



## TUGS & TOWING NEWS

### AGB MARITIEM SUCCESSFULLY COMPLETES WORK ON TWENTE CANALS



Contracted by the Van Oord-Hakkers-Beens combination, workboat *Destiny* proved itself as a true multifunctional platform. After 17 months of canal quayside work, towing and pushing, welding and cutting and various additional jobs, the job is done for the crew and their special multipurpose work vessel '*Destiny*' of AGB Maritiem. The pusher/'multicat' vessel was part

of the Dutch Twente canals upgrading project undertaken by marine contractors Van Oord, Hakkers and Beens. The Twente canals are important logistics links for the inland ports of Almelo, Hengelo and Enschede. In 2020, the Ministry of Infrastructure and Water Management decided to widen and deepen them to 2.80 m to make the waterways easier to navigate for larger and more heavily loaded ships. The – now achieved – goal was to make the ports more accessible, boosting the regional economy and employment. Karel Aangeenbrug, co-founder of AGB Maritiem, says: "We had already done some great projects with the *Destiny*, but this was very special. It is our biggest project to date and we liked working in it, partly because the collaboration with our clients was smooth and the combination of contractors and subcontractors formed a fun and professional team. The upgrading required a lot of quay construction work, transport, and all kinds of supporting activities." *A special workboat* The *Destiny* is a special workboat. The

Aangeenbrug brothers converted the vessel - with hydraulically liftable wheelhouse - into a multi-purpose vessel, type 'multicat', while retaining



its push bow. The vessel has a 60-ton-metre crane for heavy duty work and a 26-tonne crane for auxiliary jobs. At 18.80 x 8.20 m, it is a compact boat (with a very low draught), but it has everything on board to get the job done. Apart from the cranes, for example, it also has a moonpool, two 80-

tonne hydraulic winches and 2 spud poles. In order to avoid surprises during a job, AGB brings its own array of additional tools, such as welding and cutting equipment, as standard. *Aangeenbrug*: "It is a wonderful boat and suitable for many types of work. For example, customers deploy us for diving support, quay or bottom inspections and repairs, lifting work and wet contracting. Recently, we even salvaged a sunken yacht!" AGB Maritiem mainly focuses on work on and near rivers, canals and harbours. (PR)

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The advertisement features a blue background with a yellow and blue logo for 'Nav-Light'. To the right of the logo is a black, ruggedized electronic device with a solar panel on top and a lens. Below the logo and device, the text 'The bright spot in the marine world' is followed by the website 'www.wkmcornelisse.com' and the phone number '+31 (0)34 55 17 122'.

## RUSSIAN COURT SEIZES FOUR DANISH-OWNED TUGBOATS IN SAKHALIN

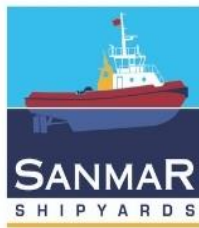


A Russian court on the Pacific island of Sakhalin has ordered the provisional seizure of four tugboats belonging to Denmark's Svitzer, the world's biggest tugboat operator, at the request of a Russian energy company. Moscow has been seizing the assets of some Western companies which have left the country or are scaling back their business there in response to the conflict in Ukraine and Western sanctions. A court ruling dated

April 24 said it had ordered the tugboats seized in response to a request by Sakhalin Energy, a new Russian legal entity which oversees the production of oil and liquefied natural gas on the island. The document said Svitzer Sakhalin had written to the Russian company on April 19, confirming plans to suspend a contract for use of the tugboats. It said the Danish group had asked for the boats to be moved out of Russian waters and reflagged. The seizure of the vessels would remain in place at least until a May 18 deadline for Sakhalin Energy to file a lawsuit challenging the contract suspension by Svitzer. Russian daily Kommersant reported first about the seizures earlier on Wednesday. Svitzer and Sakhalin Energy did not immediately respond to requests for comment. (Source: *MarineLink*; Reuters - Reporting by Vladimir Soldatkin / Editing by Peter Graff)



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## RIDE THE WAVE TO OLYMPIA HARBOR DAYS MARITIME FESTIVAL 2023-50TH CELEBRATION SEPTEMBER 1-3

South Sound Maritime Heritage Association (SSMHA) successfully reaches its 50th year presentation of Olympia Harbor Days Maritime Festival (OHD), Labor Day weekend starting Friday, September 1st at 3PM and closing Sunday, September 3rd at 6PM. SSMHA also announces the opening of an outdoor exhibit of the History of the Logos of Olympia Harbor Days in the 48 windows of 108 State St, Olympia. The maritime heritage festival takes place along Olympia's Downtown Budd Inlet Waterfront Boardwalk from historic Percival Landing to the Port of Olympia's Port Plaza Park. President



Dave Peeler says, "we carried and produced the festival through the turbulent times of the pandemic and celebrated after the most successful return in 2022". OHD has been named the Best South Puget Sound Event in 2022 by the Washington Festivals and Events Association and most recently the Best Festival by South Sound Magazine's Best of 2023 publication". This year's event continues highlighting the traditions of the Puget Sound's vintage tugboat races and show, along with historic ships, tribal activities, four makers markets, live entertainment, kids activities and two food G'Alleys, all weekend. The logo of the festival features a different tugboat annually and this year is no exception. Tugboat **Chippewa**, formerly known as the **Roland Foss**, is the 2023 Logo Tug and returned to Olympia Harbor Days after many years of absence and a full restoration by owner Jeff Mincheff of Tacoma. The tug, built in 1943 is 85 feet long with a 375 horse power diesel engine. Watch a video here [https://www.youtube.com/watch?v=uyzjpd2T-18&ab\\_channel=SteveBloom](https://www.youtube.com/watch?v=uyzjpd2T-18&ab_channel=SteveBloom). Learn more here <https://tugchippewa.com/gallery%2Fvideo> The fleet of OHD will comprise of tugboats built from the early 1900's through the 1970's range in size from 25 feet to over 145 feet long, with many racing in the deep channel on Sunday starting at noon. Tugboat skippers offer a climb aboard show on Saturday and on Sunday if not racing. Oregon Public Broadcasting will be on hand to film a feature of the vintage tugboats for their Oregon Field Guide Program. Lady

Washington, Washington State's Tall Ship, will be arriving mid-week and the historic Mosquito Fleet Steam-Ship **Virginia V** should be cruising the South Sound arriving Friday in time for the start of the festival. Both ships will offer dock-side touring and harbor sailings and tours of Budd Bay. Other wooden and hand-crafted boats will also be moored at the docks and local small craft recreational clubs will have their crews on hand and will offer on-water experiences. While plans are still being made, visitors can count on an amazing and fun time shopping the unique makers markets, international food vendors including seafood, informational and demonstration maritime booths as well as mini tug and remote controlled displays. Tugboats will also be created in sand, stone and wood by some of Olympia's creative sculpture teams. Kids engage in hands-on activities including a LEGO Harbor Build, marine science area with a touch tank offered by the Puget Sound Estuarium; and a tugboat make-race-take activity with the award-winning Olympia Hands on Children's Museum, puppet shows and more. This family friendly event offers plenty of photo ops and memories to be made. Online registration is currently open for Skippers wishing to participate with their vintage tugs or other historic vessels and for all categories of vendor and food booths but the event is just about sold out so hurry. "Olympia Harbor Days is an event for everyone with a surprise around every corner, with fun volunteer opportunities.", said Carol Riley, Executive Director. "If you or your group can supply volunteers, please email [info@HarborDays.com](mailto:info@HarborDays.com)." The (SSMHA), the founding organization of Olympia Harbor Days in 1974, continues to expand programs to offer year-round harbor history. This year a History of the Logos Exhibit was recently installed in the 48 windows of the historic old City Hall/Fire Station at 108 State Street. Enjoy The Maritime



