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1963 – “59 years tugboatman” – 2022

Dated 10 May 2023

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

Distribution twice a week 20,450+

MIDWEEK – EDITION

TUGS & TOWING NEWS

2023 FORECAST: RISING DEMAND DRIVES UP US TOWBOAT AND BARGE RATES



US barge and towboat owners can expect a stronger inland marine transport market this year and steady business from coastal operations. Strengthening demand for dry and liquid bulk cargo, agricultural products and other goods in North America is raising volumes of inland waterways trade. According to one of the

largest owners of barges and towboats, Kirby Corp, utilisation of barges, pusher tugs and towboats will rise and so will charter rates in 2023. It expects vessels working on Jones Act coastal trade will remain positive, but not lead to higher utilisation. “Overall, we expect our businesses to deliver improved financial results in the coming quarters,” said Kirby president and chief executive David Grzebinski. “We exited Q1 2023 in a solid position, and we anticipate improved results in marine transport as we progress through the remainder of 2023.” He expects favourable market conditions for inland marine transport with demand growth, steady volumes from refinery and petrochemical plants and only modest new barge construction in the industry – all leading to further improvements in the spot market. Term contracts are also expected to continue rising to reflect improved market conditions for the duration of 2023. In coastal marine, Kirby expects modestly improved customer demand through the balance of 2023 and barge utilisation to remain in the low to mid-90% range. Rates are expected to continue slowly improving, though meaningful gains remain challenged by under-utilised barge capacity across the industry. Coastal operating margins are expected to be near breakeven on a full-year basis. Mr Grzebinski is aware of the potential challenges affecting the inland and coastal markets in terms of inflation, delays at key infrastructure and rising costs. “We are mindful of challenges related to an economic slowdown and associated headwinds from higher interest rates,” he said. “With these uncertainties in mind, we will continue to focus on costs and drive strong cash flow from operations.” Kirby expects to generate net cash from operating activities of US\$480M to US\$580M in 2023, including from its distribution and services to the energy and

manufacturing industries, which it also expects to be boosted by higher demand. “As we look long-term, we are confident in the strength of our core businesses and our long-term strategy,” said Mr Grzebinski. “We intend to continue capitalising on strong market fundamentals and driving shareholder value creation.” Kirby expects capital spending in 2023 of around US\$300M-US\$380M, including US\$40M on construction of new inland equipment. It anticipates expenditure of approximately US\$240M in marine maintenance capital and improvements to existing inland and coastal marine equipment, including ballast water treatment systems on some coastal vessels, and facility improvements. The balance of up to about US\$100M largely relates to new machinery and equipment and facility improvements in distribution and services, as well as information technology projects. *(Source: Riviera by Martyn Wingrove)*

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SVITZER WELCOMES LOW-EMISSIONS TUG TO UK FLEET

Svitzer has introduced its first tugboat in the UK that complies with IMO Tier III emissions standards. Damen Shipyards built **Svitzer Jubilee** as an azimuth stern drive (ASD) tug to its own ASD 2312 design at the Song Cam Shipyard in Haiphong, Vietnam. **Svitzer Jubilee** has an overall length of 23 m, beam of 12 m and draught of around 5 m. Svitzer master



Ross Turnbull said this tug is the first in the UK fleet to be compliant with IMO Tier III. Its two Caterpillar main diesel engines are connected to a Damen system for removing NOx from exhaust gases using a selective catalytic reduction unit and urea stored in tanks. **Svitzer Jubilee** arrived in Rotterdam, the Netherlands in early April on heavy-transport vessel **Lone** along with two reverse stern drive tugs – **Fairplay 90** and **Fairplay 91** – built for Fairplay Towage. This 236-gt tug was then sailed across the North Sea to northeast England, where it has been operating in Blyth, Hebburn and White Hill Point in England, according to automatic identification system data. Damen said its ASD 2312 design for a multipurpose tug has a patented twin-fin skeg and two azimuth thrusters producing 70 tonnes of bollard pull. An obstacle-free working deck provides a safe working environment for up to six crew members, and a powerful covered winch handles both forward and aft operations. Svitzer operates more than 50 tugboats in the UK, all operating on hydrogenated vegetable oil-based fuels

sourced only from secondary waste feedstocks. Using these fuels, Svitzer offers Ecotow carbon-neutral towage services and verified Scope 3 emissions reductions to clients. Relative to MGO, these biofuels reduce carbon emissions by 100% on a tank-to-wake basis and about 90% on a well-to-wake basis. Damen has built two more of these ASD tugs for owner P&O Maritime Logistics, according to one of the company's technical managers in a LinkedIn comment to Mr Turnbull's [Svitzer Jubilee](#) post. (Source: Riviera by Martyn Wingrove)

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THE TERMINAL GIANT PSA BUYS A PORT TOWAGE COMPANY



As done by MSC (with Medtug and with the acquisition of Rimorchiatori Mediterranei), the terminal giant PSA of Singapore, also present in Italy in the ports of Genoa and Marghera, has also purchased a port towage company. More specifically, PSA Marine, a piloting, port towage and maritime services company wholly owned by the terminal group PSA International, has acquired

from Inversiones Maritimas Cpt 45% of the capital of Meyer's Tugs SA (Mtsa), a company based in Panama established in 2015 and supplier of towing services on the Panamanian coasts on the Pacific and Atlantic oceans. MTSA has more than 60 employees and a fleet of six harbor tugs with draft capacities ranging from 60 to 77 tons. (Source: Shipping Italy)

TUGS THAT PASS IN THE NIGHT

Ships do it, and so do tugs. Tonight May 4-5 two tugs passed each other northeast of Halifax. The [Beverly M 1](#) initially arrived in Halifax April 30 towing the deck scow MM10 from Sydney. Built in 1993 by Inamura Shipbuilding Co in Kure, it is a 2 screw CPP tug of 4,000 bhp. It was named [Shek O.](#) until 2004, then became: [Hunter](#); 2006: [Shek O.](#); 2008: [Pacific Typhoon](#). When McKeil acquired the tug in 2013 it was working in Dubai with a sister tug which was also acquired by McKeil. Interestingly the tug still carries the inscription "Salvage + Towage" from its original owners, Swire

Offshore of Hong Kong, however the letters MM (for McKeil Marine) have been added. It is also equipped with a large anchor handling and towing winch. The **Beverly M 1** sailed from Halifax May 3 en route for Sydney. The second tug is the **Fjord Saguenay**, built in 2006 by East Isle Shipyard in Georgetown, PE as one of the improved ice class series of 5,000 bhp tugs. Built as **Stevens Iceflower** it worked in Europe, also under the name **Svitzer Njord** from 2007 to 2009. It returned to Canada on its own hull in



February 2009, arriving in Halifax on one engine. It was given the name **Fjord Saguenay** and went to work in La Baie (Port Alfred) for Rio Tinto Alcan under the management of Groupe Océan. This spring it moved to Quebec City where Océan's repair facility replaced an engine with a more efficient one. Its place at La Baie has been taken by Ocean Raynald T (a sister tug built as **Stevens Icequeen** in 2009). As an ASD tug, it works over the bow with a large winch on the foredeck. It also has a towing winch, and quick release tow hook aft. The tug sailed from Quebec City April 29, sailed



down the St. Lawrence and across the Gulf of St. Lawrence, through the Northumberland Strait, and Canso Canal, anchoring in Inhabitant's Bay May 2. Today May 4 it departed southbound, not giving a destination on AIS. The two tugs likely passed within sight of each other off Nova Scotia's eastern shore. *Update:* Thanks to an alert reader, I have

learned the tug is heading for Shelburne, NS for its class renewal survey. (Source: *mac Mackay-tugfax*)

THE COLUMN WEIGHING OVER 850 TONS WILL REACH THE CONSTRUCTION SITE IN PKN ORLEN - THE LARGEST TRANSPORT IN POLAND

In Płock, on Tuesday evening, a two-day operation will begin to transport the "Wash Tower" column weighing over 850 tons from the Wisła quay to the main plant of PKN Orlen for the Olefiny III complex under construction there. This is the largest transport carried out so far in Poland. The "Wash Tower" column, over 94 meters long, 8 meters wide at its widest point and over 10 meters high, arrived at the port of Gdańsk by ship from Spain at the end of March, and then was loaded onto a barge and reached Płock by the Vistula - there on the quay she moored at the beginning of April. Now the largest and heaviest element of the Olefiny III complex under construction will be transported to the construction site at the PKN Orlen main plant. As Grzegorz Samoć, director of the

projects department of DSV, the company responsible for the delivery of the elements of the Olefyny III complex, including the "Wash Tower" column, from Gdańsk to PKN Orlen, said on Tuesday during a press briefing, "this is the largest element transported in Poland in the conditions of public roads and rivers. Samoć explained that the transport, which will start on Tuesday evening, will be carried out using a 72-axle platform with turntables, thus adapted to overcome curves, and the speed of the entire set, which will cover the route of about 8 km, will be approximately 3 to 5 km/h. The full press release can be found [HERE](#) (Source: Portal Morski)



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FULL MARKS TO HAISEA WAMIS FROM THE DRAW TEST



The **HaiSea Wamis** tugboat built by SANMAR for HaiSea Marine, a partnership between Haisla Nation and Seaspan, has successfully passed the draw test. One of the ElectRA 2800SX full electric tugs built by SANMAR Shipyard for HaiSea Marine was named **HaiSea Wamis**. The **HaiSea Wamis** tugboat was towed the previous day and proved to have 70 tons of traction. Evidence of achieving our goal. "**HaiSea Wamis** is a

testament to the achievement of our goal of producing high quality and reliable marine equipment for our customers,” SANMAR said in a statement. *(Source: Maritime Journal)*

RIVER TRANSPORT

The tugboats **NOORDPOOL** (former Rotterdam harbor tug of P. Smit Jr.) and **HENDRIK sr.** (former Amsterdam harbor tug of Reederij Gebr. Goedkoop), currently both part of the fleet of Towage Service Gebr. Clots, IJmuiden, today took care of the transport of HAPO-barges pontoon **SKYLIFT 1** from the Waalhaven in Rotterdam to Dutch Harbor in 's-Gravendeel. *(Source & Photo: Nico Giltay)*



