Tugs Towing & Offshore Newsletter

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

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MIDWEEK–EDITION

TUGS & TOWING NEWS

STEAM TUG NOORDZEE CELEBRATES 100 YEARS ANNIVERSARY

In May of this year it will be exactly 100 years ago that the steam tug **Noordzee** was put into service as an auxiliary vessel at the Blohm & Voss shipyard in Hamburg. After being saved from demolition in the 1970s, the North Sea sails under the Dutch flag. Last year, after a complex restoration, the steam tug returned to service completely under steam. With Museumhaven Willemsoord in Den Helder as home port. The hull of the seagoing steam tug was launched in 1922 at the former shipyard of Janssen & Schmilinsky in Hamburg. The client for the construction was the neighboring shipyard Blohm & Voss, who installed their own steam engine and boiler that year. The beating heart of the tug that **B.&V. XII**. was baptized consisted of a coal-fired 2-fire Scottish boiler and a compound steam engine, together good for 320 hp. Until 1948, the tug performed numerous manual and tension services for the Blohm & Voss yard. This was followed by a lay-up period that lasted until 1959. In that year, the German diving and salvage company Sievers from Cuxhaven started working with the steamer, which was renamed **Taucher Sievers IV**. Eleven years later, the tug was sold to Reederei Nordsee, a fishing company from the same port city. This company worked with the tug until 1975, which was subsequently sold to Handelsonderneming A.C.Slooten in Wormer. Demolition threatened the 53-year-old vessel until luxury yacht builder and steam enthusiast Kees Jongert from Medemblik took care of the tug a year later. He restored the steamer with great love and care and renamed it **Noordzee**. She was subsequently used professionally for towage work and as a tidebreaker and numerous events were visited throughout northwestern Europe. Owner Kees Jongert passed away in 2010. He did, however, take the initiative to accommodate the **Noordzee** in a foundation. A setback was that the boiler showed leakage and was rejected. The result was that the **Noordzee** was imposed in Medemblik. Demolition threatened again. But in 2016 the tug was moved to Den Helder for a large and complex restoration in Museum Harbor Willemsoord. Here, among other things, the rejected boiler was replaced. The total restoration would take about five years. On September 11, 2021, the official opening could be celebrated in Den Helder. On Saturday 14 May, the 100th anniversary of the **Noordzee** was extensively commemorated at the same location in Museumhaven Willemsoord.

With an exhibition and the presentation of a beautiful anniversary booklet about the life course of the centenarian. *(Source: Paul Schaap-PAS Publication)*

IS USCG GETTING SERIOUS ABOUT BUYING CHOUEST ICEBREAKER?

With the U.S. Coast Guard's single active heavy polar icebreaker, *Polar Star*, reaching the end of its useful service life there have long been proposals floating around that the Coast Guard acquire an interim vessel until the first of its new Polar Security cutters enter service. The most frequently mentioned candidate vessel has been Edison Chouest Offshore's M/V **Aiviq**. The Coast Guard's FY2023 budget request indicates that this idea is now under very active consideration. While the procurement for the Coast Guard's first two Polar Security Cutter is fully funded, the service's proposed FY2023 budget requests $167.2 million in continued procurement funding for the PSC program, which would be used for, among other things, program management and production activities associated with the PSC program's Detail Design and Construction (DD&C) contract, long leadtime materials (LLTM) for the third PSC, and government-furnished equipment (GFE), logistics, and cyber-security planning costs. *Purchase of commercially available icebreaker* According to a Congressional Research Service report, the Coast Guard's proposed FY2023 budget also requests $125 million in procurement funding for the purchase of an existing commercially available polar icebreaker that would be used to augment the Coast Guard's polar icebreaking capacity until the new PSCs enter service. Under the Coast Guard's proposal, the Coast Guard would conduct a full and open competition for the purchase, the commercially available icebreaker that the Coast Guard selects for acquisition would be modified for Coast Guard operations following its acquisition, and the ship would enter service 18 to 24 months after being acquired." This sounds much what like what Canada did to get early delivery of a series of intermediate class icebreakers converted from ice class offshore service vessels. The three conversions thus far carried out for Canada were all performed by Davie Shipyards, which had originally made a proposal for the program called Project Resolute. While the

Canadian Government bought into Project Resolute's proposals for interim intermediate icebreakers, Davie also offered a candidate vessel for conversion to polar icebreaker: Edison Chouest Offshore's M/V **Aiviq**. Here's how the Chouest vessel was described in the Project Resolute proposal. "**Aiviq** was built in 2012 by North American Shipbuilders for use on the Shell Alaska drilling campaign. She is the world's most powerful, privately-owned icebreaker. With Polar Class 3, this vessel is capable of operatng in the harshest of environments. Built to tow large drilling rigs, M/V Aiviq is perfectly suited as a multpurpose, icebreaking towage and oil spill response vessel." *USCG issues RFI* On May 3, the U.S. Coast Guard posted a notice saying that it is seeking to identify commercial vessels available for purchase that were constructed at a U.S. shipyard and are capable of operating in or around the Arctic." According to the accompanying RFI, the vessels the Coast Guard is looking for should meet the following requirements: - Constructed in a U.S. shipyard. - International Association of Classification Societies (IACS) ice class PC3, equivalent or higher. - Current certificate of classification. - Capable of breaking at least 3 feet of ice ahead at a continuous speed of 3kts. - Capable of underway operation for a minimum of 60 days without resupply. - Maximum draft of 29 feet. - At least 15 years of original design service life remaining. - On-board medical treatment facility. - Ability to land a USCG HH/MH-65 or MH 60T helicopter or equivalent. Sounds a lot like **Aiviq**. *(Source: MarineLog)*

CHINA'S 1ST LARGE EMERGENCY RESCUE VESSEL COMPLETES MAIDEN SEA TRIAL

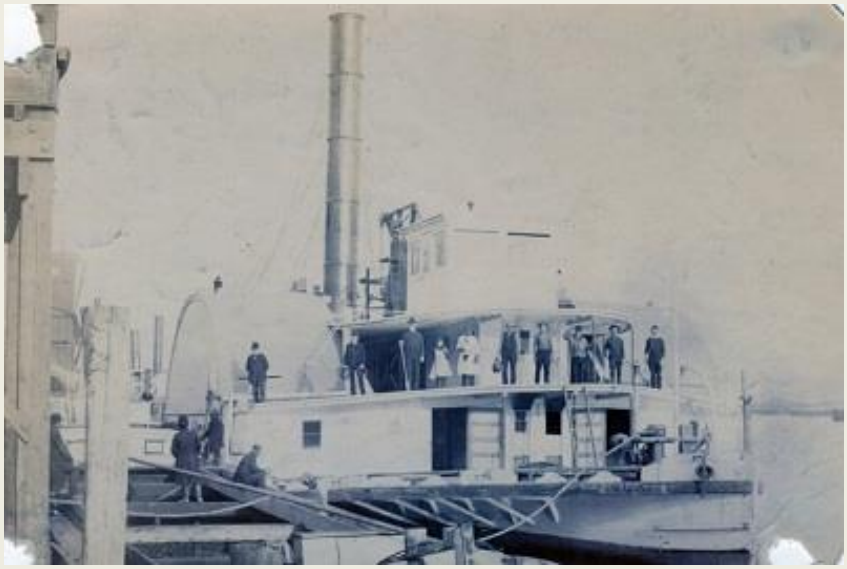
China's first large emergency response and rescue vessel completed its maiden sea trial on Tuesday in waters off the coast of Jiujiang City, east China's Jiangxi Province. The engineering vessel, named "**China Emergency Jiujiang**," is an integrated emergency rescue platform with an advanced information system. The vessel can reach a top speed of 28 km/h (15 knots), and can sail for 1,000 kilometres without stopping. The ship has supplies onboard to last up to 10 days without resupply. After being officially commissioned, the ship will undertake tasks such as flood rescue, embankment reinforcement, levee

maintenance and breach sealing. It will also improve the emergency rescue capability in the Yangtze River Basin and provide a strong safety guarantee for shipping in the region's vital sea lanes. *(Source: CGTN)*