Heritage & Tugboat Walk along the boardwalk from the historic Tugboat Sand Man to the future landside display site of the Tugboat Parthia attraction soon to be completed thanks to a Heritage Grant from WA State. Informational brochures can be found at [HarborDays.com](http://HarborDays.com). SSMHA continues to be a strong planning partner of the Maritime Washington National Heritage Area and

board member Chuck Fowler has just released "Exploring Maritime Washington", a book he co-authored with Erich R. Ebel. Watch the YouTube video [HERE](#) (PR)

### *VB MULETÓN WILL GO TO THE BOLUDA FLEET IN MAURITANIA*

One of Boluda Towage's flagship tugboats in the Canary Islands will become part of the fleet assigned to Mauritania. The tugboat "**VB Muletón**" will soon leave the islands and begin a new stage on the African coast, reinforcing the towing and assistance needs in that region. Likewise, the tugboat "**VB Balear**", usually assigned to the port of Las Palmas de Gran Canaria, will spend a few days in the port of Santa Cruz de Tenerife, while one of the tugboats at this base carries out a commissioned towage. It is not the first time that the tugboat "**VB Balear**" has served in the port of Tenerife. Owned by Boluda

Towage and Salvage since September 2016, the “**VB Muletón**” tugboat is of the ASD (azimuthal stern drive) type equipped with fi-fi systems for firefighting and marine pollution. Built in 1999 in Hong Kong under the name “**Mussandam**” for the interests of Oman, it is a 448 gross ton vessel with a hull of 30.70 m in length, 10.80 m in width and 5.60 m in depth, powered by two SKL engines totalling 5,032 kW and has a pulling power of 60 tons. IMO code 9204441. The tugboat “**VB Balear**” (IMO 9158018) is Spanish-made, built at Zamakona



Shipyards and in service since 1998. It is also a powerful vessel in its category, powered by two Mak 8M20 engines with a power of 4,200 horsepower, in a hull 28.50 m long and 11 m wide. The draft power of it is 51 tons. (Source: Puente de Mando; Photo: Antonio Alcaraz Arbelo)

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## DELIVERY OF 3,840kW ASD TUGBOATS



On 10th May, 2023, 3,840kW ASD Tugboat built by Jiangsu Zhenjiang Shipyards for Fujian and named “**FU GANG TUO 22**” has been delivered successfully. The vessel has length of 39.9m, breadth of 10.6m, depth of 4.98m, bollard pull ahead of 64.8t, bollard pull astern of 59t, endurance of 1000nm and speed of 13.25kn. The capacity of firefighting has reached regulation requirement of Class I. (Source:

Jiangsu Zhenjiang Shipyards)



## *EVGENY GORIGLEDZHAN – RESCUE TUG CONVERTED INTO OCEANOGRAPHIC RESEARCH SHIP FOR RUSSIAN DEFENCE MINISTRY*

Russia's Yantar Shipyard has completed conversion of a former rescue and salvage tug into an oceanographic research vessel to be used by the country's Ministry of Defence. Originally constructed in Poland in 1983 as the Soviet Navy tug **MB-305**, the vessel has been rebuilt to perform ocean research and related activities, having been renamed **Evgeny Gorigledzhan** after a



famed Soviet and Russian engineer who specialised in the design of nuclear-powered submarines. Design work on the vessel, the sole example under the Project 02670 series of oceanographic research ships, was provided by



engineering firm Almaz Central Marine Design Bureau, Yantar Shipyard's sister company under the United Shipbuilding Corporation umbrella. The vessel will now be used by the Defence Ministry's Main Directorate of Deep-Sea Research for missions including oceanographic surveys, marine environmental monitoring, and secondary duties such as search and rescue (SAR) and undersea inspection, maintenance and repair (IMR). (Source: Baird)

## *BOLUDA TOWAGE WILL BE USING THE NEW ASD TUG "VB MAGNUM" IN HAMBURG IN THE FUTURE*

The new tug **"VB Magnum"** from Boluda Towage Europe is intended for use in Hamburg, which made a technical stop in Bremerhaven on the transfer journey from the Turkish shipyard to the future place of use. The tug with an Azimuth Stern Drive (ASD) has two Caterpillar main engines of the type 3516C/E with an output of 2,100 kW each, the bollard pull is 75 tons. The open speed is around 12 knots. On board there is accommodation for 8 crew members in three double and two single cabins. The 28.4 meter long and 13 meter wide ASD tug type 2885, based in Kingstown (St. Vincent) for the transfer voyage, was built at the Turkish shipyard Eregli Shipyard on the Black Sea

coast for Med Marine according to a Robert Allan design (RAL). Here the tug was initially listed under the name "**Med XLIII**".

Med Marine is a major shipbuilder specializing in tugboats, pilot boats and IMO II Class 1A small chemical tankers. By its own account, it has been Turkey's leading tugboat and pilotage service operator for well over 20 years, providing a wide range of tugboat, pilotage, salvage, wreck recovery and emergency oil cleanup services in Turkey's busiest ports. Med Marine employs its own Eregli Shipyard, To



strengthen activities in Northern Europe, the tug "**Med XLIII**" could now be sold on to Boluda Towage, who renamed it "**VB Magnum**". In the future, this will lead to the home port of Hamburg, for the transfer voyage the name of the home port was crossed out. In mid-April, the transfer journey started in Turkey towards Northern Europe, on which a bunker stop was made in Valletta on the Mediterranean island of Malta on April 26th. After taking over the Dutch competitor Smit Lamnalco (SL) with more than 100 ships this spring, Boluda Towage claims to have risen to become the world's leading company in the tugboat sector. The Spanish company is now active in 50 countries and 148 ports with 600 tugboats and 6,000 employees. Since the beginning of 2017, after taking over the two German tugboat companies URAG and Lütgens & Reimers, Boluda has also been flying the flag in German ports such as Hamburg, Bremerhaven, Wilhelmshaven and Rostock with around 20 tugboats. (Source: *Weser Maritime News*)

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## VARAPALO OF THE TSJC TO THE APPEAL OF THE SUBSIDIARY OF FAIRPLAY IN LAS PALMAS

