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TUGS & TOWING NEWS

SANMAR SHIPYARDS DELIVERS HIGHLY MANOEUVRABLE AND POWERFUL TUG TO SVITZER



Sanmar Shipyards has delivered a powerful and highly manoeuvrable new build RAmports 2400SX class Z-drive tug to global towage giant Svitzer, which will join its operations in the Dominican Republic. **SVITZER RIVAS**, known as *Bogacay XLVI* while under construction at Sanmar's purpose-built shipyards in Turkey, is the 27th tugboat that Sanmar has delivered to the world's largest tug

operator. It is based on the exclusive-to-Sanmar RAmports 2400SX design from Canadian naval architects Robert Allan Ltd. Commenting on the delivery of the new tugboat, Arjen van Dijk, Managing Director of Svitzer Americas said: “With this addition to the fleet, we invest in our ability to meet our customers’ demands now as well as in the future. Our operations in the Caribbean are key to Svitzer Americas and by expanding and modernising our fleet, we aim to further strengthen our position as the leading towage provider in the Caribbean.” With a LOA of 24.4m, moulded breadth of 11.5m and moulded depth of 4.38m, **SVITZER RIVAS** is powered by two Caterpillar 3516C marine diesel engines each producing 2.350 kW at 1.800 rev/min to drive Kongsberg US 255S FP azimuth thrusters, **SVITZER RIVAS** can achieve an extremely powerful bollard pull ahead in excess of 80 tonnes and has a minimum free running speed of 12 knots. The popular technologically-advanced RAmports 2400SX class tugs have been widely praised for their overall design, particularly for their manoeuvring, sea-keeping and stability performance. The design is based on an intended low-manning operation with a high standard of machinery automation. Deck equipment on **SVITZER RIVAS** includes a DMT TW-E250kN frequency controlled electrical drive double drum towing winch with tension and length indication, constant tension. Tank capacities include 74.200ltrs of fuel oil and 10.800ltrs of fresh water. The vessel has been constructed in accordance with American Bureau of Shipping (ABS) requirements for the following notation: ✱A1, ✱AMS, FI-FI 1, Towing Vessel, MLC Compliance, ✱ABCU, UWILD, QR, Unrestricted Service. Ali Gurun, Vice President of Sanmar Shipyards, said: “Once again, we are delighted that Svitzer, has chosen Sanmar to enhance its fleet. **SVITZER RIVAS** will provide a powerful addition to their services in the Dominican Republic. The tug is having the name of Captain Dickson Rivas; who has been a very

long old client of Sanmar and a personal friend of us. He has even sailed from Turkey to Dominican Republic as Captain and Managing Director with Sanmar built tugs many years ago. Dickson will be retiring soon after many years of service in Towage industry. We congratulate Svitzer for naming the new tug a very dear friend of us" (PR)

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THE NEW TUG ROSTRO I LAUNCHED IN SPEZIA FOR SUBMARINER


In La Spezia the new tug **Rostro I** has just been launched from the West Navaltech shipyard, at the production plant in Ameglia, destined to be soon delivered to fellow citizens Submariner. The latter company, which a year ago sold the vessel renamed **Mancor Decimo** for demolition, is a small shipping company specializing in the maintenance of marine and submarine pipelines, in particular in the Cinque Terre area. His activity




also includes marine works under the coast and laying of dead bodies. The company led by the managing director Laura Lorenzetti currently has a fleet of two tugs, the **Colosso** and the **Anna Maria**, to which, as mentioned, this new 14.5 meter long work unit will soon be added which will take the name **Rostro I** and is currently engaged in the first sea trials after having already successfully passed the stability tests. The company website explains that West Navaltech was born from the collaboration between Eng. Livio Franchini and West Africa trading Company. The first has built his career working in a construction site of work units specialized in the maintenance and repair of units of the Italian Navy and the Italian coast guard and over the years has followed as technical director and project manager the construction or refitting of work units from 14 to 50

meters and hulls with steel and aluminium superstructures from 39 to 70 meters in length. West Africa Trading, on the other hand, started its business in 2000, making use of the experience accumulated since 1970 in the sector of supplies and processing in the Navy (Arsenale della Spezia) and shipbuilding sectors. Since 2000, the activity has been carried out exclusively for the Comet Group operating in Nigeria since 1975, in the shipping sector and in the field of underwater, electrical and mechanical works through companies belonging to the same group (Tethys - Plantgeria Ltd, Danelec Ltd, Danelec Fze, Plantgeria). *(Source: Shipping Italy)*

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**ULTIMATE
SHIPHANDLING**

By Rotatug.

FIRST ZERO-EMISSION PUSHER BOAT ELEKTRA CHRISTENED IN WESTHAFEN, BERLIN

In Berlin's Westhafen today, Mayor Franziska Giffey christened the **ELEKTRA**. After almost two years of construction at the Hermann Barthel GmbH shipyard in Derben and transfer to the Westhafen in Berlin, now the long-term testing of this unique, innovative and emission-free pusher boat can begin. Petra Cardinal, Managing Director of BEHALA – Berliner Hafen- und Lagerhausgesellschaft mbH,



welcomed the approximately 250 guests who had gathered at Harbour basin II. They included many representatives from politics and public authorities as well as project partners and suppliers, the project executing organisation and the project coordinator, the port industry and various associations, press and members of the supervisory board and staff. In his opening remarks, Federal Minister Dr. Volker Wissing talked about the significance of hydrogen mobility for achieving the climate protection goals of the federal government. "The **ELEKTRA** is a lighthouse project: It is the first pusher boat worldwide where a battery-electric drive will be combined with hydrogen and fuel cell technology. The entire project is a blueprint for climate- and environmentally-friendly inland shipping and is a true pioneering achievement not just technically, but also in terms of regulation." Prof. Dr.-Ing. Gerd Holbach, overall project manager from the Technical University Berlin, briefly

explained the overall project, the concept and the construction design for the innovative pusher boat. Mayor of Berlin, Franziska Giffey, uttered the phrase: “I hereby christen you **ELEKTRA**, wish the crew a safe journey and always a hand’s breadth of water under your keel” and christened the ship. She added: “The world’s first emission-free pusher boat is the impressive result of the collaboration of those in shipbuilding as well as energy and propulsion technology. I am particularly pleased that much of the Berlin inventor spirit has been incorporated into the development and construction of **ELEKTRA**. This lighthouse project is an ideal showcase for how innovative ideas can succeed in improving the climate over the long-term on our waterways. Berlin wants to be a pioneer in this area.” Dr. Corinna Barthel from the Barthel shipyard congratulated the godmother with a bouquet and spoke about the special features of the construction of the **ELEKTRA**. *The Managing Director (Chair) of NOW GmbH, Kurt-Christoph von Knobelsdorff added:* “The **ELEKTRA** is already a role model for more new ship builds and for that alone, is already a huge success story for the funding strategy of the BMDV. Considering their service lives of 50 years and beyond, the transition to climate-friendly propulsion systems in shipping must now be accelerated.” Under the project management of the specialist area: ‘Design and operation of maritime systems’ of TU Berlin, the companies BEHALA – Berliner Hafen- und Lagerhausgesellschaft (logistics), the Hermann Barthel shipyard, BALLARD Power Systems (fuel cells), Argo-Anleg (hydrogen system), SER Schiffselektronik Rostock (electr. energy system), EST-Floattech (battery system) and HGK Shipping (nautical operation) participate as partners in the development, construction and testing of the **ELEKTRA**. As the first zero-emission ship, the **ELEKTRA** will serve as a role model, because this energy system is conceived in such a way as to make it transferrable to many types of inland waterway and coastal ships. It is not only energy provision for the ship’s propulsion and the pushing of the pusher units that is needed, but also power for the crew, who live, cook and wash on board. Furthermore, energy must be provided for temperature control of the rooms and the wheelhouse. The batteries also need a certain ‘comfort temperature’ for efficient operation and a long service life. This must all function with limited carried energy and without losing range. The waste heat from the fuel cells are used by a consistent water cooling system and the rooms are heated by a brine-water heat pump. It is an advantage here that the ship can always avail of water with a temperature of over 0° C under the keel. The use of a self-developed energy management system and a driving assistant supports the skipper and logistician in planning operations and executing the transports. With 750 kg of usable gaseous hydrogen at 500 bars on board and a battery capacity of approx. 2,500 kilowatt hours, the ship has a range of approx. 400 kilometres in a pushed convoy with the loaded heavy



freight lighter, URSUS. Therefore, along the shipping routes of Berlin towards Rhine/Ruhr, Hamburg and Stettin, there will only be one additional shore station required to provide **ELEKTRA** with hydrogen and electricity aside from Westhafen. In all, convoys of up to 150m long can be driven. Both in