THE TOWBOATS

After the opening of the Erie Canal in 1825, the Hudson River-Erie Canal corridor immediately became one of the leading access routes to the mid-west. In addition to the movement of people, the transportation of freight and agricultural products in substantial quantities took places in both directions. It was a new and relatively easy method for the products of the west to reach the east coast of the relatively young country. At first the early steamboats provided the principal means of transportation on the river for both people and freight. However, as the variety and quantity of the freight products increased, barges began to be used. At times they were lashed alongside of the steamboat or towed singly astern. This method obviously slowed the passage of the steamer and barges in tows behind a towing vessel became the general practice. Early Albany entrepreneurs who recognized the monetary returns to be gained from towing were "Commodore" Alfred Van Santvoord, Samuel Schuyler with his Albany and Canal Towing Line, and Jerry Austin. All three used older side wheel steamboats that had lost their appeal to the traveling public but still possessed serviceable engines and boilers. These were converted to towing vessels by the removal of most of their superstructure and the installation of towing bitts and winches. The barge tows of the Albany trio traversed the entire length of the river and the competition was spirited. It would appear that Alfred Van Santvoord was perhaps the most foresighted of the Albany towing operators. In any event, in 1848 he undertook the construction of a side-wheel steamboat designed solely for use as a towboat. She was named "**Oswego**" and was the first of seven such vessels to be built for the towing of large barge tows on the Hudson River. In 1849, Van Santvoord followed with "**Cayuga**", Samuel Schuyler in 1852 followed with "**America**", and in 1853 Jerry Austin added "**Austin**". All were 200' to 213' in length. "**Anna**", the smallest of the seven, was built in 1854 for Van Santvoord, and "**Syracuse**" in 1857, at 218' the largest, for Austin. To complete the septet, the "**Geo A. Hoyt**" was built in 1873 for Thomas Cornell. During the latter half of the 19th century, the steamboat operators traded vessels, somewhat like major league baseball teams trade players today. For example, in 1868 Van Santvoord traded the towboats "**Oswego**", "**Cayuga**" and "**New York**" to Thomas Cornell for the passenger steamboat "**Mary Powell**". During the decade preceding the Van Santvoord-Cornell trade of vessels, Van Santvoord had become more and more involved in the operation of passenger steamboats. With the completion of the trade, Van Santvoord got out of the business of towing entirely and devoted his efforts solely to that of passenger steamers, which in time became the famous Hudson River Day Line. Thomas Cornell, whose towing operations had been centered on the lower river south of Rondout, gained access to the upper river and the operation of towing over the river's entire length. Thomas Cornell and his son-in-law, S.D. Coykendall were extremely aggressive

competitors. By the last decade of the 19th century, their Cornell Steamboat Company had fashioned



a virtual monopoly of towing on the Hudson River and their fleet of towing vessels was the largest in the nation. Steamboats, like people, during their life time achieve minor claims to fame. "Oswego", the first of the seven built, lasted the longest and out lived all of her successors. She made her last trip in September 1918, 70 years after her launching. "Syracuse", the largest of the group, was generally considered by boatmen to be the best looking of all the towboats that saw service on the river. "America", perhaps because of her name, was the subject of more paintings by the famed maritime artist James Bard than any other vessel. The towboats were big and probably had generous accommodations for their crew. However, they were also cumbersome and in time were succeeded by the smaller, but more efficient and manoeuvrable screw-propelled tugboats. By the early years of the 20th century the towboats were history. They were, however, an important part of the maritime saga of the Hudson River and deserve to be remembered for the role they played in it. *(This article was originally published in the 2002 Pilot Log. Thank you to Hudson River Maritime Museum volunteer Adam Kaplan for transcribing the article.)*

BOLUDA TOWAGE PARTICIPATED IN PORT DEFENDER DRILL IN ROTTERDAM

During the annual Port Defender drill in Rotterdam on 20 April 2022, various security partners practiced realistic scenarios against national threats of extreme violence and terrorism in the North Sea and around the port of Rotterdam. For this security drill, Port Defender had developed a challenging scenario of a hostage-taking situation for the operators of the police Special Interventions Service (DSI) and the Netherlands Maritime Special Operations Forces (NLMARSOF). Boluda Towage participated in the annual Port Defender drill in the event of a terrorist attack. A scenario was set up,

in which three 'terrorists' (commandos of NLMARSOF) boarded Boluda Towage's tugboat **VB Hudson** and declared that they had hijacked it. After taking the 3-member crew hostage, they demanded to set sail to a passenger ship in the North Sea. With the support of a helicopter of the Police Aviation Service and two fast RIBS, the teams of DSI surrounded Boluda's tug **VB Hudson**. After boarding the tug, the DSI team overpowered the hijackers and all the crew members were rescued safely. Boluda Towage underlines the importance of a safe environment in the port of Rotterdam and we, therefore, participated enthusiastically in this security drill. The objective of this drill was to ensure rapid and effective response of the special forces. We are impressed by the performance of these special forces; keep up the good work! *(PR)*

WORK BOAT WORLD TUG AND SALVAGE ORDERS AND DELIVERIES ROUNDUP – MAY 13, 2022

New tugs have been delivered to operators in Turkey, China, Egypt, and Timor-Leste. Some even have built-in firefighting capability in addition to the usual towing, ship handling, and escort capabilities. Perhaps not surprisingly, four of the six tugs featured this week were designed by the same well-known naval architecture firm based in Canada.

Turkey's Safi Maritime takes delivery of locally-built ship handling and firefighting tug Sanmar Shipyards of Turkey has delivered a new tug to local operator Safi Maritime Services. The Robert Allan Ltd-designed **Safi-14** will be used for both ship handling and general towing duties. The newbuild measures 25.3 by 12 metres and also has firefighting capability. Two Caterpillar 3516C 2,100kW diesel engines deliver a bollard pull of 74 tonnes. **Safi-14** is the fifth Sanmar-built tug to be delivered to Safi Maritime Services. *Chinese port operator welcomes two new tugs to fleet* Rizhao Kingda Shipbuilding Heavy Industry of China has handed over two new ASD tugs in a series to Ri Zhao Port in Shandong on the country's Yellow Sea coast. **Ri Gang Tuo 1** and **Ri Gang Tuo 2** each have an LOA of 34.3 metres, a moulded beam of

11.2 metres, a maximum draught of 4.61 metres, and foam firefighting monitors. Power is provided by two Niigata 6L28HX 1,838kW diesels connected to Kongsberg Z-drive fixed-pitch propellers. This configuration can deliver a bollard pull of 64.3 tonnes and a free running speed of just over 14 knots. The tugs were both designed by Robert Allan Ltd. *Vietnamese-built ASD tugs to support Boluda's Timor-Leste operations* Piriou Vietnam has completed the construction of two ASD tugs to be operated in Timor-Leste by the local branch of Boluda France. **VB Likurai** and **VB Fado** each have a length of 30.3 metres a moulded beam of 10.4 metres, a maximum draught of five metres, and a bollard pull in excess of 45 tonnes. Accommodations are available for six crewmembers. The tugs will be capable of "push/pull" towage and will be used for both harbour and deep-sea operations.

Svitzer's newest tug to be deployed for Suez Canal towage duties Svitzer has taken delivery of the first of two tugs ordered from Turkish builder Med Marine in February of this year. The Robert Allan Ltd-designed, 28- by 13-metre tug has a bollard pull of 75 tonnes and a speed of approximately 12 knots. Duties will include escort and firefighting in Suez Canal waters. The second tug in the order is scheduled for delivery by the end of May 2022. *(Source: Baird)*

TUG FOR SALE

Sometimes it takes time to find a perfect match. This vessel absolutely has a lot of potential for an enthusiastic new owner. So, we have decided to find her a perfect match now! This 37,70 by 11 m tug is ready for outfitting, as is where is € 400.000,- Feel free to reach out for an on-board visit. www.hollandshipyardsgroup.com/

ORDERS FLOWING FOR ASIAN SHIPYARDS

New harbours and port expansions are driving investment in Chinese tugboats. Asian shipyards are cutting steel on newbuilding projects, laying the assembled blocks of new vessels and launching tugboats as ports continue to order fleets of modern vessels. New ports and terminals, plus expanding import and export facilities, are key drivers for new tugboat orders. So is the drive by owners to modernise their fleets with more efficient, powerful vessels with lower emissions. Jiangsu Zhenjiang Shipyard has made progress on several tug newbuilding projects in Q2 2022 following previous contract awards. Its latest launch was 6 May, when **Zhitai Tow 2** was lifted from the drydock to the quayside. This azimuth stern drive (ASD) tugboat has 5,220 kW of power and will be completed for Jiangsu Wisdom Co. Zhenjiang Shipyard in Jiangsu province is also building a sister tug that will be completed this quarter. Also in May, the shipyard assembled blocks for ASD tugboat **Wei Xiao Tuo 1** for Weihai Ganghang Tugboat Co. This tug will have 3,880 kW of power. On 30 April, two ASD tugs were launched, both with 2,942 kW of power. **Xin Beibuwan Gang 19** is being built for Guangxi Beibuwan and **Beibuwan Tuo 12** will be completed for Beibuwan Fangchenggang. Also on 30 April, the Zhenjiang Shipyard assembled blocks for ASD tugboat **Ying Gang Tuo 5001**, which it is building with 3,676 kW of installed power for Zhenjiang Yingchao