The Administrative Litigation Chamber of the Superior Court of Justice of the Canary Islands,

chaired by Judge Jaime Borrás Moya, has dismissed the appeal filed by Odiel Towage SLU (Spanish subsidiary of the German Fairplay Towage) against the resolution of the Las Palmas Port Authority referring to the towing document, which has given so much talk, according to the sentence to which the editor of puentedemanda.com has had access. In addition to the claim against the Port Authority, the National Association of Tugboats of Spain and the commercial companies Remolcadores y Barcas de Las Palmas, Remolques Insulares and Remolcadores Don Quijote, all



of them companies belonging to the Boluda Group, appear as co-defendants by Odiel Towage SLU. As factual background, we must mention that by means of a resolution of the board of directors of the Las Palmas Port Authority, dated May 8, 2020, the list of requirements for the port towing service for the ports attached to the aforementioned Authority was approved. Port. Faced with such resolution, an administrative appeal was filed by Odiel Towage SLU, formulating at the appropriate procedural moment the claim requesting the annulment of the challenged administrative act. In due time and form, the Port Authority chaired by Luis Ibarra opposed the appeal and requested its dismissal, while the other co-defendant companies did the same. Once the evidentiary period ended, the conclusions were transferred to the parties, after which the records were brought to view with the parties summoned for judgment, with appointment for April 21 for voting and ruling, in which the courtroom, chaired by the aforementioned magistrate, has manifested unanimously. In its legal foundations, it was a matter of determining whether the aforementioned resolution of the Port Authority "is or is not in accordance with the law, the plaintiff alleging that the challenged document is null and void as it violates the principles of free competition and freedom in the provision of services." service, since the obligations of minimum material means required by said specification are contrary to the principle of free competition as a guiding principle of the provision of port services, as proven by the expert report provided". Odiel Towage SLU further alleged "annulment due to arbitrariness and improper limitation of the requirements of the specifications, limiting the characteristics of the tugboats assigned to the service in an unjustified manner and impeding free competition" and, likewise, also alleged "nullity of the specifications for violation of the market unity guarantee law", citing various jurisprudence in support of his thesis, "as well as defenselessness since the specifications were approved, completely disregarding the legally established procedure, the Port Authority not having notified the plaintiff and the different procedures for approval of the specification, also stating that the reservation of the flag in the provision of port towage services contained in the repeated specification is contrary to the law of the European Union". The Chamber of the TSJC considers that "it should be noted, first of all, that, as the defendant administration highlighted in its response brief, the plaintiff's allegation that the number of tugboats, nine, required, cannot be appreciated. by the specifications for the provision of the



service because said requirement implies an entry barrier for any operator, promoting a monopoly system, since such prescription was ratified by the binding report issued by the General Directorate of the Merchant Marine on April 16 of 2020, being collected such binding nature by the provision of art. 113.1 of the Law on State Ports and the Merchant Navy, emphasizing such a report on the need to assess maritime safety, above economic profitability for the service provider, And it adds, in this regard, that "indeed, the requirements of the specifications that the plaintiff dismisses as favoring a monopoly system, such as the minimum number of nine tugboats with a tractor-type propulsion system, were not established arbitrarily by the Port Authority , but based on the favorable binding report that the General Directorate of the Merchant Marine issued on the contested document dated April 16, 2020, as well as on the technical study commissioned to the nautical consultancy Mareng Consultores, which contemplated even greater demands than those considered by the appealed administrative act". In addition, the Chamber of the TSJC says in relation to the five-month period granted by the list of adaptation of the existing licenses, which "has once again been declared sufficient by the binding report of Puertos del Estado dated April 29, 2020, being, on the other hand, greater than the period of three months provided for in art. 4.6 of Regulation EU 2017/352", taking into account, in addition, that "the relationship between the requirement of the term and an alleged restriction on free competition is not appreciated, it being obvious that the term considered insufficient by the plaintiff is common to all potential towing service providers. Finally, and in relation to other alleged violations denounced by Odiel Towage "neither can the Chamber appreciate their existence, since, in relation to the Spanish flag, this is the only way to guarantee compliance with Spanish labor regulations and respect for general interest in protecting the rights of workers, referring not only to the Las Palmas Port Authority, but also to all tugboats in all Spanish ports as required by the General Directorate of the Merchant Navy, the argument of not being appreciable that the flag reservation implies a violation of the free provision of services by restricting the capacity of towing companies in the European Union, since what it is about is ensuring compliance with Spanish regulations on labor matters and the protection of workers, considered unavoidable by the jurisprudence of the CJEU". Finally, the Chamber of the TSJC understands that "ultimately, based on the foregoing, it turns out that the challenged administrative act does not incur the deficiencies indicated in the claim, or at least the plaintiff does not prove otherwise, for which reason it must be considered adjusted the contested resolution is legal, with dismissal of this contentious-administrative appeal". And as a final point, although an appeal is possible, it also condemns costs "since the claims" of Odiel Towage SLU are completely dismissed "and there is no reason for another pronouncement". (*Source: Puente de Mando; Photo; Nicolás Arocha*)

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## MULTRASHIP NAMES TWO DAMEN TUGS IN TERNEUZEN

Yesterday, Thursday 11th May, Multraship Towage & Salvage named two Damen-built tugs at a Christening ceremony held at Multraship's home port of Terneuzen, the Netherlands. **Multratug 5**, a Damen Stan Tug 1205 and **Multratug 6**, a Damen ASD Tug 2810, were immediately entered into service upon delivery to Multraship and are currently in operation in the River Scheldt area. The speed with which the tugs were delivered was thanks to Damen's practice of building




in series and for stock – a feature that Multraship, as a long-term client of Damen's – has long benefitted from. Although based on proven, standard designs, Damen is able to tailor its vessels to the requirements of its clients. In the case of **Multratug 6**, this included a winterisation package, FiFi-1 class notation and installation of an aft winch, amongst many other additional features. **Multratug 6** also has the distinction of being the last Damen ASD Tug 2810 ever to be built. Following the sale of over 200 vessels, the ASD Tug 2810 is Damen's most successful design to date and can be found operating in harbours all around the world. Captain Leendert Muller, Managing Director, Multraship, commented at the ceremony: "We work hard to ensure that our fleet reflects the needs and requirements of our customers and that we are best equipped to provide rapid, reliable and safe towage and salvage services at any time. For this, we need to have high-quality tugs with a range of operational capabilities. We know we can rely on Damen to meet our specifications and deliver high-spec vessels and we are very pleased to formally welcome **Multratug 5** and **Multratug 6** to our fleet." The naming ceremony was attended by a number of guests on behalf of Damen including Mijndert Wieseneker, sales director Benelux, and Vincent Maes, sales manager Benelux. Mr Maes said, "It's a pleasure to be here to witness this special occasion. The event is made even more poignant with **Multratug 6** being the last ASD Tug 2810 to be delivered. The design of the tug, like all vessels in our portfolio, has been developed with lots of valuable input from our clients. Multraship, as a long-standing customer of many years, has provided with us many useful insights that have been incorporated into the evolution of our tugs. We're grateful to enjoy this relationship of mutual benefit and look forward to continuing our collaboration in the years ahead." The vessels were delivered to Multraship during a period of wider fleet expansion, with the company also adding two ERTVs, **Multraship Commander** and **Multraship Protector**, as well as the **Multrasalvor 6**, a Damen Multi Cat and salvage support vessel along with another Damen harbour tug, **Multratug 9**, over the past year. Multraship is a division of the Muller Maritime Group, which has been engaged in the shipping industry for more than 230 years. Multraship's core activities include harbour towage, salvage & wreck removal, ocean towage and support to offshore energy & dredging industries. (PR)