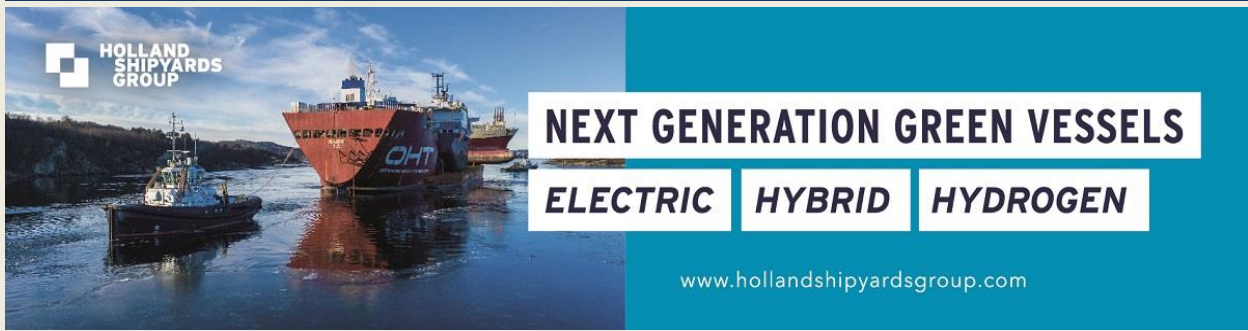
BRAND NEW MULTICAT IN DEN HELDER PORT



Recently, the brand new Damen Multicat 3313 **Bella** has been spotted several times in Den Helder. And then on both quay Het Nieuwe Werk and Nieuwediepkade. A very robust work vessel that was commissioned by ST Marine from Harlingen in 2022, but came into the hands of colleague Herman Sr from Barendrecht due to the recent takeover of this shipping company. The

Bella is an all-rounder that, in addition to towing and pushing, can also be used for anchor, supply and survey work. Because the vessel is equipped with two heavy cranes, installation and construction work is also possible. Remarkable is her shallow draft of 1.85 metres, which means she can be used just below the coast. The propulsion consists of three Caterpillar diesels that together can deliver 2,409 hp. The bollard pull is 30 tons and the free sailing speed is 10.8 knots. *(Source: www.maritiendenhelder.eu)*

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THEATER SHIP BREMEN HAS TO GO TO BREMERHAVEN FOR A SHIPYARD OVERHAUL

Former barge "Rügen" is to remain in the dock for around two weeks.

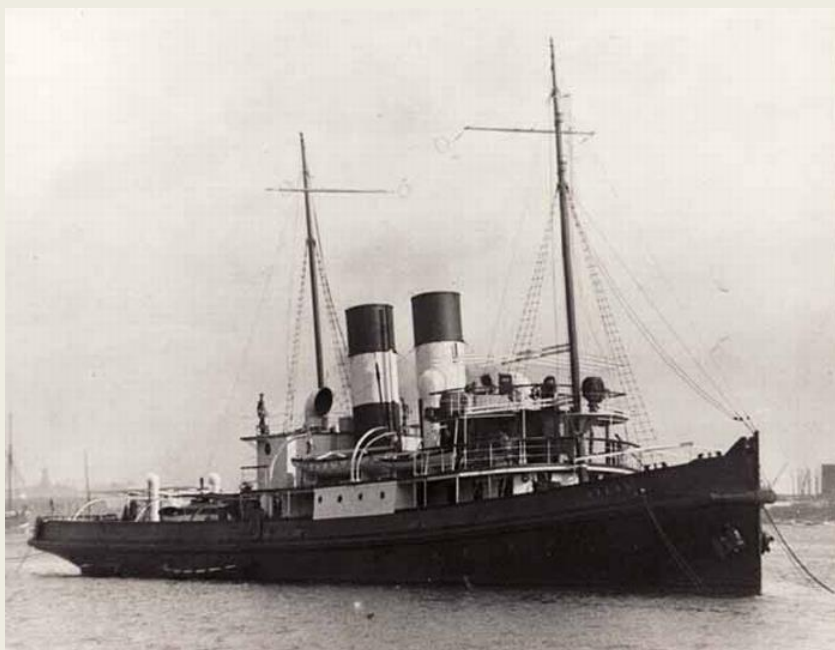
An unusual tugboat was on its way on the Lower Weser from Bremen to Bremerhaven on Sunday afternoon, because the 76 meter long and 11.5 meter wide "Theaterschiff Bremen" had to leave its traditional berth on the lower river in Bremen for a period of time that is necessary every five years. With the help of the tugboat "En Avant 13" and the



pusher tugboat "Kap Horn", the journey led back to Bremerhaven, where the former cargo ship "Rügen", which operated as an inland waterway vessel until 2002, will be overhauled again at the Bredo shipyard in the fishing port over the next few weeks. Among other things, ultrasonic measurements are used to check whether the ship's steel still has the required thickness of at least five millimeters everywhere. The "Rügen", built in 1926, transported coal or ore on the Rhine up to the turn of the millennium and was then supposed to be scrapped because the previous owner had to give up. Instead, Knut Schakinnis bought the old barge for 25,000 and converted it into a theater ship. The conversion to the theater ship then took around half a year. Around 70 tons of material were installed in the ship. The ship's engine, gearbox and propeller were removed, and the ship's ceiling was closed with concrete to protect the theater halls from outside noise. A superstructure with large glass fronts was erected in the middle of the deck. It now houses a bar with seating for around 70 people, a small kitchen and sanitary facilities. Where the machine room was once located, the boiler room and a microbiological treatment plant are now housed. The former storage rooms now house two theaters and a small bar area. The small theater hall offers 110 seats, the largest theater hall has room for 176 visitors. A maximum of 350 people may be on the theater ship at the same time. The moving rooms for the actors are housed in the former sailors' quarters. According to current planning, the theater ship is to remain at the Bredo shipyard for around 14 days, then it should go back to Bremen, but it will be a few more days before the first curtain rises there again, because according to the schedule, performances will start on Friday, June 23, with the revival of "Women - A Girls' Evening". The Theaterschiff is not taking a summer break this year. From July 14, "ABBA

Klaro!" will be included in the program again. *(Source: Weser Maritime News)*

FLEETLIST SCA - SUEZ CANAL AUTHORITY



Some years ago I sent to a then very small group of people my fleet list about tugboats operating in the Suez Canal. However, this list was not yet provided with photos. With the arrival of a large new construction program of tugboats for the Suez Canal I have updated my fleet list and added photos where I found it to the details of the tugboats. Unfortunately I have not found a photo of many tugboats. No data has also been found for many smaller tugboats that are mainly involved in the maintenance

of the Suez Canal. It is also striking that in Equasis many old, even steam tugs, are still listed with the status "active". Something I highly doubt, as no recent photos of it have surfaced for years. The fleetlist can be found [HERE](#) *(Source: Jasiu van Haarlem)*

INLAND INDUSTRY DROPS COVID RESTRICTIONS

The country is moving toward a new normal with Covid-19, considering it a sickness that can be managed like the flu rather than a pandemic that can be controlled. In May, the Biden administration lifted requirements that foreign travelers, federal workers and contractors and healthcare workers be vaccinated against coronavirus and terminated the pandemic-related public health emergency. In the inland barge industry, like other industries across the U.S., the new Covid normal had begun much before these restrictions



ended. After enduring extensive Covid measures on vessels and shoreside when the pandemic struck in 2020 and navigating through anti-mask and anti-vaccine sentiments among its employees while keeping boats running during the pandemic, life on the waterways, in ports and company offices is looking very much like it did back in 2019. Masks have been ditched, infections are way down, crews no longer must keep a six feet distance from coworkers, and sanitation measures on vessels are back to

normal routines. The conversation in the boardrooms of barge operators and at industry conferences has shifted to topics like the labor shortage and Subchapter M compliance. Even though infections are less common but still happening, Covid 19 is literally not on anyone's radar anymore. In many ways, dealing with Covid has become another part of the business plan, with barge operators living with it as they do other operational challenges like high or low water. "We haven't discussed it in months at the management level," Peter Stephaich, chairman and CEO of Pittsburgh-based Campbell Transportation, told WorkBoat recently. "We don't use masks, we encourage anyone not feeling well to not go to work, and we recommend testing (for those who feel ill), and that's about it. It hasn't been an issue for us." Three years ago, Campbell was one of many barge lines that instituted extensive vessel and shore wide anti-Covid measures and encouraged employees to get vaccinated. "We put our Covid interventions on a dimmer switch that can be raised or lowered as warranted by a fact-backed risk assessment in collaboration with our medical advisers," explained H. Merritt Lane, president and CEO of Canal Barge in New Orleans. "Fortunately, at present, we are operating on a 'business as usual' basis with extra protocols required when someone either has symptoms or tests positive for Covid. We know we can trust our mariners to assist us in managing the risk both at home and onboard," said Lane, whose company operates some 1,000 pieces of marine equipment and has 915 employees.