Shipping Co. Jiangsu Zhenjiang Shipyard is building a series of new ASD tugs for Zhoushangang Haitong Tugboat Co with block assembly completed on four Zhougang Tou tugs in April. On top of this, Zhenjiang Shipyard assembled blocks for two tugs it is building for Liaoning Longyunshunze Tugboat Co. **BaoHang 17** will have 2,685 kW of power and **BaoHang 10** will have 4,475 kW. On another project, steel was cut 7 April on two ASD tugboats for Tangshan Port Caofeidian Tugboat Co. In April, Zhenjiang Shipyard launched ASD tugboat **Su Gang Tuo 6** for Jiangsu Sugang Shipping Engineering Co. ASD tugboat **Yonggang Xiao Tuo 11** was launched with 2,942 kW of power and FiFi1 fire-fighting systems for Ningbo Oil Handling & Tug (Barge) Co. *Future in the making* Cheoy Lee Shipyards started cutting steel for a dual-fuel emergency response and standby vessel in May for the first offshore LNG terminal in Hong Kong. Construction commenced on the 42-m tug during a ceremony held 5 May at Cheoy Lee's Hin Lee facility in Zhuhai, China. This vessel will be built to Robert Allan Ltd (RAL)'s RAstar 4200-DF design for Hongkong United Dockyards Ltd. This is the first dual-fuel vessel of this design and is the first of two vessels to be built to serve as a standby vessel at the offshore LNG terminal. Built to provide stand-by services, emergency towing of the floating storage and regasification unit (FSRU) and to berth LNG carriers, the tug will also transport passengers and equipment to the FSRU and be prepared for fire-fighting, oil recovery and FSRU crew rescue services to the LNG terminal. "These tugs are designed to maximise operations on LNG and to be able to bunker LNG directly from the jetty," said RAL. The first multipurpose vessel built to RAL's new RAstar 4200 design was built by Uzmar and has just entered service for Smit Lamnalco on the Coral Sul LNG production and export project in Mozambique. Two shipyards in Malaysia have gained contracts to build tugboats for owners in southeast and southern Asia. Tang Tiew Hee & Sons is building two harbour tugs for delivery this year for an unnamed Indian owner. According to BRL Shipping Consultants, **Mutha Citrine** is scheduled for delivery in August 2022 and **Mutha Coral** in September. Forward Marine Enterprise is building three 179-gt harbour tugboats for Indonesian owner Mitra Bahari Sentosa. **MTS-56** is being prepared for delivery in June 2022, **MTS-57** in October and **MTS-58** in December 2022. *(Source: Riviera by Martyn Wingrove)*

EMERGENCY TOWING TUG TENDERS AWARDED

Germany's Federal Waterways and Shipping Administration (WSV) has awarded contracts for providing emergency response services in the North Sea, Baltic Sea and the Elbe River. The syndicate Arge Küstenschutz, part of the Fairplay Towage Group, won three tenders to operate two emergency towing vessels and offer response services. This includes services between Brunsbüttel and Hamburg's federal state border along the Elbe River with a permanently present tugboat. For Fairplay Towage Group co-managing director Philip-Alexander Harmstorf, the syndicate's award of the permanently present tugboat for the Elbe is an important gain. **Fairplay 35** was selected from the fleet of more than 100 tugboats to provide the service. "**Fairplay 35** is the perfect choice to match

the required profile," he says. It started operations 1 April 2022. The Brunsbüttel-Elbe traffic control centre will hold mission command and the right of instruction for **Fairplay 35** on behalf of the WSV Elbe-North Sea. **Fairplay 35** has bollard pull of 103 tonnes and speed of 13 knots. It has an overall length of 37 m and a beam of 14 m. Maritime accidents involving ultra large container ships in congested and constrained waterways, such as Ever Given in the Suez Canal in March 2021, highlight the importance of having a dedicated emergency towing vessel along the Elbe. Mitigate environmental risk with real-time data WSV Elbe-North Sea drafted a tender for this tugboat in Q4 2021. This tender called for a permanently present tugboat to harbour in Stade-Bützfleth that must be available 24/7, and able to take off on a mission within 15 minutes. Emergency tug **Nordic** will cover the German Bight and **Baltic** will offer emergency response in the Baltic Sea. They will operate under the German flag and enable continued services from July 2022. **Nordic** has a bollard pull of 201 tonnes, speed of almost 20 knots, length of 78 m and beam of 16 m. Both tugboats operate as emergency towing vessels to ensure any damaged ship can be reached in two hours. These are chartered by the federal government and operated by Arge Küstenschutz. With a length of 61 m, **Baltic** has a bollard pull of 127 tonnes, speed of 17 knots and beam of 15 m. An additional land-based towing assistance team of four is available for Nordic in the German Bight and Baltic near Kühlungsborn. These teams can be winched down to a damaged vessel by helicopter in an emergency to ensure a safe towing connection with the response vessel. Germany's federal government also operates multipurpose vessels at strategic locations along the German coasts of the North Sea and the Baltic Sea (Mellum, Neuwerk, Scharhörn and Arkona). The government put its emergency towing vessel concept in place in 2001. Hamburg, Germany-headquartered Fairplay Towage performs harbour and coastal towage, offshore operations and salvage. It has operations in Rotterdam, Antwerp, Bremerhaven, Rostock, Szczecin, Świnoujście and Gdynia and provides long-distance towage in Europe and Africa. *(Source: Riviera by Martyn Wingrove)*

ACCIDENTS – SALVAGE NEWS

MMEA ARRESTS TUGBOAT CREW AT TANJUNG PO FOR ALLEGEDLY MOVING SAND ILLEGALLY

The Malaysian Maritime Enforcement Agency (MMEA) has arrested the crew of a tugboat believed to been illegally transporting sand at Tanjung Po around 10pm last night. MMEA Sarawak director First Admiral Zin Azman Md Yunus said the tugboat and barge were spotted by enforcement officers about five nautical miles from Tanjung Po. "The two vessels were then stopped for checks, which saw none of the six crew members including their captain, able to produce any relevant documents for the sand that they were transporting," he said in a statement today. He said the tugboat is also believed to have been using an expired vessel licence and did not possess any port clearance documents. The crew, aged between 22 and 67, consisted of two local males while the other four are

believed to be Indian nationals. Zin Azman added the foreign crew members managed to produce identification cards to MMEA personnel. "However, the authenticity of the identity cards is questionable," he said. The vessels and crew were later brought to the MMEA headquarters in Muara Tebas for further action. The case is being investigated under the Merchant Shipping Ordinance 1952, Custom Act 1967 and Immigration Act 1959/63. *(Source: Borneo Post)*

THE CREW OF A JAPANESE FREIGHTER WAS RESCUED AFTER IT CAPSIZED OFF THE COAST OF HONSHU

At around 3:35 am on the 14th, the captain of the cargo ship reported to the 3rd Regional Coast Guard Headquarters that "the container has collapsed and the hull is tilted" at sea about 13.5 km off Nojimazaki, Chiba Prefecture. was there. According to the Yokosuka Coast Guard, the crew was five Japanese and the hull was tilted about 45 degrees. The Japan Coast Guard dispatched six ships, including patrol boats, to the site to rescue all of them. Three people were injured, but there is nothing special about their lives. According to Kaiho, the cargo ship was "**Meisen 2**" (499 tons, 72.49 meters long) in Kagawa prefecture, heading for Oita prefecture from Hitachinaka port in Ibaraki prefecture. About 9 hours after the report, the ship ran aground at about 0:15 pm on the same day, about 300 meters south of Nemoto Port in Minamiboso City, Chiba Prefecture. No oil spill has been confirmed. *(Source: mainichi)*

ADVANCES IN SALVAGE AND WRECK REMOVAL CONTRACTING

Progress is being made reviewing LOF, revising BIMCO wreck removal contracts and updating SCR guidelines. Work has resumed to review and update Lloyd's Open Form (LOF) contract for ship salvage after its use dwindled over the past 10 years. Lloyd's review of the structure of LOF for immediate emergency response and salvage recommenced in March 2022 with working groups covering six key points with the aim to increase its use by shipowners and insurers. This review is being carried out by key parties involved in ship salvage and is engaging salvors, shipowners, insurers and other parties to consider how LOF can be made more attractive. It comes as LOF use is declining, which is putting more ships, seafarers, cargo and the environment at risk from accidents and emergencies, according to International Salvage Union (ISU) president Captain Nick Sloane. Delays in signing LOF, or undertaking negotiations in commercial towing contracts, is leaving distressed ships at risk from grounding or collisions, he said at ISU's Associates Members' Day, held 23 March in London. David Lawrence and Kevin Clarke of Lloyd's updated attendees on the work being done to reconsider LOF and the future of its salvage arbitration branch. After a working group meeting in December 2021, more workshops were held late March and April, covering environmental, social and governance concerns, joint values, house viewpoints of LOF, awards and costs. Workstreams focused on the expected findings from a report set to be published in Q2 2022 from the International Group of P&I Clubs (IG) into why LOF use is declining. During the conference, ISU legal adviser Richard Gunn gave an overview of the issues facing the salvage industry and noted the conclusion of the work to revise the Code of Practice between the IG and ISU. He said salvors are willing to adopt a co-operative approach to industry issues. IG's salvage committee chair and Shipowner's P&I Club London branch head of claims Ben Harris described the IG research project. During an industry survey, IG discovered many delays in emergency response arose from the growing influence of insurers and shipping companies on whether to sign these contracts or to wait for commercial arrangements. The shipping industry lacks sufficient knowledge of LOF, Mr Harris said, while more insurers insist on using commercial contracts due to the perceived higher costs of LOF, which ISU Mr Gunn said is unfounded. Capt Sloane said these are "challenging times" for the salvage industry. But there is greater recognition of the importance of saving the environment from pollution. "Environment is right up there as a top consideration," he said. "LOF should be preferred for salvage response as it minimises risk exposure." However, more salvage companies are facing greater liabilities and risk in projects, which are more complicated and remote, such the response to Felicity Ace in February. This vehicle carrier was severely damaged by fire and eventually sank with more than US$400M of luxury cars on board as it was being towed to safety. ISU former president and Donjon Marine chief executive John Witte addressed the growing issue of responders' liability in his presentation. Using anonymised situations, he posed the question of whether salvors could confidently undertake life-saving work, such as rescuing seafarers and passengers, when exposed to the risk of legal action. "Preservation of life is always the priority," he concluded, and conference delegates agreed. Also during the conference, ISU former president and Smit Salvage managing director Richard Janssen set out the current situation regarding the BIMCO-led work to revise its

wreck removal contracts. The process had paused due to differences of opinion about treatment of risk, but he said it was due to restart in Q2 2022. There was also a roundtable debate on the role of special casualty representatives (SCRs) and marine consultants in salvage. HFW partner Andrew Chamberlain chaired a panel session with SCR and Brookes Bell consultant Nick Haslam, Steamship Mutual P&I Club's Ian Freeman and ISU former president and Multraship Towage and Salvage managing director Leendert Muller. The heart of the issue is SCRs also acting as freelance salvage masters on different projects. There was general agreement that this is not appropriate and would be tackled in the forthcoming revision to the SCR guidelines. The conference concluded with an on-stage interview with Lloyd's appeal arbitrator Jeremy Russell QC, a barrister specialising in maritime law with more than 40 years of experience. He confirmed support for LOF and agreed the size of awards is a key concern to some parties. Mr Russell explained the reasoning, processes and requirement for arbitrators to be proportionate in balancing the salved values with the assessment criteria. *(Source: Riviera by Martyn Wingrove)*