Berlin’s Westhafen as well as in Lüneberg harbour, the first stations for the replacement of the hydrogen tanks and electric charging stations in the required performance class of 500 kilowatts will launch operation in 2023. TU Berlin has finalised a supply agreement with the Industrie- und Gewerbepark Mittelelbe/H2 Green Power & Logistics GmbH for filling and transporting the tank

systems (Multiple Energy Gas Container – MEGC) with green hydrogen until the end of the project's term at the end of 2024. The MEGCs can be replaced with the ship's own crane and the electricity is connected through a charging galleys where the cables are run on the shore side. Dealing with the arm-thick cables is thus very easy for the ship's crew and the ship can be quickly connected to the charging station, with the pier free from cables. Initially, testing will for the most part, take place in the capital region. From 2023, testing will then increasingly be conducted in long-distance transport in the direction of Hamburg. With a total project volume of approx. 14.6 million euros, the project is funded by the Federal Ministry for Digital and Transport (BMDV) in the amount of approx. 9.1 million euros and supervised and coordinated by Project Management Jülich (PtJ) and the National Organisation Hydrogen and Fuel Cell Technology. (*Source: NOW-GMBH*)

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WORLD'S FIRST HYDROGEN-FUELLED HARBOUR TUG LAUNCHED

One of the world's first hydrogen-powered tugboats has been launched from the shipyard ready to be outfitted and completed. Armón Shipyards in Navia, Spain is building **Hydrotug 1** for operations in the Port of Antwerp-Bruges. This ground-breaking tugboat will be launched 16 May and Armón Shipyards will continue to work on the vessel Q2 and Q3 2022.



Extensive testing and sea trials will follow, with delivery of **Hydrotug 1** planned by the end of this year with it fully operational in Q1 2023 in Antwerp. CMB.Tech worked with Anglo Belgian Corp on the propulsion system and the hydrogen-powered engines. Hydrotug 1 has two BeHydro V12-cylinder, dual-fuel, medium-speed engines that can run on hydrogen and diesel. Port of Antwerp-Bruges said introducing this tug is an important step in the transition to a sustainable, climate-neutral port by 2050. "The unified port aims to become the energy gateway to Europe as a green port," said Port of Antwerp-Bruges president of the board Annick de Ridder. "An important role in this is reserved for (green) hydrogen. We therefore applaud such projects." Ms de Ridder is also vice

mayor of the City of Antwerp, responsible for the port, urban development, spatial planning and is a member of the Flemish Parliament. Mitigate environmental risk with real-time data. **Hydrotug 1** is part of an integral greening programme for the Port of Antwerp-Bruges fleet. The port is striving to integrate the most environmentally friendly technologies available and to innovate in its vessel operations. “Our common goal is to become carbon neutral by 2050, by walking many different sustainability paths, such as carbon capture and storage, and efforts in hydrogen,” said Port of Antwerp-Bruges manager for operations Rob Smeets. “By 2028, our goal is to have the first green hydrogen molecules on our platforms,” he explained. “Moreover, we are investigating a hydrogen pipeline between the two ports and towards the European hinterland, so we can use as much renewable energy as possible. This hydrogen-powered tug is a fantastic example of what our sustainable future should look like.” Classification society Lloyd’s Register verified the technology on



board **Hydrotug 1**, said CMB.Tech chief technology officer Roy Campe. “We are delighted that Port of Antwerp-Bruges will be the first user of **Hydrotug 1**, the world’s largest hydrogen-powered vessel,” he said. “The technology has been approved by Lloyd’s Register and we are ready to approach the global market of 10,000 tugs. “With this technology we can

significantly improve the air quality in ports and bring hydrogen technology to every port worldwide,” Mr Campe added. **Hydrotug 1** can store 415 kg of compressed hydrogen in six stillages installed on deck. It is the first vessel to be powered by these BeHydro dual-fuel, medium-speed engines, with each providing 2 MW of power, and exhaust aftertreatment to comply with the latest EU Stage V emissions requirements. The engines passed the necessary factory acceptance tests that validate the correct operation of the equipment, witnessed by Lloyd’s Register. CMB.Tech has been working on other hydrogen-powered vessels. In May 2022, Windcat Workboats and CMB.Tech unveiled the world’s first hydrogen-powered crew transfer vessel. **Hydrocat 48**, is ready for operation after successful completing trials and bunkering with hydrogen. (Source: *Riviera by Martyn Wingrove*)

POSITIVE MARKETS IMPROVE US TUG-BARGE DEMAND

Higher refinery production and the Covid recovery have improved utilisation for inland and marine transport. US coastal and inland marine transport markets are set to improve in H2 2022, driven by rising demand for liquid and bulk cargoes and rising production levels. Owners of tugboats, towboats, push boats and barges are expecting an uplift in demand, rising utilisation, tightening asset availability and increasing charter rates. Kirby Corp is expecting continued improvement in markets, demand and rates for its marine and inland transport assets. It has already seen an improvement in operations this year following a tough Q1 2022, which was partially down to Omicron Covid-19 issues. The New York-listed group has reported enhanced operations and raised shareholder expectations for the rest of 2022. Kirby president and chief executive David Grzebinski says Kirby is in a strong position and so are market fundamentals. “Refinery utilisation is back to pre-pandemic levels, our barge utilisation is strong in both inland and coastal, and rates are increasing,” he says. “Overall, we see momentum continuing to build, and we expect our businesses to deliver improved

financial results in the coming quarters.” However, there are negative trends that could slow growth in inland and marine operations. “We are mindful that ongoing challenges related to Covid-19, high commodity prices impacting demand, and additional economic headwinds are possible,” Mr Grzebinski says. “Labour constraints and inflationary pressures are also contributing to rapidly rising costs across our businesses.” In marine transport, recovering vessel



and barge rates are lagging behind rising operational costs in Q2 2022, which is bringing pressure on company margins. Kirby expects modestly improved demand throughout 2022 and tug-barge utilisation to rise to over 90%. Rates are also expected to slowly improve, but meaningful gains will be challenged by underutilised barge capacity across the industry. The company’s revenues and operating margins are expected to be impacted by planned shipyard maintenance and ballast water treatment installations on vessels, impacting operating margins in coastal transport. For inland transport, favourable market conditions have contributed to rising tug and barge utilisation to over 90% since mid-March. This improvement is expected to continue in Q2 and H2 2022, driven by high refinery and petrochemical plant production levels, and minimal new barge construction across the industry. Kirby expects continued improvements in the spot market, which represents around 35% of its inland revenues. Term contracts are also expected to continue to rise, to reflect improved market conditions for 2022. Any rises in operating margins will be constrained by material and fuel inflation. Mr Grzebinski says Kirby will focus on capping costs and using cash flow to reduce debt. “We will continue to take a disciplined approach to capital allocation. We will regularly evaluate our capital allocation programme to ensure we have the right levels of capital to fund our projects.” Kirby expects 2022 capital spending to range from US\$170M-US\$190M, with just US\$5M ready for constructing new inland towboats. Another US\$145M-US\$155M is allocated for marine maintenance capital, improvements to existing inland and coastal marine equipment and improving facilities. The balance of US\$20M-US\$30M relates to new expenditure in the distribution and services division and corporate IT projects. *(Source: Riviera by Martyn Wingrove)*

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DAMEN RIVERBUSTER 1909 INTRODUCED



Damen has just introduced a brand-new vessel concept for inland and coastal operations: the Damen **RIVERBUSTER 1909**. According to Damen, this is a versatile, strong and future-proof pusher vessel, available in several configurations to accommodate a variety of jobs, from towing, pushing and marine construction, to plough dredging, dive-support and

survey work. *Key specs:* - low draft (1.75m) and airdraft (4.20m) to overcome present navigational challenges, - INLAND and optionally COASTAL classed, - EU STAGE V + IMO TIER III certified, - optimized for operation with minimal crew, - 2 to 3 cabins, - 1000 to 2000 bhp options with diesel-direct or diesel-electric thrusters, - full-electric prepared through the use of swappable battery containers, - triple push bow. (Source: *Dredging Today*)

CIMOLAI AND SIMAN SHARE THE ORDER OF NINE TUGS FOR THE ITALIAN NAVY

Cimolai and Siman are the two operators who won the restricted procedure launched by the Navy for the construction of nine tugs intended to modernize the fleet used to guarantee the logistical needs of its units and naval bases. More precisely, the tender included three lots, one of which - which, as we have already seen, went deserted - worth 3.3 million relating to



the construction of three barges for the transport of diesel. Of the two actually awarded, the most significant (33.3 million euros) was that relating to the acquisition of five azimuth-type tugs, the other (8.4 million) concerned four support tugs. The first, we now learn, went to Cimolai, who won it with an offer of 30.549 million (or with a discount of 8.26% on the amount based on the tender; applications to participate in the procedure had been submitted also by Damen and Rosetti Marino). The Siman shipyard in La Spezia, which recently also obtained the contract for the construction of 12 motorboats for the Venice Lagoon, was instead awarded the construction of the four support vehicles, presenting an offer worth approximately 8.396 million (or 0,04% less than the tender amount). For this lot, Cantiere Navale Vittoria as well as Rosetti Marino and Cimolai themselves have submitted applications, although only the latter had passed the pre-selection phase. The available documentation also shows some more details on the lot relating to the construction of the three barges. Although it went deserted, the Navy tender nevertheless attracted the interest of

several operators, including the two who then won the other packages. In detail, the Antonini group from La Spezia, the Giacalone shipyard in Mazara del Vallo, Rosetti Marino, Goriziane Group as well as Cimolai and Siman had submitted an application to participate. However, none of them evidently felt they could transform this interest into a real offer. *(Source: Shipping Italy)*