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## ACCIDENTS – SALVAGE NEWS

### *SECONDS OF THE FERRY SHIP CRASHING INTO THE ASDP BASTIONG TERNATE PIER UNTIL IT COLLAPSES*



The ferry at full speed crashed into one of the bridges owned by ASDP Bastiong Ternate, North Maluku. The ship that was going to carry out the transportation lost control when it was about to lean on the pier and hit the pier causing it to collapse into the sea. A number of residents recorded the terrifying

moment of the KMP Mutiara Pertiwi Satu or City Line ferry hitting the ASDP Bastiong Ternate ferry pier, North Maluku. The ship, which was originally anchored not far from the pier, was going to dock to carry out the transportation at pier two with the aim of Bastiong Sofifi, Tidore Islands City. Just as the ship was about to hit the pier, the ship finally turned until it hit pier one and broke. The ship also crashed into [KMP Baronang](#) which was carrying out demolition activities, but fortunately [KMP Baronang](#) was able to avoid a bigger accident. Due to this incident, ASDP Ternate suffered huge losses of tens of billions, while crossing operations will certainly be disrupted due to the pier because now it only has one pier, namely pier two. Luckily, this incident did not cause any casualties, while it is not certain what caused the ship to lose control, the ASDP itself fully handed over the investigation to the authorities. Watch the YouTube video [HERE](#) (Source: OkeNews)

### *15 GIRLS CONFIRMED DEAD IN SOKOTO BOAT MISHAP*

At least 15 girls have reportedly died in a fresh boat accident at Dandaji village in Shagari Local Government Area of Sokoto State. The girls were said to be on their way to a nearby bush to fetch firewoods when their boat capsized on Tuesday morning. According to eyewitness accounts, over 40 girls were on board when the incident happened. A resident of the area, Muhammad Ibrahim, said 15



corpses had already been recovered and local divers were still searching for the other victims. The Chairman of Shagari Local Government, Aliyu Abubakar, who confirmed the incident said the bodies were being prepared for burial. Recall that in 2021 and 2022, boat accidents claimed 13 and 30 people who were mostly women and children at Ginga and Gidan Magana villages in the area respectively. Similarly, some members of Tijjaniyya sect were said to have died in a similar circumstance during the last eid el maulud festival.

*(Source: Ships & Ports)*



## OFFSHORE NEWS

### *TIDEWATER POSTS HIGHEST QUARTERLY REVENUE SINCE 2015*



Tidewater Inc., a leading global provider of offshore support vessels, has reported a strong start to 2023, posting its highest quarterly revenue since the fourth quarter of 2015. First quarter revenue hit \$193.1 million, representing an 83% increase over the first quarter of 2022. Net income hit \$10.7 million, or \$0.21 per share, compared to a net loss of \$12.2 million for the same period last year. Tidewater's adjusted EBITDA was \$59.1 million, the

highest quarterly EBITDA since Q3 2015, and its quarter-end net debt balance was \$4.3 million. Tidewater has been upbeat on an offshore support vessel sector recovery for nearly a year now amid rising oil prices and growing sentiment that the offshore oil and gas market has finally turned a corner following a prolonged 8-year downturn. The company previously hailed the second quarter of 2022 as an "inflection point" in the sector. Tidewater's President and Chief Executive Officer, Quintin Kneen, said he was encouraged by the continued momentum in the first quarter despite the period typically being the slowest quarter of the year, primarily due to harsher weather conditions, calendar year budgets, and the contracting habits of customers. Kneen said the quarter was notable for new cyclical revenue and global average day rate high-water marks. Additionally, all individual vessel

classes, except the 4-8k AHTS class, increased in average day rate during the quarter. “Consolidated global average day rates continued the upward trend we saw throughout 2022, with the average day rate increasing nearly \$1,100 per day sequentially,” Kneen said. “Seasonality did play a factor during the quarter as activity in the North Sea and the Mediterranean declined sequentially though, notably, we did see net day rate improvements in these markets during the quarter,” he added. Kneen attributed the quarter’s strong results to the company’s decision to reposition vessels and perform as many drydocks as possible during the period, allowing Tidewater to maximize the utilization and profitability during the higher activity periods typically seen in the second and third quarters. During the first quarter, Tidewater also announced an agreement to acquire 37 PSVs from Solstad Offshore, a move Kneen said the company was excited about. Tidewater expects to close the acquisition by the end of the second quarter and is evaluating a variety of commercial banking and debt capital market financing alternatives to optimize the cost of capital and financial flexibility. Tidewater reiterates its 2023 annual guidance of \$900 million of revenue and approximately 50.0% vessel operating margin for the legacy Tidewater business and reiterates its updated pro forma 2023 guidance of \$1.03 billion of revenue and approximately 50.0% vessel operating margin, which contemplates closing the Solstad PSV acquisition by the end of the second quarter of 2023. *(Source: gCaptain)*

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*By Rotortug*

## SEABIRD SECURES MORE CONTRACT WORK FOR SURVEY VESSEL

Oslo-listed seismic player SeaBird Exploration has signed an ocean bottom node (OBN) source contract with an undisclosed client in the Eastern Hemisphere. The contract will kick off in June this year in direct continuation of the completion of the current 2D survey project. The project will utilise the 2014-built survey vessel **Eagle Explorer** for around two months including



mobilisation. SeaBird brand returned in Q4 last year when Green Energy Group backed by its largest shareholder, MH Capital, chaired by the former 2020 Bulkers chief executive Magnus Halvorsen,

decided to split seismic and minerals business units. *(Source: Splash24/7)*

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### ICON OFFSHORE SCORES VESSEL CONTRACT WITH PETRONAS

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Malaysian offshore service provider Icon Offshore has secured a contract from Petronas Carigali for the provision of an anchor handling tug vessel with crew and equipment. The services will be utilised to support and maintain drilling rigs, offshore installations, derrick barges, towing and anchor jobs required by Petronas during their drilling and

project activities, Icon said in a filing with Bursa Malaysia. The company received the first work order award end-February and started operations last month as per vessel on-hire certificate for approximately 255 vessel days. “With the recent contract awards secured and developments in the oil and gas sector, ICON’s prospects remain positive. These contracts will contribute to our earnings and add to our excellent track record in the offshore support vessel segment,” said Dato Sri Hadian Hashim, Icon’s managing director. *(Source: Splash24/7)*

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### KIM HENG SECURES \$7.8M CONTRACT IN TAIWAN

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Singapore offshore vessel operator and marine engineering services provider Kim Heng has won a contract totalling \$7.8m with an unnamed construction company in Taiwan. Under the contract, the company’s units Kim Heng Shipbuilding & Engineering, will provide design, engineering, modification and shipbuilding services related to offshore renewables



construction projects. The contract is expected to be completed by the fourth quarter of 2024 and to contribute positively to the Group’s earnings in 2023 and 2024. “The Group remains well positioned and equipped with shore-based marine assets and offshore vessels that enable us to leverage our knowledge in the offshore renewable industry throughout Asia and the US,” said Thomas Tan, Kim Heng’s executive chairman and CEO. *(Source: Splash24/7)*