CONTAINER SHIP RUNS AGROUND IN BOCAS DE CENIZA COLOMBIA

According to Zonacero.com, a multipurpose Container ship owned by the french Shipping line Marfret ran aground in Bocas de Ceniza, Colombia with a draft of 6.8 meters. A new emergency registered in the port of Barranquilla after the ship ran aground near la piña del tajamar occidental, in the Bocas de Ceniza sector. The container ship which ran aground is the '**Marfret Maraj**o', built-in 2008 and sailing under the French flag. With a cargo capacity of 1,691 containers, a draft of 6.8 meters, LOA of (length) of 170 meters and its width (beam) of 27.2 meters. The motor ship was stranded in the same sector where the ship '**Beceña'** ran aground and sank several years ago. The ships '**Cala Panama'** and '**Nordic**

Wolverine' also ran aground at the same site. Through the General Maritime Directorate, the investigations on the causes of this new grounding are coordinated and, in addition, the rescue work to be carried out. According to the zonacero, they consider it is an outrageous situation for the port of Barranquilla, because it is a reflection of the lack of planning by the Findeter – Cormagdalena Autonomous corporation, in charge of managing the dredging of Bocas de Ceniza in recent years. Local port sector representatives do not understand why if the Bocas de Ceniza channel has a width of 500 meters, only the 'technicians' of both entities have designed a channel for 180 meters and with a curve that puts The manoeuvres at serious risk, generating situations like the one that occurred this Monday. In the past, with its natural width, the navigable channel was perfectly designed for the simultaneous entry and exit of ships. Something nos happening nowadays. So much so that the same dredger that carries out maintenance work has had serious problems that it has managed to overcome due to its manoeuvrability and technical capacity. However, the danger remains for the rest of the manoeuvres and this will continue to be another big issue for the port of Barranquilla. *(Source: Fullavantenews; Photo: Camila Patiño)*

THE TANKER NAMED ALESSANDRO F BROKE DOWN IN THE SEA OF MARMARA

The tanker named **Alessandro F**, which experienced a machine failure in the Sea of Marmara, was anchored in Ahırkapı with the **Kurtarma-8** tugboat and the **Kiyem-4** boat belonging to the Coastal Safety. The tanker named **Alessandro F** had a machine failure in the Sea of Marmara while cruising from Italy to Burgas. Upon the notification, the tugboat **Kurtarma-8** and the **Kiyem-4** boat were directed to the area. The tanker was anchored in Ahırkapı, accompanied by the tugboat **Kurtarma-8** and the boat **Kiyem-4** under the coordination of the Istanbul Ship Traffic Services Centre. In the statement made on Twitter, the social media account of the General Directorate of Coastal Safety, the following statements were made on the subject: "The 100-meter-long tanker **Alessandro F**, which experienced a machine failure while cruising from Italy to Burgas, was safely anchored in Ahırkapı, under the coordination of our Istanbul Ship Traffic Services Center, towed by our **Kurtarma-8** Tugboat and accompanied by our **Kiyem-4** boat." *(Source: Deniz Haber)*

REMEMBER TODAY

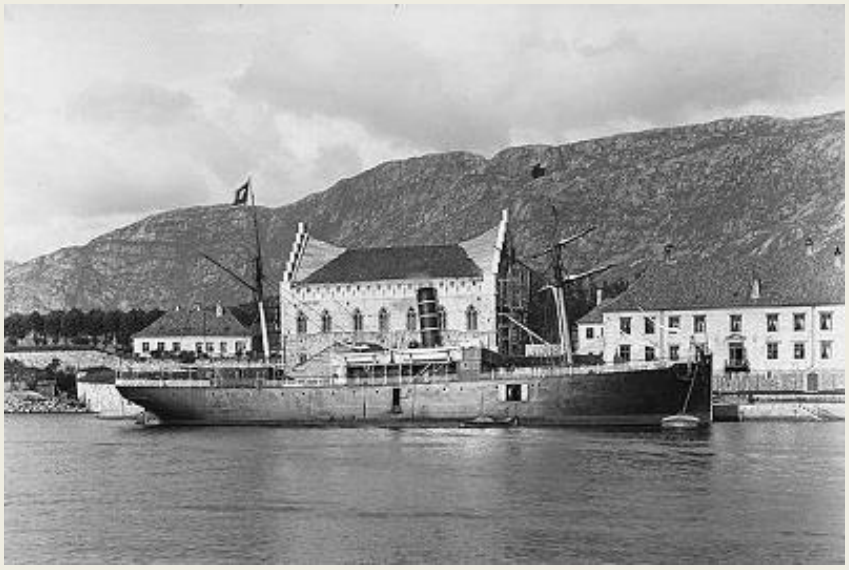
S.S. SIRIUS – 18TH MAY 1940

SS **Sirius** was a Norwegian iron-hulled steamship built in Germany in 1885. **Sirius** spent over 55 years sailing with cargo, regular passengers and tourists between Norway and Europe, and on the Norwegian coast. In 1894-1895, she served a year on the Hurtigruten route on the coast of Norway,

before reverting to her former duties. **Sirius** was rebuilt twice, the final rebuild in 1927 converting her to a dedicated cargo ship, a role which she fulfilled for the rest of her existence. Following the 1940 German invasion of Norway, she was requisitioned by the Norwegian government and carried supplies for both the civilian authorities and the military until bombed and sunk by a German aircraft on 18 May 1940. *Construction and characteristics* **Sirius** was built as yard number 76 at the Flensburger Schiffbau-Gesellschaft shipyard in Flensburg, Germany. Displacing 877 gross register tons (GRT), the iron-hulled steamship was launched on 26 February 1885. **Sirius** featured an overbuilt ("hurricane" or awning) deck, and was powered by a 700 indicated horsepower two-cylinder compound steam engine, propelling her at a speed of 10 knots (19 km/h; 12 mph). She was 191.2 feet (58.3 m) long, with a beam of 28.8 feet (8.8 m) and a draught of 20 feet (6.1 m). At completion, she was delivered in April 1885 to the Bergen Steamship Company in Bergen, Norway. **Sirius**, which had cost 350,435 kr to build, was one of four ships acquired by the Bergen Steamship Company around that time to replace the mid-19th century vessels then in service with the company. **Sirius** was divided into three passenger classes for 70 passengers, with 24 First Class cabins, 22 cabins in the Second Class and 24 in the Third Class section of the ship. The passenger accommodation was located at the main deck, while the cargo holds were situated afore and abaft of the engine room. Sirius was named after the star **Sirius**, in keeping with Bergen Steamship Company's tradition of naming their ships after heavenly objects. *Early service* The Bergen Steamship Company's initial use for **Sirius** was as a passenger/cargo vessel connecting the various ports of Norway with the North-German port city of Hamburg. In this regard, she sailed between Hamburg and Norwegian ports as far apart as Kristiansand and Vadsø. She also carried tourists during the summer season. On one occasion in 1890, **Sirius** encountered the German royal yacht **Hohenzollern I**, carrying **Emperor Wilhelm II** on one of his cruises to Norway. As the two ships passed each other off Kristiansund, **Sirius** raised her flag and fired a salute gun in honour of the German emperor. In 1890, following a great fire which destroyed large parts of the port city of Hammerfest, the Norwegian Internal Affairs Department despatched **Sirius** from Tromsø with 50 barrels of bread, butter, coffee and flour to Hammerfest as emergency aid.

