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

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## TUGS & TOWING NEWS

### KOTUG TO PROVIDE ADDITIONAL SUPPORT TO OPERATIONS IN GUYANA



KOTUG's subsidiary KOTUG Guyana has been awarded a second contract by ExxonMobil affiliate Esso Exploration and Production Guyana to support operations in Guyana. KOTUG's latest addition, the 120 tonnes bollard pull strong **SD Honour**, will join the fleet of dedicated offshore terminal tugs supporting the two floating production, storage and offloading vessels (FPSOs), **Liza Destiny** and

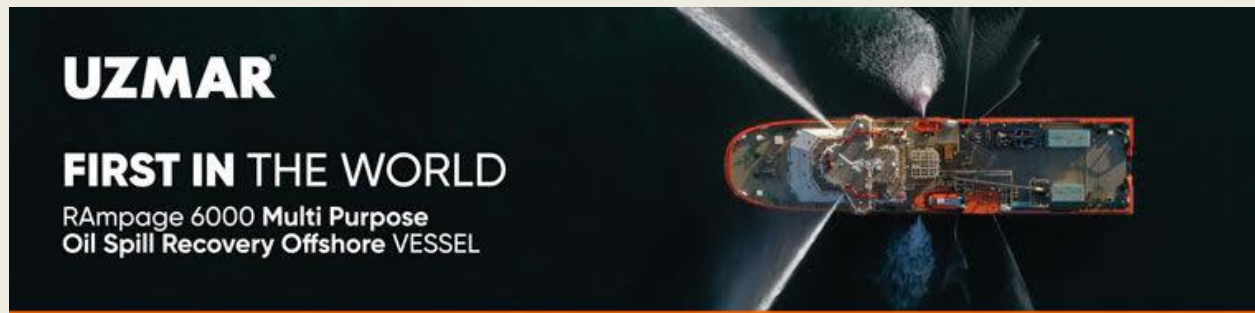
**Liza Unity**, on the Stabroek Block, offshore Guyana with static tow, push-pull duties and general offshore support to very large crude carriers (VLCCs) taking offload cargo from the FPSOs. KOTUG International has been supporting EEPGL since October 2021 with the offshore terminal tug **SD Power**, marking KOTUG's first operation in South America. “The addition of the **SD Honour** to KOTUG's operations is a reflection of KOTUG's high values and standards with regards to safe operations, teamwork and maritime excellence. Strengthened by the outstanding performance of the crew onboard the **SD Power**, we are proud to be able to contribute to the rapid growth of EEPGL's operations and continue our pleasant and transparent working relationship. With our expertise and large fleet of Offshore Support Vessels, we can support offshore floating projects that emerge in response to rising energy demand at short notice” Says Ard-Jan Kooren – CEO and President of KOTUG International. ExxonMobil's first offshore Guyana project, Liza Phase 1, began producing

via the **Liza Destiny** FPSO in late 2019. Liza Phase 2, via the, **Liza Unity** FPSO, started production in February and ramped-up to 220,000 boepd in five months. In July, the U.S. major said it is already producing more than the 340,000 barrels of oil equivalent per day (boepd) target it had originally set for itself by the end of 2022 in Guyana. Guyana's Stabroek block is 6.6 million acres (26,800 square kilometers). ExxonMobil affiliate Esso Exploration and Production Guyana



Limited is the operator and holds 45% interest in the block. Hess Guyana Exploration Ltd. holds 30% interest, and CNOOC Petroleum Guyana Limited holds 25% interest. Watch the YouTube video [HERE](#) (PR-Kotug)

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### *BOB HILL, NAVAL ARCHITECT AND ATB PIONEER, PASSES AT 67*



Naval architect and ATB pioneer Bob Hill has passed away at the age of 67. Hill played a significant role in the development of articulated tug/barge design, and he helped shepherd through the U.S. Coast Guard's decision to treat the purpose-built ATB tug as a tugboat for regulatory purposes. This opened the door for cost savings, and Hill described it as the "single most important and influential event in the continued development and deployment of the AT/B in America." Hill was born in Troy, New York in 1952. As a naval architect, he joined the firm of John W. Gilbert Associates in 1974 and stayed for the first 20 years of his career. In 1994, he set out to found Ocean Tug & Barge Engineering in Milford, Massachusetts. His firm became the

leader in American ATB design, and it has worked on the majority of ATB units in service in the United States today. For Hill's lifetime of service to the industry, he was named a distinguished fellow of the Society of Naval Architects and Marine Engineers (SNAME) in 2015. Hill believed that a well-designed ATB could do anything a ship can do, and at lower cost. Relative to a ship of the same deadweight, an AT/B has a smaller mandated crew size, reduced cost of construction, lighter draft, and lower port fees. Maintenance costs are lower because of reduced machinery requirements, and smaller shipyards can be used for drydocking the tug and the barge. Over the course of his career, Hill worked with all of the commercially-available ATB barge coupling systems and the leading ATB operators. He designed some of the most iconic



units in the ATB trade, like the OSG "Costwise" series, a set of three HFO-fueled, 12,000 horsepower

ATB tug/barge combinations built specifically for lightering on the Delaware River. They were the largest in America at the time of construction. In 2017, his firm helped design what could be the world's largest ATB units, if built: a series of 750-foot-long compressed natural gas carriers for SeaOne Caribbean. (*Source: Marex*)

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## SVITZER SEEKING TO SLASH AUSTRALIAN TUGBOAT WORKERS' PAY AS PART OF GLOBAL ASSAULT



Svitzer, Australia's largest tugboat operator, is proceeding with a campaign to slash wages and conditions in a new enterprise agreement (EA) covering at least 540 workers. In a move intended to intimidate workers into accepting the rotten deal, the company has applied to the Fair Work Commission (FWC) to have the existing EA terminated, which would force

workers onto the minimum wage industrial award. The Maritime Union of Australia (MUA), the Australia Maritime Officers Union (AMOU) and the Australian Institute of Marine and Power Engineers (AIMPE) have been entirely complicit in the company attacks throughout the protracted dispute. While workers have overwhelmingly voted against the regressive offer and demanded strikes, the unions have confined workers' opposition to limited industrial action, minimising disruption to operations and profits. The attack on Australian tugboat workers is part of a global offensive by Svitzer, a subsidiary of the Danish-owned Maersk International shipping group, which recorded profits last year of \$24 billion. Svitzer workers at Teesport in the UK have held two strikes since the beginning of March, after their wages were frozen in October 2021. Rather than make an appeal to broader sections of workers, Unite, the union covering the tugboat workers, called for shipping companies to boycott the port. Unite this week shut down a third strike planned for the Easter long weekend. The union claims the company has proposed an improved deal, but has not published details of the new offer. In the Netherlands, Svitzer has established a new company that is refusing to enter into collective bargaining with the existing workforce. Svitzer carried out a similar operation in 2020 at Geelong, Victoria, smashing collective bargaining by making all workers redundant and replacing them with a new workforce on individual agreements. The international assault by Svitzer demands an international response. Every successful attack by the company,

wherever it occurs, will become a blueprint to be followed around the world. Workers at Svitzer, and throughout the international maritime industry must take up a unified struggle for secure jobs and genuine wage increases. This is impossible within the nationalist, pro-capitalist framework of the trade unions, which function as an industrial police force, enforcing the demands of management for ever-increasing cuts to working-class jobs, pay and conditions. Workers must take matters into



their own hands, and form new organisations of struggle, rank-and-file committees, completely independent of the unions. Through a network of such committees, Svitzer workers in Australia can link up with their counterparts around the world and start to plan and discuss a global response to the deepening assault. In Australia and globally, unions have met the company's attempts to slash wages and conditions by shutting down strikes, promoting illusions in the anti-worker industrial courts and attempting to divert workers' struggles into appeals to the "moral values" of Svitzer and its parent company. Last month, Svitzer global CEO, Kasper Friis Nilaus, visited Melbourne for discussions with local management. MUA national secretary Paddy Crumlin published a statement saying Nilaus' refusal to meet with the union "sullies the reputation of Maersk." The union is promoting an online petition penned by the International Transport Workers Federation (ITF), of which Crumlin is president. It pleads for Svitzer "to live up to Maersk Group's values, recognise tug workers' efforts, and engage with our unions." The reality is, like any other capitalist institution, the only "values" Svitzer or Maersk are concerned with are those listed in the finance pages. The unions' moral appeal is a dead end, designed to divert workers' anger and suppress their demands for a genuine industrial fight. The agreement that Svitzer is determined to ram through in Australia contains pay increases of just 1.5 percent per annum this year and next, well below the nominal inflation rate of 3.5 percent, and a wage cut in real terms. Moreover, as the current EA expired in 2019, workers did not receive a pay rise in 2020 or 2021. Svitzer is also seeking sweeping changes to working conditions, including reductions to manning levels and increased workplace flexibility through the use of casual labour. The ongoing dispute takes place in the context of an inquiry by the federal government's Productivity Commission into Australia's maritime logistics system. In its submission to the inquiry, Svitzer complained of "overt and covert industrial action" and said the "significant reduction in productivity in Australia compared to Europe highlights our inability to flex our crew costs in line with reduced activity levels, as a result of the inherent restrictions within our current enterprise agreement." In other words, the company is demanding further restrictions on the rights of workers to strike, in order to remove any impediment to its plans to slash full-time staff and vastly increase its use of casual and contract labour. Peak industry body Shipping Australia, in its submission, called for a change to the Fair Work Act to increase the notice period for protected industrial action from 3 days to 64 days. In response to this frontal assault on the right to strike, MUA assistant national secretary Jamie Newlyn told the Australian the move was unnecessary, pointing to the "record volumes and record productivity" at the ports, effectively boasting of the union's role in giving companies exactly what they wanted. Australia already has the most restrictive workplace laws in the OECD. The most significant measures restricting workers' rights were passed under Labor governments with the backing of the trade unions, including the Fair Work Act

implemented by the Rudd Labor government in 2008. This has led to the lowest level of strike activity since records began over 100 years ago. Fair Work followed on from the critical role played by the Hawke-Keating Labor governments and the unions in the 1980s, with the Prices and Incomes Accords. The purpose of the Accords was to slash wages, allow for massive restructuring of working conditions and destroy all independent forms of workers' organisation. This has resulted in heightened financial insecurity for Australian workers, who face some of the highest housing costs in the world and whose wages continue to decline in real terms. The recent increase in global inflation and interest rates is also expressed in Australia and is thrusting growing numbers of workers into the class struggle. The overwhelming votes by Svitzer workers against the company's offers and for strike action reflect the growing opposition of the workers. Tugboat workers at the ports serve a critical function in the modern economy and are in a powerful position to wage a genuine fight for improved wages and conditions and to win the support of major sections of the working class. But to do so requires a break with Labor and the corporatised unions and the construction of new organisations of struggle, such as rank-and-file committees, across the ports, logistics and the working class more broadly. Such committees are the only means of organising a genuine industrial and political fight against big business and all its representatives. This struggle must be based on the fight for a workers' government and socialist policies to place ports, logistics and all essential industries under public ownership and the democratic control of the working class, to be operated for social need, not private profit. (Source: *WSWS.Org*)