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ISS ISSUES RFP FOR CONSTRUCTION OF NORTH AMERICA'S FIRST ZERO-EMISSIONS TOWBOATS



Houston-headquartered Industrial Service Solutions (ISS) is pushing ahead with its plans, which we reported in December last year, to see the first fully-electric towboats built in North America available for charter in 2025. Today, ISS said that it is soliciting proposals from U.S. shipyards for the construction of up to four fully-electric towboat hulls, the first zero-emissions towboats to serve North American waters. The vessels' bespoke design eliminates diesel engines onboard the vessel, with

100% of power supplied by high-density battery cells. The towboats will be constructed for New York-based Zeeboat, LLC, which plans to charter the vessels for operation in U.S. waters beginning in 2025. The objective of Zeeboat and ISS is to enable greener transit, first with a zero-emissions towboat solution, followed by joint development of electrification technologies to further reduce the carbon footprint of ports and harbors. The fully-electric vessel is based on a proven 95 foot x 34 foot towboat hull design. This hull shape was developed using advanced fluid dynamic calculations and backup up by vessels in service. The design has been proven to increase water flow to the propeller and increase overall efficiency of the barge/towboat combination by more than 10 percent over traditional inland towboat designs. Shift Clean Energy will deliver the battery energy storage systems pivotal to the emissions-reduction goals of the project. "Moving carbon-intensive processes, like shipping and port management, to electric power sources is a critical step to meeting net-zero emissions targets," said Wade Stockstill, CEO of Industrial Service Solutions. "Our electrification technologies and track record dovetail neatly with innovations from partners like Shift Clean

Energy, enabling ISS to deliver turnkey solutions to some of today's biggest green energy challenges." Industrial Service Solutions is soliciting a Request for Proposals (RFP) from U.S. shipyards to construct one hull, with the option to deliver three additional hulls. Interested parties should contact Jessica Lewis, Director of Business Development at Jessica.Lewis@iss-na.com for RFP submission information and detailed project specifications. ISS will receive proposals from May 15, 2022 through June 30, 2022. (*Source: MarineLog*)

MARIE'S LAST JOURNEY

No, not a religious story or an exciting movie. But a photo report of the tugboat **MARIE** which after 6 years and almost 3 months has been unemployed for the side in Stellendam has started its last journey. She was picked up by the tugboat **MICKY-MAY** and **PAULA** in Stellendam and taken to the scrapyard in Haarlem. I have put this transport on the chip near Loenen-Kerklaan and Nigtevecht (from the



Fietsbrug). She was built in 1967 by Shipyard: Richards (Shipbuilders) Ltd., Lowestoft under yard number 490. Her main particulars are: 33,02 x 29,04 x 8,97 x 4,50 x 3,97 meter, Register tonnage: 231GRT 69NRT. She has an English Electric type 16RKC 16 cylinder main engine with a output of 1,655 kW (2,250 bhp) powered to a single propellor in a Kort-nozzle and performed a free sailing speed of 10 knots and a 35 tons bollard pull. *History:* On 30 March 1974 she was delivered to Curacaosche Scheepvaart Maatschappij - Willemstad, Nederlandse Antillen as **Karet**. On 01 November 1974 sold to Smit Curacao Towage N.V., Willemstad, Nederlandse Antillen without name change. On 01 October 1976 sold to Shell Antillen N.V., Willemstad, Nederlandse Antillen no name



change. In September 1982 sold to Holyhead Towing Company Ltd. – Beaumaris and renamed **Afon Gogh** (4). In 1991 sold to V.P.J. Ltd. – Valetta and managed by Euch. Zammit & Sons Ltd. – Msida; Malta renamed **Elena B**. In 1997 sold to Portland Port Authority – Portland; Great Britain and managed by Portland Towage Ltd., Portland renamed Sandfoot Castle. On 23 September 2003 sold to Lavington

International Ltd. (Nore Maritime Shipping Ltd., Queenborough and managed by Murray Tugs Ltd.,

Queenborough renamed Pioneer. In 2007 sold to Scantug, Malmö. In charter from: Murray Tugs Ltd., Queenborough no name change. In 2009 returned to owner and laid-up at 's-Gravendeel; Netherlands. On 17 December sold to Ozark Commodities Ltd., Osu, Accra renamed **Marie** (*Source & Photo,s: Jasiu van Haarlem*)

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INTERNATIONAL DAY FOR WOMEN IN MARITIME 2022

Last Wednesday 18 May, 2022 marks the first annual International Day for Women in Maritime, a day to celebrate women in the industry, to promote the recruitment, retention and sustained employment of women in the maritime sector, and to raise the profile of women in maritime. While the number of women in the maritime industry is



growing, Svitzer acknowledges that there is still much work to be done. Svitzer's efforts to build a more diverse and inclusive culture are rooted in the new global DEI framework, with many initiatives already underway in the regions. Shipping is a male dominated industry and special actions must be taken to create equal opportunities for women and to create a new tradition, where female seafarers are not an exception but a natural part of the workforce. Ultimately, Svitzer must become an employer of choice because we give people of all backgrounds a chance to flourish. Watch the video [HERE](#) (PR)

NO OFFER TO BUILD THE PUSHER FOR VERITAS

A tender amount of € 1.54 million had been allocated, providing up to 18 months for the construction of the vehicle. Nothing in the procedure for the construction of a pusher to be used for waste transport activities in the Venice Lagoon in combination with 30-50 meter barges. In fact, no offer was received at the address of Veritas, the Venetian multi-utility that deals with the service, including the transfer of the collection to the Fusina plant. The announcement [published by the company](#) allocated a tender amount of 1.54 million euros, providing up to 18 months for the

construction of the vessel, which was to replace the dated San Giorgio tug, which Veritas would have kept as a reserve. It seems to be understood that this outcome was determined by the difficult market situation, with the known difficulties (lack and volatility of the costs of raw materials, primarily steel, as well as components) as well as the greater interest of some shipyards for yacht building and the like. The repetition of the race at a more favorable moment is not excluded but will be evaluated with great caution.

(Source: Shipping Italy)



ACCIDENTS – SALVAGE NEWS

DO NOT DELAY SALVAGE CONTRACTING

Regular columnist Simon Tatham examines a recent maritime accident report to highlight the risks of not taking the offered LOF. The International Group of P&I Clubs (IG) has been working on what it calls its Salvage Delay Project, an independent study into the increasing tendency for delays in the take up of emergency response services to vessels in distress putting life, the environment and property at unnecessary risk. Initial findings around the causes of delay were presented at the ISU Associate Members Day in March this year, in advance of anticipated recommendations, with cross-industry support, to highlight problem areas and encourage better practices. A classic example of such a situation unfolded recently in UK waters off the Humber concerning small container vessel **Thea II**, which is the subject of a report by the UK's Maritime Accident Investigation Branch (MAIB). This was a dramatic incident involving both the casualty and its attending harbour tug grounding in extreme conditions. An eventual salvage was only minutes before the casualty would have regrounded on a falling tide, followed by the disabling of one of the attending salvage tugs because the casualty's crew had jettisoned over the side the harbour tug's broken towline. Prior to that, the casualty's master reported that with engines lost, he was dragging anchor and required tugs. He was advised by his managers, "Towage is the worst option always ...all officers must know. If towage is requested, you have to ask the insurance broker first." The master had failed to communicate the extreme severity of the conditions and his predicament. As a result, the MAIB concluded, the advice to the master was not to ask for assistance from tugs, nor sign Lloyd's Open Form (LOF), while



