Tugs Towing & Offshore Newsletter

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

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TUGS & TOWING NEWS

Transcoal Pacific (TCPI) Adds 2 New Ships

Issuer shipping company PT Transcoal Pacific Tbk. added two new vessels, namely the pusher tug and the pusher barge to respond to the potential increase in the number of freight cargoes. The President Commissioner of the issuer coded TCPI shares, Achmad Sutjipto, was present at the inauguration which was held at the PT Panbatam Island Shipyard shipyard in Batam, on Friday (30/4/2021). "This new fleet is the first pusher tug and barge belonging to the company that is part of the Trans Energi Logistik Group, and the procurement of these new vessels is carried out by the company to respond to the potential increase in the number of transport cargoes today and in the future," said Achmad in an official statement on Monday (3 / 5/2021). At the inauguration ceremony, Achmad added that the procurement of a new fleet was a realization of the TCPI work program and also addressed the challenges of growing coal cargo in the future for the needs of PLTUs in the country. The two fleets have class NK, pusher barge made at PT Panbatam Island Shipyard is named **PB TCP 3301**. Meanwhile, pusher tug made at Tuong Aik Shipyard, Sibu, Malaysia is named **PT TCP 201**. Transcoal Pacific has targeted an additional 59.2 million MT of freight cargo this year. Meanwhile, in 2020, freight cargoes will increase by 66.2 million MT. Director of Transcoal Pacific Dirc Richard Talumewo revealed that apart from the two fleets, the company plans to add new vessels. Thus, it is estimated that this year the company will add four to six new fleets. "The first phase is carried out today, and the next 2 new fleets of the same type are planned to be realized in May or June this year. Meanwhile, the next 2 fleets will be held at the end of this year or at the latest early next year, "explained Disc Richad. The purchase of the new vessel is expected to improve financial performance, added Disc Richard, because it can reduce rental costs. Operational Director of Transcoal Denny R Lelo said that the choice of pusher tug and pusher barge type vessels is due to the fact that the fleet is relatively efficient, faster, and more resilient in facing waves so that it is more controllable during bad weather. The plan to increase the 6 fleets in 2021 means that the Company and its subsidiaries will have 152 units consisting of a pusher tug and barge, tug and barge, mother vessel, floating terminal station, sea truck , and heavy equipment and other supporting equipment. Apart from the Company's fleet, the Company is still chartering hundreds of

ships in 2020 to support the Company's operations. Previously, Bisnis noted that TCPI received an injection of credit funds amounting to Rp113 billion from state-owned banks which would be used to increase its fleet. At the close of trading session I today Monday (3/5/2021), TCPI's share price was in the position of 6,875, weakening 4.84 percent or 350 points. The company's market capitalization currently reaches IDR 24.38 trillion. *(Source: market.bisnis)*

COAST GUARD SCUTTLES JUNEAU'S TROUBLESOME TUGBOAT LUMBERMAN

It was a foggy Sunday morning when the 80-year-old tug boat left Gastineau Channel. The **Lumberman** was towed by a Coast Guard cutter, for her last trip out to sea. The black-and-yellow tugboat had long been a familiar sight in Juneau's inland waters. She arrived in the late 1990s from Puget Sound. She'd change hands several times, decaying over the years to become a rustic liveaboard that skirted local laws. "We had a dispute with the owner at the time that he couldn't be there, he claimed that he was on state lands and had the right to be there," Juneau's Port Director Carl Uchytil told CoastAlaska. Anchored on city-owned tidelands outside the harbor, she sat in a jurisdictional no man's land that was out of reach of local officials. The **Lumberman** could often be seen from Juneau's main highway with a collection of skiffs moored to her rusting hull. The vintage tug became a magnet for people unable to find shelter in a community that's long struggled with a lack of affordable housing. "Of course, there was that unfortunate accident where two people perished going out to the **Lumberman**," Uchytil said, referring to a December 2017 accident when a skiff carrying five people and a dog overturned while heading out to the tugboat. Two men were never found. The city later moved to condemn the 192-ton vessel. That's after she broke her anchor chain and moved off state-owned tidelands. But then came the question of whose responsibility it was. The owner was long out of the picture. The state didn't want her. The Coast Guard didn't consider her a navigation hazard. And it cost too much to scrap it so she sat for more than a year — abandoned — tied to a city dock. "This is just the typical poster child of what a derelict vessel is," Uchytil said, "where people aren't responsible with their vessels, passing them from

one person down to another." To date, the city's Docks and Harbors spent about $160,000 to clean and prep and ultimately scuttle the ship. The Coast Guard had also spent close to $70,000 to remove hazardous materials. Still, nobody really wanted to sink her. Juneau's Docks & Harbors even appealed to the public for ideas for what could be done with the hulking beauty. Uchytil says the community had a range or pie-in-the-sky ideas from converting it into a beachfront fish and chips stand to a community flower garden. "There was never an organization that said, 'I'll take it over, I have some funding, I will do this,'" he said. That was three years ago. In all that time it would remain the city's problem. Then last fall, federal regulators issued a permit green-lighting sinking the ship in about 8,400 feet of water. The plan called for her to be towed about 55 miles west of Cross Sound. Uchytil worked with a salvage firm to rig the tugboat with remotely opening valves that could flood the 107-foot tug at a flick of a switch. "We had consulted with a naval architect to make sure that the vessel would indeed flood and sink in that proposed spot," he said. A salvage crew headed out early Sunday and at first everything went according to plan. But Coast Guard Chief Petty Officer Kip Wadlow says that the flooded vessel didn't completely sink. Her bow continued to bob up and down, protruding from the water's surface. "And then the John McCormick, a 154-foot fast response Coast Guard cutter used its 25 millimeter deck gun to complete the sinking," Wadlow said. Within 15 seconds the waters of the Pacific closed over the ship as she sank to the ocean floor — an inglorious end to the saga of the **Lumberman** that Sunday afternoon. In recent years Juneau's Assembly has since tightened up its anchoring rules on city-owned tidelands. And the Legislature passed a legislation requiring boats to be titled to tighten up the chain of ownership. All in the name of cracking down on derelicts and sparing them the notoriety of becoming a public nuisance like the 80-year-old **Lumberman** tug boat. *(Source: KFSK by Jacob Resneck)*