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## CONSTRUCTION TO START ON BATTERY-POWERED PUSHER TUG



A Baltic shipyard is building an electric-driven vessel to WEB design to push barges in Lithuania. An electric-driven pusher tug will be built in 2023 in Lithuania in reaction to the European Union (EU)'s strategy to transfer cargo from roads to inland waterways. The Lithuanian Government's Ministry of Transport and Communications has engaged the Lithuanian Inland Waterways Authority to develop methods of using the country's 450 km of waterways to reduce greenhouse gas emissions. This has resulted in BLRT Group subsidiary,

Western Baltic Engineering (WBE) designing an electric-powered pusher tug, which will be built at the Western Shipyard in Klaipeda, Lithuania. In response, WBE designed Electric Eel to push non-propelled barges along 450 km of waterways between Kaunas and Klaipeda on the Baltic Sea. This design could be used for electric-powered pusher vessels elsewhere in the EU. WBE head of sales and marketing Eglė Mikalauskienė says this is a ground-breaking vessel, designed to replace the diesel pushers which dominate the market. “Electric Eel has huge potential to help cut carbon emissions on inland waterways across Europe and worldwide,” she says. “The idea came after we were approached by the Lithuanian Maritime Cluster to see if we could help the Lithuanian Inland Waterways Authority create an eco-efficient pusher.” WBE will support the authority’s plans to switch cargo from the road network and to work on a sustainable clean-fuel solution in Lithuania. “As a measure of the impact, the authority estimates the pusher can help remove 10,000 trucks a year from Lithuania’s roads, by enabling greater use of the waterway,” she says. In terms of the wider market, Ms Mikalauskienė says greater pressure is being exerted on governments and transport authorities from the European Commission to reduce CO2 emissions and shift road freight, which accounts for 75% of EU inland freight, to zero-emissions vessels operating on inland waterway transport (IWT). “The market is huge and there is massive political pressure to green-up the IWT network,” says Ms Mikalauskienė. “There is a fleet of 332 diesel pushers on the Danube alone pushing more than 2,000 non-propelled barges.” WBE estimates each of these vessels emits 196,317 kg tank-to-wheel of CO2, per navigation. “While our electric pusher design slashes this at a stroke as it emits zero CO2,” she adds. “The beauty of our design is also in its ease of use. It can be bought and then built at a local shipyard near the customer, or we can build it in Lithuania. “We believe our electric pusher is a first mover in the market and can play a critical role in the drive to transform the IWT of Lithuania as well as the Danube and Rhine rivers.” Electric Eel’s design is pending class approval in principle with Bureau Veritas and can operate over a range of 250 km before needing to stop. This 26-m vessel is powered by three DNV-approved battery packs with a combined weight of 74 tonnes. Two energy storage units are in containers on deck, which could be replaced via crane at a harbour, and one would be permanently stored below deck, which could be charged at a quayside. Electric Eel has a pushing capacity of 2,000 tonnes and a top speed of 22 km/hr downstream at 85% engine load. The electric batteries create an engine power of 400 kW compared with a diesel equivalent of 800 kW. “The biggest challenge we faced was weight and draught,” says Ms Mikalauskienė. “The Lithuanian inland waterway is very shallow, so we had to design a vessel that was as light as possible, no more than 195 dwt, with a draught not greater than 1.2 m.” WBE used computerised fluid dynamics (CFD) for modelling and testing various hullforms. “We have created a super-efficient hull design, which will operate in shallow waters in Europe and around the world,” Ms Mikalauskienė continues. “Through trial and error using rigorous CFD testing, we have produced the smoothest possible hull resistance. We are also using thin, lighter steel, approved by class, to reduce weight, while keeping safety as paramount importance.” WBE incorporated aluminium into the wheelhouse to reduce weight. “Another innovation on board is the use of a wind turbine to generate 5 kW of additional electricity for lighting, the galley and crew facilities,” says Ms Mikalauskienė. There is a growing trend to develop low or zero-emissions pusher vessels for IWT in Europe, in reaction to the EU’s Green Deal and Sustainable and Smart Mobility Strategy, which encourage investment in alternative fuels and electric propulsion technologies. The EU aims to increase cargo for IWT and shortsea shipping by 25% by 2030 and 50% by 2050. It has urged member states to overcome important challenges and invest in modern infrastructure and greener vessels. There are 41,000 km of inland waterways flowing through 25 EU member states transporting 150Bn tonne-km of cargo every year. Of all EU IWT, 84% is on the Rhine, mainly in the Netherlands and Germany, and 10% is on the Danube. Around 75% of inland waterway navigation takes place across borders. *(Source: Riviera by Martyn Wingrove)*

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*REPORTED BY READER*

Around noon August 3, to my amazement, I spotted a tugboat **Zeus** sailing in front of the Groothoofd in Dordrecht. This **Zeus** sailed under the Polish flag until May 2020. My last photo dates from May 2, 2020 when she walked in for Dordrecht with an inland shipping hull in tow. Soon afterwards she moved to the Uilenhaven in Zwijndrecht. This happened together with sister ship **Cyklop**. The impression is that both tugs were



'handed over' to a ship broker somewhere around that time. I did search for the name of this ship broker, but nothing came up. Not to be found. It should be noted that her sister ship **Cyklop** departed for Africa in November 2020 under a new flag and under the name **Cyklo1**. Apparently sold. Within a month, word came that she was being 'chained' in the Canary Islands on suspicion of drug smuggling. Coincidence or not, but this week I saw the news that **Cyklo1** was sold at a public auction to an Englishman. Sometime in 2021, the **Zeus** shifted to a berth on the border with Hendrik-Ido-Ambacht. Further seen, she was brought under the Palau flag sometime in 2021. Checked regularly,



but all the while no movement in sight. Until today. It was also striking that **Gepke II** sailed a short distance behind **Zeus** on AIS. And indeed, she turned out to be dragging 'something'. In the photos I could discover the overpainted ex-name "**Martens 12**" on the rear hull. The name **Faika** painted on the other hull. Even more surprising, the destination according to Vessel Finder was Tema, Ghana. Today the last of the two ex-

Polish tugs left the Netherlands. Thanks Nico for this new information on that tug which is very informative for the readers (*Source & Photo: Nico Giltay*)

## OP-ED: DELIVERING HIGH-QUALITY TOWAGE SERVICES IN A COMPETITIVE MARKET

The towage sector undoubtedly plays a critical role in the global supply chain. Without this essential service, larger vessels would be unable to berth and unberth safely in ports. This would impact the transfer of goods, as well as cruise services that generate more than \$150 billion in economic activity every year. However, tug and towage operators currently face several geopolitical, technological and market trends and challenges, which are causing rapid changes in the sector.



Changes in trade patterns driven partly by war and partly by macroeconomic factors are reshaping the mix of vessels and the number of calls made at ports; digital technology is creating new ways for operators to manage and optimize their services and stay relevant; the global climate situation and pressure from stakeholders are forcing towage to reduce its environmental impact, all while staying highly competitive. Dealing with these different factors and the rapid change within the sector impacts tug and towage service providers' ability to deliver the best possible service to their customers. This will require providers to take a step back, reassess and ultimately change how they manage their operations, to ensure customers continue to get real value from the towage services they commission. Locally, the necessary level of autonomy must be given to regional business units to make decisions that work best in the environment where they are the experts. From a more organizational standpoint, this will mean being able to understand and foresee where services are most needed by the customers and reallocate vessel and crew resources accordingly. Delivering this effectively will require new technology and new ways of working. In Europe, the Svitzer team has taken several initiatives to enhance operations and ensure customers receive a service that is tailored to their requirements. In the UK, we have merged our UK North and UK South clusters into one unified team, to simplify operations and strengthen local empowerment, optimize our customer service, and manage the continued complexities in the region. We have also recently announced the purchase of a large tug to support terminal operations in Milford Haven, also in the UK. This will free up our [Svitzer Ramsey](#) tug to support London operations at the River Thames and River Medway, where we anticipate growth due to the current geopolitical climate. This will enable us to better cater to our current and future customer needs and is just one small example of how we continue to adjust our operations to meet customer demands. The towage industry needs customer focused innovation that not only helps improve service delivery, but also tackles the existential challenges facing the sector. For example, reducing carbon emissions is both a very tangible strategic ambition for Svitzer and an increasing concern for Svitzer's customers. At Svitzer, our decarbonization efforts span behavioral changes, equipment, and fuel, all to meet an ambitious target of 50% reduction by 2030 and net zero emissions in 2040. Decarbonization is also a key issue for



towage operators from the perspective of bringing the sector in line with the wider shipping effort to decarbonize. Last year, Svitzer launched its EcoTow product in the UK, allowing us to inset fossil-fueled towage for customers in our global network, both directly and indirectly. We have rolled out the EcoTow project across our entire fleet in London, Felixstowe, Southampton, and Scotland, with tugboats in these locations now all running on low-carbon biofuels. For customers that demand our services in ports where our tugs do not run on biofuel, we are able to calculate the total emissions impact of a customer's global towage operations and match it with a volume of biofuel to be delivered to Svitzer's biofuel-powered fleet in the UK. It is critical that in an increasingly difficult market, affected by a series of geopolitical and technological changes, tug and towage operators do not compromise on the quality of their services. Ultimately, high-quality services that are on the forefront of customer demands will help operators stand out in a competitive and ever-changing sector. (Source: MarineLog)