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insurance brokers sourced suitable towage assets to recover the vessel. In the meantime, two tugs had mobilised on the intervention of the harbour master and proceeded on speculation to the scene only to be kept standing by. They were offering LOF. Despite the harbour master invoking his authority by issuing a special direction to the ship's master to engage the tugs' lines, the master did not feel empowered to comply. His natural authority and freedom to take decisions in relation to the safety of his vessel was compromised while the managers focused on getting the best possible commercial terms, at the expense of seeking a detailed understanding of the predicament. With time running short, the office of the UK secretary of state's salvage representative (SOSREP) now intervened. A deadline was given by email to the casualty's insurers that if the tugs' lines were not taken, the SOSREP would issue a "formal direction" to do so. Under UK legislation, if a vessel fails to comply, action can be taken and the costs recovered from the owners, moreover the master will have



committed a criminal offence and will be subject to prosecution. The managers now understood the gravity of the situation and after one hour and 24 minutes of standby, an estimated 20 minutes before regrounding, the LOF was agreed and the tugs' lines eventually were taken. The disabled tug providing salvage assistance needed repairs to both its azimuth thrusters, which took 10 weeks. As the MAIB report makes clear, such situations do not lend themselves to the negotiation of commercial terms. Those terms can be and are frequently used in salvage, but are not designed for salvage situations, lacking the flexibility to cope with the unexpected. For example, had that tug not been engaged on no-cure no-pay salvage terms but on Towhire, which

the managers had been seeking to negotiate, those costs would have been borne unfairly by the tug's owners and insurers under the knock-for-knock provisions. Such costs are not directly recoverable under LOF, but the dangers to which a tug is exposed and the out-of-pocket expenditure arising from the operation are all factors to be taken into account under the Salvage Convention 1989 in assessing an award, which I am sure in this case will be a very generous one. It is no wonder the IG is concerned to address such cases. Watch the MAIB report regarding the groundings [HERE](#). (Source: *Riviera by Simon Tatham*)

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THE KM SIRIMAU SHIP RAN AGROUND IN THE WATERS OF ILE APE SEA, LEMBATA

The SAR team from the Maumere Class B Search and Rescue Office sent personnel to help evacuate passengers on the [KM. Sirimau](#) ship ran aground in the sea waters of Ile Ape, Lembata Regency, to be

precise in the waters of Palilolon Village. "We have arrived at the location and are coordinating for further handling," said Head of the Class B Search and Rescue Office Maumere, I Putu Sudayana, in a release received in Kupang, Wednesday, May 18 at noon. He said that the team itself had arrived since 07.00 WITA local time and had seen firsthand the condition of KM Sirimau, which had run aground since Tuesday 17 May yesterday at 14.09 WITA. Sudayana said that the ship accident against KM. Sirimau ran aground in the Flores



Witihama Strait, estimated at 08° 15'21.10"S-123°21' 6.46"E with a radial 73.11° with a distance of 86.9 NM from Wuring Harbor, Maumere. **KM Sirimau** himself said he on Tuesday, May 17 yesterday at 10:05 WITA departed from Tenau Kupang Port to Lewoleba Port, Lembata Regency. After unloading passengers and goods, the ship sailed back to Maumere, but at 14.09 WITA the ship ran aground in these waters. I Putu Sudayana continued, that currently, his party has coordinated with potential SAR agencies in Lembata and was informed that Pelni would continue to coordinate with **KM Sirimau** to update developments and be informed of the condition of the crew and passengers in good health. Currently, KM Gandha Nusantara is owned by PT. Pelni also said he was ready for the evacuation process. But he said it was only a scenario if the passengers were evacuated. However, according to the plan, he said, the Pelni ship will dock on the left side of the ship **KM Sirimau** and assistance from RIB 500 PK Kansar Maumere for the process of evacuating passengers and crew. Furthermore, he said, regarding the SAR personnel involved, Sudayana said Kansar Maumere 4 people, from elements of the Lembata Navy Post, Lembata Polair Post, PT Pelni Lembata, and the Lewoleba KUPP. (Source: VOI)

TWO SHIP ACCIDENTS ON THE LOWER WESER LAST WEEKEND



Fortunately, there was only sheet metal damage on Sunday in two ship accidents in the area of the Lower Weser involving three seagoing vessels, as the Oldenburg Water Police Inspectorate now announced. The first ship accident involved a collision between a German coaster "**Walter Hamann**" coming from Bremen towards the North Sea and navigating the Lower Weser at around 0214. This did not make the required course

change to starboard of about 10° near Kleinensiel and came to the western side of the fairway intended for ships heading in the direction of Brake. The oncoming Dutch cargo ship "**Dagna**" tried to avoid this ship. In this case, the international collision prevention rules stipulate that the oncoming ship should be avoided to port as a "last-minute manoeuvre". Now the German **Kümo**

noticed his mistake and also drove back to "his side". However, the 110 meter long Dutch cargo ship was now directly in front of him. The bow of the German coaster collided with the right side of the Dutch cargo ship at an angle of almost 90°. The bow of the coaster and the outside of the Dutch ship showed severe dents. There was no water ingress, and no crew member was injured. Both ships were banned from proceeding. The German coaster drove to a shipyard in Bremerhaven's fishing port. The Dutch ship first moored at the port of Brake, as this is also where the cargo was to be unloaded. The "Dagna" is now also in the fishing port in Bremerhaven. An extensive ship accident investigation was initiated by the responsible water police. The investigations are ongoing. Also on Sunday, around 07:00 a.m., there was another collision in the Nordenham area. The Dutch seagoing vessel "Maasborg" came from Finland and intended to go to Bremen. In the Nordenham area, the ship left the fairway and drove into an industrial pier. A footbridge was destroyed there over a length of approx. 40m. Lucky in misfortune: A ship only a few meters away was not touched. Technical defects on the ship could not be determined. A preliminary investigation was initiated against the ship's officer responsible. In this case, too, the investigation is ongoing. The ship is now in Neustädter Hafen in Bremen. (Source: *Weser Maritime News*)



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AN ITALIAN TUGBOAT SUNK, 5 VICTIMS

The accident off the coast of Bari involved the **Franco P** of Ancona Ilma, while she was pulling a pontoon towards Albania. 4 hours of strike by the confederal unions proclaimed. Tragedy at sea tonight off the coast of Bari: the tugboat **Franco P**, unit of 1975 (47 years old) owned by the Ancona-based company Ilma (Impresa Lavori Marittimi Ancona), sunk at the limit between the Italian and Croatian SAR waters. to entrepreneurs Antonio Santini and Gabriele Pelliccia and specialized in maritime interventions and works. The unit which left Ancona was on its way to Albania, where it was towing the pontoon **AD3**. The sinking was due to bad weather conditions. According to what was initially reported by the press agencies, there were 5 missing, all members of the crew of the tugboat; instead, the captain was rescued aboard a lifeboat and taken from the Croatian ship Split.

The pontoon with about ten people on board is safe - having been detached from the **Franco P** before



the sinking - but still adrift. You also spot the lifeboats but there was none inside. The searches are continuing by the military of the Capitaneria, also with the use of helicopters and the collaboration of Croatian colleagues. A note from the Italian Coast Guard specifies that "searches are underway for four Italian seamen and one Tunisian lost at sea about

50 miles across the port of Bari, where adverse weather and sea conditions currently persist". The Bari Coast Guard is coordinating the military and civil vehicles involved in the research: five merchant vessels, as well as various units of the Coast Guard and the Guardia di Finanza. The research also involved aircraft from the Italian Navy, the Air Force and the Croatian Air Force. A "Manta" plane of the Italian Coast Guard is flying over the area in search of the missing. At the moment the pontoon is adrift with 11 people on board and to its rescue is directing another tug. From this night, family members of the tugboat crew are assisted at the Offices of the Maritime Direction. *Update* Five people died following the sinking of a tugboat on the evening of May 18, 50 miles from Bari. The victims are two from Puglia, two from the Marche and a Tunisian. The only survivor of the six crew members is the commander, Giuseppe Petralia, a 63-year-old Sicilian hospitalized at the Di Venere hospital in Bari. The crew members did not even have time to give the sinking alarm, which arrived around 9 pm yesterday from the pontoon boat that the sunken boat had to tow. On the causes of the sinking, "sudden", according to Admiral Vincenzo Leone, regional commander of the Puglia Coast Guard, "we hope to have some more elements when we will be able to listen with greater serenity to the commander who is currently the only one survivor of the crew of six ". The 11 people on board the pontoon boat will also be heard about what happened. The Port Authority of Bari is also verifying the possible pollution of the sea where the sinking took place: "The tugboat has full tanks of fuel on board - added Admiral Vincenzo Leone - and we hope that the tragedy of the people will not add also an emergency of environmental pollution ». The stretch of sea where the tug **Franco P** sank has a depth of about one thousand meters. Condolence and closeness to the families of the victims was expressed by Filt Cgil, Fit Cisl and Uiltrasporti: "Yet another tragedy of the sea that still causes victims at work. We will follow the developments of the investigations opened by the judiciary to understand the causes of the accident so that similar circumstances no longer occur. As a sign of mourning and protest for the umpteenth victims of accidents at work, 4 hours of national strike in the towing sector are announced for tomorrow, May 20, which will be carried out at the end of each shift or service. In addition, at 1 pm the sirens of the tugs will be sounded in all the ports of Italy ". (Source: *Shipping Italy*; Photo: *Alper Boler*)