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## MEO GROUP IS LEADING THE WAY TOWARDS CYBER RESILIENCE IN CREW BOATS



MEO Group has been awarded the 'Cyber Managed Prepared' notation by Bureau Veritas (BV), a world leader in testing, inspection and certification. The notation was awarded to MEO Group's new crew boat, **Express 101**, marking a world-first for a crew boat. MEO Group placed the order for five new executive crew boats in 2022 with Singapore's Penguin Shipyard International and Express 101 is the first of the five newly built executive crew

boats delivered this month. With the increasing connectivity of the maritime world, in-service vessels like crew boats are becoming a prime target for malicious cyber attacks. There is a pressing need to protect vessels within the cyberspace and by preparing its vessels' cyber safety and security measures, MEO Group is taking a crucial first step towards protecting its vessels and preserving business continuity. What does it mean to be 'Cyber Managed Prepared'? The CYBER MANAGED Prepared notation provides a road map to build cyber managed vessels. Concretely, with the BV Cyber Managed Prepared Notation system, it means that **Express 101** will be ready to receive the CYBER MANAGED notation to protect its on-board computers against unauthorized access, misuse, modification, destruction or improper disclosure of the information generated. Darren Ang, CEO, MEO Group, commented: "I am thrilled that the vessel has received the Cyber Managed Prepared notation from Bureau Veritas. We take the safety and security of our vessels, crew, and clients seriously, and this achievement shows our commitment to keeping pace with the rapidly evolving digital landscape. We will continue to implement the necessary measures to ensure the ongoing success of our operations and maintain the trust of our clients and charterers." David Barrow, Vice-President South Asia and Pacific, Bureau Veritas Marine & Offshore, said: "As shipping enters the

digital era, vessels are becoming more connected. Having a robust cyber security framework is essential for safe, secure and resilient shipping operations. Our role at BV is to accompany companies with our technical expertise and knowledge of the highest industry standards, to help them progress in their smart journey with the confidence that the right safeguards are in place to protect their systems". (PR)

## PROSAFE AGREES \$30M PRIVATE PLACEMENT

Oslo-listed semisub accommodation vessel owner Prosafe has raised approximately \$30m via a private placement of new shares. The net proceeds from the private placement of 2.72m shares at a price per share of NOK117 will be used for working capital, preparation for commencement of new contracts and general corporate purposes. The owner and operator of six accommodation units and one



tender support vessel posted a first-quarter net loss of \$21.7m on lower utilisation with only two vessels operating in Brazil. Prosafe said that 2023 liquidity has been impacted by the low activity in the North Sea and capital expenditure plus mobilisation spend for new contracts in Brazil and the US Gulf of Mexico and that additional cash will be required to mitigate a covenant breach and potential liquidity shortfall from Q3 and Q4 2023. End-April the company announced that Jesper Kragh Andersen will be stepping down as its chief executive after more than six years at the helm. Andersen will continue in his current role until his successor is in place. (Source: Splash24/7)

## PGS BOOKS CARBON STORAGE RELATED SEISMIC WORK



Offshore seismic acquisition specialist PGS has secured a contract with an undisclosed independent energy company for work on a carbon storage project offshore Norway. The survey is scheduled to start in September and has a duration of approximately one month. Last year, the Oslo-listed company established itself as a strong player in the carbon storage survey market, successfully

completing four acquisition jobs, including the Northern Lights joint venture project also offshore Norway. (Source: Splash24/7)



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*SHEARWATER AWARDED 4D SURVEYS BY TOTAL ENERGIES*

Offshore seismic expert Shearwater GeoServices has won a contract from TotalEnergies to carry out two 4D surveys over gas fields in the West of Shetland area. The contract covers Laggan, Tormore, and Edradour fields with an option to extend to the Glenlivet field. The surveys will start in May this year, utilising the 2015-built [Amazon Conqueror](#) for around two



months. “We welcome the award of the strategic 4D surveys, and we are pleased to be able to supply TotalEnergies with one of our finest vessels in the prime North-Sea season,” said Irene Waage Basili, CEO of Shearwater. (Source: *Splash24/7*)

*SUBSEA 7 REVEALS ‘MAJOR’ MYSTERY WIN*

Subsea 7 has secured what it describes as a “major” contract for a two-phase subsea development. The initial scope of work to be executed comprises the engineering, procurement, construction, and installation (EPCI) of approximately 37 kilometers of infield flowlines, 47 kilometers of control umbilicals and associated subsea equipment in water depths of 2,000 meters.

The contract also includes additional FEED studies and options to further extend the scope of work.



Project management and engineering will be led by Subsea 7's local office and offshore activities relating to the initial scope are expected between Q2 2025 and Q3 2025. The first phase has been recorded in the backlog of the Subsea and Conventional business unit in the second quarter of 2023, while the second phase, expected in 2024, remains subject to sanction by the client. The company did not disclose further details due to contractual obligations. Subsea 7 announced last month that it was on track to achieve higher whole-year revenue for 2023 than in 2022 as it had reported a revenue of \$1.2 billion for the first quarter of the year, a 4 per cent increase compared to the same period last year. Speaking about other recent company-related news, it is worth noting that UK-headquartered energy giant BP picked the Subsea Integration Alliance, a partnership between Subsea 7 and OneSubsea, for a two-well tie-back project in the large West Nile Delta (WND) development off the Mediterranean coast in Egypt. *(Source: Offshore Energy)*

## EVENT NEWS

### UITNODIGING VOOR LEKKODAGEN

De organisatie van de Lekkodagen wil iedereen weer van harte uitnodigen voor de Lekkodagen, van 22 tot en met 25 september in Wijk bij Duurstede. Daarvoor willen zij graag stilstaan bij het trieste nieuws over het overlijden van zowel Jozef Bosman – eigenaar van mslb [Anna](#), als van Gerrit Tuil – secretaris en matroos van stoomsleepboot [Jan de](#)



[Sterke](#). Twee mannen met een groot hart voor ons varende erfgoed die beiden -met hun vele vrijwilligerswerk- mooie bijdrages hebben geleverd aan onze Lekkodagen en zoveel andere mooie evenementen. Ze worden gemist tijdens de Lekkodagen, laten we er voor zorgen dat we ze niet zullen vergeten. Rob de Wit van de organisatie: "Inmiddels hebben sommige schepen de eerste tochtjes al gevaren, voor anderen zal het seizoen nog moeten beginnen. Wanneer je er ook aan begint, zorg dat je in September in ieder geval naar Wijk bij Duurstede komt. Hierbij nodigen wij jullie uit om van vrijdag 22 tot en met maandag 25 september naar ons mooie en vooral gezellige maritieme feest te komen in de historische haven van Wijk bij Duurstede. Eerder komen mag ook maar voor die dagen wordt er wel een (gereduceerd) liggeld berekend. Zoals ieder jaar gaan wij ook dit jaar weer proberen een mooi weekend voor jullie te organiseren met een grote vloot van schepen met een historisch karakter. Zodra het volledige programma definitief is zullen we dat op onze website publiceren, maar dat het leuk wordt staat eigenlijk al wel vast. En gelukkig heeft Jasper Lens inmiddels al weer toegezegd om heerlijke paling voor jullie te gaan roken. We hopen jullie allemaal te ontvangen in onze mooie haven. Wil je deelnemen, schrijf je snel in op de website zodat je zeker bent van een ligplaats." *(Source: Scheepspost)*