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## TRNC FAMAGUSTA SHIPYARD EXPORTED NANSHON 2 TUGBOAT TO ISRAEL



The multi-purpose tugboat named **Nanshon 2**, which was completed in 2021 with 120 employees and local workforce in the TRNC, was exported to Israel. Famagusta Shipyard in Famagusta, TRNC, exported the first multi-purpose tugboat called **Nanshon 2** with 18 tons of hammer power to Israel with a ceremony. One of the 2 tugboats built at the shipyard was delivered to the buyer

Israel company and sent to Haifa Port. It was stated that the tugboat exported by Famagusta Shipyard is the first sea vehicle manufactured and exported in the TRNC. Cyprus Turkish Chamber of Commerce President Turgay Deniz, Cyprus Turkish Chamber of Industry President Ali Kamacı, Cyprus Turkish Shipowners Association President Yıltan Özkıraç, Famagusta Port President Captain Kemal Yapıcı, other guests and shipyard employees attended the ceremony held at Famagusta Port for the delivery of the tugboat. *All made with local labor* Famagusta Shipyard General Manager Gökalp Gündoğdu, in his speech at the ceremony, said, "Since we are an island country, our

shipyard, which provides all our needs and has been performing works at international standards for 34 years, so that domestic and foreign ships can provide trouble-free service to the island, after the Netherlands and Lebanon, now Israel. We have gathered for the delivery of the first tugboat, all of which were built with domestic labor,” he said. *“We are proud to have made this sale to the world market without any incentives”* Stating that the tugboat was completed in 2021 with 120 employees and that it will serve ships/port operations in Israeli seas with its high gravitational power, Gökalp Gündoğdu said, “We are sending the tugboat from Famagusta Port to Haifa, Israel. Despite the high cost of human/hour and energy, we are proud to have made this sale to the world market without any incentive. I would like to thank all my colleagues who contributed during the whole period from the construction of the multi-purpose tugboat to its delivery, all of which were designed by a Turkish design firm, inspected by the Italian inspection firm RINA and registered internationally.” *“The result of what can be achievement with local labor”* Thanking his colleagues, Gündoğdu said, “You have the biggest share in the work, which is the result of what can be achieved with the domestic workforce. Again, we would like to express our gratitude to the Ministry of Transport, the Department of Ports and the Port Authority for their unwavering support throughout this process. Good luck to our country and our nation. Keep its bow clear. Greetings,” he said. *“Even it was good to dream, we are living this moment now”* Cyprus Turkish Chamber of Commerce (KTTO) President Turgay Deniz stated that the historical Famagusta Port witnessed a very meaningful event and said, “One of the tugboats built at Shipyard Shipyard will be delivered to its buyers to serve in Israel. It was nice to think about it, even to dream about it. Now we are living this moment. I heartily congratulate all his colleagues, especially my dear friend Ramazan Gündoğdu, who achieved this success.” Pointing out that this event is a big event that shows what to do or what not to do in the TRNC, KTTO President Deniz continued as follows: “We have been chasing a job in the state for years. We are trying to sell goods and services to the state by opening a business of our own. Our justifications are also ready: There is an embargo; We cannot do business abroad. As you know, Ramazan Bey and his friends work in an industry that has been the main target of the Greek Cypriot embargo. Although it has been declared by the European Union that Famagusta Port is not a closed port, the administration in Southern Cyprus, which is an EU member, imprisons the captains visiting this port and maintains an illegal embargo. This successful business, created by Ramazan Gündoğdu and his friends, provides service



to the ships in our wide region under these difficult conditions. Now, they have gone one step further than the maintenance and repair of ships and have started to build watercraft, albeit trailers. We can't praise them enough. Congratulating Ramazan Gündoğdu and his colleagues, KTTO President Turgay Deniz said, "I wish this beautiful and meaningful development to be a lesson to all of us, and set an example for us to focus on doing business in appropriate ways, working harder, supporting our private sector businesses and getting stronger, instead of complaining." *“An Important step for our country”* Cyprus Turkish Chamber of Industry (KTSO) President Ali Kamacı said that it was a meaningful and honorable moment. Explaining that they have been working to


improve exports and increase foreign exchange inflows from the moment he took office as the KTSO President, Ali Kamacı said, "This success achieved by Mr. Ramazan Gündoğdu and his team has provided foreign exchange inflow to our country in the fastest and most integrated way. This is an important step for our country. Let's work to send one every month, not once a year," he said. Kamacı congratulated Gündoğdu and his team and the workers. After the speeches, a ribbon cutting was made and the tugboat was sent off with the applause of the employees and guests from Famagusta Port. *(Source: Deniz Haber)*

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## NAVAL SUPPORT PONTOON WORKBOAT FOR *BAHRAIN DEFENCE FORCE*



The Bahrain Defence Force (BDF) recently took delivery of a new pontoon workboat designed to support operations at its naval installations. Built by UK-based WorkFloat, the self-propelled craft was designed with the unique ability to be folded up along with all its equipment into a standard 40-foot container for easy deployment. The builder said mobilisation and demobilisation can be completed within a day. The

BDF support pontoon has a length of 12 metres, a beam of six metres, a draught of only 0.3 metres, and a displacement of 14 tonnes. Its most prominent feature is an open deck that can accommodate up to 14 tonnes of assorted cargo, a crane with a 0.5-tonne lifting capacity and a 13-metre reach, a two-tonne winch that can be used for mooring, a central moonpool for drilling or general inspection duties, and a bow ramp for loading and unloading of 3.5-tonne military vehicles and other freight. Located near the stern are helm and crane operator control stations. The propulsion arrangement includes a retractable bow thruster and two Yamaha 52kW outboard engines that can deliver a bollard pull of 1.2 tonnes and a speed of seven knots. A set of 10-metre spud legs will help keep the vessel in place when carrying out a range of duties in shallow waters. The craft also has a full navigation suite that includes a GPS while deck and navigation lights aid during operations at night and in other low-light conditions. WorkFloat said the craft was built to the MCA workboat code and complies with relevant class standards for lifting and stability. *(Source: Baird)*

## DELIVERY OF 5,360KW ASD TUGBOAT

On 2<sup>nd</sup> August 2022, One unit of 5,360kw ASD tugboat built by Jiangsu Zhenjiang Shipyard for Jiangsu Zhitai and named "**ZHI TAI TUO 2**" has been delivered. The vessel has overall length of 38.5m, breadth of 11.4m, depth of 5.3m, bollard pull (ahead) of 85t, bollard pull (astern) of 76t, endurance of 1,000nm and speed of 13.5kn. (Source: Jiangsu Zhenjiang Shipyard)



## SAAM REPORTS NET INCOME OF US\$43.5 MILLION FOR FIRST HALF OF 2022



SAAM, a company providing port, towage and logistics services in 14 countries in the Americas, reported net income of US\$43.5 million for the first half of 2022, an increase of 19% over the same period last year. Meanwhile, sales and EBITDA for the same period reached US\$409.6 million (+15%) and US\$139.1 million (+5%), respectively. For the second quarter, net income was US\$20.0 million (+5%), sales totaled US\$207.4 million

(+10%) and EBITDA reached US\$68.3 million (-4%). "Our results grew during the quarter thanks to strong performances from our Logistics and Port Terminals units. This offset the effects of a slight drop in the Towage Division, along with higher costs due to inflation and oil prices.," commented SAAM's CEO, Macario Valdés. Milestones during the period include acquiring Standard Towing, which added three tugs in Canada; incorporating two new tugs in Chile and one in Canada; signing agreements to purchase tugs from Starnav in Brazil and the towage business from Ian Taylor in Peru, which are currently under review by the respective antitrust authorities. In addition, San Antonio Terminal Internacional announced US\$9 million in additional investments mainly earmarked for new equipment. *Results by Division for 6M22* The Towage Division reported sales of US\$181.4 million (+12%) and EBITDA of US\$61.8 million (-10%). The Port Terminals Division achieved sales of US\$156.6 million and EBITDA of US\$57.7 million, improvements of +16 % and +13%, respectively. Lastly, the Logistics Division posted revenue of US\$72.4 million (+21%) and EBITDA of

US\$25.3 million (+41%). (PR)

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## TUGBOAT MUSTANG AT MALTA

The 2009 built Cyprus registered with call sign 5BZD2 tugboat **Mustang** (Imo : 9555383) seen berthed at Valletta Cruise Port on Thursday 4th August, 2022 after the Saturday before (30th July) she towed the 2005 built Libyan tanker **Anwaar Alkhalij** from Tripoli, Libya to Malta for repairs at Palumbo Malta Shipyard Ltd after the tanker ran aground. The tug was built by Gebr. Kooiman BV – Zwijndrecht; Netherlands under yard number 183 and delivered to G. Bouwman Towing & Shipping BV - Zierikzee; Netherlands. In 2010 sold to Ippo Marine Ltd. (Nikou Keanidiori) –