(Source: Workboat)

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ACCIDENTS – SALVAGE NEWS

CAPSIZED DREDGER HONG HAI 189 SINKS, SPILLS OIL OFF BATAAN



The capsized dredger MV **Hong Hai 189** has sunk in waters off Mariveles, Bataan, spilling oil and other mixed substances in the water, the Philippine Coast Guard (PCG) said. The MV **Hong Hai**, a Sierra Leone-registered dredging vessel, sank 400 yards away from Sisiman Lighthouse in Mariveles at around 5:21 a.m. on Saturday, after colliding with the MT **Petite Soeur**, a Marshall Island-flagged chemical and oil product tanker in the waters off

Corregidor Island. PCG Station Bataan and the Marine Environmental Protection Unit helped install oil spill booms and absorbent bags. The PCG reported the collision of the two vessels on April 29. Three people died, two were still missing, while 15 others were rescued. According to PCG, the dredger came from Botolan, Zambales, and had 20 crew members on board. *(Source: Dredging Today)*

THE SHELLFISH "PÉPITO" SINKS OFF ERQUY, THE SAILORS SAFE AND SOUND

Hooked by the bottom, according to the maritime prefecture of the Atlantic, the shellfish **Pépito** sank on May 1 off Erquy. The two sailors on board were quickly rescued by fishermen from the caseyeur La Mentale, also fishing nearby, alerted by the distress call made at Cross Corsen around 11 a.m. Nothing could be done, however, to prevent the boat from sinking to a depth of about 10 meters. The **Pépito**, registered in Saint-Brieuc, is a wooden shellfish trawler built in 1968 and measuring 10.43 meters long and 3.77 wide. *(Source: Le Marin)*



68 PEOPLE ON BOARD FERRY FROM S'PORE TO BATAM SAFE AFTER FIRE BREAKS OUT IN ENGINE ROOM



All 68 people on board a Singapore-registered ferry bound for Batam are safe, after a fire broke out in the vessel's engine room on Friday afternoon. The Maritime and Port Authority of Singapore (MPA) said in a statement on Friday that it was alerted to the fire at 12.30pm, when the ferry – **Queen Star 2** – was off Kusu Island. The authority, along with the Singapore Civil

Defence Force (SCDF) and Police Coast Guard, deployed its own boats to render assistance, with the MPA also activating a tug boat to tow the ferry. When the SCDF arrived at the vessel's location, the fire had already been put out by its six crew members. The firefighters who boarded ensured that the fire had been completely put out. While the crew had remained on board, the 62 passengers,

consisting of Singaporeans, Malaysians and Indonesians, as well as people of other nationalities, had already been transferred to another vessel – the **Merbau Era** – which was on its way to Harbourfront Ferry Terminal. They were later taken to Batam on the **Merbau Era** and have since disembarked safely, MPA said, adding that there were no reports of injuries or pollution. It did not specify the number of Singaporeans on board. To accommodate the affected passengers, MPA deployed officers to Harbourfront Ferry Terminal in case anyone required assistance. It also issued navigational broadcasts to ships, advising them to stay clear of the incident site, with the authority saying that it would release more details when they were available. According to ship-tracking website MarineTraffic, **Queen Star 2** was built in 2012 and is owned by Sinindo Shipping. (*Source: The Straits Times*)

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GENERAL CARGO SHIP MALFUNCTIONED IN THE BOSPHORUS

The cargo ship, which broke down in the Bosphorus, anchored off the coast of Beykoz. The cargo ship that broke down in the Bosphorus while cruising from Yalova to Russia was anchored off Beykoz. According to the statement made by the General Directorate of Coastal Safety, the 104-meter general cargo ship named **CORAL C**, sailing to Russia, had a machine failure in front of İstinye. Under the coordination of Istanbul Ship Traffic Services, the ship was anchored in Paşabahçe Bay, accompanied by the pilot and the tugboat **Kurtarma-8**. (*Source: Deniz Haber*)



AN OIL TANKER ABLAZE IN THE SOUTH CHINA SEA IS A GLOBAL PROBLEM

Off the coast of Malaysia, in one of the world's busiest shipping channels, an explosion on board the aging oil tanker **Pablo** ripped off its deck like a sardine can and began a fire that sent dark plumes of smoke into the sky. It was a tragic accident that could have been a much larger catastrophe. The

Gabon-registered ship, capable of carrying some 700,000 barrels of crude oil, was coming through the



South China Sea after offloading a cargo in China — and so was nearly empty. Out of its international crew of 28, officials report that 25 were rescued by passing vessels. The blast happened just beyond Singapore’s congested waters. But for nearby maritime authorities, the headache has just begun. There is little evidence of the owner, a Marshall Islands-registered company whose fleet contains no other ships, and no trace of insurance. Both are vital for a clean-up to begin. An

Aframax-class crude oil tanker observed in Iranian waters last year, the **Pablo** underlines the risks that come with the expansion of a dark fleet of aging vessels moving sanctioned oil around the globe. Since the wave of sanctions that followed Russia’s invasion of Ukraine — including the price caps imposed by the Group of Seven, intended to limit oil cash going back to the Kremlin — observers in the oil trading community have reported the purchase of hundreds of old tankers by undisclosed buyers. With limited details on who is responsible for this vessel, there has been no one to hold to account as it burned just 40 nautical miles off Malaysia’s Pulau Tinggi island. Oil, potentially from the wreck, has been reported washing up on Indonesia’s coast. “The **Pablo** casualty is tragic, and a stark reminder of what we have been saying all along: the shadow fleet poses a serious threat both to people’s lives and to the marine environment,” said Rolf Thore Roppestad, chief executive officer of Gard AS, the largest of the protection and indemnity clubs that insure much of the world’s fleet against risks such as oil spills. “What worries me is that there are ships like these passing through high-traffic straits every day,” he added. “So the likelihood of more accidents like this happening is actually quite high.” The cause of the fire is still unclear, though it’s possible vapors from the remains of the oil cargo played a part. Regardless, when ships like the **Pablo** explode, the process of cleaning up the mess gets more difficult. Often, insurance companies, salvage businesses and various intermediaries begin dealing with the situation within a few hours of it happening. But almost a week after this explosion, there is little sign of the insurer to get the process moving. The **Pablo** is not listed in an industry database of insured vessels, and the Malaysian Maritime Enforcement Agency did not answer questions on insurance. In instances where shipowners are unknown, local authorities will often press the crew for more information as they are one of the few people who know where a vessel’s orders are coming from. It is unclear whether that has been possible. If the owner can’t be contacted, local authorities can seize the ship and try to cover what costs they can, according to Oon Thian Seng, founding partner of Singapore law firm Oon & Bazul LLP and at its associated Malaysian office, TS Oon & Partners LLP. However, it’s highly unlikely that selling what’s left of the charred **Pablo** would cover the costs of removal. The dangers the **Pablo**, and others like it, are clear from its history. The tanker was flying the flag of Gabon, which is a very small destination for vessel registration and falls outside of something called the Paris MoU, set up to promote safe shipping. It was built in 1997, meaning it’s far beyond the age at which most tankers are sold as scrap. Further, had the **Pablo** been laden with its most recent cargo, that would have been a major spill of oil

sanctioned by the US. The tanker spent two months at a shipyard near Shanghai, but before that its last two voyages were to deliver crude to Chinese ports in Shandong province, ship tracking data monitored by Bloomberg show. Data analytics firm Vortexa identifies both cargoes as Iranian heavy crude, which is sanctioned. For authorities in Singapore, one of the world's busiest shipping hubs, the question is how to keep legitimate oil cargoes moving — while avoiding accidents like this one. The Maritime and Port Authority said it had requested the assistance of 20 vessels in the region to report any sighting of the **Pablo's** three missing crew, and reported no disruption to traffic. Officials did not comment further. Malaysian authorities said they suspended search operations on Friday evening as efforts haven't turned up any sign of the crewmen. The explosion has made the ship unsafe to board, leaving it stuck off the country's coastline for the time being. The longer it stays there, the longer it remains a visible reminder of the risks that come with an expanding shadow fleet. "Sadly, it's the crew, their families, and the coastal communities that are paying the price," Roppestad said. —With assistance from Ann Koh, Ravil Shirodkar, Eko Listiyorini, Norman Harsono, Alaric Nightingale and Julian Lee. (Source: *gCaptain* © 2023 Bloomberg L.P.)

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AT LEAST 22 DEAD AFTER TOURIST BOAT CAPSIZES IN INDIA'S KERALA

At least 22 people including children died when an overcrowded double-decker tourist boat capsized in an estuary in southern India, authorities said. Some passengers managed to jump off and swim to safety when the converted fishing vessel overturned in the waterway near the town of Tanur in Kerala state late on Sunday, one survivor said. But others among the estimated 40 people on board were trapped in the boat, officials said. The dead included 11 people from one family,



Manorama News channel reported, though there was no confirmation of that from officials. Rescuers called off a search on Monday when the last missing passenger, an eight-year-old boy, turned up alive

in Calicut hospital, B. Sandhya, the chief of Kerala's fire and rescue services, told reporters. Police said they were searching for the owner of the boat and a case of homicide had been registered against him. The vessel had listed badly soon after it set off, a survivor identified only as Shafeeq told Manorama. "Most of the people on the upper deck jumped into the river and swam to safety," he said. According to initial estimates there were about 40 people, most believed to be domestic tourists, on board including several children, Tanur police official Jeevan George said. Famous for its picturesque backwaters, Kerala is a major destination for domestic and international tourists. Local residents said the cruise service had only been launched last month and lacked safety measures. One man said he and his brother had decided not to go on the cruise because the boat looked too crowded. "The operators were asking more people to join saying it was the last trip of the day," the man, identified as Ibrahim, told Manorama. The state's health minister, Veena George, said two survivors were discharged from the hospital after treatment while eight were still receiving medical care. *(Source: Reuters by Jyoti Narayan and Jose Devasia; Editing by Sandra Maler)*

8 DEAD AS PASSENGER BOAT SINKS IN NIGERIA



Eight people died as a result of the sinking of a passenger boat in Nigeria's Zamfara state. According to national media reports, his boat carrying passengers sank in the river in the Gusau district of Zamfara province due to bad weather. According to the first determinations, 8 people lost their lives in the accident, many disappeared. Search and rescue efforts were initiated to find those lost in the accident. Boat disasters occur from time to time in the rivers during the

rainy season in Nigeria. *(Source: Deniz Haber)*

FUEL CONTAMINATION CAUSED WASHINGTON STATE FERRY GROUNDING

The U.S. Coast Guard and the Washington State Department of Transportation have completed an investigation into last month's grounding of one of Washington States Ferries' jumbo vessels that left passengers stranded for hours. Initially, the incident was being blamed on a generator failure on the 50-year-old ferry but they have now determined that contaminated fuel caused the power failure on April 15. "Investigation teams determined contaminated fuel led to generator failure (including backup systems) resulting in loss of propulsion and steering controls and the subsequent grounding," Washington State Ferries writes in a brief update. They released the results as the 3,200 gross ton ferry **Walla Walla** returned to service yesterday on its regular route between Bremerton and Seattle. The vessel had been making a later afternoon run on April 15 when the captain made an announcement to the passenger advising them that the vessel had lost power. Passengers aboard recounted to the local media that the captain said the vessel had lost power and its ability to steer.