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## WINDFARM NEWS - RENEWABLES

### *ACTA MARINE ESTABLISHES FRENCH SUBSIDIARY AND OPENS NEW OFFICE IN MONTOIR-DE-BRETAGNE.*



Acta Marine, a leading owner and operator of offshore service operating vessels that provides accommodation and walk to work services to the offshore wind industry, has announced the establishment of its French subsidiary and the opening of its new office in Montoir de Bretagne, France. The new office will be shared with its long-term partner Alka Marine and is part of Acta Marine's efforts to increase its local presence

and position itself for the local market. The new subsidiary, Acta Marine France, will enable Acta Marine to better serve its clients in France, one of the largest and most promising markets for offshore wind in Europe. The new office in Montoir de Bretagne will also facilitate the deployment of Acta Marine's fleet in the region and provide easy access to nearby offshore wind farms such as Parc du Banc de Guérande project on which Acta Marine was chartered by GE Renewable Energy in 2022 for the commissioning of its turbines, and Fécamp and Courseulles wind farms on which Acta Marine will assist Siemens Gamesa with turbine commissioning scopes in 2024 and 2025. Acta Marine France's President, Nicolas De Boer, commented on the company's move into France, saying, "We are excited to establish the French subsidiary and expand Acta Marine's presence in the country. By opening this new office in Montoir de Bretagne, we are strengthening our commitment to the region and increasing our ability to provide our clients with the highest quality of service." The new office will allow Acta Marine France to build up a strong local team. As Audrie Jordan, manager commercial affairs and corporate services confirms "spending time with the Acta team, learning from their experience in offshore wind, and assisting them in getting familiar with the local constraints has

already been an exciting experience. I'm thrilled to start in this new position and building up an Acta Marine France team. I'm grateful for their trust and look forward to managing the Acta Marine France business". Acta Marine has a long history of providing innovative solutions to the offshore industry, and its increasing fleet of CSOVs and SOVs is specially designed to provide safe, efficient and comfortable accommodation and walk-to-work services to offshore wind developers. With the establishment of its new subsidiary and office in Montoir de Bretagne, Acta Marine will be able to provide these services to its clients in France more efficiently and effectively. (PR)

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## CHINA COMMISSIONING FIRST DEEP-SEA FLOATING OFFSHORE WIND TURBINE

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China reports it has completed the installation of its first floating, deep-sea, wind turbine which will be used to power an offshore oil field. Developed and owned by the China National Offshore Oil Corporation (CNOOC), the wind turbine is being reported as a breakthrough due to its ability to handle harsh sea conditions in deep and open



seas. CNOOC reports it will be a model for opening up the far offshore wind sector. The turbine, known as CNOOC Guanlan, was completed in March. It was built in the Zhuhai region and on March 26 departed for placement at the Wenchang Oilfield, which consists of oil and gas platforms. The wind turbine is reported to weigh over 11,000 tons with its foundation and was positioned nearly 85 miles offshore. It is floating in a position with a water depth of more than 325 feet. The overall height of the structure stands more than 650 feet. The Chinese engineer placed the turbine atop a triangular floating foundation with three side columns and one center post to hold the wind turbine. The ballast system weighs 4,000 tons. Last week, CNOOC reported that the placement of the dynamic submarine cable measuring over three miles in length had been completed. They report the cable was designed to withstand conditions up to nearly a depth of 400 feet. It is composed of three 35 kV cables and three 12-core fiber optic cables. Dynamic ship positioning technology and monitoring by underwater robots were used to improve the installation accuracy. With the 7.25 MW turbine now in position, and the subsea cable installed, CNOOC reports the final commission will proceed. Once the turbine is generating power. They expect it will have an annual generation capacity of 22 million kilowatt hours. (Source: Marex)

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## UMOE MANDAL SELECTS SHORELINE'S SOFTWARE TO SUPPORT HIGH-SPEED OFFSHORE WIND CTVs

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Umoe Mandal has selected Shoreline Wind's O&M Design software for its high-speed crew transfer vessels (CTVs) working in offshore wind to deliver accurate outputs for maintenance strategies and costs for offshore wind developers and operators. The Norwegian shipbuilder's fleet of CTVs for



offshore wind includes vessels from the Wavecraft Commander and Sprinter series, which were also



chosen for operations on Ørsted's wind farms on UK's east coast last year. Umoe Mandal is using the software to simulate realistic and complex scenarios of multiple maintenance programmes utilising real-life data from both their CTV vessels and their clients' offshore wind farm projects to report and visualise the improvements from improved vessel transportation that ensure

higher output for wind farm operators, Shoreline Wind says. According to Inge Moy, Sales Manager at Umoe Mandal, this kind of system can quickly compare vessel types based on specific cost data to showcase its effect on long-term wind project revenue. "The most important element of a simulation is producing as accurate data outputs and cost estimations as possible. Ending with an annual cost overview of lost revenue due to turbine downtime with reliable PBA loss by adding maintenance elements for the day rate of vessels and fuel consumption – then you can start comparing with multiple campaigns for vessel utilization with different weather windows, asset types, number of technicians and so forth. The simulation report might show that transportation costs are a bit higher, but also that the total outputs for annual revenue are better, especially for O&M teams operating on larger modern wind farm projects", Inge Moy said. Umoe Mandal's focus is currently on offshore wind projects in the EMEA region due to higher complexity in markets such as the US with Jones Act legislation. However, the company has a better framework for planning the development of its vessels on a global scale with the new software tool, according to Shoreline. Umoe Mandal's Inge Moy said: "Based on the analytics, we see a massive demand for our CTV vessels. Umoe Mandal wants to be the main supplier of zero-emission vessels in the offshore wind market. To support that, Shoreline's O&M solution can calculate the probability of our vessels going into a specific wind project. We can quickly simulate the outputs that our clients are looking for, which makes it much easier for us to talk about energy output, revenue and lifecycle costs. We haven't met any energy companies that do not use Shoreline's software. Therefore, we also work together with them to compare results and do different cases together". (Source: Offshore Wind)

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## BRITISH CATAMARAN AT DAMEN SHIPYARDS – DEN HELDER

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On Thursday 4 May, the British catamaran **Dalby Ribble** was moored at Damen Shipyards Den Helder for inspection, maintenance and repair. This Damen Fast Crew Supplier 2610 of Dalby Offshore from Beverley in East Yorkshire is used in the wind energy sector and can take 25 offshore workers on each trip. The catamaran came from Lowestoft to Den Helder. Her home port is Whitby. The vessel was delivered in 2012 by the