Nicosia; Cyprus and managed by Luxembourg Marine Services SA. – Luxembourg. In 2015 sold to Acheon Akti Navigation Co Ltd – Limassol; Cyprus and managed by Dutch Marine Contractors BV – Amsterdam. She has a Length o.a.: 30,80 m a Beam: 11,00 m and a Depth: 4,10 m. The two Mitsubishi type S12 U MPTK delivers a total 6,080 bhp and performed a free sailing speed of 13.5 knots and a bollard pull of 87 tons. She is classed Bureau Veritas s 1 HULL MACH, Tug,

Unrestricted navigation, AUT UMS. (Source & Photo: [www.maltashipphotos.com](http://www.maltashipphotos.com))

- Capt. Lawrence Dalli -

## ACCIDENTS – SALVAGE NEWS

### FRENCH SAILOR SURVIVES OVERNIGHT IN AN AIR POCKET IN CAPSIZED YACHT

Against all odds, a French sailor in his 60s survived inside of a capsized sailing yacht off the coast of Galicia, Spain overnight Monday, breathing from an air pocket until Spanish rescue divers reached him the following afternoon. At about 2000 hours on Monday, the Class40 sailing yacht **Jeanne Solo Sailor** capsized at a position about 14 miles northwest of the Sisargas Islands,



west of A Coruña. The sole occupant, 62-year-old French national Laurent Camprubi, told Spanish outlet Efe that the vessel went over in just 15 seconds. He managed to activate his EPIRB, but he was trapped inside the vessel with "30-40 centimeters of air" to breathe in heavy seas. A rescue helicopter located the upturned yacht's hull that night and vectored in a response boat carrying divers from Salvamento Marítimo. A diver made contact with Camprubi by knocking on the hull, but the seas were too rough to allow for a rescue. They decided to wait for morning and an improvement in the weather, and they affixed float bags to the hull to keep it from sinking. At about noon on Tuesday, the weather abated and the divers managed to get under the yacht and reach Camprubi. He was safely evacuated, and a helicopter flew him to shore at Alvedro for medical examination. "The situation was difficult because I was holding on, crouched, with half my body out of the water so as not to be too cold. I had to resist. My fear was thinking that they would not come get [me]," he told Heraldo. "When they came in the morning, I knew they were going to get it. They did a fantastic job, just fantastic." Camprubi, an experienced ocean racing skipper with multiple transatlantic crossings to his credit, told Spanish outlet Heraldo that he plans to stick to calmer waters from here out. (Source: Marex)

### BULK CARRIER DISABLED BY FIRE WHILE APPROACHING SHANGHAI



Bulk carrier **Wen Feng 18** was reportedly engulfed by fire in the afternoon August 2, 2022, while proceeding in Shanghai approach, according to FleetMon. It stated: "Bulk carrier disabled by fire while approaching Shanghai. Bulk carrier **Wen Feng 18** reportedly suffered fire in engine room in the afternoon August 2, 2022, while proceeding in Shanghai approach channel with cargo of ore. "Bulk carrier had to be anchored in

fairway, understood she was disabled. Fire was extinguished by switching on firefighting CO2 system. “She was still anchored as of 2130 Beijing time Aug 3, with at least 3 tugs at her side.”  
(Source: *Maritime Bulletin*)

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### *HURTIGRUTEN HAS RUN AGROUND NORTH OF THE SOGNEFJORD*

A fast route ship has grounded in Ytre Steinsund. The main rescue center (HRS) was notified of the grounding at 09.05 on Friday morning. – The ship reports that they are losing water. They assume that the ship has punched a hole in a ballast tank, says communications advisor at HRS, Anja Bakken. Ballast tanks are filled with water and are used, among other things, to equalize weight differences in ships. The ground adds that the ship stands controlled and



stable on an islet. Trygve Hegnar tells TV2 that they probably know what the cause is. – As far as we know, it is a technical error. It is this error that has made it difficult to maneuver and thus led to the ship running aground, says Hegnar to TV2. Hegnar is chairman of the company Periscopus, which, together with two other companies belonging to Petter Stordalen, own Hurtigruten. The ship was on its way to Bergen after a longer stay at the shipyard when the incident occurred. There was a crew of 53 on board, in addition to 14 service personnel who did follow-up work after the shipyard stay. They are now waiting for divers to assess what it looks like below the ship’s sea line. Narve Andre Våge at DOF confirms that they have been asked to assist. The tug “**Scandi Iceman**” is now at the ship. – We are ready to assist if needed, he says. *Have created a safety zone* Marie Lending arrived at the scene shortly after the grounding in a private small boat. – We went out to see if there was anything we could do, or help with, and there the ship was on the other side of the strait, she tells NRK. She says that it is not possible to see any damage to the hull, but that the coast guard and the ambulance are nearby. Several other private small boats are also said to have been at the site.

The police have now set up a safety zone around the Hurtigruten “**Richard With**” after the grounding. – It is now not allowed to drive into the strait where the Hurtigruten is located, says operations manager Tom Johannesen in the West police district. Police patrols from land and water have been sent to Solund to be able to receive evacuees from Hurtigruten if necessary. – But there is no evacuation planned as of now, says Bakken at HRS. Solund municipality and the crisis management are getting ready to receive evacuees. – *Serious when a large ship runs aground* According to Anja Bakken at HRS, no one should be injured. – But it is clear that it is serious when a large ship runs aground, says Bakken. – The sea is falling, it doesn’t help, says operations manager Tom Johannesen in the West police district to Bergens Tidende. TV 2 and Bergens Tidende first reported on the incident. The police were notified by the main rescue center at 09.17. The head of the postal boat in the area, Hans Emil Gåsvær, tells TV 2 that this is a narrow strait where groundings are not unusual. – It’s a very narrow race there. There may be currents, but it is difficult to speculate, he says. *Press release from Hurtigruten* – MS “**Richard With**” had a slight grounding in Steinsundet in Western Norway this morning. No one was injured in the incident, and there is no danger to the crew on board. The ship is stable, and towing assistance has been called. The engine and propulsion system are working, and the captain is in control of the situation. MS **Richard With** is currently not in normal operation and there are no passengers on board. Hurtigruten Norge has appointed staff and is monitoring the situation on an ongoing basis. *The ship sailed in a circle south of Ålesund* The Hurtigruten ship has recently been at Myklebust shipyard for conversion to battery operation. Hurtigruten AS has an agreement with Kongsberg Maritime to upgrade three Hurtigruten ships to hybrid propulsion. According to the plan, MS “**Richard With**” should be back in normal operation on 9 August, writes Skipsrevyen. The NAIS service shows that the ship sailed in a circle in the Vartdalsfjord yesterday evening, on the occasion of a trial trip to test the functions after the shipyard stay. The service also shows that it lost speed at 09:01 today. Map of the ship’s movements outside Ålesund yesterday, Thursday. The ship “**Richard With**” is named after Hurtigruten’s founder. The ship was built in 1993 and has a capacity of 590 passengers. In 2009, the ship had a longer stay at the workshop after a grounding in Trondheim. At the time, 153 passengers had to be evacuated. According to the tracking service MarineTraffic the ship was on its way from Hareid on Sunnmøre to Bergen. This is what the Hurtigruten ship looks like. (Source: Norway Posts)

## *HOT WORK LED TO 7-DAY BLAZE ON CARGO SHIP IN NEW ZEALAND - ACCIDENT REPORT*



Hot work has been identified as the source of a seven-day blaze on board a cargo ship in New Zealand in December 2020. New Zealand’s Transport Accident Investigation Commission (TAIC) has published its final report on the incident and response. On December 18, 2020, the cargo ship **Kota Bahagia** was discharging a high-value cargo of wind turbine components at Napier Port.



Shore-based workers were on board doing hot work with gas-cutting equipment to remove steel brackets that were welded to the hold floor to keep the cargo in place. TAIC Acting Chief Investigator of Accidents, Naveen Kozhupakalam, says molten material from gas-cutting hot work very likely caused the fibre-glass cargo to catch fire. Responding to the fire, Fire and Emergency NZ (FENZ) took charge of the unified command team, consisting of the ship's crew, FENZ firefighters, and the Port authorities. The ship's master followed FENZ's orders and evacuated people from the ship. "The ship's master knew that the crucial firefighting tactic was to close the cargo hold cover and release carbon dioxide into the hold. To close the cover, the crew needed to go back on board to hoist a crane wire and container spreader out of the hold," said Kozhupakalam. "The master tried to convey these tactics to the FENZ officer in charge, but valuable time was lost because FENZ staff didn't initially give due regard to the master's command status and knowledge of the ship and its systems. "The Commission found that suppression of the fire was further delayed because the parties involved lacked a shared and consistent understanding of each other's roles and objectives." It took seven days to extinguish the fire, resulting in extensive damage to ship's hold and the cargo, however there were no fatalities or serious injuries. In its report, the TAIC reiterated two recommendations it made to FENZ in 2018, and one recommendation to the ship's operator, Pacific International Lines. The response to the fire on the [Kota Bahagia](#) revealed safety issues that were similar to those identified by the TAIC in its November 2018 report on a fire on the Kokopo Chief in Port of Tauranga. Accepting TAIC's recommendations in that report, FENZ indicated that they would complete reviews in 2019. But these reviews were not complete when the Kota Bahagia fire occurred in December 2020. "To completely implement the Commission's 2018 recommendations, Fire and Emergency NZ needs to urgently update its training regime to include the latest procedures and guidance for fighting fire onboard ships," said Kozhupakalam. "The Commission welcomes Fire and Emergency's safety actions so far, which include new documents that the status and authority of the master; new procedures for fighting fires on ships; and work with ports to formalise firefighting collaboration," he added. As a result of the [Kota Bahagia](#) investigation, the TAIC has made one new recommendation – that Pacific International Lines take further steps to ensure that the safety precautions prescribed in its Safety and Emergency Manual are implemented effectively on board its vessels. TAIC welcomes safety actions taken by Pacific International Lines to date but believes that further action is still required to meet the intent of the recommendation. While the TAIC identified no safety issues with Napier Port's response to the Kota Bahagia fire, TAIC welcomed Napier Port's proactive safety actions including: its fire hydrants and firefighting equipment have distinctive new markings, and the Port strengthened relationship with FENZ includes formalized firefighting tactics, site orientation and emergency simulation exercises. The TAIC's investigation report can be found here. [HERE](#) (Source: *gCaptain*)