PARTIALLY SUNKEN TUG "MALIK" IS AFLOAT AND WILL START WORK IN THE NEAR FUTURE

As a result of preventive work to prepare for docking, on May 16, 2022, the premises of the tug "**Malik**" were partially flooded , Timur Akhrarkhodzhaev, Deputy General Director of Baltic Fleet LLC , told PortNews IAA correspondent. Earlier, the St. Petersburg Transport Prosecutor's Office

issued a message about an investigation into the incident that happened at 07:00 Moscow time near Kanonersky Island. "To carry out the drainage of the flooded premises and enclosures of the tugboat, the company Baltspetsflot LLC was involved, which in the shortest possible time, about 7 hours, carried out a complete drainage. Automation of the operation of systems and mechanisms prevented the ingress of oil products into the port water area. At the moment, the Malik tugboat is afloat, and will be ready for work in the near future after diagnostics," Timur Akhrarkhodzhaev said in a conversation with the agency. The tug "Malik" was built according to the Damen project in 2017. In addition to this vessel, the company's fleet includes four more tugboats. LLC "Baltic Fleet" was founded in 2002 with the aim of providing support operations in the maintenance of transport vessels, as well as to support the economic and technical activities of the Seaport "Big Port of St. Petersburg". (Source: PortNews)



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TASPORTS STARTS COURT ACTION AGAINST CEMENT SHIP GOLIATH'S OWNER OVER DEVONPORT SUNKEN TUGBOATS

TasPorts is suing the owners of the cement carrier ship that smashed into two tugboats in Tasmania's north-west. Both tugs sank. TasPorts has started legal proceedings in the Federal Court of Australia against Goliath's owner, CSL Australia. TasPorts chief executive Anthony Donald said the port authority would try to reach an "acceptable settlement" with the company in the short to medium term. "It is not TasPorts' intention to progress the proceedings unless and until it becomes necessary to do so, but we believe that the commencement of proceedings is a prudent step to take to protect our rights," he said. In a statement, CSL Australia said they had been transparent with authorities since the incident and had supported and cooperated the investigations conducted by the Australian

Maritime Safety Authority and the Australian Transport Safety Bureau. They said they "sincerely



regret that the incident occurred". The company said "the safety of crew members and the community, and the protection of the environment remain our top priorities". TasPorts is still in discussions with the company over a financial settlement. Earlier this month, the Australian Transport Safety Bureau (ATSB) released a preliminary report from its

ongoing investigation into the crash involving the two TasPorts tugs, [York Cove](#) and [Campbell Cove](#). It found an incorrect steering setting was selected on the cement carrier, and the ship's speed increased by more than three knots as it navigated a tight turn in the Mersey River. Goliath was travelling from Melbourne on a routine trip with 17 crew members on board when the master of the ship felt it was "not swinging as expected" as it manoeuvred a tight turn in the Mersey River. In a dramatic few seconds, the master tried to stop the ship from moving forward by changing the steering setting, while being informed of the "rapidly decreasing clearances" between the ship and the tugs. The tugs had a combined 69,000 litres of diesel fuel and other oil on board. While much of the oil and diesel was contained, people and their pets were urged to stay out of the water between Devonport and Latrobe. The clean-up is continuing. "At this time, completion of the clean-up operation remains TasPorts' focus," Mr Donald said. "And we are continuing to do everything we possibly can to minimise disruption to port users and other stakeholders." [Salvage continuing](#) The salvage operation to remove the sunken tugs from the river, described as one of the most complex

undertaken in Australia in recent years, is continuing. Specialist salvage divers were brought in to examine the wrecks. It is hoped barges from the mainland will arrive within the next week to help remove the wrecks. Both tugs are expected to be lifted from the river by a crane and transported to Bell Bay by the end of the month. The incident also caused extensive damage to the wharf. No crew members were onboard the tugs, and no-one was injured. The investigation is ongoing. (Source: ABCNet)



VESSEL, CARRYING 1,600 TONNES OF WHEAT, SINKS IN MEGHNA

A lightering vessel carrying 1,600 tonnes of wheat has sunken in the estuary of Meghna in Lakshmipur amid fears of a shortage triggered by a ban on export by India. MV [Tamim](#), owned by Hazrat Shah Amanat Enterprise and operated by Samata Shipping and Logistics, capsized in the

Tillar Char area of Ramgati Upazila on Wednesday afternoon, reports bdnews24.com. All 12 crew



members were rescued, said Samata's Executive Director Jamal Hossain. It was on its way from to Nabil Auto Flour Mill in Narayanganj after receiving the cargo from a ship at the outer anchorage of Chattogram port on Tuesday. The wheat from India was worth around Tk 66.4 million. The vessel sank after it was hit by something under the water and water started entering the ship through the damaged parts, said Jamal. Mohammad


Selim, a deputy director of Bangladesh Inland Water Transport Authority, said the ship did not sink completely. It was beached in a canal in the Tillar Char area after the accident, he said. Importers, especially those in Asia, were banking on wheat from India, the world's second-biggest producer, after exports from the Black Sea region plunged following Russia's Feb 24 invasion of Ukraine. But the ban on wheat exports by India to control domestic prices has sparked fears of a shortage and price hike in countries that depend on Indian wheat. Commerce Minister Tipu Munshi, however, brushed aside "rumours" that India's ban on wheat exports will impact Bangladesh. The current stock of wheat is also enough to meet demand in the local market, the minister claimed. (*Source: The Financial Express; Photo: bdnews24.com*)

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REMEMBER TODAY

S.S. ROBIN MOOR – 21ST MAY 1941

SS **Robin Moor** was a United States cargo steamship that was built in 1919 and sunk by a U-boat in May 1941, several months before the US entered World War II. The U-boat allowed the passengers and crew to launch her lifeboats and abandon ship with no loss of life. However, the sinking of a neutral ship in an area considered until then to be relatively safe from U-boats, and the plight of her crew and passengers, caused a political incident in the United States. The attack caused many to question the motives of **U-69's** commander, Jost Metzler as Hitler himself, preparing for his June 1941 invasion of Russia, had expressly ordered his Navy chief, Admiral Erich Raeder: "...in the next weeks all attacks on naval vessels in the closed area should cease..." Hitler did not wish to provoke America into joining with Britain in its fight against Germany. *Building, names, and details* The ship was a

Design 1022 Hog Islander, built by the American International Shipbuilding Corporation at its emergency shipbuilding yard at Hog Island, just outside Philadelphia. She was yard number 536, laid down for the US Government as [Shetucket](#), but completed in October 1919 for the United States Shipping Board as Nobles. In 1928 American Export Lines bought her and renamed her [Exmoor](#). In 1940 the Seas



Shipping Co. Inc., of New York, bought her and renamed her [Robin Moor](#). The ship had a registered length of 390.0 ft (118.9 m), beam of 54.2 ft (16.5 m) and depth of 27.6 ft (8.4 m), and her tonnages were 4,999 GRT and 3,057 NRT. She had a single propeller, driven by a steam turbine via double reduction gearing. Her turbine was rated at 600 NHP and gave her a speed of 11.5 knots (21 km/h). Her US official number was 218960. Until 1933 her code letters were LTBR,[2] and from 1934 her wireless telegraph call sign was KJJU. *Sinking* In May 1941 [Robin Moor](#), crewed by nine officers and 29 men, was sailing unescorted with eight passengers and a commercial cargo from New York to Mozambique via South Africa. Her cargo included "items of every conceivable description that would go into a general cargo", including over 450 autos and trucks, steel rails, tools, agricultural chemicals, over 48,000 U.S. gallons (180,000 L) of lubricant in drums, cases of shotgun shells, and a few .22 caliber rifles destined for sporting goods stores. At 0525 hrs on 21 May, German submarine [U-69](#) stopped [Robin Moor](#) in the tropical Atlantic 750 miles west of Freetown, Sierra Leone. Although [Robin Moor](#) was registered in a neutral country, the U-boat crew told her First Officer they had decided to "let us have it." After a brief period for the ship's crew and passengers to board and launch her four lifeboats, [U-69](#) fired a torpedo that hit [Robin Moor](#) amidships. She began to sink only slowly, so 40 minutes later [U-69](#) surfaced and fired 39 rounds from her 88mm deck gun. After another 17 minutes [Robin Moor](#) sank. Wooden crates containing some of her deck cargo floated free, so [U-69](#) fired on them with her 20mm anti-aircraft guns. After the ship sank, [U-69's](#) crew pulled up to Captain Edward Myers' lifeboat, and gave him four tins of pressed black bread, two tins of butter,



some Cognac, and bandages, and claimed that had sunk [Robin Moor](#) because she was carrying supplies to Germany's enemy. The lifeboat passengers found the black bread "too tough to eat". *Rescue* When [Robin Moor](#) was stopped, [U-69](#) forbade her crew to touch their wireless, but after the sinking, [U-69's](#) captain, Jost Metzler, reportedly promised the survivors he would radio their position. The captain kept the

lifeboats near [Robin Moor's](#) position for 24 hours, then navigated towards St Paul's Rocks or the Brazilian coast with all four lifeboats bound together. The captain separated the lifeboats on 26 May

as his plan was not working. After 18 days the Brazilian merchant ship **Osório** rescued the lifeboat containing the captain and 10 others on 8 June. The news was relayed by radio from **Osório** to the Brazilian ship **Lages**, then the US merchant ship **Deer Lodge**, then RCA and finally Washington, D.C. **Osório** then went to Pernambuco where Brazil allowed the US ambassador to interview the rescued survivors first. On 14 June, the US Maritime Commission asked ships in the area of **Robin Moor's** sinking to look out for survivors, though The New York Times stated "Little or no hope is held out" for the remainder of the survivors. On 13 June, two Connecticut residents independently stated they heard short-wave broadcasts from Italy that a submarine had docked at an Italian port carrying eight survivors from **Robin Moor**. This proved to be unfounded. The occupants of the rescued lifeboat presumed that the remaining crew and passengers were lost, but the British Ellerman Lines cargo ship **City of Wellington** found them on 2 June. She was sailing under radio silence, but was able to receive the news that the captain's party was rescued and those aboard **City of Wellington** were presumed dead. On 18 June **City of Wellington** landed survivors at Cape Town in South Africa, and their rescue immediately became news. All of the crew and passengers were rescued. The contingent that had been landed in Brazil returned to the US aboard **Delargentino** (Source: Wikipedia)