Damen Group, which has built more than 50 aluminum catamarans of this successful Fast Crew Supplier type for various clients in recent years. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu))

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## DREDGING NEWS

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### BOSKALIS LAUNCHES NEW FALLPIPE VESSEL

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Dutch offshore services provider Boskalis has commissioned its new fallpipe vessel, used to protect cables and pipelines with rocks in order to prepare the seabed for the installation of wind turbine foundations and protect them from erosion. Boskalis reported on 5 May that it had held the naming ceremony for its new

fallpipe vessel **Seapiper** in Singapore. The company's Central Fleet Support department, Seabed Intervention business unit and other business units worked together in Singapore to convert a semi-submersible transport vessel into a fallpipe vessel in the past nine months. Altogether, a fallpipe tower, moonpool, two electric excavators and cranes, conveyor belts, additional accommodation, and two holds that can carry a total of 15,000 tons of rock were installed on the former transport vessel. "An outstanding performance by all our colleagues involved, as well as the team of ST Marine in Singapore!" Boskalis reported. "With our new **Seapiper**, we are even better equipped to advance the energy transition and create sustainable horizons together with our clients. We wish the crew of the **Seapiper** a safe journey and good luck with the execution of the first project!" Speaking about

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most recent company-related news, it is worth noting that Boskalis, through its subsidiary SMIT Salvage, reached an agreement with the United Nations Development Programme (UNDP) to remove oil from a floating storage and offloading (FSO) facility moored off Yemen's Red Sea coast. The FSO has not been maintained since 2015 due to the conflict in Yemen and has decayed to the point where it could explode or break apart, which would have disastrous environmental and humanitarian effects on the region. (Source: *Offshore Energy*)



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## KRAKEN SERIES 'McCLELLAND DREDGE' LAUNCHED IN ALBERTA, CANADA



Hagler Systems of Augusta, GA, has commissioned the company's latest Kraken Series '[McClelland Dredge](#)'. According to the company, this new vessel was launched yesterday at a customer's mine site in Alberta, Canada. The Dredge is 175 feet long x 57 feet wide, weighing in at 1.7 million pounds, and she pumps 7,500 cubic meters per hour. It took 38 special-permit big rigs to haul this project around 2,650 miles to her destination. There she will work on a Mature Fine Tailings (MFT)



pond to pump mineral waste. Tailings are finely ground rocks and other mineral waste that are a by-product of mineral mining. (Source: *Dredging Today*)

### SAO FRANCISCO DO SUL DREDGING WRAPS UP

Dredging operations at the Port of São Francisco do Sul in the Brazilian state of Santa Catarina are now complete. The maintenance dredging work – carried out with the dredging vessel Optimus – was undertaken at berths 301 and 302 of the Santa Catarina Terminal (Tesc). During the project, approximately 100,000



cubic meters of dredge material were removed, equivalent to the capacity of 2,000 trucks. The main goal of this dredging program was to maintain a depth of 14 meters at Berth 301 and 12 meters at Berth 302. According to the port, these depths are essential for safe docking of vessels with a draft up to 12.8 meters at the first berth, and 11 meters at the second. (Source: *Dredging Today*)

### BOSKALIS TSHD ORANJE LENGTHENED FROM 156M TO 201M



Keppel Shipyard has completed the lengthening of Boskalis' trailing suction hopper dredger (TSHD) **Oranje** from 156 to 201 metres. The length extension project follows the similar extension of Boskalis' hopper dredging vessel **Prins der Nederlanden**, which was conducted in the first half of 2022. The conversion involved a mid-section restructuring by insertion of

a new 45-metre middle section block, resulting in a capacity increase to 21,000 cubic metres for dredging sand storage. *Vessel automation system* According to Praxis Automation, part of the conversion also included a mid-life update of the existing vessel automation system. The existing Praxis Mega-guard Pro-series was replaced by the latest E-series Mega-Guard, offering greater data communication capabilities using a redundant 100 Mbps fast-ethernet backbone. The transition to the E-series resolved the physical range limitations of CAN technology and the modular design of the Mega-guard system provided the flexibility required for system expansion. (Source: *Dredging Today*)

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## VAN OORD'S LNG-POWERED DREDGERS PROTECTING THE DUTCH COAST

Van Oord's brand-new trailing suction hopper dredgers **Vox Ariane** and **Vox Apolonia** are working together to protect the Dutch coast. Last week, a unique situation occurred off the coast of Zeeland, the Netherlands, where Van Oord's two sister vessels **Vox Ariane** and **Vox Apolonia** – both powered by the sustainable fuel LNG – joined forces to reinforce the coastline. The project concerns beach nourishment works along the Dutch coast.



These works are part of the Netherlands' Coastline Care programme of Rijkswaterstaat, the executive agency of the Dutch Ministry of Infrastructure and Water Management, intended to reinforce the Dutch coast. Van Oord's scope includes beach- and trench wall replenishment at the Westkapelse Zeedijk, Oostgat and Nieuwvliet-Groede in the province of Zeeland. During beach replenishment, sand is pumped to the beach by a trailing suction hopper dredger via a pipeline. Applying this replenishment method allows the company to stabilise the coastline, protecting coastal communities and infrastructure. The trench wall replenishment method means that Van Oord fills parts of the channel just off the coast, the Oostgat, with sand. If it becomes less deep, the current can carry less sand and the coast stays in place longer. In total, approximately 4 million cubic metres of sand will be applied. *Net-zero emissions* What makes this project extra special is that Vox Ariane and Vox Apolonia are running on LNG during the project execution, a more sustainable alternative for Marine Gas Oil (MGO), free of sulphur and particulates. The combustion process is also different to that of MGO, resulting in far less nitrogen dioxide being emitted. Switching to this kind of alternative sources of fuel for Van Oord fleet will help the company to achieve their net-zero emissions targets by 2050, in line with the Paris Agreement. *Three new LNG-powered trailing*

*suction hopper dredgers* **Vox Apolonia** and **Vox Ariane** are part of a series of three brand new trailing suction hopper dredgers that are being added to Van Oord fleet. The third sister vessel **Vox Alexia** will be christened this September. These vessels will help Van Oord to further modernise its fleet, making it more innovative and energy efficient. Their LNG fuel system and energy-efficient design will reduce fuel consumption and carbon emissions substantially. It is precisely for this reason that the three vessels were presented with the Dutch Maritime KVRN Shipping Award in 2022. According to the jury, Van Oord's introduction of the three vessels marks it as 'a trailblazer for international standards aimed at minimising climate and environmental impact within the available technological capabilities'. (Source: *Dredging Today*)