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## REMEMBER TODAY

### S.S. MERAK AND LV71 – 06<sup>TH</sup> AUGUST 1918

The freighter **Merak** was built in 1910 at the RDM dockyards on the Maas river in the Netherlands. RDM began operations in 1902 and constructed vessels of all types continuing in business under various company names until the late 1990's. The RDM yard



not only constructed the hull of the **Merak**, but also produced her triple expansion steam engine which was powered by two side by side coal fired boilers. Originally owned by a Dutch company, Van Nievelt, Goudriaan & Co., the freighter ran general cargo for them from the 1910 launch until early 1918, when the SS **Merak** was taken over by the United States Shipping Board. The US Shipping Board was originally established to restore the American Merchant Marine fleet and regulate shipping lines. After the declaration of war against Germany in 1917, it was often referred to as the War Shipping Board. The Shipping Board acquired vessels thru a variety of methods; purchase, lease, and direct seizure and then assigned them to various companies to operate as needed to assist in the effort to fight WW1. The **Merak** was seized by the Board and pressed into merchant service for the US war effort continuing to sail under the name SS **Merak**. *Sinking of the Merak* The SS **Merak** was laden with 5,600 tons of coal she had shipped aboard at the Newport News coal docks and was heading south to Chile. On August 6th, 1918, she was offshore of North Carolina nearing the Diamond Shoals, the sea was fairly calm with just a moderate South West breeze and the day a bit hazy. Conditions close to perfect for a ship the size of **Merak**. However, this was wartime and the German U Boat, **U-140**, soon surfaced nearby. The **U-140** was a brand new 380 foot long submarine, one of the best and most advanced to have been produced to date. She had six torpedo tubes, 24 torpedoes and 980 rounds for the two 150mm deck cannons - on the foredeck and aft of the conning tower, and it was with these deck guns the majority of attacks would be made. The commander of this submarine was a formidable as his weapon. Fregattenkapitan Waldemar Kophamel had served in the German navy since 1898 and the submarine service for years, making him one of the most experienced sub commanders at this point in the war. He had already sunk many ships in the war against France and Britain before the US entered the conflict and 55 ships would be his wartime total. The **Merak** was at long odds against this attacker and his submarine. The **U-140** was on the surface heading South, Southwest when she spotted some vessels to attack, her deck guns were manned and an attack on the **Merak** and **LV-71** the Diamond Shoals Lightship begun. The freighter responded by going to full speed and zig-zagging for her life. The radical course maneuvers bought the ship some time as the U-boat gunners fired away with almost thirty shells, with several eventually striking the **Merak** lighting a fire and causing the vessel to be brought to a halt. In reading various published books and articles about this event, you may find many different versions of how this attack occurred. One version of the story is that in all his crazed course changes, Captain Charles Gerlach of the **Merak** failed to account for the location of the outer fringes of the Diamond Shoals. The **Merak** was reported to have struck the bottom and come fast to the shoals making her escape now impossible. This reportedly caused the **Merak** crew to immediately take to the boats and the 43 men of her crew escaping the freighter in two lifeboats. The report of the **Merak** running aground has been replicated in many reports and books. This scenario may seem possible, but not be all that likely as this fact was

not related by crew members during their interrogation by naval authorities after the event.



Research shows it simply did not occur. According to **Merak's** Second Mate Monti's testimony, after about thirty shots had been fired at them they knew escape was impossible and the **Merak** was stopped. They abandoned the vessel when the U-boat was still several miles off and had briefly turned more attention to the Diamond Shoals Lightship. No mention of a grounding was made during his or anyone else's testimony. In fact during the initial assault on the **Merak**, the U-boat was actually closer to the Diamond Shoals Lightship than **Merak**, giving the **Merak** crew the time to launch the boats and flee when they knew their ship to be doomed and opportunity arose. With the **Merak** stopped and the crew fleeing the ship, the **U-140** then was free to deal with the Diamond Shoals Lightship, **LV-71**. The **U-140** had already fired warning shots across the bow of the Lightship in the initial opening cannon salvos. Kophamel had spotted the **LV-71** and initially

thought it to be a slow moving small coastal freighter. After the warning shots it was thought to have stopped (in fact it was anchored the entire time) so he turned full attention to the fleeing **Merak**. The Diamond Shoals crew had heard the cannon fire and spotted the U-Boat shelling the **Merak**. They may not have even been aware of the initial warning shot across the bow of their ship. The Mate in charge of the vessel, Walter Barnett (a resident of nearby Buxton, NC), immediately ordered a radio transmission be broadcast about the event. Hearing this transmission, the U-boat swung her guns back towards the Lightship and fired at least five rounds at the Diamond Shoals Lightship. One round took out the wireless antenna and another landed right next to the ship causing the deck to go awash with the splash. Barnett lost no time in ordering an evacuation of the lightship as he had no way to fight back and no chance of running away, it took over five hours for the lightship to weigh anchor and get underway. The lightship crew fled in their yawl boat rowing for shore as fast as they could while watching the U-Boat shell the Lightship until she went down.

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What they could not see due to the distance was the submarine as it went to finish the attack the now stopped **Merak**. In another version of the story told by just one crewman of the **Merak**, the Submarine supposedly approached the abandoned **Merak** and came alongside her. It was reported the Germans went aboard to place explosives in the bilge of the engine room and that is what sunk the ship. The lifeboat containing the crew was at least four miles away from **Merak** when this supposedly occurred. Eventually, the U-Boat approached their lifeboat and interviewed the **Merak** survivors. The submarine asked the identity of the ship, its cargo and other information. Before departing the

shipwrecked sailors the U-Boat men asked if they had a sail and gave them their distance from the beach saying they should have no trouble getting there. Interestingly, in the battle report filed by **U-140**, the KTB, the method of sinking is reported to be Torpedo and not shell fire or explosives. This record of the attack reports that **U-140** sighted two separate vessels in the vicinity, **LV-71** (which was initially thought to be a small freighter) and **Merak**. The U-boat crew opened fire on the two targets, **LV-71** and **Merak**, almost simultaneously with one warning shot across the bow of each in attempt to stop them. Since the **LV-71** appeared to stop, full attention was turned to the fleeing **Merak**. Rounds fired at **Merak** eventually set the vessel on fire at which time it came to a stop. The **U-140** heard the wireless transmissions from the **LV-71** alerting all to the U-boat attack and Kophamel decides to stop this immediately with shellfire and turned a gun on the Lightship to sink it quickly. The transmissions stopped and the U-boat saw the crew abandoning the Lightship. They had hit the vessel enough and returned attention back to **Merak** with additional cannon fire. At this time, Kophamel spotted two additional targets not too far away approaching from the South, the freighters **Bencleuch** and **Cretan**. He also apparently saw the Freighter **Mariners Harbor** which was already turning inshore. Kophamel decided to finish off the **Merak** immediately to pursue these additional ships. He fired a torpedo to immediately sink **Merak** and it hit the vessel causing it to sink. The U-boat then went into pursuit of the Freighters, giving chase of **Mariners Harbor** until the water under his boat shoaled too shallow to safely continue. He consulted the charts, but was not sure of his position as it was too hazy to reveal landmarks. He then turned out towards the 120 curve, where the **Bencleuch** and **Cretan** were steaming away. The Freighter **Cretan** was able to evade to U-140 attack and was not fired upon. Captain

Hanson, Commander of the **Mariners Harbor**, reported that at 1345hrs, he was proceeding to the area of the Diamond Shoals Lightship when gunfire was heard coming from the area South of the Lightship. He altered course to the North West and steamed away making several course changes over the next hours, eventually stopping in 8 fathoms (48ft) of water about 10 miles WSW of Cape Hatteras to wait for dark. Through his glasses he could see the Lightship and another vessel and the shell fire



exploding in the waters near each ship. This initial cannon fire was around 8 rounds continuing for about 10 minutes, then a short break. Then firing was not regular, but at 3 to 5 minute intervals and sometimes longer. The **Mariners Harbor** heard the transmissions of the **LV-71** at 1412hrs and then more cannon fire which continued fairly steady for some time until around 1700hrs there seemed to be a break of about 30 minutes, then more cannon fire, but fainter and farther away. Radio transmissions were then received from the **Bencleuch** reporting that they were being "Gunned" and were fleeing South. At 1825hrs, the **Bencleuch** reported the firing had stopped and none of the 37 shots made at her had direct effect, she had escaped the fate of **Merak** and fled South towards Cape Lookout. Eventually, the **Cretan** came up alongside the stopped **Mariners Harbor** and they exchanged information by megaphone. They both slowly moved up the beach towards the Shoals and then ENE to go around when it got dusk at 1915hrs. When offshore and near the end of the shoal, the Diamond Shoals Lightship was not to be seen. They were both running without lights when a very fast moving

and low to the water vessel steamed past them. Believing this to be the Submarine, both ships turned away until the suspected submarine was no longer seen. The dark moonless night and poor visibility protecting them. With no reason to doubt the official record of Fregattenkapitan Waldemar Kophamel, it appears **Merak** was actually Torpedoed. The **U-140** had fired one torpedo and 148 cannon rounds at the vessels it had attacked during this incident. Shellfire, torpedo or a placed charge, either way, the **Merak** sunk quickly and her location was lost to history. (Source: *divehatteras*)