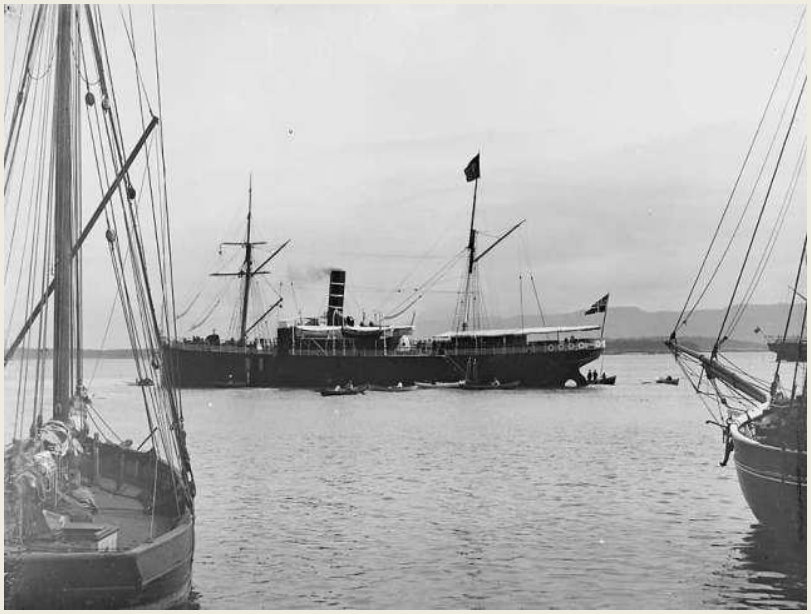
Hurtigruten service In 1894, the year after businessman Richard With and his Vesteraalens Dampskibsselskab had pioneered the Hurtigruten coastal passenger/cargo route along the coast of

Norway, fulfilling a government contract with his steamer Vesteraalen, the Bergen Steamship Company and Nordenfjeldske Dampskibsselskab gained a joint four-year contract to sail the route. While Nordenfjeldske employed the brand-new **Erling Jarl**, the Bergen Steamship Company used four older ships on the route. The two companies were to sail the route alternate years. The first voyage of the new business venture began on 3 July 1894, when **Sirius** set sail from north from Trondheim. During the summer season the route transported goods and passengers between ports from Trondheim to Hammerfest, while the winter route only went as far north as Tromsø. **Sirius** ended her stint on the Hurtigruten route on 1 July 1895, when Nordenfjeldske stepped in in accordance with the contract. While on Hurtigruten service, **Sirius** had set out on her northbound route from Brattøra in Trondheim each Thursday at 08:00. *Passenger/cargo and tourist service* Once finished with her year on the Hurtigruten service, **Sirius** returned to her Hamburg-Norway route. Every spring, she was taken out of service for cleaning and maintenance, before being employed as a tourist cruise ship on the coast of Norway during the summer season. In 1896, **Sirius** had electric lighting installed, and in 1898 she stood in on the route from Bergen to Newcastle in England for ships undergoing maintenance.



1908 rebuild and continued traffic In 1908, **Sirius** was taken out of service for a comprehensive rebuild. Laxevaag Maskin- og Jernskipsbyggeri in Bergen carried out the work on **Sirius**, increasing her length to 207.5 feet (63.2 m). The rebuilding also saw the replacement of her two-cylinder compound steam engine with a 950 indicated horsepower triple expansion steam engine. Following the rebuild, **Sirius** was employed both on her previous passenger/cargo routes, and on a route between Norway and Iceland. The route between Hamburg and Norway sailed by **Sirius** and other ships was interrupted by the First World War in 1914–18, and was resumed as a reduced service between Hamburg and Bergen in 1918. By 1918, Sirius was an old and rat-infested ship, barely fit for passenger transport, and was replaced on the route by newer vessels. *Cargo ship conversion* In 1927, **Sirius** had further rebuilding carried out. The rebuild, which cost 108,000 kr, saw the removal of her passenger accommodation and a conversion to carry only cargo. Twelve cabins were retained, although not used for regular passenger traffic. As a cargo ship, she had a tonnage of 944 gross register tons (GRT) (534 net register tons (NRT)). For the rest of her career, she carried cargo between the Norwegian capital city of Oslo and Norway's northernmost county, Finnmark. By 1930, she had been assigned the code letters JVTL, and had wireless radio on board. In 1934, the code letters were changed to LEUS and remained so for the remainder of the ship's life. *Second World War - German invasion* When Germany invaded neutral Norway on 9 April 1940, **Sirius** was located in Northern Norway. On 8 April, the day before the Germans launched their attack on Norway, she had left Narvik, bound for Tromsø. Along with other ships in the still-unoccupied areas of Norway, Sirius was requisitioned by the Norwegian authorities to support the war effort against the Germans. Following her requisition, **Sirius** sailed as a supply ship for the Norwegian civilian authorities and military in Northern Norway. In all, the Norwegian government requisitioned 30 ships during the April–June fighting in Norway, of which six were sunk by the Germans. *Sinking* On 18 May, **Sirius** was on her

way from Tromsø to Risøyhamn to retrieve a number of requisitioned civilian motor vehicles. The vehicles were destined for Helgeland further south in Northern Norway, where Norwegian forces were opposing advancing German units. **Sirius** sailed in ballast, having unloaded a cargo of hay at Røsneshavn after departing Tromsø. She had left Røsneshavn in the morning of 17 May 1940. **Sirius** was under instructions to use an outer route off the island of Senja, but due to misunderstandings was sailing close to the coast, where German bombers were regularly patrolling. In the late evening of 18 May, **Sirius** was spotted by a German bomber aircraft He 111 in the strait Solbergfjorden off Finnlandsnes on Dyrøya in Troms county. The bomber, flown by Hauptmann and later Ritterkreuzträger Robert Kowalewski (Stabsstaffel/Korpsführungskette/X. Fliegerkorps), who was assisted by his observer Fliegerführer Drontheim Major i. G. Martin Harlinghausen, came from a westerly direction, and after first strafing **Sirius**, the German aircraft attacked with seven bombs, and despite evasive manoeuvring by the Norwegian vessel, hit **Sirius** with two of them, sinking her. The first bomb hit the bow area, while the second struck amidships, breaking the ship in two lengthwise, in what was described by eyewitnesses on shore as "opening up like a book". Seven crew members, including both the captain and the first mate, were killed in the sinking, while 11 survivors were rescued from the water by local people in rowing boats. The survivors, who had been strafed in the water by the German aircraft, were later retrieved by the submarine tender **Lyngen** and the local steamer **Mosken** and brought to Harstad. The wreck of **Sirius** lies north of Dyrøya, at depths between 45 metres (148 ft) and 75 metres (246 ft). *(Source: Wikipedia)*



OFFSHORE NEWS

TIDEWATER POSITIONED TO CAPITALISE ON OSV MARKET UPTURN

With the offshore oil recovery strengthening and Tidewater's acquisition of Swire Pacific Offshore

(SPO) complete, the offshore support vessel (OSV) owner's chief executive has a bullish outlook on the market. Calling his company the "undisputed industry leader" following its acquisition SPO, Tidewater president and chief executive Quintin Kneen feels the Houston-based owner is "uniquely positioned to capitalise on what is looking to be a truly transformational period for vessel activity and day rate improvements." With day rates and vessel utilisation rates rising, it is hard to argue with Mr Kneen's optimism. Tidewater's global average utilisation for its total fleet jumped from 53% to 71% and average day rates from US$9,993 to US$10,687 year-on-year for the three-month period ending 31 March. Big Board-listed Tidewater has acted as an industry consolidator and shed old tonnage. Through its acquisition of SPO, it has enhanced its fleet with 50 relatively young OSVs, while expanding its global footprint, including enhancing its position in West Africa, which "is just beginning to recover from the pandemic and which is likely to be a substantial beneficiary of the world's search for hydrocarbons outside of Russia," said Mr Kneen. Revenue in West Africa rose 69% year-on-year, Mr Kneen told investors in detailing Tidewater's Q1 2022 results. Prospects for platform supply vessels (PSVs) and anchor handling tug supply vessels in the region are brightening, with more drilling rigs being marketed and contracted. In early May 2022, IHS Markit reported marketed supply of offshore drilling rigs stood at 32, with 26 contracted, translating to an 81% marketed utilisation. This is compared with a marketed supply of 29 offshore rigs and 18 contracted for a 62% utilisation for the same period last year. "Vessel margin in West Africa in Q1 2021 was 12%, so vessel margin is up 29 percentage points year-over-year," explained Mr Kneen. "This market is recovering nicely. Active vessels increased to 42 from 39 in the prior quarter. We're adding approximately 25 vessels to this region through the acquisition of the Swire fleet, essentially doubling our fleet count in the region." The persistent OSV tonnage overhang that has plagued the market since the oil downturn in 2014 is easing, and no new OSVs have been ordered in 2022, according to VesselsValue data. The lack of newbuilds entering the market and ageing out of others in the global fleet has resulted in returning balance to the market, so much so that "the availability of high-quality PSVs has declined substantially over the past eight years such that only approximately 30 to remain to be reactivated worldwide," said Mr Kneen. PSVs now represent 63% of Tidewater's fleet, 79% of which are larger, with 700 m2 of clear deck space, said Tidewater vice president of sales and marketing Piers Middleton. "To put that into a global context, this class vessel where we believe the supply-demand balance is almost in parity with a current active fleet of circa 770 vessels, and with only an additional 108 vessels still stacked of which 68% have already been stacked for over five years and/or are over 20 years old," said Mr Middleton. As a result, the global OSV market in Q1 2022 is "tight," Mr Kneen said, noting, "We've reached near equilibrium in supply and demand balance for the larger PSVs." Concluded Mr Kneen, "We remain confident the second half of 2022 will represent a meaningful uplift in vessel demand with 2023, representing yet another leg up." That has to be music to the ears of OSV owners that have been waiting for a meaningful recovery since 2014. *(Source: Riviera by John Snyder)*