They were advised to brace for impact, although by most accounts it was a soft grounding. The ferry came to a stop in Rich Passage, a narrow and curving waterway on the route. At the time there were 596 passengers aboard and 15 crewmembers. The U.S. Coast Guard responded and a rescue ferry was sent to offload the passengers, with some stranded for up to six hours. No one was injured and the ferry was later successfully refloated and moved to a facility in Bremerton where divers checked the hull. Washington State Ferries reports that the investigation is still ongoing to determine how the fuel was contaminated. “To ensure a similar incident does not occur, all fuel currently on board has been tested,” they wrote reporting that it was found to be clean. “New, upgraded generator monitoring gauges have also been installed on both **Walla Walla** and its sister ship **Spokane**.” Built in 1973, the **Walla Walla** is 440 feet long and has a capacity for up to 2,000 passengers and 188 vehicles. It is a double-ended ro-ro ferry powered by four diesel-electric engines. The vessel had also grounded 42 years ago in a similar location. It has been rebuilt several times, the last time being in 2003. Washington lawmakers however are also questioning if the age of the vessel contributed to the latest incident. Representative Jake Fey of Tacoma, Washington has introduced a bill at the state house that would require the Department of Transportation to build at least two new vessels. The lawmakers point out the vital role the ferries play in the local economy. Washington State Ferries is the largest operating public ferry system in the U.S. The company currently has 21 ferries operating in Puget Sound and the greater Salish Sea with inter-state routes and service to British Columbia, Canada. (Source: *Marex*)



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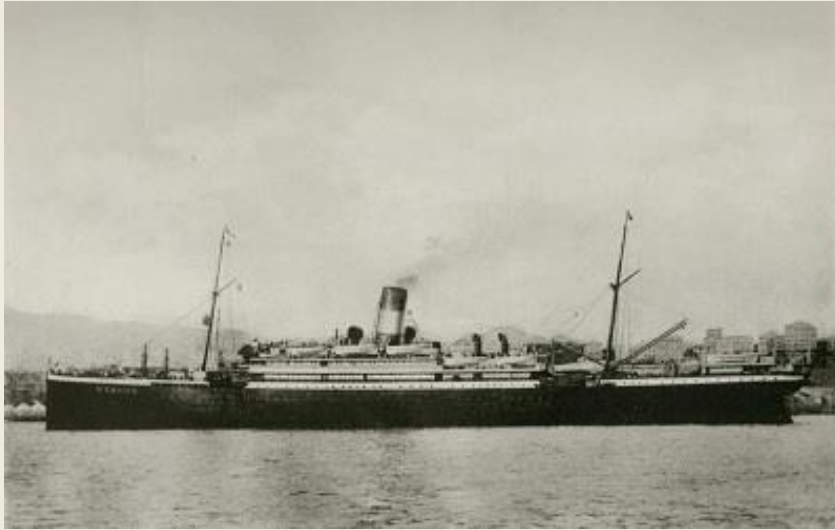
MARINE FIRE PROTECTION SYSTEMS

REMEMBER TODAY

S.S. VERONA – 11TH MAY 1918

SS **Verona** was a transatlantic ocean liner that was built in Ireland in 1908 for an Italian shipping line.

She was a troop ship in the Italo-Turkish War of 1911–12 and in the First World War in 1917–18. In



1918 a German submarine sank her in the Mediterranean with great loss of life. [Building](#)

In 1907 and 1908 shipyards in Scotland and Ireland built three sister ships for Italia Società di Navigazione a Vapore, also known as Italia Line. The first was [Taormina](#), which D. and W. Henderson and Company in Glasgow launched on 15 February 1907 and completed in 1908. Workman, Clark and

Company in Belfast built the second and third sisters, [Ancona](#) and [Verona](#). [Ancona](#) was launched on 19 December 1907 and completed in February 1908. [Verona](#) was launched on 31 March 1908 and completed that May. [Verona's](#) registered length was 482.3 ft (147.0 m), her beam was 58.3 ft (17.8 m) and her depth was 26.2 ft (8.0 m). She had berths for 60 first class and 2,500 third class passengers. Her tonnages were 8,261 GRT and 5,068 NRT. She had twin screws, each driven by a three-cylinder triple-expansion engine. The combined power of the two engines was rated at 1,221 NHP and gave her a speed of 16 knots (30 km/h). [Verona](#) was registered in Genoa. Her code letters were SRCT and her Italian official number was 388. [Service](#) On 19 June 1908 Verona began her maiden voyage from Genoa to Philadelphia via Naples and New York. In 1909 berths for 120 first class passengers were added. In August 1910 she was refitted to carry 60 first class and 120 second class passengers, plus migrants. On 25 August 1911 she left Genoa on her last transatlantic crossing for Italia Line. Thereafter the Italian government took her over as a troop ship for the Italo-Turkish War. In 1913 Navigazione Generale Italiana (NGI) bought [Verona](#). By then she was equipped for wireless telegraphy. Her call sign was originally MOV, but in 1914 it was changed to ITV. NGI put her on a route between Genoa and New York via Naples and Palermo. She began her first voyage on the route from Genoa on 9 March 1913. She began her final civilian voyage from Genoa four years later on 4 March 1917. Thereafter the Italian government took her over as a troop ship for the First World War. [Loss](#) In May 1918 [Verona](#) left Genoa bound for Tripoli in Libya. She was carrying about 3,000 troops, most of whom were deserters being sent to a detention camp. On 11 May she called at Messina, and then a few miles out of port SM [UC-52](#) torpedoed her. [Verona](#) sank within 25 minutes, with the loss of about 880 lives. (Source: Wikipedia)

OFFSHORE NEWS

TRAPICHE EMERALD

A recent arrival at the port of Durban is the offshore dive support vessel, [Trapiche Emerald](#) (IMO 9554597) which arrived from Singapore on 2 May. Whilst not able to confirm at this stage, it appears the offshore dive support vessel is conducting operations at the offshore single buoy mooring at Isipingo a few kilometres to the south of the port entrance. It was at the SBM where most of South Africa's crude oil imports were landed, although much of this has been curtailed since the two large Durban refineries ceased this type of operation. Some crude is still landed and transported inland through the Transnet pipeline network. What can be said about [Trapiche Emerald](#) is that she is a

dive support vessel that was built in 2010 and is sailing under the flag of Liberia. The 2,106-dwt (4,038-gt) vessel has a length of 82.2 metres and width of 20.4 metres. The ship has used her current name only since September 2022 when she came under the ownership, at least nominally, of Rolandys Ltd, care of her ship and commercial manager, Harren & Partner Services of Mexico. But from the time she first entered service in November 2010 that ship operated with the name of



Crest Odyssey 2 and ownership then of either Pacific Crest Pte or CSI Offshore Pte Ltd of Singapore. **Technical: Trapiche Emerald** was built at the Wison Nantong Heavy Industry shipyard in Nantong, China and homeported at Singapore for her then owner, Strato Maritime Services also of Singapore. She is powered by two Caterpillar type 3616b V-16, 4-Stroke-Cycle diesel engines and an aux. Caterpillar 6 engine. The *Crest Odyssey 2* is configured for both air and saturation diving and includes a three-man moonpool launch dive bell and two three-man hyperbaric chambers for saturation diving. (Source: *Africa Ports & Ships*; Photo: Trevor Jones)

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GREEN LIGHT FOR SAIPEM TO MOVE AHEAD WITH WORK ON EXXONMOBIL'S FIFTH OIL DEVELOPMENT OFF GUYANA

Italian oilfield services provider Saipem has been given the go-ahead to proceed with the final phase of work, which was awarded last year for ExxonMobil's recently sanctioned \$12.7 billion oil development project in Stabroek block offshore Guyana. This authorisation, received from ExxonMobil and its Stabroek block coventurers, for the final phase of the Uaru oil field development project in Guyana, comes after Saipem was awarded a large contract in December 2022 by the oil major for the project, which is situated at a water depth of around 2,000 metres. Furthermore, Saipem defines a large contract as being in a range between \$500 million and approximately \$1 billion. In accordance with the terms of the original award in December 2022, Saipem initiated some limited activities, including detailed engineering and procurement. The Uaru development story started its first chapter in January 2020 when ExxonMobil announced Uaru-1 as the 16th discovery

in the Stabroek block. The well encountered approximately 29 metres of high-quality oil-bearing



sandstone reservoir and was drilled in 1,933 metres of water. Once April 2021 rolled in, the U.S. energy giant reported another oil discovery in the Uaru-2 well, which encountered approximately 36.7 metres of high-quality oil-bearing reservoirs including identified intervals below the original Uaru-1 discovery. ExxonMobil submitted for approval a plan for the development of Uaru to the government of