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OFFSHORE NEWS

GOLDEN ENERGY OFFSHORE TIES UP WITH GEN2 ENERGY TO ADVANCE ITS DECARBONISATION STRATEGY

Norwegian owner Golden Energy Offshore Services (GEOS) is teaming up with compatriot green hydrogen player Gen2 Energy to explore the use of hydrogen-based fuels for its fleet. The two companies have penned a letter of intent to also work together on the identification of suitable locations for the availability of the alternative hydrogen-based fuel types. GEOS



recently raised around NOK7.5m (\$777k) through a private placement of new ordinary shares, intended amongst other things to accelerate its decarbonisation process. The company operates a fleet

of four vessels and is said to be actively pursuing opportunities for growing the fleet. “We hope that Golden Energy Offshore and Gen2 Energy together can find zero-emissions solutions that are attractive to our customers and capable of being implemented both on existing vessels in the fleet and newbuilds. The markets we are serving are increasingly demanding the most environmentally friendly solutions as using hydrogen including methanol and ammonia. Teaming up with Gen2 Energy may enable us to provide solutions even beyond our high green standard.”, says Per Ivar Fagervoll CEO in Golden Energy Offshore. Gen2 Energy is currently developing large scale production of hydrogen in Mosjøen in northern Norway with a view to establishing the needed bunkering infrastructure and exporting some of the product to neighbouring countries in northern Europe. “The positive dialogue and collaboration with Golden Energy Offshore confirms the strong interest in finding solutions for using green hydrogen as fuel in maritime transport. We believe hydrogen for maritime application is a fuel for the future, as it can both reduce CO2 emissions significantly and it could be provided at cost competitive levels against fossil-based fuel”, added Jonas Meyer, CEO of Gen2 Energy. (Source: *Splash24/7*)

PROSAFE EYES BRAZIL MARKET FOR FUTURE EMPLOYMENT OF TWO DELAYED NEWBUILDS



Offshore accommodation provider Prosafe has agreed with China’s COSCO Shipping on another extension of the delivery of two of its newbuild units, planning to take the delivery once contract opportunities materialise with expectations for Brazil to be the most likely location. Prosafe informed on Thursday that, as part of entering into a global agreement (Deed) with COSCO Shipping (Qidong) Offshore, which forms part of the recently completed financial restructuring, Prosafe and Cosco have agreed on extended delivery flexibility relating to the [Safe Nova](#) and [Safe Vega](#) units under the agreement entered into and announced in August 2018. As a reminder, Prosafe and COSCO in

2018 made agreements, allowing for flexible delivery and long-term financing for the three rigs. Aside from the first two, Safe Eurys was also part of this agreement and it was agreed for it to be delivered by December 2019. The delivery came even sooner, in July 2019. When it comes to [Safe Nova](#) and [Safe Vega](#), the two agreed that year for one of them to be delivered within three years from the agreement, plus a one-year option and the other within five years of the agreement. The [Safe Nova](#) and [Safe Vega](#) were constructed at COSCO’s Qidong Shipyard to an enhanced GM500A design, incorporating 500 beds, a DP3 station-keeping system and a 10-point wire mooring arrangement for flexible operations in the harshest offshore environments. Prosafe noted in the latest statement it remains its intention to take the vessels to the market once contract opportunities

materialise with the Brazil market being the most likely given the expected next round of tenders. In the meantime, Prosafe is marketing the vessels globally, although it has no financial obligations until the delivery of the vessels. Speaking of tenders in Brazil, Prosafe was in early April 2022 declared the lucky winner of a bidding process for a four-year contract by Petrobras in Brazil. As a potential contract award and timing of the contract award were subject to a formal process during which other bidders had an option appeal, Prosafe was formally awarded the contract for the provision of the **Safe Notas** in early May. Days later, Prosafe was the winner of yet another bidding process launched by Petrobras for the provision of the Safe Eurus semi-submersible unit for safety and maintenance support offshore Brazil. Just like the first one, the potential contract award is subject to a formal process during which other bidders may appeal. If awarded, the contract has a firm period commitment of four years and the start date is in 1Q/2Q 2023 following on from the expiry of the current contract. *(Source: Offshore Energy)*

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MAERSK DECOM TO CLOSE ITS DOORS

Maersk Decom, created in April 2018 as a joint venture between Maersk Drilling and Maersk Supply Services, will close down following the transfer of responsibility for the Mauritania decommissioning project it secured in 2020 with Tullow Oil. Earlier this week, Petrofac announced it had been selected by Tullow to take over subsea well



decommissioning scope from Maersk Decom on Banda and Tiof fields offshore Mauritania. The contract, with a potential total value of more than \$60m, involves the project management, engineering, planning, and plugging and abandonment of seven subsea wells, with the offshore scope running from Q4 2022 through Q1 2023. Maersk Decom said the transfer became effective in April this year and that the company has no further commitments. The company added that going forward, Maersk Drilling and Maersk Supply Service will continue to pursue decommissioning work scopes within each of the companies' spheres of operations. The Maersk Decom website and social media channels will close down effective June 1. *(Source: Splash24/7)*

WORK BOAT WORLD OFFSHORE VESSEL CHARTERS ROUNDUP – MAY 18, 2022



New charters are underway in support of oil and gas clients in Western Europe and Brazil while windfarm maintenance vessel contracts in Germany and the United States are in the pipeline. Also, an Italian infrastructure company has partnered with an LNG shipping specialist for the eventual deployment of a converted storage platform for energy supply duties in home waters. *Esvagt SOV*

awarded long-term contract with TotalEnergies The Esvagt service operation vessel (SOV) **Esvagt Dana** has commenced work on a long-term charter with TotalEnergies in the Danish sector of the North Sea. The recently rebuilt vessel will perform transfer and supply duties at TotalEnergies' platforms and other operations in the North Sea. Modifications to the SOV include an enlarged aft deck, a new walkway, a new retractable thruster at the bow, and a larger battery pack. *Aker BP taps Solstad PSV for work in Norway* Aker BP has chartered Solstad Offshore's large platform supply vessel (PSV) **Normand Arctic** to support its activities on the Norwegian Continental Shelf. The contract has a firm duration of 15 months is a part of the existing frame agreement between Aker BP and Solstad. Commencement will take place during the fourth quarter of 2022. *Snam, Golar LNG ink agreement for FSRU to supply Sardinia with energy* Italy's Snam and Golar LNG have entered into a contract through which Golar will deliver the existing LNG carrier **Golar Arctic** as a floating storage and regasification unit (FSRU) that Snam will install in the port area of Portovesme, in Sardinia,



as part of a project to supply the island with energy. The contract includes the vessel and the capex for Golar to convert **Golar Arctic** into an FSRU with storage capacity for up to 140,000 cubic metres. Further to the full conversion of the vessel, the FSRU will be sold to the Snam Group. Start of activities for the conversion of the ship into an FSRU and related fulfillments are subject to Snam's issuance of a Notice-to-Proceed (NTP). The conversion is scheduled to take about two years. *C-Bed secures walk-to-work charter with German windfarm operator* Danish accommodation specialist C-Bed has been selected to support a new project on the DanTysk and Sandbank offshore wind farms in the German North Sea in June this year. The deployment of the walk-to-work vessel Wind Innovation will be in fulfilment of a charter with DanTysk Sandbank Offshore Wind, a joint venture

between Vattenfall Europe Windkraft and Stadtwerke München. Wind Innovation will operate under charter with DanTysk Sandbank Offshore Wind until Q4 2022.