FRØY CHALLENGER – PLATFORM SUPPLIER REBUILT AS SALMON DELOUSING BOAT FOR NORWEGIAN OWNER

A vessel that was originally built for offshore platform supply duties has completed undergoing conversion work in preparation for its new role as a fish delousing boat. Owned by Norwegian aquaculture support company Froy Gruppen and operated by its subsidiary Froy Akvaressurs, ex-**Skandi Texel** was formerly owned by offshore specialist DOF in support of customers in the oil and gas sector following its completion by Fitjar Mekaniske Verksted in 2006. In its new role, the vessel will be used for the removal of sea lice from live salmon at the fish farms operated by Froy's customers situated along the Norwegian coast. The conversion work on the vessel was carried out at Norway's Fosen Yard with technical support from local naval architects Marin Teknikk, which said the vessel, since renamed **Froy Challenger**, is also the largest salmon delousing vessel currently in operation. The modifications on the 69.5- by 16.4-metre **Froy Challenger** include the installation of modern delousing equipment supplied by SkaMik. Among these are 10 large HiFlux filters that have a total rated cleaning capacity of 10,000 cubic metres per hour as well as self-cleaning capability. The entire delousing system itself was also designed to have a low stress load that helps maintain the appetite of the live salmon, enabling them to resume normal feeding – and thus preserve their health – shortly after delousing begins on board. The delousing system also has specialised pumps with a hydraulic drive unit and a control system as part of a package provided by PG Flow Solutions. The pumps are notable for having significantly fewer moving parts that could otherwise injure fish, thus further guaranteeing fish health. Other key modifications include the incorporation of high-speed wifi access in all crew cabins. Electrical installation work, which also included a complete rebuilding of the vessel's existing main switchboard, was done by Elpro. Cameras are also installed within the delousing facilities to provide the crew with real-time remote views whenever delousing is underway to ensure better monitoring of the welfare of the live salmon throughout the process. The vessel still retains its diesel-electric propulsion system, which consists of four main diesel engines and four generators. The engines drive two 1,500kW main thrusters while a pair of fixed-pitch bow thrusters air in

berthing/unberthing and positioning at fish farms. Froy Challenger will be deployed in support of one of Froy's existing customers in fulfilment of a delousing contract with a firm period of 30 months. *(Source: Baird)*

DOF GROUP SCORES MULTIPLE AHTS AND ROV DEALS WITH PETROBRAS

Brazilian oil and gas giant Petrobras has awarded new long-term charter and service contracts to companies owned by the Norwegian DOF Group, Norskan Offshore and DOF Subsea Serviços Brasil. The contracts were awarded for four anchor handling tug and supply (AHTS) vessels and remotely operated vehicles (ROVs). The vessels, **Skandi Angra**, **Skandi Paraty**, **Skandi Urca** and **Skandi Fluminense**, currently operating for Petrobras and equipped with DOF Subsea's work class ROVs, have been contracted for three years firm plus two years options with Petrobras. According to DOF Subsea, the gross value of the contracts, scheduled to commence in Q4 2022, is approximately $260 million. Commenting on the awards, Mons S. Aase, CEO of DOF Subsea said: "I am very pleased for these awards securing utilisation for our personnel and our assets and adding important backlog to the group. It further strengthens our leading position in Brazil and confirms our long relationship with Petrobras." *(Source: Offshore Energy)*

MAERSK INSTALLS DEMOSATH FLOATING WIND MOORING SYSTEM OFFSHORE SPAIN

Maersk Supply Service has completed the installation of the mooring, anchoring, and quick-connect solution for the 2 MW DemoSATH, the first floating wind turbine to be connected to the Spanish grid. **Maersk Mariner** installed six mooring lines, comprised of hybrid lines of chain and fibre rope, and six drag anchors at BiMEP test area in early May. The mobilisation and loading of the mooring lines elements and preparation of the vessel was done at Punta Sollana quay, in the port of Bilbao, where the onshore construction of the floater is currently underway. The lines will be recovered from the seabed for a plug-and-play connection to the unit later this year. Spain's Saitec Offshore Technologies is leading on the development of the project, in collaboration with

RWE. ”The installation of the SATH mooring lines worked perfectly. In the future, we will use them in all our commercial projects that are currently in the planning stage. The operations have been a great success since the earliest stage of design and the execution has been outstanding,” said Araceli Martínez, Chief of Engineering at Saitec Offshore Technologies. The 2 MW turbine will be tested against real sea operating conditions in a harsh Atlantic environment. The test field at BiMEP facilities is located two miles off the Biscay coast where the sea is 85 metres deep. DemoSATH will generate sufficient electricity to cover the energy demand of more than 2,000 local households. ”It is great to see that the DemoSATH project has completed the next step of the offshore works, with the mooring system now in place – an important milestone on our way to the installation and commissioning of the floating turbine later this year,” said Chris Willow, Head of Floating Wind Development at RWE Renewables. ”We as RWE see great potential for floating wind farms worldwide – especially to unlock opportunities in countries with deeper coastal waters. With DemoSATH we are gaining experience with an innovative concrete-based platform technology and are broadening our expertise in this growth market further.” Meanwhile, the onshore construction of the prestressed concrete floating platform continues at the Port of Bilbao, Saitec said. Works on the transition piece, single point mooring, and boat landing are also carried out as well as installation works inside the floaters. This will be followed by the launching operation to put afloat the platform that will be then transported to its final deployment site at BIMEP. ”With the completion of the installation of the mooring system, the DemoSATH project is ready for the installation of the foundation later this year,” said Yvan Leyni, Director for Floating Wind at Maersk Supply Service. ”We have had good collaboration throughout the process – both in the planning and the execution phase. Engagement of the key stakeholders has been instrumental for the successful completion. With this project, we hope to contribute to the development and maturation of the floating wind industry.” This project aims to collect data and gain real-life knowledge from the construction procedure, operation, and maintenance of DemoSATH floating wind platform for a period of two years. *(Source: Offshore Wind)*

C-BED SECURES VATTENFALL ACCOMMODATION VESSEL CONTRACT

Offshore wind service provider C-Bed has secured a contract for the 1999-built accommodation vessel **Wind Innovation** on the Vattenfall-operated DanTysk and Sandbank offshore wind farms in the German North Sea. The operations and maintenance service contract will commence in June and secure utilisation of the vessel until the fourth quarter of 2022. Daniel Alon, general manager of C-Bed, commented: “Last time we worked with Vattenfall was in 2016, and we are happy to once again be working together, this time welcoming more than 60 people onboard our SOV, **Wind Innovation**. Last year, we reached 10,000 completed gangway operations onboard **Wind Innovation** and our

promise to Vattenfall is to put all our offshore experience into play and secure another successful offshore wind project." The DanTysk and Sandbank offshore wind farms, with a combined capacity of 576 MW, are a joint venture between Stadtwerke München and Vattenfall, located within the German exclusive economic zone outside Esbjerg. During the project, C-Bed will use the Danish Port of Esbjerg as a base port for crew change and loading of fresh supplies. *(Source: Splash24/7)*

WINDFARM NEWS - RENEWABLES

VINEYARD WIND SIGNS CTV CHARTER WITH PATRIOT OFFSHORE

Orders for Jones Act offshore wind crew transfer vessels are starting to tick upwards. Last week, Vineyard Wind, a joint venture between Avangrid Renewables and Copenhagen Infrastructure Partners reported it had signed a charter for a CTV with Patriot Offshore Maritime Services. Like Vineyard Wind, Patriot is based in New Bedford, Mass., and the CTV be built by another Massachusetts company, Gladding-Hearn Shipbuilding in Somerset. The 27-meter CTV will be based on a proven catamaran design by Incat Crowther and will be capable of carrying up to 24 technicians and personnel. Vineyard says its selection of the Patriot and Gladding-Hearn Shipbuilding team will optimize the local content benefits of the Vineyard Wind project to the Commonwealth of Massachusetts. "We are excited to have a Massachusetts company like Patriot on the Vineyard team and proud to support local jobs in Massachusetts through the employment of local maritime labour," said Klaus Skoust Moeller, CEO of Vineyard Wind. "These vessels will not only serve a critical role in both construction and operation and maintenance for our project but will also help to launch a new industry that will create jobs and reduce carbon pollution." Upon delivery during mid–2023, the CTV will be deployed directly into operation, transporting essential personnel and equipment in support of the project. Vineyard also has the option to charter additional CTVs from Patriot as part of their marine logistic strategy. In addition to the Patriot vessel, Vineyard Wind has also signed a contract with American Offshore

Services for a second CTV that will be built by Blount Boats in Rhode Island. manned and operated by locally sourced maritime union labor during the construction phase of the project. “We are honoured that Vineyard selected Patriot to provide this CTV for its first US commercial offshore wind project,” said Michael Landry, President of Patriot. “We are looking forward to a long and fruitful relationship.” “The development of offshore wind in the U.S. is creating jobs and new business opportunities for maritime companies like Patriot, and we’re proud to work with local labour to build the nation-leading Vineyard Wind project,” said Bill White, President & CEO of Avangrid Renewables, Offshore. Vineyard Wind, an 800-megawatt project located 15 miles off the coast of Martha’s Vineyard, is set to begin delivering energy in 2023. *(Source: MarineLog)*