Guyana in 2022. The all-clear signal for Saipem to proceed with the final scope for the Uaru project arrived only days after the U.S. oil major made a final investment decision (FID) to proceed with its fifth oil development project in Stabroek block, after receiving government approvals. Moreover, the final phase of the awarded scope of work to Saipem includes the design, fabrication and installation of subsea structures, risers, flowlines, and umbilicals for a large subsea production facility. The Italian oilfield services giant will perform the operations using its flagship vessels: FDS2 and Constellation. Saipem was previously awarded four other subsea contracts by ExxonMobil Guyana for developments in the same area: Liza Phase 1 and 2, Payara, and Yellowtail. The company claims that this further consolidated its presence in the country. ExxonMobil's Uaru project in the Stabroek block is targeted to come on stream in 2026. This development will target an estimated resource base of more than 800 million barrels of oil and include up to 10 drill centres and 44 production and injection wells. Japan's MODEC is constructing the Uaru FPSO, which will be called Errea Wittu. Based on MODEC's M350 newbuild design, it will be able to produce 250,000 barrels of oil per day. In addition, the FPSO will have an associated gas treatment capacity of 540 million cubic feet per day and a water injection capacity of 350,000 barrels per day. The Stabroek block covers 6.6 million acres (26,800 square kilometres) and is operated by ExxonMobil's affiliate Esso Exploration and Production Guyana with a 45 per cent interest. The company's partners in the block are Hess Guyana Exploration (30 per cent) and CNOOC Petroleum Guyana (25 per cent). ExxonMobil plans to have six FPSOs with a gross production capacity of more than 1.2 million barrels of oil per day online on the Stabroek block by the end of 2027, with the potential for up to ten FPSOs to develop the estimated gross discovered recoverable resources of more than 11 billion barrels of oil equivalent. *(Source: Offshore Energy)*

MEERMIN IV – DUTCH WATERWAY AUTHORITY WELCOMES COASTAL SURVEY VESSEL

The Scheldt River Water Board (Waterschap Scheldestromen) of the Netherlands has taken delivery of a new survey vessel built by the Holland Shipyards Group. The 15.15- by 4.9-metre **Meermin IV** ("Mermaid IV") replaces an older and slightly smaller vessel that had been in the operator's fleet for nearly 40 years. The newer boat also offers additional onboard space but is designed to accommodate

some of the existing survey equipment on the earlier Meerman. The operator decided to use the existing survey equipment on the newer boat as it is still up-to-date. **Meerman IV** will be operated primarily in the coastal waters of Zeeland province, particularly along a 450-kilometre stretch up to a maximum distance of five nautical miles from shore, while a draught of only 1.05 metres will enable it to perform missions in more restrictive areas. Its operational profile will involve taking detailed measurements of successive



100-metre-long sections. The boat is equipped with two Danfoss Editron permanent magnet motors, each with a capacity of 85 kW, and a variable speed generator. This arrangement ensures optimum fuel consumption and operational reliability by automatically switching the generators on and off depending on navigational requirements. For hydrographic survey tasks, the vessel is equipped with both a single-beam and a multibeam echosounder. The other electronics include a JRC radar, an Echopilot sonar, and other equipment from Simrad and Saab. The electrical installation was completed by Hydrauvision, which also supplied the boat's Danfoss Editron motors. Hydrauvision said **Meerman IV's** design also takes into account future plans to have it converted into a battery-powered fully electric vessel. The wheelhouse also has space for a survey workstation. The vessel's other accommodation spaces include a toilet with shower, a mess, and a galley. Work on the interiors was provided by Hoogendoorn. **SPECIFICATIONS** Type of vessel: Survey vessel; Flag: Netherlands; Owner: Scheldt River Water Board, Netherlands; Builder: Holland Shipyards Group, Netherlands; Length overall: 15.15 metres; Beam: 4.9 metres; Draught: 1.05 metres; Propulsion: 2 x Danfoss Editron, each 85 kW; Electronics supplied by: Hydrauvision; Radar: JRC; Depth sounders: 2; Sonar: Echopilot; Other electronics: Simrad; Saab; Interior fitout: Hoogendoorn; Accommodation: Toilet; mess; galley; Operational area: Zeeland, Netherlands. (Source: Baird)

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SAAB'S SEA EYE ROV FINDS WORK AT POLISH OIL FIELDS IN BALTIC SEA



LOTOS Petrobaltic, part of multi-energy concern ORLEN, has ordered Saab's Seaeye Leopard work class robotic vehicle to service underwater infrastructure within Poland's B3 and B8 oil fields in the Baltic Sea. After evaluating other work vehicles on the market, LOTOS Petrobaltic chose the Seaeye Leopard for its versatility and ability to

accommodate far more equipment options for a wider range of tasks, the company informed. Current tasks include the comprehensive inspection of underwater structures, construction cleaning, cutting, dredging for inspection, basic support for head installations and support for diving teams. The Leopard ROV will be equipped with a survey package to include multi-beam sonar, LIDAR and pipetracker. At the same time, LOTOS Petrobaltic is preparing its supply vessel, *Bazalt II*, as a dedicated operational platform for the Leopard, including adapting it to receive the LARS system and the custom configured control cabin, along with additional peripheral systems. The 3000m-rated Seaeye Leopard is said to be the top-selling electric work vehicle of its class and the most powerful of its size in the world, enabling it to tackle large and complex work tasks previously performed by much larger hydraulic systems. Poland's B3 field features the Baltic Beta rig, which is LOTOS Petrobaltic's production center. The oil is at the depth of approximately 1,450 meters under the bottom of the Baltic Sea. It is extracted through twelve wells equipped with surface and underwater heads made by Cooper-Cameron. In order to increase the deposit pressure, the Baltic Beta rig is provided with a water pumping system. Water is pumped into the B3 field through directional wells. The separation equipment installed on the Baltic Beta rig separates the extracted oil from gas. As for the B8 field, it holds an estimated 3.5 million tonnes of oil. The initial production could be launched using LOTOS PETROBALTIC, a drilling rig that has been adapted for production operations. Once full-scale production is launched, the B8 production center will be the third-largest oil production facility in Poland. The exploration and production license for the B8 field remains valid until 2031.

(Source: Offshore Energy)

THE RUSSIANS ARE COMING

The Russians are coming, the Russians are coming. It used to be a cold war cry to strike the fear of God into you but, nowadays in South Africa, it normally raises questions about why they are coming, what are they up to, and is this all legitimate and above board? Usually, it refers to the arrival of one Russian vessel, possibly two, but never as many as four together. Each year, Cape Town does get to see up to four Russian vessels, and all connected to the Russian Antarctic Expedition programme. The odd one spends the winter in Cape Town, and the arrivals normally call for stores and bunkers, and to pick up the odd member of the scientific contingent they require for their work. Then they are off on their individual voyages to, and from, Antarctica. Very rarely, does more than one arrive at the same time, but recently all four of them were in Cape Town at the same time, but on unconnected

programmes. Back on 4th March, the research and supply icebreaker ‘**Akademik Federov**’ arrived back from her resupply mission to Russian bases in Antarctica. She was to spend a month in Cape Town undergoing essential maintenance. She was followed on 26th March by the second research and supply icebreaker ‘**Akademik Tryoshnikov**’, which arrived from St. Petersburg en route for a late season resupply voyage to Russian Antarctic bases. That was two Russians in together. Then, on 3rd April, the marine research



vessel ‘**Akademik Aleksandr Karpinskiy**’ arrived from a geophysical survey of Antarctic waters. The next day, 4th April, saw the arrival of the supply icebreaker ‘**Vasiliy Golovnin**’, arriving back from a supply mission to the Indian Antarctic bases. So far, quite probably, the first time ever, all four Russian vessels assigned for Antarctic duties, were in one port at the same time, and that port was Cape Town, ‘The Gateway to Antarctica’. All four vessels have been reported on in previous editions of Africa Ports & Ships, between 2021 and 2022, as they arrived in Cape Town. On 5th April, both ‘**Akademik Federov**’ and ‘**Akademik Tryoshnikov**’ sailed from Cape Town, one heading south and one heading north back to St. Petersburg. On 12th April, ‘**Akademik Aleksandr Karpinskiy**’ sailed from Cape Town, also heading north back to St. Petersburg. This left ‘**Vasiliy Golovnin**’ in port, and she is still here a month later, lying at the Dormac repair quay at berth 501 in the Ben Schoeman Dock. However, it is not these four Russians that are the unique group of visitors, as they are regulars in the port on an annual basis. Instead, Cape Town was visited over a two day period by no less than four Russian offshore anchor handling supply tugs. The question was what were they doing here at the same time, and all so far from home. Also strange was that one of them had arrived well ahead of the

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others, from a different direction, but had stayed off port limits, waiting off Cape Town for a week, and entering port only once one of the cohort had arrived. On 1st May, at 05h00 in the morning, the first of the Russian anchor handling supply tugs (AHST) ‘**Ossoy**’ (IMO 9701102) arrived off Cape Town, from Port Louis in Mauritius, but having begun her voyage back in February from South Korea, with another stop in Singapore en route. She entered Cape Town harbour and went directly to the Cruise Passenger Terminal at E berth in the Duncan Dock. Built in 2015 by Zhejiang Shipbuilding at Ningbo in China, ‘**Ossoy**’ is 72 metres in length and has a deadweight of 2,881 tons. She is powered

by two Bergen Diesels, producing 12,240 bhp, giving her a bollard pull of 150 tons. She has a dynamic positioning classification of DP2, and a firefighting classification of Fifi2. Her aft working deck covers an area of 516 m², and she has accommodation for 36 crew. The first of four sisterships built, and the first AHST ever built by the Zhejiang shipyard, ‘[Ossoy](#)’ is a SPA150 design, and comes from the Shanghai Design Associates (SDA), who are the internal ship design team of the Sinopacific Group, who own the shipyard. This unique aspect of ‘[Ossoy](#)’ being the first AHST from SDA meant that she was awarded the Royal Institution of Naval Architects (RINA) ‘Significant Small Ship of 2015’ award. Although her flag was switched to that of Liberia, back in 2022, possibly as a result of the illegal Russian invasion of Ukraine, ‘[Ossoy](#)’ is nominally owned by Crown Libra 3 Ltd., but falls under the true ownership of FEMCO-West company of St. Petersburg in Russia, and she is managed by Genmarca Shipping Ltd., of Paphos in Cyprus. She had been on a sanctions watch list back in May 2021, as ‘[Ossoy](#)’ was one of the Russian vessels that supported the pipelayer on the infamous Nordstream 2 pipeline project in the Baltic Sea. Although no sanctions were applied to the support



