVER

Yesterday morning, May 10, 2022 the Army Corps Dredge **Jadwin** and 50 crewmembers departed the Vicksburg Harbor for the annual dredging season on the Mississippi River. District Commander Col. Robert Hilliard, Deputy District Engineer and Chief of Programs and Project Management Patricia Hemphill visited with the some of the crew, Captain Chuck Ashley, Dredging Unit Chief Paul Richards, and Navigation Section Chief Andy Hall before the morning's departure. They had a quick breakfast with discussion of the upcoming season and the many challenges of working on the Mississippi River. The dredge **Jadwin** season typically begins as soon as the spring water rise is over, in April or May, and ends some time in November. In the off season, the vessel undergoes critical repairs and maintenance. Last year, the vessel removed over 6 million cubic yards of sediment from the Mississippi River. The **Jadwin**, built at the Marietta Manufacturing Company, in Point Pleasant, West Virginia, is one of four dustpan dredges currently operating in the United States. The **Jadwin**, Potter, and Hurley, belong to the Corps while the fourth dredge is owned and operated by a private contractor. She was launched on 30 October 1933, and named for Lt. General Edgar Jadwin, chief of engineers at the time of the disastrous 1927 flood. The vessel was converted

from steam to diesel electric in 1985 and the pilot house, galley and crew quarters were remodeled in 2007. *(Source: Dredging Today)*

DREDGER STEVE N WORKING IN THE DEMERARA

The Maritime Administration Department (MARAD) has released a photo of their trailing suction hopper dredger **STEVE N** working in the Demerara region, Guyana. According to MARAD, the vessel has been dredging the Demerara Ship Channel and the Essequibo River for the past thirty years. "To date, the dredge is still in operation mode dredging the Demerara Channel," MARAD. The **Steve N** – largest dredger owned by MARAD – was recently overhauled at the Guyana National Industrial Corporation (GNIC), the same company that constructed the ship back in 1983. During the dry-docking, over 40% of the ship's hull was repaired, as well as several other areas which that needed urgent attention. The repair project included: fabrication works to the hull, hopper and ballast tanks; repairs to propulsion system, propeller shafts, propellers, bushes and rudder; sandblasting and painting; electrical works; and mechanical repairs to hopper doors, suction drag head pipe, dredge pump pipe and valves in engine room and pump room. *(Source: Dredging Today)*

HEALTHY TSHD UTILIZATION LEVEL IN Q1 FOR BOSKALIS

Boskalis' business results for the first quarter of 2022 proceeded in line with expectations, the company said in its latest trading update. The Dredging & Inland Infra division's revenue increased significantly compared to the first quarter of last year, mainly due to the activities in the bay of Manila that also contributed to the healthy utilization level of the trailing suction hopper dredgers. Other noteworthy projects in progress included Tuas Terminal 2 and the Pulau Tekong Polder (both in Singapore), the Fehmarnbelt tunnel (between Denmark and Germany) and in the Netherlands, the Markermeerdijken project, the N206 and the construction of an inland harbor in Spijk. The utilization of the hopper fleet was good and fractionally higher than the healthy level in 2021, said Boskalis. The two large cutter suction dredgers were idle during the first quarter with the **Helios** to be deployed on the Tuas Terminal 2 project in Singapore in the course of the second quarter. Early this year, the trailing suction hopper

dredger (TSHD) **Prins der Nederlanden** was temporarily taken out of service for an extension at a yard in Singapore. The conversion is expected to be completed by the middle of this year, after which the vessel will be redeployed in the region with an increased hopper capacity of approximately 22,000 cubic meters. The extension of the sister vessel **Oranje** is planned for the second half of the year. According to Boskalis, the order book of Dredging & Inland Infra decreased slightly compared to the end of 2021. During the quarter, mainly small to medium-sized projects were acquired in Europe. *(Source: Dredging Today)*

YARD NEWS

WINDCAT WORKBOATS & CMB.TECH PRESENT THE FIRST HYDROGEN-POWERED CREW TRANSFER VESSEL

Windcat Workboats and CMB.TECH announced that the first hydrogen-powered CTV is ready for immediate operation after successful completion of trials and bunkering. This ground-breaking development for both the marine and offshore wind industries is the first CTV that uses clean fuels to reduce up to 80% of its traditional fuel usage and associated emissions. The Hydrocat 48 is a further green development, introducing clean fuel technology on the already very fuel efficient and high performing Windcat MK 3.5 design. Dual fuel technology has been integrated into the MK3.5 series without compromising on performance and retaining the reliability of a traditionally fuelled vessel. It is the first vessel to truly offer a sustainable alternative to diesel fuel. CMB.TECH was the first to build a hydrogen-powered passenger shuttle in 2017. Based on this proven technology, the Hydrocat 48 is now designed and built. The base MAN engine is manufactured by MAN Engines for dual fuel use and retrofitted by CMB.TECH with a hydrogen injection system. This vessel offers the industry a cost-effective solution to significantly reduce emissions from service vessels, which can be applied to any wind