SEATECH AND SEAWIND ANNOUNCE SEMI-SUBMERSIBLE FLOATING PLATFORMS PARTNERSHIP

The Industry Collaboration Agreement between SeaTech Solutions International (S) Pte. Ltd. (‘SeaTech’) and Seawind Ocean Technology Holding B.V. (‘Seawind’) will focus on the collaboration to develop semisubmersible floating platforms customised to Seawind’s well thought-out construction and assembly requirements for its integrated floating offshore wind turbines. The semi-submersible floating platforms are a key component in Seawind’s integrated approach to construct the concrete floating foundations and subsequently lift and assemble the tower, the nacelle, and the blades of its floating offshore wind turbines. Seawind has started the permitting steps for a new turbine production and assembly facility in a port area in Italy, where the first newly designed semi-submersible floating platform will be deployed and commissioned as early as Q4 2024. This facility will also include a cement and batching plant, as well as a blade manufacturing workshop. “Seawind highly values the expertise and reputation with which SeaTech Solutions are associated. I am confident that our collaboration will yield important results for both companies in the future,” said Seawind CEO, Vincent Dewulf. Upon finalising the design, SeaTech would then provide a full design package of the semisubmersible

floating platforms, which will include the detailed design, 3D modelling, and the full set of construction drawings. "We are very excited to partner Seawind on this unique tailor-made solution for its production and assembly of floating wind turbines. The semi-submersible platform is a floating workshop and transporter combined in one to improve productivity and increase efficiency," said Mr. Govinder Singh Chopra, Director of SeaTech. *(PR)*

FIRST ASIA-PACIFIC OFFSHORE WIND SOV ENTERS SERVICE

Ørsted and Ta San Shang Marine Co. Ltd. have held a christening and naming ceremony at the Port of Taichung for **TSS Pioneer**, the first-ever purpose-built service operation vessel (SOV) in the Asia-Pacific region. **TSS Pioneer** will be deployed on Ørsted's 900 MW Greater Changhua 1 & 2a wind farms offshore Taiwan in the operations and maintenance (O&M) phase. "Ørsted has again demonstrated our pioneering role in Taiwan's offshore wind industry with the launch of TSS Pioneer, as we are the one and only to introduce the state-of-the-art technology to ensure professional and efficient operation for our offshore wind farms," Christy Wang, General Manager of Ørsted in Taiwan, said. "Ørsted outlined a clear vision few years ago to bring in world-class capabilities and foster a strong local offshore wind industry. In the O&M scope, we took the initiative further through signing the 15-year contract with TSS. Today's ceremony marks the beginning of the long-term, value-creating and knowledge gaining O&M business for TSS, as well as our strong partnership." **TSS Pioneer** is the first Taiwan-flagged SOV customized to meet the specific requirements of the Greater Changhua offshore wind farms and Taiwan Strait conditions. "The deployment of the bespoke SOV, **TSS Pioneer**, is at the core of our capabilities to perform reliable and efficient O&M services to the highest levels," Andreas Munk-Janson, Head of Operations for Ørsted Asia-Pacific, said. "Ørsted has recruited and trained an outstanding Taiwanese O&M team who will help fulfil local energy ambitions in the decades ahead. Ørsted will bring world-class O&M expertise and capabilities to Taiwan and Asia Pacific, delivering the highest performance, quality and reliability for wind farms, whilst providing a safe working environment." The SOV has a length of 85.48 metres, breadth of 19.5 metres, maximum scantling draught of 5.6 metres, and can safely withstand up to 2.5 metres in wave heights. Moreover, **TSS Pioneer** weights 5,872 tonnes, equals to approximately the weight of 31 crew transfer vessels, providing sufficient space and comfort for the O&M team and crew. It has a deadweight of 2,611.6 tonnes for storing supplies and equipment. The vessel features 60 single cabins for O&M technicians and 27 cabins for the vessel crew. Finally, TSS Pioneer is equipped with several advanced technologies, such as a motion-compensated gangway to enable technicians to "walk to work," a dynamic positioning system and a 3D motion-compensated crane to mitigate wind induced motions and strengthen work safety and efficiency. Hrong-Nain Lin, Chairman of Ta San Shang Marine Co. Ltd, said: "Ta San Shang Marine is very pleased to support Taiwan's clean energy goals, and work

with Ørsted to build the '**TSS Pioneer'** for the Greater Changhua offshore wind farms. Moreover, we feel proud to pioneer the local vessel industry to embrace new opportunities for offshore wind farm operations." *(Source: Offshore Wind)*

A STABLE GROWTH IN THE WIND MARKET ENSURES ESVAGT A SATISFACTORY RESULT FOR 2021

Financial statements: Growth in the European offshore wind segment; delivery of two newly built wind ships and an improvement of the ERRV market in the North Sea gave ESVAGT a satisfactory 2021. Optimism for further growth in 2022. ESVAGT managed to adapt to the challenging market conditions of 2021 and delivered progress on both top and bottom line for the year. "With a turnover of almost DKK 1.1 billion and a revenue increase of approx. 10% compared to 2020, as well as an annual result of DKK 151 million, 2021 was a satisfactory year for ESVAGT", says CFO Sisse Mai, ESVAGT. "2021 offered a great variety of challenges, where Covid-19 still had a great impact, but despite that, we were able to navigate satisfactorily. We seized the opportunities and adapted to the changes that came, and on that basis, we can look back on 2021 positively", she says. In 2021, ESVAGT expanded its position as market leader in offshore wind with the delivery of two more newly built SOV's; **Esvagt Alba'** and '**Esvagt Havelok**' for Vestas in respectively Belgium and England. Likewise, a comprehensive contract with TotalEnergies in the Danish sector meant that ESVAGT could add the Multipurpose ERRV vessels **Esvagt Leah'** and '**Esvagt Heidi'** to the fleet. The reduction of the ERRV segment, which was recognized in 2020, was reversed in 2021 and has thus contributed positively to the annual result for 2021. The expectations for the coming year are positive, the full-year effect from the newly arrived vessels combined with a strong oil & gas market will ensure ESVAGT a further boost in both the revenue and EBITDA for 2022. *(PR)*

DREDGING NEWS

LAKE REDWOOD DREDGING PROJECT PROGRESSING WELL

J.F. Brennan Company, Inc. of La Crosse, Wis., is making great progress on the Lake Redwood dredging project in Minnesota. According to the Redwood-Cottonwood Rivers Control Area (RCRCA), three weeks into the project, J.F. Brennan has dredged over 76,000 cubic yards of sediment from Lake Redwood, moving steadily toward the goal of 650,000 cubic yards. "Starting the week of May 16, the **Michael B**. dredge will move into position near the dam and begin working in a southerly direction on the deepest cuts to restore the lake and Redwood River channel to its original depths," said RCRCA in the update. "A minimum of 100 feet from the dam, as well as 25 feet from shorelines, is required for dredging operations and permit requirements." RCRCA also added that effluent discharge from the Confined Dewatering Facility (CDF), otherwise known as the dewatering pond, was released for the first time on May 12. Discharge water quality is monitored to ensure that it meets the permitted standards for turbidity, phosphorus and carbonaceous biological demand (CBOD). *(Source: Dredging Today)*

CHATTOGRAM-DHAKA-ASHUGANJ DREDGING DEAL SIGNED

The Bangladesh Government's Ministry of Shipping has signed two deals for dredging of the river routes on the Chattogram-Dhaka-Ashuganj corridor. The signing ceremony for the dredging program on the connected river routes and for establishing new terminals in the area took place two days ago in Dhaka. State Minister for Shipping, Khalid Mahmud Chowdhury, was present at the program as the chief guest while Project Director and Additional Chief Engineer of Bangladesh Inland Water Transport Authority, Md Ayub Ali, signed the deal with Gulf Cobla-Karnaphuli joint venture and Dharti-Banga joint venture's representatives. According to the deal, the

contractors will carry out excavation for development and protection of 13 river routes. Under the project, 900 kilometers waterways will be excavated, cyclone shelters will be constructed for vessels in six places, dredging work will be conducted in three ferry crossing zones, four passenger and cargo terminals, 15 landing stations will be established and two multipurpose vessels will be procured. *(Source: Dredging Today)*

HOPPER DREDGER LESSE WORKING IN TUXPAN, MEXICO

Trailing suction hopper dredger (TSHD) **LESSE** was recently photographed in Mexico while dredging the access channel in Tuxpan. According to owner of the vessel, Baggerbedrijf de Boer – Dutch Dredging, last summer Tropical Storm Grace ran across the Gulf of Mexico accompanied with very strong winds and rainfall. As a result of this, a lot of silt and sediment from the mountains has settled in the access channel of Tuxpan. The client Asiponatux hired Dragosa and Dutch Dredging to help them clean up the access channel in order to create a minimum required sailing depth which will guarantee a safe passage for all ships. Overall the project, which was complete earlier this year, included removal of approx. 315.000m3 of dredged material from the Tuxpan channel, Dutch Dredging said. They also added that in order to prevent a quick settling of material in the access channel during the next storm season, an additional area of approximately 1000m2 was dredged to around 1m. This section functions as a sand trap thanks to which safe passage can be guaranteed for a longer period of time. *(Source: Dredging Today)*

MAALHOS HARBOR DEVELOPMENT WORKS IN FULL SWING

Maldives Transport and Contracting Company (MTCC) has just released the latest update on the Maalhos Harbor Development Project. Breakwater profiling works are currently ongoing – at 61%

completion at the moment. "We have already completed the dredging operations," said MTCC. Overall project progress is now at 45% completion. Scope of works will involve: - dredging and excavation operations of 24,335cbm, - construction of a 394m quay wall, - a 407m breakwater, - a 100m revetment, - a 56m groyne, - installation of 1970sqm harbor pavement, etc. - The value of the project is MVR 56.9 million. *(Source: Dredging Today)*