vessels, all of which were Russian, sanctions were applied to the two Russian pipelaying vessels themselves. Sanctions also meant that no Western offshore company, capable of conducting the Nordstream 2 project, would accept any contract on the project. and Russia, which had little experience in this sophisticated sphere, had to collect whatever offshore vessels were available to conduct the project themselves. Many offshore

periodicals of the day commented on how the Russian fleet assigned to Nordstream 2 were not of a modern enough standard acceptable to Western operators, who were specialists in offshore oil and gas pipelaying projects. No sooner had ‘[Ossoy](#)’ arrived, than the bunker tanker ‘[Ana Nzinga](#)’ arrived from Ngqura at 07h00 the same morning, and unusually for a bunker tanker, also went straight to E berth, tying up directly behind ‘[Ossoy](#)’. Crew were also seen coming off ‘[Ossoy](#)’ with their suitcases, so the call was not simply for stores and bunkers, but a crew change was also to take place. Three hours later, at 10h00 on 1st May, the Russian AHST ‘[Vengery](#)’ (IMO 9451642) arrived off Cape Town, but she had come the opposite direction, from Murmansk in Russia. Although she had actually arrived a week earlier, she had held offshore, well outside Cape Town port limits, to await the arrival of her fleetmates. She entered Cape Town harbour, and also went straight to E berth in the Duncan Dock to join ‘[Ossoy](#)’, but in another unusual move, she was berthed on the outside of the bunker tanker ‘[Ana Nzinga](#)’. Built in 2010 by Yuexin Shipyard at Guangzhou in China, ‘[Vengery](#)’ is 75 metres in length and has a deadweight of 2,577 tons. She is powered by two Caterpillar 3408C engines producing 16,315 bhp, giving her a bollard pull of 200 tons. She has a dynamic positioning classification of DP2, and a firefighting classification of Fifi1. Her aft working deck covers 504 m², and she has accommodation for up to 42 crew. A Havyard 842 design, and one of two sisterships originally built for the offshore ocean tug company, POSH of Singapore, she is now owned by Morsevlogistic Ltd., of St. Petersburg, and is managed by FEMCO Management of Yuzhno-Sakhalinsk, in the Russian Far East. Also involved in the Nordstream 2 project, ‘[Vengery](#)’ joined the disparate pipelaying fleet in

April 2021, and was also placed on a sanctions watch list. When she sailed from Murmansk, for Cape Town, she routed to the west of Ireland, and it was reported at the time that she was sailing with her AIS switched off, which is unusual for an offshore supply vessel, and illegal. With both 'Ossoy' and 'Vengery' having completed their bunkering requirements at E berth, 'Vengery' was the first to sail. At 20h00 on 2nd May, she departed Cape Town, with her AIS showing her next destination to be Dakar in Senegal.

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The question asked is why does an AHST sail all the way from Murmansk, in partial secrecy, to Cape Town over a distance of 9,262 nautical miles, and then sail back in the same direction to Dakar over a distance of 4,455 nautical miles. A total of 13,717 nautical miles sailed, and just to take on bunkers. The answer will become apparent. With 'Vengery' having sailed, 'Ossoy' followed her at 02h00 on 3rd May, and also with her AIS giving Dakar as her destination. The plot thickens! No sooner had the two Russian AHST vessels left Cape Town, that a third Russian AHST arrived later the same day. At 18h00, on 3rd May the Russian AHST 'Venie' (IMO 9451654) arrived off Cape Town, from Singapore, and went straight to the Ben Schoeman Dock, berthing at the outer lay up 700 berths. She is, in fact, the sistership to 'Vengery', also being built in 2010 at the Yuexin Shipyard at Guangzhou in China. Like 'Vengery', she was also involved in the Nordstream 2 pipeline project, arriving in February 2021, and also going on to a sanctions watch list. Having departed Murmansk back in December 2022, 'Venie' had proceeded to Okpo in South Korea, which is from where 'Ossoy' had started her voyage. Yet another vessel owned by FEMCO, which is an acronym for Far Eastern Marine Exploration Company, she is managed by FEMCO Management Ltd., of Yuzhno-Sakhalinsk. The next day, at 12h00 on 4th May, 'Venie' sailed from Cape Town, and was the third Russian AHST to signal on her AIS that Dakar was to be her next destination. The fourth, and last, Russian AHST to arrive was 'Argi' (IMO 9674608), which arrived three hours after 'Venie' at 21h00 on 3rd May, and again was brought into a different berth, this time to the Repair Quay in the Duncan Dock, which indicated she required some local shoreside engineering support. Built in 2015 by Jiangsu Shipyard



at Zhenjiang in China, 'Argi' is the biggest of the cohort, and is 85 metres in length, with a deadweight of 3,781 tons. She is powered by two diesels producing 17,620 bhp, and giving her a bollard pull of 205 tons. She also has a dynamic positioning classification of DP2, and a working deck area of 650 m². She has accommodation for up to 60 persons. Also owned by FEMCO, 'Argi' is also managed by FEMCO Management. Her engineering problem fixed, and bunkers now safely aboard, 'Argi' sailed from Cape Town at 10h00 on 4th May, but her AIS destination was different, in that it was given as Shanghai in China. It would seem that 'Vengery' had arrived to take over duties from 'Argi', which was returning to the Far East. The reason for all the Cape Town arrivals of Russian AHST vessels, and all effectively at the same time, was down to the delivery voyage of the first ever floating storage unit (FSU), designed for Liquid Natural Gas (LNG). The LNG FSU 'Saam' (IMO 9915090) was not under sanctions, as she had been ordered three years ago, paid for, and completed, before sanctions had been applied due to the Ukraine invasion. She was held offshore Cape Town as each pair of AHST took it in turn to enter Cape Town, conduct their business, and return to the FSU 'Saam'. Built by Daewoo Shipbuilding of Okpo in South Korea, 'Saam' is 400 metres in length and has a deadweight of 192,237 tons. She is capable of storing 360,000 m³ of LNG, and is the first of two LNG FSU for the Russian Arctic 'Yamal' project. She cost US\$748.2 million (ZAR13.78 billion) to construct, and is owned by the Russian State Transport Leasing Company, and operated by Arkticheskaya Perevalka. She departed Okpo on 22nd February, under the tow of 'Ossoy', 'Venie' and 'Argi', on a 12,000 nautical mile journey, originally via the Suez Canal, bound for Ura Bay, an ice free fjord located at 69°19'N 32°48'E, some 40 nautical miles northwest of the port of Murmansk. Her position is very close to the closed military town of Vidyayaevo, which is the home to the Russian Navy Northern Fleet Submarine Base. The purpose of the LNG FSU 'Saam' is that the Yamal LNG project, which is located in the Russian Arctic, is icebound for most of the year. To access the LNG terminal at



Yamal, a fleet of 15 icebreaking LNG tankers were constructed between 2016 and 2019, to be able to export LNG year round from both Yamal, which became operational in 2017, and the new Gydan LNG field. These specialised icebreaking LNG tankers, which are of ARC7 classification, and capable of breaking ice that is 2 metres thick, will export the LNG

from Yamal, and without the need for independent icebreaker assistance, will transport the LNG to the ice-free Ura Bay, where it will be transhipped into the FSU. From there, standard ocean going LNG tankers will be able to load the LNG for export to European destinations. A second LNG FSU is due for completion soon by Daewoo, and is destined for an ice free bay close to Sakhalin Island, in the Russian Far East, where it will do the same as the FSU 'Saam', but for the Far East market. The specialised icebreaking LNG tankers have conducted proving winter voyage from Yamal using the Northern Sea Route, to both Europe and the Far East, to show that year round independent voyages can be undertaken. Arrival off Murmansk, of FSU 'Saam' and her three AHST towing team, is scheduled for June, with commissioning expected to be before the end of 2023. The LNG operation is being conducted by Novatek, but the sanctions applied to Russian, and her export of LNG, due to the Ukraine invasion, will hamper their ability to export LNG, and for western shipowners to send their LNG tankers to Ura Bay to load the LNG cargoes. Normally, any long oceanic towing voyage of an oil

and gas asset would be carried out by the specialised towage companies with ultra-modern, and powerful, ocean tugs, such as the ALP Group, Boskalis, and POSH. However, due to sanctions, and no western specialised company willing to undertake the towing mission, as with Nordstream 2, the Russians had to cobble together a disparate fleet from all around the globe, in order to complete the towing voyage. Interestingly, although **'Venie'** was displaying Dakar as her AIS destination on sailing from Cape Town, she did not join **'Ossoy'** and **'Vengery'** on the towage of FSU **'Saam'**, but instead she is steaming north separately at 10 knots, some 100 nautical miles to the Northeast of the other two, who were towing FSU **'Saam'** at 6.8 knots. Watch the video of the departing of the SAAM from the Daewoo shipyard [HERE](#) (Source: *Africa Ports & Ships* by Jay Gates; Photo's: Dockrat)

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THOR ALPHA VISITING DEN HELDER

On Friday 5 May, the **Thor Alpha**, sailing under the flag of the Faroe Islands, moored at the Nieuwediepkade – Den Helder; Netherlands. The 55 meter offshore support vessel had come over from Farsund in Norway to Den Helder. The diesel-electric **Thor Alpha** is owned by offshore shipping company Thor Ltd from Hosvik in the Faroe Islands. This is also her



home port. The offshore vessel is used by the shipping company for all kinds of handyman services in the oil and gas industry and offshore wind energy sector. (Source: www.maritiemdenhelder.eu)

MUSEUM NEWS

DRYDOCKING OF THE ICONIC FINNISH MUSEUM SHIP AND FLOATING HOTEL "BORE"

Finnish maritime enthusiasts are following with interest the drydocking of the emblematic museum

ship and hotel "**Bore**" (IMO 5048485) at the Turku shipyard, an icon of the Nordic country's



Merchant Navy, which since August 2010 has been owned by the company Oy S/S Borea B. Since January 2011 it has been moored on the banks of the Aura River, next to the Turku Maritime Museum. Our readers will remember her in her time as "**Kristina Regina**", a beautiful ship with two funnels with the aftertaste of a classic ship in service since 1960, who was a co-star on the opening day of the port of Tazacorte and for a few years a regular visitor to the Canary ports in the winter tourist season.