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## OFFSHORE NEWS

### SENTINEL MARINE AWARDED VESSEL SERVICES CONTRACT WITH NEPTUNE ENERGY



Offshore support vessel specialist Sentinel Marine has secured a three-year contract with London-headquartered operator Neptune Energy. Under a £10m (\$12.2m) deal, the company, based in Aberdeen and Singapore, will provide vessel services for the Neptune-operated Cygnus gas field in the UK southern North Sea. Sentinel Marine has been supporting

operations at Cygnus since 2014 and will continue to deploy its 2015-built multi-role, emergency response and rescue (MRERR) vessel, **Cygnus Sentinel**, on the gas field and to support an upcoming drilling campaign. “The **Cygnus Sentinel’s** fuel-efficient, multi-role specification enables the vessel to provide both emergency response and platform supply services, thereby reducing costs and CO2 emissions, and maximising efficiency,” Neptune Energy said. The contract includes two one-year extensions. (Source: *Splash24/7*)

### POLAND HAS RENTED A VESSEL TO RESEARCH THE DEPOSITS OF POLYMETALLIC MASSIVE SULPHIDES ON THE BOTTOM OF THE ATLANTIC

In May 2022, following a public procurement procedure, the contractor for the first research voyage in the Atlantic Ocean was selected. The aim of the expedition is the regional exploration of the area of the Mid-Atlantic Ridge (10,000 km<sup>2</sup>) covered by the Agreement concluded in 2018 between the Government of the Republic of Poland, represented by the Minister of the Environment, and the International Seabed Organization (MODM) in the field of exploration of deep-sea polymetallic sulphides. As a



result, the search is to strengthen Poland's independence in the future in terms of access to raw materials crucial for the development of advanced technologies. The current Agreement provides for a 15-year period of comprehensive environmental research and the development of measurement and mining technologies, in accordance with the provisions of the Agreement and the MODM regulations. As a result, on July 21, 2022, the Polish Geological Institute - National Research Institute (PGI-NRI), entrusted with the implementation of the scientific and research service, signed an executive contract with Ocean Floor Geophysics Inc. (OFG) from Canada. The research will be carried out with the use of the 68-meter research vessel **Ocean Titan**, chartered by an OFG from the American shipowner. The conclusion of the contract with the contractor of the first cruise is the culmination of an intense period of preparations, which is also a step towards the intensification of Poland's involvement in the exploration of deep-sea areas. On August 10 - September 15, 2022, a team of scientists representing 8 countries and 11 research institutions will conduct key research to identify the area covered by the Agreement. In addition to experienced scientists and OFG experts, our country will be represented by specialists from the Polish Geological Institute-PIB and the Ministry of Climate and Environment, as well as researchers from Polish partner institutions, i.e. the Maritime University of Szczecin, the Institute of Geological Sciences of the Polish Academy of Sciences, the Institute of Oceanography of the University of Gdańsk and the University of Adam Mickiewicz in Poznań, who will support their work with their experience. In addition, interns from Tanzania and Bangladesh indicated by MODM will also participate in the cruise, Data acquisition will be carried out using geophysical methods, i.e. multibeam echosounder (MBES) for bathymetric analysis, analysis of sonar beam scattering intensity ( backscatter ) to recognize the "hardness" and "roughness" of the bottom, orchard profilometer ( subbottom profiler ; SBP - one of the two devices in the world operating up to a depth of 6000 m) to recognize, among others faults and structures of escaping hydrothermal fluids and a magnetometer to identify changes in the background of the magnetic field strength of the earth related to the thickness of the oceanic crust and the type of deep-sea rocks forming the bottom. The planned methods will allow for parallel data acquisition as well as their processing and interpretation during the cruise. The obtained data will allow to recognize the morphological structures of the sea bottom and to determine the areas predisposed for the occurrence of hydrothermal activity, which are related to the precipitation of massive sulphides. In the second phase of the cruise, the selected areas will be subjected to detailed tests to identify physico-chemical anomalies (bubbles and gas concentration, change in pH and, redox potential, turbidity, etc.) measured with a wide range of sensors and sensors towed in the water column up to 300 m above the bottom. Determining the sites of hydrothermal activity is crucial for identifying

hydrothermal inactive accumulations of massive sulphides with exploitation potential, which have been moved away from the central axis of the ridge (off-axis) and buried under sediment. The obtained results will make it possible to plan further measurement and research cruises, including the sinking of AUV / ROV vehicles, and to select stations for the collection of geological, oceanographic and biological samples. The conducted research will be the first attempt to answer the questions regarding the location of polymetallic resources of hydrothermal origin within the Polish concession located in the Middle Atlantic. Through the implementation of the planned works, Poland joins the most developed countries in the world, providing a range of unique data on the dynamic processes taking place in the ocean plate growth zones, which at the same time will constitute a significant impulse for the development of science in Poland. The expedition is carried out as part of the task "Scientific and research service aimed at searching for and identifying areas of occurrence of polymetallic massive sulfide deposits in the Mid-Atlantic Ridge" and was financed by the National Fund for Environmental Protection and Water Management (Agreement No. 2190/2021 / Wn-07 / FG-SM-DM / D). The largest (approx. 45%) shareholder of OFG is a well-known Norwegian seismic service provider and operator of a large seismic fleet - PGS. PGS is considering increasing its stake in OFG to approximately 55 percent. The company was founded in 2007 by Peter Kowalczyk, currently with the status of chief scientist emeritus. He is a specialist in geophysical response to mineralization on the seabed, a 1970 graduate of the University of British Columbia with a diploma in geophysics. Matthew Kowalczyk is a member of the supervisory board. A graduate of the University of British Columbia School of Engineering and Laval University. *Ocean Titan research vessel - basic characteristics* : IMO No. construction sites - 1989 total length - 68.28 m length between verticals - 59.13 m construction width - 13.11 m draft - 4.611 m side height - 6.10 m gross tonnage - 2014 net tonnage - 604 carrying capacity - 742 t twin-screw propulsion main propulsion power - MCR 2,400 kW (3,264 hp) operating speed - 11 knots Watch the YouTube video [HERE](#) (Source: PortalMorski).

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## GEOQUIP ACQUIRES DEEP-PUSH CPT VESSEL

Global offshore geotechnical data acquisition, analysis and reporting specialist Geoquip Marine has confirmed the continued expansion of its fleet with the addition of a further Integrated Geotechnical Survey Vessel (IGSV) the **Geoquip Elena**. **Geoquip Elena** is setup as a specialist deep-push Cone Penetration Testing (CPT) vessel and has been acquired to add vital capacity to the demand from offshore windfarm developers, especially in Europe and North America. The **Geoquip Elena** is a 4000 ton IGSV, 91m in length and 19m in breadth. It was built at Vard Brattvaag, Norway in 2002. **Geoquip Elena** is currently being fitted with one of Geoquip's 200kN seabed CPT units, which can operate a range of seabed penetration test equipment. Once operational on the seabed the CPT unit relays data to an operator on board in real-time where it is then processed. The 200kN system provides a continuous profile of tip resistance, sleeve friction and pore water pressure, which

can be used for the derivation of shear strength in cohesive soils and the relative density of non-cohesive soils. The rig can reliably push to depths in excess of 40m and is therefore ideally suited for gathering data for the construction of foundations for offshore windfarms.



**Geoquip Elena** joins five other DP2 and four-point moored vessels in the company's fleet, which provide a highly versatile range of offshore geotechnical investigation services in all parts of the world. "We are delighted to announce the addition of **Geoquip Elena** to our fleet, providing greatly

needed additional capacity for deep bed CPT services in our busiest locations," says Chief Executive Officer Stewart Higginson. "The company has experienced tremendous growth in the last few years and the demand for offshore wind power continues to gather ever greater momentum. "The **Geoquip Elena** will focus mainly on work in Europe and the Eastern seaboard of the United States, both regions where we have accumulated vast experience of working in recent years and where there is great demand for Deep Push CPT. The extra capacity provided by **Geoquip Elena** will significantly reduce waiting times for developers in these regions." (Source: *Offshore Engineer*)

## TIDEWATER CONFIRMS 'INFLECTION POINT' IN OFFSHORE SUPPORT VESSEL MARKET

Houston-based Tidewater Inc., owner and operators of the world's largest fleet of offshore support vessels, says this year has marked an inflection point for the industry as key metrics point to better times ahead. Tidewater this week announced its second quarter and first half financials showing revenue at \$163.4 million and \$269.2 million, respectively, compared with \$90 million and \$173.5 million, respectively, in 2021. Net losses



came in at \$25.6 million and \$37.7 million, also an improvement from last year. But despite the red ink, things are looking better for the offshore support vessel sector as momentum builds on the back of rising oil prices. Average day date rates in the second quarter increased to \$12,544, up 17% from Q1 and are now at their highest levels since Q3 2016. Global fleet utilization also increased



meaningfully year on year in the second quarter, from 57.0% to 75.5%, while the active number of vessels in Tidewater's fleet increased from 118 to 172, inclusive of its acquisition of Swire Pacific Offshore. The acquisition, which closed in April, brought Tidewater's fleet to 203 total vessels, including 174 OSVs plus crew boats, tugboats and maintenance vessels. The results are the latest adding to growing sentiment that the offshore oil and gas market is finally turning around after 8 years of pain. "We believe the second quarter of 2022 marks the inflection point in the industry that we have long awaited and is now evident in our financial performance," said Quintin Kneen, Tidewater's President and CEO. "Revenue, gross margin, average day rate and utilization all improved meaningfully during the second quarter as the building momentum in offshore vessel activity reached critical mass." While Kneen notes that the second quarter results do reflect the impact of Tidewater's Swire Pacific Offshore (SPO) acquisition, some key metrics reveal "the improvement is clear." "The average day rate improved by nearly \$1,900 per day sequentially, which is in excess of the improvement we would typically expect to realize over the course of an entire year in a normal market upcycle," said Kneen. "Vessel level cash margin improved to 38%, up approximately four percentage points and continuing to meaningfully outperform the 30% target we have discussed in recent quarters. These improvements during the quarter, particularly the move in day rates, speak to continued demand growth as offshore activity continues to increase and as the vessel supply fundamentals continue to work in our favor given the shortage of available vessels on the market today." Looking ahead... "We expect activity to continue to improve throughout the remainder of 2022 with another likely step-up in 2023," said Kneen. *(Source: gCaptain)*