YARD NEWS

KEWATEC DELIVER 14-METER RESEARCH BOAT TO SVALBARD

Kewatec has delivered a 14-meter work and research boat to Svalbard. **Serecraft S14** was first transported from Porvoo by road to Tromsø, from where the transport continued by sea freight to Longyearbyen in Svalbard. The boat will be used for work and research at the world's northernmost university, the University Centre in Svalbard (UNIS). The delivery has been made together with our Norwegian subsidiary Martec AS. The **Serecraft S14** is 14.1 meters long and 4.2 meters wide and has two Yanmar engines of 509 horsepower each. The boat is named after the scientist Hanna Resvoll, who was the first female Arctic scientist in Svalbard, back in 1907. Hanna Resvoll was also a pioneer in environmental protection and was Norway's first environmentalist. This is the second boat Martec delivers to Svalbard. In the past, we have delivered a patrol boat to the Governor of Svalbard (2019), says Gisle Johnsen, General Manager of Martec. We must thank UNIS and project manager Charlotte Sandmo for very good cooperation in the development and delivery of "Hanna Resvoll", which will carry out research assignments along the coast of Svalbard, "the land with the cold coasts", continues Johnsen. We are proud and humbled to have been part of this project," concludes Gisle Johnsen. The boat's training and commissioning for ice conditions and the Arctic climate are underway. The conditions have been good for testing the boat. The temperature has been between -7° and -18°C and the waves in the ice fjord have been up to 3 meters at most. We have been able to test and establish that the driving characteristics and heating systems are functional, says Markus Magnusson, project manager at Kewatec. If you are looking for

an interesting travel destination, I can warmly recommend a trip to Svalbard, Magnusson continues. *(Source: Workboat365)*

VIERDE DOOR HOLLAND SHIPYARDS GEBOUWDE ELEKTRISCHE NOORDZEEKANAAL PONT GEDOOPT

NZK Pont 103, de vierde elektrische veerpont voor het Noordzeekanaal, is donderdag 12 mei gedoopt. In totaal bouwt Holland Shipyards Group (HSG) vijf elektrische ponten voor het Gemeentelijk Vervoer Bedrijf (GVB) van Amsterdam. De doop had plaats op de werf van HSG in Hardinxveld-Giessendam en de eer was aan Inge Keur, commercieel directeur van het GVB. 'Het GVB wil dat mensen die met het openbaar vervoer reizen er gerust op kunnen zijn dat dit niet meer ten koste gaat van de planeet. Dat gold al voor de metro's en trams, vanaf 2025 geldt het ook voor alle bussen en volgend jaar al voor de veerponten op het Noordzeekanaal.' De NZK-ponten zijn 41 meter lang en 13,90 meter breed. Aan boord is ruimte voor 20 auto's, vier vrachtwagens of 400 mensen. Het zijn volledige elektrisch aangedreven ponten die, na de overtocht van 20 minuten, binnen drie minuten weer zijn opgeladen. Aan boord zijn twee batterijpakketten van 340 kWh geïnstalleerd. 'De ponten vallen zuiniger uit dan gedacht en hoeven niet elke keer aan de lader', vertelt HSG-directeur Marco Hoogendoorn tijdens de doopceremonie. 'Dat komt door de optimale rompvorm en het feit dat het schip zeer snel accelereert. Dan is het al bijna aan de overkant.' Het schip is zeer redundant gebouwd, legt Hoogendoorn uit. 'Het mag namelijk echt niet stilvallen op het Noordzeekanaal.' *NZK Pont 104*
HSG is overigens al druk bezig met de bouw van **NZK Pont 104**, de vijfde en laatste in de serie. Sinds 2021 heeft de werf elk halfjaar een pont opgeleverd. De nieuwe elektrische ponten moeten in 2023 de huidige dieselponten allemaal hebben vervangen. 'Nederland moet, als maritiem land en met onze topingenieurs, ook hierin voorop willen lopen. Dat klopt iedereen immers eerst bij ons aan', stelt de HSG-directeur. 'Zonder stimulering vanuit de overheid zullen reders en andere scheepseigenaren die slag niet vanzelf maken. We zijn dan ook blij dat Amsterdam samen met het GVB het goede

voorbeeld geeft.' *IJ-veren* De gemeente Amsterdam heeft eerder dit jaar besloten om ook op het IJ elektrische veren te gaan inzetten. Hier moeten vier veren de huidige dieselveren vervangen. In 2024 zal de eerste elektrische IJ-veer gaan varen, maar wie ze gaat bouwen is nog niet bekend. *(Source: Schuttevaer)*

STRATEGIC MARINE PLACES ORDER FOR 50 CATERPILLAR ENGINES

Strategic Marine (S) Pte Ltd has signed a deal with PT Trakindo Utama Singapore Branch, an authorised Caterpillar dealer for 50 of its C32 ACERT IMO III engines, amid severe disruptions to the supply of this critical shipbuilding key equipment given the pandemic which has caused disruptions to global logistics and supply chain bottlenecks. The deal will allow Strategic Marine, a leading shipbuilder of specialty aluminium craft, to significantly shorten its production timeline for new vessels, and ensure visibility to the supply of fast crew boats and crew transfer vessels – which are among its core offerings. This guaranteed pipeline of engines means the likelihood of unforeseen construction delays has been significantly reduced, even as lead times across the wider industry soar to an estimated 70 weeks, up from the typical average of 15 weeks. Clients will also benefit from pricing and delivery certainty, as vessel costs have been locked in to hedge against rising prices. Strategic Marine has observed healthy demand for its ships from clients in Asia and Europe and received a significant number of enquiries from potential buyers. It recently signed a deal for six vessels, with another six currently under discussion. The Company initiated negotiations for its engines with Caterpillar dealer PT Trakindo Utama Singapore Branch in January 2022 following a detailed study of market demand and equipment supply conditions. This included the possibility of exacerbated supply chain delays, given the prolonged global semiconductor shortage caused by Covid-19 stop-work measures amongst others. "We are constantly assessing the market and exploring ways to reduce delays surrounding critical equipment for our projects and ensure continued timely delivery of our projects," says Strategic Marine Chief Executive Officer, Chan Eng Yew. He adds: "Amid the disruptions caused by Covid-19, our priority is to shield customers from uncertainty by tapping on robust relationships with close partners such as PT Trakindo Utama Singapore Branch. Negotiations were tough, but fair for both parties." Said Mr Widjanarko Hidajat, General Manager at PT Trakindo Utama Singapore Branch: "Strategic Marine's vessels have run on Caterpillar engines for the past two decades. It is on the strength of this relationship that we have been able to confidently commit 50 engines to our strategic partner and are delighted to support them as they continue to grow their business amid these challenging times." The 50 Caterpillar engines, which will be IMO III compliant if a selective catalytic reduction system is added, will be installed in vessels at Strategic Marine's new Singapore shipyard at 5 Benoi Road. Recently acquired in February 2022, the 30,924 square metre yard will significantly boost the company's capacity for shipbuilding, as well as repair and maintenance projects. *(PR)*

THREE VESSELS WERE PREPARED FOR LAUNCHING AT THE VILYUCHINSKY SHIPYARD

A consecration ceremony for several vessels took place at the Vilyuchinsky shipyard before launching. As follows from the message of the Ministry of Fisheries of the Kamchatka Territory, the event took place on May 15. Shipbuilders prepared three vessels for launching. They included two fishing seiners of the MPS-150 project, which underwent a major overhaul, as well as a tugboat of the KZh project built from scratch. The Governor of the Kamchatka Territory Vladimir Solodov congratulated the staff of the shipyard on the completion of the work. “For me, as the governor of the Kamchatka Territory, the absolute priority is the revival and development of the backbone sectors of the economy that formed the basis of the economy of Kamchatka, including shipbuilding and ship repair,” the head of the region noted. “Unfortunately, in recent decades, a lot has been wasted, and our task is to revive the enterprises again, provide them with orders and support for the development of the material base in the new conditions. The Vilyuchinsky shipyard has been operating for 22 years, and today we remember its founder Evgeny Vasilyevich Nikitin. I am sure that the team will continue his work." In turn, Vice Admiral Vladimir Dmitriev, Commander of the Submarine Forces of the Russian Pacific Fleet, noted that the company has launched its 67th vessel in its short history. “This year we are launching three sea-going vessels,” said Petr Lyudvichenko, General Director of Vilyuchinskaya Shipyard LLC. “They were built for fishing companies in the Kamchatka Territory. Two small boats were repaired for Koryakmoreprodukt. These vessels were in operation until October 2021 , after which they came to us for a major overhaul: replacement of the outer skin, internal bulkheads, cabin, as well as the modernization of the main engine, diesel generator, etc. In addition, a KZh project tugboat for Nachikinskoye LLC was built from scratch on the stocks of the shipyard. there is not a single old part on the boat." According to the government of the Kamchatka Territory, in June of this year, the Vilyuchinsky shipyard will launch two more seiners of the MPS-80 project (the customer is Loyd-Fish LLC). Vilyuchinskaya Verf LLC has existed since 2001. Currently, the company employs

54 permanent employees. *(Source: Sudostroenie; Photo: Government of the Kamchatka Territory)*

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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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