(Source: Puente de Mando)

PLENTY OF ATTRACTIONS DURING THE NIGHT OF MUSEUMS AT THE NATIONAL MARITIME MUSEUM IN GDAŃSK

The night of May 13-14 at the National Maritime Museum will be unique: six branches in four different cities will open their doors to all enthusiasts of night sightseeing. Guests will be able, among others, see how the legendary Vikings fought and spent their free time, learn about the history of the most famous Polish sailing ship, embark on a concert trip around the world, and explore the secrets of conservation of archaeological finds.



Vikings on Ołowianka (Gdańsk) Anyone who visits Granaries on Ołowianka on the evening of May 13th risks meeting armed Vikings! Scandinavian warriors from the Naglfar team will not only fight duels, but also present historical weapons, handicrafts and Viking customs. In moments of respite from the clash of arms, visitors will be able to try their hand at medieval dances and listen to ancient music live. Guests who want to learn about the history and culture of the Vikings from the scientific side, the museum invites you to a curatorial tour of the exhibition "Truso. The Legend of the Baltic Sea", which will be led by archaeologists: Paweł Litwinienko and Dr. Krzysztof Kurzyk. Games and fun await the youngest, and the most persistent will be able to take part in a quiz, in which unique prizes are at stake - the winning posing for a Viking portrait or the hand-made clay Viking boat. *Night on board Soldek (Gdańsk)* The industrial, port atmosphere of the night on the ship will be felt by the guests who, on the evening of May 13, will visit the Soldek museum ship moored at the

Ołowianka quay. The Night of Museums will be an excellent opportunity for those who have not yet seen the new, impressive permanent exhibition below her deck. Visitors, learning about the history of Polish shipbuilding and maritime trade in the second half of the 20th century, will visit the deepest and most mysterious nooks and crannies of the ship. In the bow hold No. 2, guests will see a unique exhibition of models "From Gdynia to the distant world. Gdynia Shipyard and its ships", while the main deck and the captain's bridge will become a unique vantage point for night Gdańsk. In addition, anyone who visits Soldek that night will be able to take a bit of its historical cargo with them. *Jubilee night of Dar Pomorza (Gdynia)* This year's Night of Museums is only a few days away from the unusual birthday of the sailing ship moored in Gdynia. Exactly 40 years ago, Dar Pomorza, the legend of the Polish merchant marine, began a new phase of its service - as a museum ship. Visitors will be able to learn how the sailing ship gained its second life by visiting the exhibition "40 years have passed. From school ship to ship - museum" in the room of the 3rd watch. The exhibition will be accompanied by a special lecture by the curator of Dar Pomorza, Arlety Twigs. Due to the limited number of places, reservations are required for the meeting with the curator. A unique attraction of this evening will also be the opportunity to meet captains from the Society of Friends of Daru Pomorza and the Association of Captains of Great Shipping. They will share their memories of working at sea, and explain what the devices on the aft deck were used for. We also count on their stories about Captain KO Borchard. Visitors will also be able to watch a film on the occasion of the 40th anniversary of the museum ship for the first time, while families with children will have an educational booklet waiting to be completed during a walk around the sailing ship. Night photos with the "Dar Pomorza" in the background will gain a unique color on May 13 - until midnight the ship will shine with a solemn illumination. *A trip around the world at the Shipwreck Conservation Center (Tczew)* An unconventional journey to distant lands awaits visitors during the Night of Museums at the Shipwreck Conservation Center in Tczew. The main point of the evening will be a concert by the choir of students of the Vocal Department of the Karol Szymanowski Academy of Music in Katowice. Stanisław Moniuszko in Gdańsk, who will perform songs by Georg Philip Telemann from the collection Singende Geographie from 1708. This Baroque work, whose title can be translated literally as "Singing Geography", is a poetic description of a journey towards exotic and distant lands. Due to the limited number of places for the concert, advance registration is required. However, this is not the end of visits to remote corners of the world. The curator of the NMM's ethnographic collection, Artur Fonzychowski, will present a unique collection of traditional boats from 18 different places in Europe, Africa, Asia, Oceania and North America. Enthusiasts of new technologies will see a show of scanning monuments in 3D, while families with children will be able to enjoy a stand with surprises and a photo booth.

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The Night of Museums in Tczew is also a great opportunity to visit the Vistula Museum, which is adjacent to the CKWS, the permanent exhibition and the soon-ending temporary exhibition "Man and the river. Fishery on the lower Vistula". *The secrets of monument conservation at the Fisheries Museum (Hel)* For the first time in the history of the Museum Night in Hel, visitors to the Fisheries

Museum will be able to look into a mysterious world where conservators, like modern alchemists, preserve priceless items from hundreds of years ago. Our specialists will tell you what they have in common with... the health service, they will introduce you to the specifics of work in the conservation of monuments from archaeological research, and will present various methods of conservation of metal and combined monuments and organic materials. However, science, chemistry and physics are not everything! During the Night of Museums, an atmospheric painting exhibition awaits visitors: "The Baltic Sea of Soter Jaxy-Małachowski", as well as unique views of the night Hel and the Gulf of Gdańsk from the height of the museum tower. *(Source: Portal Morski-National Maritime Museum in Gdańsk)*

WINDFARM NEWS - RENEWABLES

NOV AND GUSTOMSC TAPPED FOR SECOND HAVFRAM MEGA JACK-UP



NOV has once again signed contracts with CIMC Raffles to supply a GustoMSC™ NG-20000X self-propelled wind turbine installation jack-up vessel design for Havfram's second vessel on order at the shipyard. The NG-20000X-HF vessels are among the largest wind installation jack-ups in the industry, NOV said. They

feature a 3,250-ton heavy lift crane and can install foundations up to 3,000 tons and wind turbines with tip heights over 300 metres in water depths up to 70 metres. The vessel's large carrying capacity is said to reduce the vessel trips required per development, thereby improving project economics, and reducing carbon emissions per installed megawatt. "Havfram's decision to partner with GustoMSC for the second time in their pursuit to establish themselves as a prominent player in the worldwide offshore wind sector is deeply appreciated. We are excited to collaborate with their skilled team and join in their enthusiasm to overcome a crucial hurdle in advancing clean energy production," Nils van Nood, Managing Director of GustoMSC, said. Like the vessel currently under construction under the first contract, Havfram's second self-propelled jack-up vessel will be equipped with the NOV variable speed drive rack and pinion jacking system, including the latest regenerative power system technology that feeds the generated power back into the vessel's system. "Our collaboration with GustoMSC on our WTIV new builds has been exceptional," Even Larsen, CEO of Havfram Wind AS, said. "The team at GustoMSC is incredibly skilled and committed, consistently willing to discuss and accommodate Havfram specific needs and requirements. Our joint efforts have resulted in a top-of-the-line vessel offering modernity, efficiency, high capacity, and low emissions, providing the best assurance to the market for their coming wind farm construction projects." *(Source: Offshore Wind)*

DREDGING NEWS

ROHDE NIELSEN WRAPS UP PORT BEACH SAND RENOURISHMENT

Rohde Nielsen has completed the Port Beach sand renourishment project in Australia – awarded by the Port of Fremantle and the City of Fremantle. The trailing suction hopper dredger (TSHD) **Modi R** has been in seasonal operation since July 2022 and has dredged 150.000 m³ of sand from the Fremantle Ports' Deep-Water channel to a depth of -18.5 meters. The dredged sand was then reused for beach nourishment in designated nearshore areas of Fremantle's Port Beach using the rainbow method, providing optimal distribution. Throughout the duration of the project, a high standard of environmental controls was implemented, with utmost consideration given to minimizing any potential environmental impacts, said Rohde Nielsen. *(Source: Dredging Today)*



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MUD CAT MC 100E DREDGE ON ITS WAY TO TEXAS



Mud Cat has just shipped another Mud Cat MC 100E dredge to a contractor in Texas. The MC 100E hull is constructed of heavy-duty gauge steel, never poly plastic floats, and will not crack when exposed to variable pH environments combined with heavy UV exposure. According to Mud Cat, the 100E is the most powerful radio remote controlled auger dredge on the market today. Also, this remoted controlled dredging

system is used for high production applications where a manned diesel dredge is not practical. The 100E meets the same productivity as diesel dredges twice its size and cleans lagoons and ponds out to

a depth of 6.1m (20'). (Source: *Dredging Today*)

VAN OORD'S MAAS TO BEGIN LONDON GATEWAY DREDGING

Van Oord's hybrid water-injection dredger **MAAS** is about to begin its next project – maintenance dredging of the London Gateway Port. According to the Port of London Authority, dredging operations in the vicinity of Berths No. 1 and 2 will commence on or about 06th May 2023. Dredging – to be carried out by dredger **MAAS** during ebb tides only – will last for approximately one week. The work is expected to be completed by 13th May 2023.