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## SIEM OFFSHORE AHTS SECURES MORE WORK WITH EQUINOR



Siem Offshore has secured a contract extension with Equinor for its anchor handling tug supply vessel **Siem Opal**. The Norwegian vessel owner and operator said the 2011-built AHTS has been booked for an additional three months, commencing September this year at an undisclosed day rate. The Norwegian-flagged large AHTS, built by Kleven, was previously contracted by Equinor from March or April 2022 for a firm period of six months plus options. The scope of work consists of supporting

various rig move activities during drilling campaigns. (Source: *Splash24/7*)

## EVENT NEWS

### NIJKERKSE SLEEPBOOTDAGEN OP 3 SEPTEMBER

Op 3 september zullen de Nijkerkse Sleepbootdagen plaats vinden. Een 50-tal sleepboten en verschillende wal-attracties zullen er een mooi nautisch evenement van maken. Op vrijdag is er een optreden van Zeemanskoor Nijkerks Welvaren bij de verlichte sleepboten. Zaterdag zal er een vlootschouw zijn. De sleepboot **Belier** die tijdens de sleepboot dagen in Zwartsluis werd gekozen tot



sleepboot van het jaar 2022 zal worden gehuldigd, evenals de 100-jarige sleepboten **Epsilon** en **Nautica**. Rond de haven is een gezellige markt. Met een bezoekersaantal van ca 10.000 is het een gezellig evenement met voor ieder wat wils. (Source: *Scheepspost*)

## WINDFARM NEWS - RENEWABLES

### ENETI EXPLORES POTENTIAL SALE OF THREE VESSELS



Monaco-based owner and operator of offshore wind vessels Eneti is exploring options for three of its smaller wind turbine installation self-propelled jackups it obtained by taking over UK-based Seajacks last year. The company has identified the NG 2500Xs as non-core assets and is initiating a process through which it determines how to best monetise these assets, the New York-listed

Eneti said in its second-quarter report, without putting a potential price tag on the vessels. The GustoMSC-designed NG 2500s multi-purpose jackups, the 2014-built **Seajacks Hydra**, and the 2009-built **Seajacks Leviathan** and **Seajacks Kraken**, all fit for oil and gas work and installing up to 4 MW turbines, are currently employed, but Eneti noted they have a shorter contracting cycle than larger vessels. “The market conditions for those assets which have a fair bit of employment in oil and gas related work have tightened significantly over the last several months, so we’re seeing increased

inbound inquiries not just for employment but for longer-term employment and also sale,” said Cameron Mackey, chief operating officer at Eneti. “There is such a discrepancy between the share price and what the vessels can earn, and we are currently in the early stages of evaluating either selling or putting out on a longer-term business to try and capture that spread. We don’t expect this to happen overnight,” Mackey added. Formerly Scorpio Bulkers, Eneti currently has a fleet of five wind turbine installation vessels. The most advanced vessel in the company’s fleet is the 2015-built **Seajacks Scylla**, fit to handle up to 14 MW turbines and currently employed by Ørsted in Taiwan, setting up 8 MW units. The company also has two NG-16000X designed by GustoMSC under contract with South Korean shipbuilder Daewoo Shipbuilding and Marine Engineering, each capable of installing up to 20 MW turbines. The vessels are expected to deliver in the third quarter of 2024 and the second quarter of 2025 and have not yet been fixed on contracts. *(Source: Splash24/7)*

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## MANOR RENEWABLE ENERGY'S NEW CTVs PASS SEA TRIALS

Singaporean shipbuilder Strategic Marine said the two new crew transfer vessels (CTV) it has built for U.K. services firm Manor Renewable Energy Ltd (MRE) have passed sea trials. The 27.1-meter aluminum catamarans, **Manor Victor** and **Manor Vulcan**, are the first in the builder's new StratCat 27 (SC 27) range, designed in collaboration with BMT and



unveiled in May 2021. CTVs are typically used to ferry personnel and light equipment to and from offshore wind farms. An evolution of Strategic Marine's StratCat 26 design, the new StratCat 27 has been engineered to deliver a number of efficiency improvements, according to the builder. During trials, the StratCat 27s exceeded expectations in performance with a 0.5 knot or 2% speed increase compared with a StratCat 26 design CTV featuring the same fixed pitch propeller (FPP) propulsion system, Strategic Marine said, adding the increased efficiency reduces fuel burn and resulting GHG emissions by 5% at the same speed. Due to hull form optimization and propeller efficiency, the SC 27 also achieved a 15% increase in bollard push, Strategic Marine said. Other notable improvements include a 30% increase in internal volume, which has seen a significant improvement in technician

comfort and quality. Each CTV has seating for up to 30 technicians and capability to safely transfer in over 1.75-meter wave heights (Hs). While the StratCat 27 has been designed to accommodate a number of power and propulsion arrangements, MRE's newbuilds are each powered by two Caterpillar C32 1,450-horsepower engines. However, the vessels are "hybrid-ready", meaning the engine and propulsion design is such that they can be made hybrid-electric at a later date. Each vessel has 35,000 liters fuel capacity. *(Source: MarineLink)*

## OSBIT DELIVERS BESPOKE GANGWAY FOR JAPAN'S MEGA JACK-UP



UK-based Osbit has completed its first project for Shimizu Corporation (Shimizu) with the delivery of a bespoke access system for the company's newbuild offshore jack-up vessel. Specially designed to suit Shimizu's requirements, the variable height gangway will be installed on board as a permanent asset to provide access from the vessel to turbine transition pieces. Extendable to a maximum length of 45 metres, the gangway is equipped with

the capability to luff from -30 degrees to +45 degrees and can slew through 330 degrees for full flexibility of operation. Designed at its Riding Mill office in the UK and manufactured by Alucor in the United Arab Emirates (UAE), Northumberland-based Osbit completed the project in 38 weeks. The gangway was transported from the UAE to Japan, where the vessel will be mobilised. Shimizu unveiled plans to build a wind farm installation vessel back in 2019. The 142-metre long jack-up is being built by Japan Marine United Corporation and is due to be delivered to Shimizu in late 2022. The Netherlands-based GustoMSC will deliver the jacking system and crane which will have a maximum lifting capacity of 2,500 tonnes and a maximum lifting height of 158 metres. The self-elevating platform is designed



to handle turbines with an individual capacity of 8 MW or more, and is said to be the first such vessel to be built in Japan for the local offshore wind market. *(Source: Offshore Wind)*

## DREDGING NEWS

### NORFOLK DREDGING WINS WORK IN LIDO BEACH, NEW YORK

The U.S. Army Corps of Engineers, New York District, has awarded a \$17 million contract to Norfolk Dredging Company for maintenance dredging of the Jones Inlet Federal Navigation Channel.

According to the Corps, work will be performed in Lido Beach, New York, with an estimated completion date of Nov. 15, 2022. The contractor will perform maintenance dredging of Jones Inlet Navigation Channel, including dredging the deposition basins, said USACE. As reported, the project is scheduled to be dredged to a depth of -14 feet Mean Lower Low Water plus 2 feet allowable overdepth. This includes removal of over 700,000 cubic yards of sand from the Jones Inlet channel and deposition basins. The purpose of the proposed work is to alleviate the effects of shoaling and maintain the authorized project dimensions, thereby providing safe and economical use of the Jones Inlet waterway by commercial and recreational boating interests.



effects of shoaling and maintain the authorized project dimensions, thereby providing safe and economical use of the Jones Inlet waterway by commercial and recreational boating interests.

*(Source: Dredging Today)*

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An advertisement for ROTCOTUG. On the left is the company logo, which consists of the word "ROTCOTUG" in a stylized, bold, blue font, with "TUG DEVELOPMENT SINCE 1996" written in smaller text below it. To the right of the logo is a photograph of a large red cargo ship being assisted by a tugboat in a body of water. On the far right, there is a blue vertical banner with the text "ULTIMATE SHIPHANDLING" in white, bold, uppercase letters, and "By Rotcotug" in a white cursive font below it.

### *BOSKALIS MAKES PROGRESS ON THE PHILIPPINES' MOST SOPHISTICATED AIRPORT*

In Boskalis' latest Annual Report, the company CEO, Peter Berdowski, announced the latest update on the Manila International Airport (MIA) project in the Philippines. According to the update, preparatory works started in Manila in the course of 2021 – ahead of the construction of the platform for the new international airport.