Massachusetts crewboat provider wins Vineyard Wind contract Vineyard Wind, a joint venture between Avangrid Renewables and Copenhagen Infrastructure


Partners (CIP), has awarded a charter for crewboat services to be provided by Patriot Offshore Maritime Services, a Massachusetts-based company. The crewboat will be built at Gladding-Hearn Shipbuilding in Somerset, Massachusetts. The high-speed vessel will have a length of 27 metres and capacity for 24 technicians and other personnel. *Petrobras selects DOF anchor handlers for new charters*

Petrobras has awarded new long-term charter and service contracts to DOF companies Norskan Offshore and DOF Subsea Serviços Brasil for four anchor handling and tug supply (AHTS) vessels and remotely operated vehicles (ROVs). *Skandi Angra, Skandi Paraty, Skandi Urca, and Skandi Fluminense* are all currently operating for Petrobras and are equipped with DOF Subsea's




work-class ROVs. The charters are for three years firm, while two years' worth of options are also available. (Source: Baird)

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EVENT NEWS

HAVENFEESTEN BLANKENBERGE TERUG, MET 70STE EDITIE

Een nieuwe start voor de Havenfeesten: na twee jaar pandemie gaat de 70ste editie door tijdens het

hemelvaartweekend. Vier dagen lang een uitgebreid programma met shantybands, unieke schepen



rond de jachthaven van Blankenberge. Twee jaar lang bleef het stil rond de jachthaven van Blankenberge. Rond Hemelvaart bezoeken normaliter tienduizenden mensen de Havenfeesten, maar corona gooide roet in het eten. Dit jaar komt de 70ste editie er éindelijk wel. “En iedereen heeft er zin in”, knikt organisator Peter Sabbe. De Havenfeesten staan voor klassieke

schepen, ambiance in de cafés rond de jachthaven en het shantysfestival. Dat zijn liederen die door zeebonken worden gebracht, maar zelfs ook eventjes trending waren op TikTok. “We hopen dat we de jeugd kunnen trekken na de hype op TikTok”, zegt Sabbe. “Zeemansliederen staan ook voor ambiance, en dit jaar vliegt zelfs een shantyband uit Barcelona over om te komen optreden in Blankenberge. Zo’n groepen staan voor de sfeer van de Havenfeesten.” *Legendarische schepen* Meren onder andere aan in de jachthaven van Blankenberge: het schip Tres Hombres – inclusief rum en chocolade – of de impressionante Kamper Kogge. Die legendarische schepen zijn volledig publiekelijk toegankelijk tijdens de feesten. (Source: *Scheepspost*)

WINDFARM NEWS - RENEWABLES

FUGRO MERCATOR TO SURVEY STATKRAFT’S IRISH OFFSHORE WIND SITE

Fugro is set to kick off a geophysical survey campaign at the North Irish Sea Array (NISA) offshore wind project at the end of May. The 42-meter long survey vessel **Fugro Mercator** is expected to carry out the operations between 27 May and 30 June, weather permitting, at the site located off the coast of North County Dublin, Meath, and Louth. The survey will utilize multibeam echo sounders,



sub-bottom profilers, side-scan sonar, and magnetometer, both hull-mounted and towed. Typically, the towed cable lengths will be about four times the water depth while acquiring survey data. Work will be conducted during 24hr operations. NISA is one of the seven projects the Irish government designated as relevant to be fast-tracked through the then new marine planning regime. Statkraft secured a foreshore license for site investigation at the project from the Irish government at the end of 2021. Two months ago, Irish Minister for the Environment, Climate and Communications, Eamon Ryan TD, invited applications from the first batch of offshore wind projects, including NISA, for Maritime Area Consents (MACs). The project will comprise between 30 to 36 turbines that will

deliver around 530 MW of capacity. Construction is expected to begin in 2024, with commissioning planned for 2026.

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<http://www.youtube.com/watch?v=hQi6hFDcHW4&feature=plcp>

DOF SUBSEA INSTALLS SUCTION ANCHORS ON WORLD'S LARGEST FLOATING OFFSHORE WIND FARM



DOF Subsea has completed the installation of 19 suction anchors on the 88 MW Hywind Tampen floating offshore wind farm. The transportation and installation of the suction anchors were carried out by the subsea AHTS vessel **Skandi Skansen** at the site located about 140 kilometres off the Norwegian coast, according to Semar AS, which provided the seafastening system.

Developed by Equinor, Hywind Tampen will comprise eleven Siemens Gamesa 8 MW wind turbines installed on concrete SPAR-type floating foundations in water depths of between 260 and 300 metres. Equinor plans to start towing the fully assembled wind turbines in early summer 2022 and complete the offshore work by the end of the year. The first floating wind turbine has been already assembled, according to a social media post shared last month by Equinor's Manager of Operations for Hywind Tampen, Ole Arild Larsen. Once commissioned by the end of 2022, Hywind Tampen will be the largest floating offshore wind farm and the first floating wind farm to supply renewable power for oil and gas installations. The wind farm is expected to cover about 35 per cent of the annual power needs on the Snorre A and B and Gullfaks A, B and C oil and gas platforms. (*Source: Offshore Wind*)

DREDGING NEWS

CALLAN MARINE'S CSD GENERAL BRADLEY JOINS THE FLEET

Earlier this week, Callan Marine Ltd. held a christening ceremony for the company's newest fleet

asset, the 28" cutter suction dredge named the **General Bradley**. **General Bradley** joined Callan Marine's CSD fleet in the ceremony which was held in Morgan City, Louisiana this Tuesday, May 17, 2022. Right after the ceremony the new dredge headed for its first assignment, dredging of the Port Bolivar Ferry Landing for the Texas Department of Transportation. At an impressive 341' feet in length and 54' feet wide, the **General Bradley** will have a maximum digging depth of 60 feet and a dredge pipe diameter of 28"



inches. Constructed at the Halimar Shipyard in Morgan City, LA, the diesel-electric driven General Bradley will be equipped with three ABC 12DZC engines that supply 9,260 horsepower combined. It will also feature advanced production automation and monitoring systems. "Our commitment to service along the Gulf Coast is unmatched," stated Maxie McGuire, President of Callan Marine. "The **General Bradley** demonstrates our belief in the middle-market and the need for maintenance dredging for years to come. This exciting dredge features the latest technology and expands the capabilities of Callan's fleet substantially." The **General Bradley** will join the ranks of Callan Marine's other dredges: the 32" **General MacArthur**, the 18" **General Pershing**, the 16" **General Patton**, and the 12" **General Eisenhower**. The 18" CSD General Marshall and trailing suction hopper dredge Admiral Nimitz remain on the construction timeline for Callan Marine as well. (Source: *Dredging Today*)

USACE WRAPS UP LORAIN HARBOR DREDGING



The U.S. Army Corps of Engineers Buffalo District's first dredging project of the year has already wrapped up – ahead of schedule. USACE moved over 80,000 cubic yards of dredged material from Lorain Harbor to provide ease of navigation and passage for large vessels carrying products vital to the economy. Dredging in Lorain occurs once every 3

to 4 years to ensure an appropriate depth for the vessels and their cargo. USACE's Civil Works mission – including dredging – provides a key foundational component of the nation's public infrastructure that facilitates economic growth, quality of life, environmental health and national security for the American people. (Source: *Dredging Today*)

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TOLEDO HARBOR DREDGING CONTRACT AWARDED

The U.S. Army Corps of Engineers (USACE), Buffalo District awarded a \$4,565,000 contract to Michigan-based Ryba Marine Construction Company on May 17 to conduct dredging of the federal navigation channel in Toledo Harbor and the Maumee River. Dredging of harbors like Toledo's and rivers like the Maumee ensures accessible depths for large vessels, the continued flow of commodities



across the Great Lakes, and the economic viability of United States waterways. "The heavy manufacturing and maritime transportation sectors are at the heart of Northwest Ohio's economy. As Chair of the Energy and Water Appropriations Subcommittee, I am committed to securing every federal dollar our region deserves to support these crucial industries. By maintaining and dredging the harbors that facilitate commerce, we strengthen our supply chains and support the hardworking men and women who make, build, and grow America," said U.S. Rep. Marcy Kaptur (OH-9). "Maintaining the operation of busy ports like Toledo is a core part of our mission and essential to the economic strength of the nation," said Lt. Col. Eli Adams, commander of the Buffalo District. "We're proud of our partnerships with the Toledo-Lucas County Port Authority, the state of Ohio, and our representatives in Congress that have made this contract award possible, and we look forward to dredging this summer." Dredging will be focused in the bay channel and is scheduled to take place from early mid-July through mid-December, though the work could be completed sooner. A total of approximately 800,000 cubic yards of material is contracted to be mechanically dredged from the bed of the harbor and placed in the Toledo-Lucas County Port Authority confined disposal facility. Dredging of Toledo Harbor and the Maumee River is normally conducted by USACE every year, based on availability of funding. Dredging ensures federally authorized depths are maintained, and the harbor remains accessible to large vessels. Toledo Harbor is a deep draft commercial harbor which handled an average 8,861,080 tons of cargo annually from 2015-2019. Waterborne transportation facilitated by the harbor supports \$494 million in business revenue, 2,157 direct, indirect, and induced jobs, and \$163.3 million in labor income to the transportation sector.