farm today. This solution can be seen as a steppingstone to fully hydrogen powered CTVs. By starting with dual fuel combustion engines, we can make hydrogen technology operational in the industry and kick-start further development of the technology, regulation, supply chain, etc. Willem Van Der Wel – Managing Director of Windcat Workboats. The suitability of this technology for a CTV is mainly because existing diesel engines can be used. No fundamental changes to the main engine are required, which not only means that maintenance and repair remain simple, but also that the engine can easily be switched back to diesel fuel without any modifications. Even if hydrogen is not available, the vessel can continue to run on traditional fuel, making it a very robust and reliable solution for the offshore wind industry. Roy Campe – CTO of CMB.TECH. *Further optimisation: mono-fuel* CMB.TECH and Windcat Workboats are working on the further optimisation of engine capacities and the increased use of the hydrogen percentage. The long-term plan is to develop the technology and infrastructure to be able to eventually use a mono-fuel option via an internal combustion engine (ICE). *Hydrogen supply and mobile refueller* The hydrogen supply chain still needs to grow to become readily accessible in more locations. There is a significant shift towards hydrogen applications, and it is expected that the hydrogen supply chain will develop in the coming years. CMB.TECH and Windcat have also developed solutions for the supply of hydrogen to the vessel in this early phase of hydrogen development. CMB.TECH has designed a 40ft 500bar trailer for remote refuelling of all the various systems applying the technology currently in use. Multiple applications and customers can be served by this one system, which can also support the Hydrocat. Windcat, together with its joint venture partners TSM and FRS, has three more vessels under construction that can be delivered with the hydrogen technology on board. More CTV designs using this technology are being developed. *MAN engine – how does it work?* The operating behaviour, fuel consumption and all other characteristics correspond exactly to the MAN D2862 LE428 with the same performance. In a form of pre-treatment, a precisely measured quantity of hydrogen is added to the charge air. This mixture of hydrogen and air is then ignited with the injected diesel fuel in the combustion chamber of the cylinders. Depending on the engine's operating point, only a very small amount of diesel fuel is needed. The diesel injection parameters are optimised in dual fuel mode to achieve the lowest emissions and the best consumption values. Therefore, in dual fuel mode, considerably less CO2 is released in the exhaust gases in circumstances where operating behaviour and full load characteristics remain unchanged. In the event of problems in the hydrogen circuit or a depleted hydrogen supply, a switch back to diesel can be made at any time. This guarantees uninterrupted operation with normal reliability. *(Source: Workboat365)*

COAST GUARD COMMISSIONS 48TH FAST RESPONSE CUTTER

The U.S. Coast Guard commissioned the 48th Sentinel-class fast response cutter (FRC), **Pablo Valent** (WPC 1148), into service at Coast Guard Sector St. Petersburg on Wednesday. Rear Adm. Brendan McPherson, commanding officer of the Coast Guard 7th District, presided over the ceremony. Cecilia Guillot, Valent's great-niece, is the ship's sponsor. The cutter's namesake **Pablo Valent** was originally from Corpus Christi, Texas, and joined the United States Life-Saving Service in 1912. In September 1919, Valent helped rescue the crew of the hurricane-damaged schooner Cape Horn off the coast of Texas. For his heroic efforts, Valent received the Silver Lifesaving Medal and the Grand Cross of the American Cross of Honor Society. Valent was one of the first Hispanic Americans to receive these honors. **Valent**, built by Bollinger Shipyards, is the 48th FRC and is the first to be home-ported in St. Petersburg with missions including search and rescue, maritime law enforcement, coastal security, and living marine resources. There are 12 other FRCs in Florida, which operate throughout the Caribbean Sea. Each cutter is designed for a crew of 24, has a range of 2,500 miles and is equipped for patrols up to five days. The FRCs are part of the Coast Guard's

overall fleet modernization initiative. FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment as well as over-the-horizon response boat deployment capability and improved habitability for the crew. The ships can reach speeds of 28 knots and are equipped to coordinate operations with partner agencies and long-range Coast Guard assets such as the Coast Guard's national security cutters. *(Source: U.S. Coast Guard)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - *PIRIOU delivers two new tugs to BOLUDA FRANCE*
   - *SAAM Towage welcomes new Tug for Canadian operations*
   - *Steel Cutting Ceremony for a Robert Allan Ltd. designed RAstar 4200-DF*
   - *SAAM Reaches Agreement to Acquire Tugs from Starnav in Brazil*
   - *Med Marine Delivers 'Svitzer Port Said 3' to Svitzer*

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

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