## YARD NEWS

### SPANISH NAVY PLANS TO RENEW 49 SHIPS UNTIL 2030



According to data from Navantia's Horizon 5.0 Plan, the Navy plans to renew 49 ships until 2030, reports Javier Rodríguez in the digital edition of La Voz de Cádiz. Although it is a Navantia projection before a Navy specification in reference to the ships that will have exceeded their life cycle until then, the renewal of six frigates, 16 patrol

boats, eight submarines, six corvettes, six minehunters, five auxiliary and two amphibious and logistics ships. Although the Navy is the main customer, the aforementioned document also includes other orders for Saudi Arabia, with a second contract for the construction of five ships, another six for Australia and a negotiation with Angola for four patrol boats and two large hulls. Sweden also appears, whose foreseeable entry into NATO would imply the construction of four or six Alfa 3000 class frigates. Given the limitations of the Saab Kockums shipyard, Navantia has submitted an offer, the response to which will be known in the fourth quarter of 2023 and will be announced. rises to 800 million euros. According to the aforementioned Cádiz newspaper, which pays special attention to matters related to the shipbuilding industry, a Swedish delegation visited the Navantia headquarters in Madrid on March 14. In the case of the Navy, there are two BAM-IS, of which the Puerto Real shipyard has the execution order for the first of them and a first batch of 166.46 million euros. Last January, the president of Navantia, Ricardo Domínguez, advanced that the work would begin in May with the cutting of sheet metal. Although the project dates from 2017, in 2021 and 2022 it has been given a definitive boost and it is a very sophisticated and complex ship, destined to fill a notorious space in the Navy fleet as the submarines come into service. of the S-80 plus class. It is foreseeable that the execution order will take place in 2024. According to La Voz de Cádiz, the construction of the first BAM will involve a little more than 1.3 million hours of work in the naval and auxiliary industry of the Bay of Cádiz and has an execution period of 42 months from the order of execution. The aforementioned ship already has a name on the project and will be called "**Poseidon**". It is also



estimated that the work will generate a direct and indirect added value of 54 million euros and will generate just over 1,100 jobs, of which 160 are direct from Navantia, 290 from the auxiliary industry and 665 from induced employment. Navantia's Horizon 5.0 Plan includes two coastal hydrographic vessels and one oceanic, which could be signed in the last quarter of 2023 and the works would begin in 2024. The first two will take over from the veteran and highly efficient "Malaspina" and "Tofiño ". In addition, it is possible that there will be European funds for this type of vessel given the nature of its cartographic mission and special utility for navigation. (Source: *Puente de Mando*; Photo: *Navantia*)


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## ONEGA SHIPYARD IS PURCHASING METAL FOR THE CONSTRUCTION OF A SHALLOW DRAFT ICEBREAKER OF PROJECT 22740M

The Onega Shipbuilding and Ship Repair Plant (OSSZ, managed by the Federal State Unitary Enterprise "Rosmorport") is purchasing metal for the construction of the hull of a shallow draft icebreaker of project 22740M. This is evidenced by the data of the Unified Information System in the field of procurement. On May 10, the shipyard announced two procurement procedures for the construction of the icebreaker: for the supply of a strip bulb , as well as for the supply of long products and corrugated sheet .



for the supply of long products and corrugated sheet . The maximum contract price for the first purchase is 27,776,628 rubles, the second -

1,563,889.37 rubles. Recall that the OSSZ production program includes the construction of two small-draft icebreakers of project 22740M for FSUE "Rosmorport". Earlier, FSUE "Rosmorport" planned to build one icebreaker of project 22740M (plus three in the option) at the Zvezda Shipbuilding Complex. The contract between FSUE "Rosmorport" and SSK "Zvezda" was signed in May 2018. Later it became known that the series could be reduced to two units. *(Source & Photo: Sudostroenie)*

### LAUNCHING OF THE SC ONYX FOR SIMA CHARTERS



Last week we launched the **SC ONYX** for Sima Charters with our Liebherr 1300 at our Merwede Yard. With a lifting capacity of almost 300 tons this vessel was an easy job for our crawling crane. The vessel will be prepared for her sea trials end of this week. We would like to thank Sima for the good cooperation. *(Source: Neptune)*

### FIRST EVER DELIVERY TO CANADA

We are glad to announce that we have delivered our first ever vessel to Canada. The 17-meter ice-capable pilot boat will enter service for Laurentian Pilotage Authority in Montreal and PILOT 17 WP features Baltic Workboats patented wave-piercing hull, in-house developed remote monitoring and control system and IMO III compliant propulsion solution with Volvo Penta main engines. *Main dimensions.* Length LOA: 16,99 m; Breadth: 5,6 m; Draught: 1,45 m; Power: 1102 kw; Speed: 28 / 30 kn; Range (estimated): 300 nm; Number of complement: 1 crew +6 pilots *(PR)*



### BOLLINGER SHIPYARDS DELIVERS 53<sup>RD</sup> FAST RESPONSE CUTTAR TO U.S. COAST GUARD

**USCGC John Patterson** is the fourth of 6 FRCS to be homeported in Boston. MA. Bollinger Shipyards

LLC (“Bollinger”) has delivered the **USCGC John Patterson** to the U.S. Coast Guard in Key West,



Florida. This is the 179th vessel Bollinger has delivered to the U.S. Coast Guard over a 35-year period and the 53rd Fast Response Cutter (“FRC”) delivered under the current program. “We’re incredibly proud to deliver another Fast Response Cutter to be homeported in Boston, the birthplace of the U.S. Coast Guard,” said Bollinger President & C.E.O. Ben Bordelon. “We’re confident that pound for pound, the quality and capabilities of the FRC platform is unmatched, and

that this vessel will outperform its mission requirements and expectations in the challenging conditions where it will operate in the North Atlantic. Our unique experience building for the Coast Guard is unparalleled and has shown time and time again that we can successfully deliver the highest quality vessels on a reliable, aggressive production schedule. We look forward to continuing our historic partnership with the U.S. Coast Guard.” The **USCGC John Patterson** will be the fourth of six FRCs to be homeported in Sector Boston, which is known as “The Birthplace of the Coast Guard.” The sector is responsible for coastal safety, security, and environmental protection from the New Hampshire-Massachusetts border southward to Plymouth, Massachusetts out to 200nm offshore. Sector Boston directs over 1,500 Active Duty, Reserve, and Auxiliary members whose mission is to protect and secure vital infrastructure, rescue mariners in peril at sea, enforce federal law, maintain navigable waterways, and respond to all hazards impacting the maritime transportation system and coastal region. Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. While attached to an LST during the invasion at Anzio, Italy, Coxswain Patterson volunteered as a member of a boat crew to go the side of a burning LST during a full gale in an effort to rescue personnel trapped below decks. Despite the fact the blazing ship was pitching and rolling in a dangerous manner and ammunition was exploding he aided in the rescue of a soldier, trapped in a lower compartment and brought him to safety. (PR)

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## WEBSITE NEWS

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Last week there have been new updates posted:

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



- *Multtraship names two Damen tugs in Terneuzen*
- *Med Marine and Irish Mainport Held Naming Ceremony for m/tug Celtic Treaty*
- *Damen delivers Shoalbuster 3209 Aria and Stan Pontoon 4113 to A. R. Singh Contractors Ltd.*
- *SAAM closes deal to acquire tugs from Starnav and is positioned as one of the market leaders in Brazil*
- *Med Marine and Robert Allan Signed MoA For VoltRA Series Electric & Hybrid Tugboat Designs*

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](mailto: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*
- *Smit Lamnalco - Rotterdam by Jasiu van Haarlem*

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

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