Built for Van Oord by Kooiman Marine Group, **MAAS** had its debut operation on the River Thames last year when she successfully dredged the Port of Tilbury. (Source: *Dredging Today*)

COMPLETED THE DEVELOPMENT OF DESIGN DOCUMENTATION FOR THE DREDGER PROJECT RDB 09.10



The Rostov Central Design Bureau "Stapel" completed and handed over to the customer the design documentation for the dredger of the RDB 09.10 project. This was reported on May 5 in the press service of the bureau. The new vessel is a non-self-propelled collapsible, suction dredger, with a mechanical ripper (cutter), pile-cable papillonage and

a displacement device (VRD). The dredger is equipped with two propeller-steering columns with hydraulic drives, which provide both the positioning of the dredger and its movement without the help of auxiliary means. The RDB 09.10 project dredger is designed to develop soils of IV groups according to the difficulty of development (silts, sands, dense sands, sands with gravel, sandy loams and loams of all types) by milling loosening and transporting them through a floating slurry pipeline in the form of a water-soil mixture (pulp) to the place of laying. The overall dimensions of all hull pontoons, bagermeister cabin, soil intake and other units allow its transportation in disassembled

form by road and rail, the design organization adds. (*Source: Sudostroenie; Illustration: RTsPKB "Stapel"*)

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YARD NEWS

SMST GANGWAY AND CRANE FOR ELEVATION SERIES CSOVs OF WINDCAT

SMST has been awarded a contract by Damen Shipyards for the delivery of two sets of mission equipment for the two newbuild Elevation Series CSOVs for Windcat Offshore. By delivering a gangway (Telescopic Access Bridge L-Series) combined with Access & Cargo Tower and world's largest 3D Motion Compensated



Crane, SMST is a major contributor to the enlarged flexibility and capability of the hydrogen-powered Commissioning Service Operation Vessels, which already have been praised for their revolutionary design. The Elevation Series CSOVs have been designed by Damen Shipyards in cooperation with Windcat and CMB.TECH. "SMST has been closely involved in the design of the vessels, which has enabled us to optimally integrate our equipment. This has resulted in the most efficient and safest logistic solution for the CSOVs, and it has also created an optimal construction process for the equipment on board", says Menno de Jong, Sales Manager at SMST. The SMST mission equipment that will be in operation on board the CSOVs from 2025 contains the first ever 10t 3D motion compensated crane, being the largest 3D crane worldwide. Mr De Jong elaborates: "This version from our wide range of 3D cranes offers new possibilities for offshore handling. The construction of offshore wind farms can be executed even more efficiently." To significantly reduce the CO2 footprint of the Elevation Series, the vessels are powered by hydrogen. SMST contributes to the 'green' CSOVs with their most energy-efficient mission equipment to date. "We are committed to building sustainable vessels and we believe with their offshore systems on board, SMST can support us in achieving this goal", states Joost van der Weiden, Sales Manager Benelux at Damen Shipyards,

“Together with SMST, Windcat and CMB.TECH we have developed an industry-leading design setting an example for the energy transition in the offshore wind sector.” Stephen Bolton, Managing Director at Windcat Offshore adds: “We are pleased to work in a solid cooperation with SMST. Their latest motion compensated gangway combined with tower and elevator has the greatest range available on the market, reaching up to 30m above sea level. Important as ever, their equipment ensures safe, efficient and stepless routing of our personnel on board.” (PR)

NEW DANISH 64M PATROL VESSEL NORDSØEN OPTIMISED, BUILT AND DELIVERED WITH HULL VANE®



Quiet, efficient, comfortable Last summer was a hectic time at Hvide Sande Shipyard, based on Denmark's West Coast. July and August were filled with sea trials, finishing touches and commissioning of systems of the newbuild Nordsøen. Hvide Sande Shipyard won the public tender to build the vessel in late 2020. On August 24, 2022, the ship was named and handed over to her owner. It is the first Offshore Patrol Vessel which combines

azimuthing propulsion pods with a Hull Vane® behind the transom. *12 to 17% less CO2 emissions* Given that the public tender awarded a lot of points on low lifecycle costs and energy efficiency, Hvide Sande Shipyards contacted Hull Vane BV during the concept design stage. Due to her length, displacement and speed range (10-18 knots), it was quickly determined that Hull Vane® would provide great benefits, which was later confirmed with CFD computations with and without Hull Vane®. The resistance reduction from the Hull Vane® amounts to 12% at 10 knots, 17% at 14 knots and 14% at 18 knots. *Diesel Electric pod drives* Bruno Bouckaert, sales director of Hull Vane BV: “The project was atypical, in the sense that from the first conversation about Hull Vane® up to its installation, everything was done through online meetings, as we were in full Covid lockdown-times. That said, the project couldn't have run smoother. There are some interesting firsts for Hull Vane®: Nordsøen is the first ship where Hull Vane® is installed on a ship with azimuthing propulsion drives. The combination works perfectly, and in fact, because of the Hull Vane®, the pods have to do less steering corrections in bow- or stern-quartering seas, which also improves their efficiency and reduces the noise level. Another first is the stern ramp system. On Nordsøen, the stern ramp is equipped with a slide-out system. All we had to do is make sure that the Hull Vane® was out of the path of this system. We see a benefit of such systems as it allows patrol vessels and naval ships with a stern ramp to be designed with an optimal hull shape, without a lot of transom immersion. Offshore Patrol Vessels sail a lot of time at moderate speeds (5-15 knots), and then it's really beneficial to have not too much transom immersed”. *Quietly efficient* So what's the verdict after the sea trials and several months of usage? All expectations have been met, and the vessel is said to be exceptionally quiet and efficient. The ship has never sailed without Hull Vane®, but it's obvious that Nordsøen makes very few waves, a clear sign of her efficiency. According to the operational profile published in the tender documents, the Hull Vane® on Nordsøen saves 317.000 liter of marine diesel fuel per year. That's enough to drive all the way around the earth every other day with a normal diesel car. The

CO2 emissions are reduced by 1.090 tons per year, at an off-the-charts low CO2 abatement cost of - 212 €/ton CO2 abated. The reduced resistance from the Hull Vane® allowed the shipyard to purchase smaller azimuthing pods and diesel-generator plant, a cost saving which exceeded the Hull Vane® cost and therefore reduced the total build cost. It may sound against the laws of quantum mechanics, but the Hull Vane® on Nordsøen actually has a negative payback period. The investment in the Hull Vane® was recovered before the ship even sailed her first nautical mile. Hull Vanes have now been installed on many patrol vessels operating in the Netherlands, France, Belgium, Denmark and Nigeria. On all these vessels, the reduction in fuel consumption from the Hull Vane® exceeds 10%. It's a proven and very cost-effective solution for governments wishing to reduce the use of energy and CO2 emissions of their fleet, at a negative cost due to the energy savings. Whatever the fuel of the future will be, Hull Vane® makes the future energy transition easier and more affordable. (PR)



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NORTH STAR ORDERS TWO HYBRID CSOVs AT VARD

Norway-based shipbuilding company Vard has signed new contracts for the design and construction of two commissioning service operation vessels (CSOVs) for the UK support vessel operator North Star. The ships are of VARD 4 22 design, produced in collaboration with Vard Design in Ålesund, Norway. The vessels feature the latest hull design optimised for low consumption and resistance, as well as high operability and comfort, the company said. The VARD 4 22 design has been developed specifically for North Star, with new methanol-ready hybrid-propulsion solutions and an increased number of single cabins, providing hotel-quality accommodation for the technicians working in the field. The vessels will be 95 metres long with a 19.5-metre beam and enough space to accommodate 111 people. The new CSOVs will be equipped with technology from Vard Electro's SeaQ portfolio,

covering solutions for power, control, bridge, navigation, and communication. The agreement also



has an option for two additional ships, which could create a total of up to 200 new seafaring job opportunities across the CSOV fleet once operational. “We are very proud of being selected by North Star and we will provide vessels with innovative solutions specifically developed by VARD for this type of applications. These contracts are in line with our mission to enable sustainable

business at sea: as a shipbuilder, it is a huge motivation for us to be able to effectively contribute to the green transition”, said Alberto Maestrini, VARD CEO. These vessels are the next in a series of orders North Star has contracted with Vard so far. In 2021, the company placed four service operation vessel (SOV) newbuild orders with Vard in Vietnam, all of which will support the world’s largest offshore wind farm, Dogger Bank, on long-term charters. The first three vessels will commence operations this year, ahead of schedule, with the final to be delivered in 2024. North Star, which employs 1,300 crew and onshore personnel, has committed to delivering 40 offshore wind ships by 2040 to meet the growing demand of offshore wind operations and maintenance logistical support across the UK and Europe. *(Source: Offshore Wind)*

ALL AMERICAN MARINE AWARDED MARAD SHIPYARD GRANT

All American Marine has been awarded a \$916,000 Small Shipyard Grant from the U.S. Department of Transportation’s Maritime Administration (Marad). The grant will be used to purchase and install a state-of-the-art 60' router table and a CNC press brake, which will significantly enhance the company’s manufacturing capabilities. The large router table with dual cutting heads will enable the Bellingham,



Wash., shipyard to cut materials with greater accuracy and speed, while the CNC press brake will allow for more precise and automated forming of metal parts. “This investment in our company will allow us to remain competitive in the marketplace and continue to provide our customers with the highest quality products and services,” Ron Wille, All American’s president and COO, said in a statement. “Our shipyard has seen an increase in customer demand for hydrofoil equipped vessels and this Marad grant will allow us to build more of these environmentally friendly boats.” All American said it is a pioneer in zero emissions solutions in the maritime industry and is committed to building the most technologically advanced vessels in the market and pushing the boundaries of what’s possible on the water. “All American Marine is proud of all our boats, notably the low and zero-

emission boats we have constructed. Examples of these include the hydrogen fuel cell-powered Sea Change and the hybrid powered boats Enhydra and Waterman,” said Wille. *(Source: Workboat)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Damen Shipyards delivers new Multi Cat 2309 to Atlantic Towage & Marine Ltd*
 - *RApide 2000-E Pushboat HB Poraque Delivered*
 - *Sanmar Shipyards to build another eco-friendly tug for environmentally-aware operator*
 - *Estaleiro Rio Maguari (ERM) delivers first RAmparts 2300-ERM Tug to Svitzer Brazil*
 - *Industry leaders gathered at the naming ceremonies for Sanmar's five new ground-breaking tugboats for HaiSea Marine*
2. Several updates on the Broker Sales page posted last week.

(New page on the website. If you are interested to have your sales on the website)

(pls contact jvds@towingline.com)

 - *Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale*
3. Several updates on the Newsletter – Fleetlist page posted last week
 - *Suez Canal - Ismalia by Jasiu van Haarlem (new)*
 - *AVRA Towage - Rotterdam by Jasiu van Haarlem*
 - *Herman Sr - Zwijndrecht by Jasiu van Haarlem*
 - *Boa - Trondheim by Jasiu van Haarlem*
 - *GPS – Rochester by Jasiu van Haarlem*

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

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