Operation, maintenance and dredging of harbors like Sandusky by USACE is critical to the economy of Ohio, the Great Lakes region, and the United States. (Source: [MarineLink](#))

THE ESSAYONS BUSY DREDGING GRAY'S HARBOR



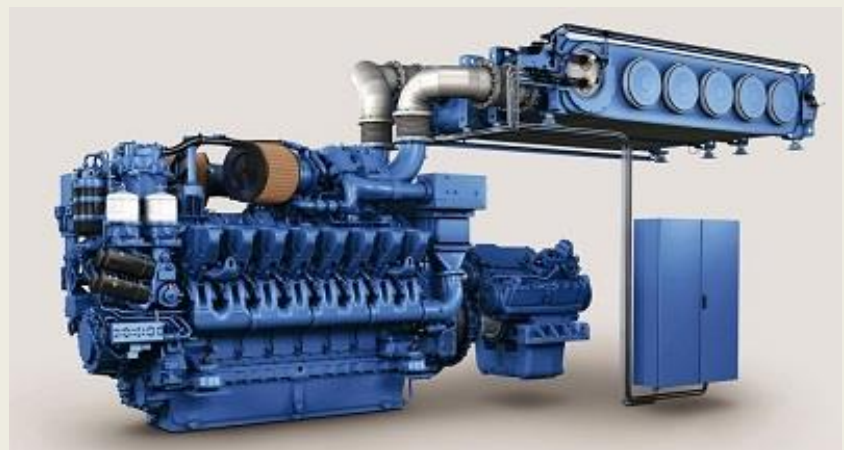
The U.S. Army Corps of Engineers' Portland District has just released this beautiful photo, taken yesterday at Gray's Harbor, Washington, where the [Essayons](#) is busy dredging the navigation channel. You can see a storm is brewing off the port (left) side. Meanwhile, USACE's other dredge, the Yaquina (not pictured), is busy working Morro Bay, California. The Portland District's hopper dredges Yaquina and Essayons, work to ensure a safe

"highway" for ships and other vessels. The hopper dredge is a specialized sea-going vessel designed to dredge and transport dredged material from ocean bars, fast flowing rivers and isolated harbors to open-water disposal areas. (Source: [Dredging Today](#))

YARD NEWS

METHANOL-BURNING ENGINE UNDER DEVELOPMENT

Rolls-Royce Solutions is developing methanol-burning engines for tugs to enable owners to plan for low emissions, IMO Tier III and EU Stage V compliance. These high-speed, four-stroke engines are based on proven mtu Series 4000 engines, which currently have a power range of 1,500-3,600 kW. Rolls-Royce Solutions global



sales manager of tugs and workboats Andreas Hirlinger-Mueller said mtu Series 4000 engines are currently available for IMO Tier II and Tier III, with a selective catalytic reduction (SCR) unit, and there is a gas-consuming engine. "We will use this platform for methanol engines and we are discussing using synthetic fuels and biofuels," he said during the British Tugowners' Association conference in May 2022. "We are also thinking about developing hydrogen fuel cells for pure electric propulsion." Rolls-Royce is planning to demonstrate a single-fuel mobile engine running

purely on methanol in 2025, which would comply with IMO Tier III with no SCR exhaust-gas aftertreatment unit. It could also be ready to demonstrate a fuel cell for marine applications in a similar timeframe. Methanol's high energy density, storage capacity and existing infrastructure make it viable for use on tugs. Mr Hirlinger-Mueller said Rolls-Royce has supplied more than 500 diesel engines to tugs with over 260 delivered for tugs operating in Americas and more than 200 for tugs in Europe and Africa. "We can offer benefit packages, warranties and spares, and commercial marine financing," he said. "We have support programmes for shipyards that are building vessels on spec, where we can deliver the engines and collect payments when vessels are sold to clients." Rolls-Royce also offers maintenance programmes and long-term service agreements. *(Source: Riviera by Martyn Wingrove)*

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STEEL CUTTING FOR 3824kW ASD TUGBOAT



On May 18, 2022, two units of 3,824kW ASD tugboat designed and built by our company Jiangsu Zhenjiang Shipyard for Wenzhou port was successfully carried out. Leaders of Wenzhou Port attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

NEW CHINESE LARGE AUTONOMOUS RESEARCH SHIP HITS THE WATER

China State Shipbuilding Corporation (CSSC) subsidiary Huangpu Wenchong Shipbuilding has launched a new research vessel that will be fitted with an autonomous navigation system. Classed by China Classification Society, **Zhu Hai Yun** will be operated by the Southern Ocean Science and Engineering Guangdong Laboratory (Zhuhai). Once completed, it will have an LOA of 88 metres, a moulded beam of 14 metres, a design draught of 3.7 metres, and a design speed of 13 knots. The vessel will be powered by a diesel-electric propulsion system consisting of two 1,710kW generators,



one 1,140kW generator, two 1,950kW azimuth pod thrusters, and emergency use batteries with a total output of 600 kWh. The vessel will be operated as a large mothership for unmanned research craft. (Source: Baird)

NOAA REQUESTS PROPOSALS FOR THE DESIGN AND CONSTRUCTION OF NEW OCEAN SURVEY SHIPS

The U.S. National Oceanic and Atmospheric Administration (NOAA) is seeking proposals from U.S. shipbuilders for the design and construction of two new ocean survey ships for the agency. The new vessels will primarily be used in support NOAA's coastal, continental shelf and deep ocean data collection requirements. The solicitation, which opened today and closes on August 16, 2022, requests proposals for a firm,



fixed-price contract for two vessels, with options for NOAA to purchase two additional vessels of the same design. The successful bidder will be responsible for both designing and building the new ships. "NOAA ships play a vital role in supporting safe navigation, commerce, marine resource management and ocean exploration," said NOAA Administrator Rick Spinrad, Ph.D. "Adding new, American-built ships to the NOAA fleet will dramatically increase our ability to provide data essential for protecting lives and livelihoods and strengthening the New Blue Economy." According to NOAA's requirements, the new ships must have the capability to carry, deploy and recover multiple crewed and uncrewed vessels to support nautical charting and seafloor survey missions. They must also be able to accommodate 48 people, consisting of commissioned officers, professional civilian crew members, scientists and other personnel. In-line with NOAA's goal of achieving net-zero emissions for its ship fleet by 2050, the new ships must also incorporate the latest technologies, including high-efficiency, environmentally-friendly EPA Tier IV diesel engines and emissions controls. "These new ships will be equipped with state-of-the-art ocean data collection systems that will enable us to map, chart, study and explore the ocean with unprecedented detail," said Rear

Adm. Nancy Hann, director of NOAA's Office of Marine and Aviation Operations (OMAO), which is responsible for operating, managing and maintaining NOAA ships. NOAA anticipates awarding the contract for this acquisition in 2023 and taking delivery of the first two vessels by 2027. The agency has not yet assigned a homeport for these new ships. This acquisition represents the second phase of NOAA's ship fleet recapitalization effort. Thoma-Sea Marine Constructors in Houma, Louisiana, is currently building two new oceanographic ships for NOAA, Oceanographer and Discoverer. Those vessels are expected to join the NOAA fleet in 2025 and 2026, respectively. NOAA's fleet of research and survey ships consists of 15 ships, according to the OMAO website. NOAA ships are crewed by NOAA Corps officers and civilian professional mariners. Each year, NOAA ships collect data critical for nautical charts, sustainable fishery management, marine mammal protection, storm surge modeling, climate research and exploration of the nation's 4.3-million-square-mile Exclusive Economic Zone. *(Source: gCaptain)*

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ARESA SHIPYARD AWARD CONTRACT TO BUILD FOUR ARESA 2500S RWS SEINER FISHING VESSELS



The ARESA 2500 S RWS is a semi industrial seiner fishing vessel which integrated a modern suction fishing system and RWS Refrigerated Water Systems in the fishing holds. With 25 meters of total length have a capacity of 50 tonnes of fish in the holds. The ARESA 2500 S RWS is the evolution of the successful model ARESA 2500

S which ARESA has delivered several units in countries like Spain, Angola and Algeria, amongst others. ARESA continues with their expansion strategy in the different markets where it is present in, Defence, Semi Industrial Fishing, Transport of Passenger Workboats and harbour vessels. Delivering almost the 10% of their production in international markets, ARESA has consolidate their products in more than 25 countries, operating mainly in Africa, Gulf Cooperation Council Countries and South American region. The four vessels will be delivered to final customers during 2023/24 period and includes an aftersales services pack in destination countries. *(Source: Workboat 365)*

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Last week there have been new updates posted:

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

- *World's first hydrogen-fuelled harbour tug launched*
- *Sanmar Shipyards delivers highly manoeuvrable and powerful tug to Svitzer*
- *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*

2. Several updates on the Broker Sales page posted last week

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

(pls contact jvds@towingline.com)

- *Offshore Support Tug with Fifi and AHT equipment*

3. Several updates on the Newsletter – Fleetlist page posted last week

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

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

<mailto:jvds@towingline.com>

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