Furthermore, a large team of experts have worked hard over the past year to complete a thorough environmental and social impact assessment and to draw up detailed action plans in accordance with international standards. The construction of the platform started in early 2022, said Berdowski. At EUR 1.5 billion, this is the largest contract in Boskalis' history. Approximately 1,700 hectares of land will be developed for the MIA airport in Bulakan, located around 20 kilometers north from the heart of Metro Manila in Bulacan Province. The government of the Philippines has granted a 50-year concession to San Miguel Aerocity Inc (SMAI) to build, operate and maintain the airport. The land development phase will be financed through a consortium of international banks. This capital project is expected to be completed by the end of 2024. *(Source: Dredging Today)*

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## THE MARINE GROUP EXPANDS ITS FLEET WITH NEW DREDGER

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With a busy year under their belt during 2021, The Marine Group's Harbour Management department is continuing to expand their dredging fleet with a third vessel. The latest addition – **Doonhamer** – is the largest in their fleet and can operate as either a water injection dredger or a plough dredger. At 14.6 meters in length and weighing 55 tonnes, she is mobilised by water and boasts full crew

accommodation on board. Commenting the latest news, Rob Freemantle, Operations Director, said: "We are delighted to be able to increase our dredging capacity even further with the addition of Doonhamer to the fleet." "Adding plough dredging to our capabilities broadens the type of work we are able to carry out as well as the additional benefits from having a larger vessel in operation." *(Source: Dredging Today)*

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## YARD NEWS

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### BOLLINGER SHIPYARDS DELIVERS 50TH FAST RESPONSE CUTTER

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Bollinger Shipyards LLC ("Bollinger") has delivered the **USCGC William Chadwick** to the U.S. Coast Guard in Key West, Florida. This is the 176th vessel Bollinger has delivered to the U.S. Coast Guard over a 35-year period and the 50th Fast Response Cutter ("FRC") delivered under the current program. "It's incredibly meaningful that we could deliver the 50th FRC, the **USCGC William Chadwick**, on the Coast Guard's 232nd birthday and that she'll be homeported in Sector Boston, the Birthplace of the Coast Guard," said Bollinger President & C.E.O. Ben Bordelon. "Pound for pound, the quality and capabilities of the FRC platform is unmatched and can be looked upon as a model government acquisition program. 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 and cost, even in the most challenging circumstances. We look forward to continuing our historic partnership with the U.S. Coast Guard."

The **USCGC Chadwick** will be the first 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. Earlier this year, U.S. President Joe Biden signed the Consolidated Appropriations Act for Fiscal Year 2022, which included a \$130 million increase for an additional FRC, continuing the program beyond the current 64-vessel program of record. This is the second time Congress has added FRCs beyond the original 58 vessel program of record. Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. William P. Chadwick served as Keeper of the Green Island Lifeboat Station in New Jersey and was awarded the Gold Lifesaving Medal for the rescue of the crew of the schooner George Taulane on February 3, 1880. Even after suffering a debilitating injury from flying debris, Chadwick directed the repeated efforts to save the crew of the broken Taulane as they battled mother nature's high winds, heavy rains, and dangerous surf. Finally, after five and a half hours, Chadwick's men were able to erect a breeches buoy. Within a half-hour all the Taulane's crew were safely ashore. (PR)

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## NAVAL ARCHITECT SELECTED FOR UC SAN DIEGO'S NEW CALIFORNIA COASTAL HYBRID-HYDROGEN RESEARCH VESSEL

UC San Diego's Scripps Institution of Oceanography today announced that naval architecture and marine engineering company Glostén has been selected as the naval architect for the university's

new California coastal research vessel. The new vessel will be an innovation in the maritime industry with a first-of-its-kind hydrogen-hybrid propulsion system. With this selection, Glosten will provide the preliminary design, contract design, and detailed design for the research vessel to be operated by Scripps Oceanography. Glosten is a consulting firm of naval architects and marine, electrical, production, and ocean engineers with expertise in providing design and engineering support to the oceanographic research community. Glosten was selected after participating in the university's request for proposal process. "This vessel will be the first of its kind, and the selection of the naval architect is a major milestone for Scripps," said Bruce Appelgate, associate director and head of ship operations at Scripps Oceanography. "Fundamentally, our ships have to be reliable and capable in order to support the innovative research our scientists conduct at sea. On top of that, the ship we envision needs to demonstrate that zero-emission power systems work effectively under demanding real-world conditions. It's the job of the naval architect to provide the necessary engineering, design, and integration skills needed for this project to succeed on every level." California legislators allocated \$35 million towards the design and construction of this vessel last summer. When complete, the vessel will serve as a platform for education and research dedicated to understanding the California coast and climate change impacts to the coastal ecosystem. "I am proud to see Scripps Institution of Oceanography arrive at the critical milestone of selecting a naval architect for this one-of-a-kind hydrogen-hybrid research vessel," said Senate President pro Tempore Toni G. Atkins. "Scripps and California continue to set the global standard for developing innovative solutions to address our most pressing environmental challenges. This vessel will play a critical role in supporting policy decisions to protect our state's precious coastal environment from climate change impacts, while demonstrating hydrogen's critical role in California's carbon-free future." As a student-centered, research-focused public university, seagoing experiences are a cornerstone of educational programs at UC San Diego. This new vessel will continue the university's educational mission to train the next generation of scientists, leaders, and policymakers. It is envisioned that the vessel will carry up to 45 students and teachers to sea on day trips, improving the university's capacity for experiential learning at sea. The new vessel will replace research vessel (R/V) **Robert Gordon Sproul**, which has served thousands of University of California students in its 42 years of service but is nearing completion of its service life. "Scripps Institution of Oceanography's hydrogen-hybrid coastal research vessel is a significant demonstration of California's commitment to fighting climate change, decarbonizing our blue economy, and improving air quality for port-adjacent disadvantaged communities," said Liane Randolph, chair of the California Air Resources Board. "The selection of a naval architect is an important step in bringing this innovative project to reality." The hybrid-hydrogen design of this new vessel represents an innovation in the maritime industry. Currently, emissions from diesel engines on ships contribute to greenhouse gases and pollution. Development of this and subsequent zero-emission vessels is essential to the University of California's Carbon Neutrality Initiative, the goal to be carbon neutral by 2025. This new vessel will feature an innovative hybrid propulsion system that integrates hydrogen fuel cells alongside a conventional diesel-electric power plant, enabling zero-emission operations. The design is scaled so the ship will be able to operate 75 percent of its missions entirely using a non-fossil fuel—hydrogen—with only pure water and electricity as reaction products. For longer missions, extra power will be provided by clean-running modern diesel generators. The vessel represents a major step in advancing California's pledge to reduce global climate risk while transitioning to a carbon-neutral economy. The proposed 125-foot vessel will be equipped with instruments and sensing systems, including acoustic Doppler current profilers, seafloor mapping systems, midwater fishery imaging systems, biological and geological sampling systems, and support for airborne drone operations. These capabilities, along with state-of-the-art laboratories, will enable multidisciplinary research, advancing our understanding of the physical and



biological processes active in California's coastal oceans. This new vessel will be dedicated to



California research missions, with the capability to study issues vital to the California economy such as the health of marine fisheries, harmful algal blooms, severe El Niño storms, atmospheric rivers, sea-level rise, ocean acidification, and oxygen depletion zones. Scripps Oceanography has worked with Glosten previously, initially more than 60 years

ago on the design of Research Platform Floating Instrument Platform known as FLIP. Glosten was also involved in the midlife refit of R/V **Roger Revelle**, a \$60 million renovation that advanced the scientific capability and service life of Scripps's largest ship. The anticipated schedule for design and construction includes one year to complete the basic design. Following U.S. Coast Guard approval of the design, the university will select the shipyard where the design will be constructed. Construction and detail design will likely take an additional three years. When completed, it will join the fleet of vessels managed by Scripps including the Navy-owned research vessels **Sally Ride** and **Roger Revelle**, which conduct global oceanographic research, and the R/V **Bob and Betty Beyster**, a nearshore scientific workboat. All research vessels are stationed and maintained at the university's Nimitz Marine Facility in Point Loma. (Source: *Workboat365*)

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### *THE TORCH DEVOURS THE ENVIRONMENTAL SHIP "ESPERANZA"*

This is the state in which the ship "**Esperanza**" is being scrapped this week, in which the superstructure has practically disappeared, when little more than a month has elapsed since the start of work at the DDR Vessels XXI factory, in the port of El Musel. The Asturian firm, which is one of the two companies specialized in ship recycling authorized by the EU, acquired the ship from the environmental organization Greenpeace. As our readers know, during its operational life it was a highly mediatic ship due to its numerous actions, in the strategy of the aforementioned organization. It had several inflatable boats and a landing platform for a light helicopter, as well as accommodation for 16 crew members and around thirty activists. Former "**Eco Fighter**", it is a

Polish-built ship, in service since 1984. Acquired in 2000 by Greenpeace and reincorporated in 2002, it was flagged in the Netherlands. Of 2,076 gross registered tons, it was 72.30 m long, 14.30 m wide and 4.70 m deep. She was powered by two Sulzer engines that added a power of 6,000 horsepower on two shafts and maintained a speed of 16 knots. IMO code 8404599. *(Source: Puente de Mando; Photo: Aquiles Garea)*



## WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - *Master Boat Builders to Construct New Tugboat for Suderman & Young Towing Company*
  - *Austal USA has been awarded a contract for an additional two Towing, Salvage and Rescue (T-ATS) ships for the US Navy*
  - *Farewell to the ASD Tug 2810*
  - *Misurata free zone orders a powerful new tug to Med Marine to strengthen its tugboat fleet*
  - *Master Boat Builders to Construct New Tugboat for Bay Houston Towing Co.*
  
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))*
  - *Offshore Support Tug with Fifi and AHT equipment*
  
3. Several updates on the Newsletter – Fleetlist page posted last week
  - *Fairplay – Hamburg by Jasiu van Haarlem (updated)*
  - *McAllister Towing - New York by Jasiu van Haarlem (New)*
  - *Zwaak - Rotterdam by Jasiu van Haarlem (New)*

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

*mailto: [jvds@towingline.com](mailto:jvds@towingline.com)*

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