BIJOL ISLAND

This week was seen the brand new Damen Pushy Cat 1004 "**Bijol Island**" built under yard number 501202. The tug is registered with homeport Banjul. She is owned by the Gambia Ports Authority. This vessel has excellent seakeeping behaviour, superb manoeuvrability and outstanding towing

characteristics. The state-of-the-art design incorporates the latest hull and skeg designs and the most recent developments in fender, fairlead and winch design. She is a heavily built vessel with rigid foundations, extra plate thickness, extra brackets and extra fendering. This is the Damen standard and is above and beyond Class requirements. She has the standard dimensions with a length of 10,67 mtrs a bem of 4,54 mtrs. Her power output is 146 bkW and performed a free sailing speed of 7.9 knots and a bollard pull of 2 tonnes *(Photo: AB)*

JAMAICA III COMMENCED TRAILS

Last week we have spotted the Damen Shipyards new Utility Vessel 3911 **Jamaica III** (Imo 9897377) and with yard number. 573109 sailing on the river Oude Maas direction Europort for her technical and bollard pull trails. She is built for the Port of Jamaica Authority. She has a grt of 496 tonnes and a dwt of 280 tonnes. This workboat is designed to support a wide range of offshore and coastal activities. It offers large deck areas, storage spaces and spacious accommodation for crew and boarding parties. A wide selection of options is available to adapt the vessel to customers' requirements. This utility vessel is designed specifically for light duty supporting tasks. The vessel include the latest technology, have fit-for-purpose technical installations, provide compliant accommodation and outstanding comfort, and thus offer a modern and high performance working vessel to the market. The standard specifications are: Length 39.40 mtrs a beam of 10.80 mtrs and a deck area of 200 sq mtrs. *(Leen van der Meijden)*

RESCUE-13 TUGBOAT BUILT FOR THE GENERAL DIRECTORATE OF COASTAL SAFETY IS DELIVERING!

The **Rescue-13** Tugboat, which combines 165 years of maritime knowledge, experience and experience of the General Directorate of Coastal Safety with the high engineering capability of UZMAR, was completed in a record time of 10 months and became ready for duty. On Thursday, 29 April, the General Directorate of Coastal Safety, with a ceremony held in Istanbul, the temporary acceptance protocol was signed by the General Manager of Coastal Safety, Mr. Durmuş Ünüvar and

the Chairman of the Board of UZMAR, Mr. A. Noyan Altuğ. Considering the pandemic conditions, the Signature Ceremony was held with a limited number of KEGM Admissions Committee members and officials from the UZMAR Shipyard. Developed by UZMAR Shipyard to increase safety in the Turkish Straits and to ensure the safety of life and property, **Rescue-13** tugboat has the highest maritime and maneuvering performance in its class in the world class. Speaking after the signature of the protocol, Mr. Durmuş Ünüvar thanked the KEGM and UZMAR Shipyard teams who contributed to the project. General Manager Durmuş Ünüvar stated that the **Rescue 13** and **Rescue 14** Tug construction project is one of the projects they are most satisfied with so far, and that they wish to continue their cooperation with UZMAR in the future, and with the delivery of the Rescue-14 Tugboat, the Coastal Safety fleet has world-class tugs with superior maritime capabilities. He added that they would be. Stating that their primary task is to be prepared for accidents and dangers that may occur in the Turkish Seas, Durmuş Ünüvar emphasized the importance of their contribution to the Coastal Safety fleet in terms of ensuring safety in our seas with their emergency response capabilities. In his speech, UZMAR Chairman of the Board A. Noyan Altuğ stated that they are proud to be able to realize such an important project for KEGM, one of the most valuable institutions of the Ministry of Transport and Infrastructure, and that this project is a prestige project for them. A. Noyan Altuğ, who added that they will always be with KEGM within the scope of lifelong support services after the delivery of UZMAR's two sister tugboats, said that they have carried their worldwide expertise in the construction of RAstar 3200W series tugboats further in the KEGM project, and that their maritime capabilities and equipment are of the highest standards. He added that he believes that these tugs will provide the security of our seas in the best possible way. **Rescue-13**, along with the tugboat **Rescue-14**, whose tests and experiences have begun at the UZMAR Shipyard, will undertake important tasks in ensuring the security of the Turkish Straits by the General Directorate of Coastal Safety. Watch the video HERE *(Press Release)*

FERNSAMS: VOITH TO PRESENT TECHNOLOGY FOR REMOTE-CONTROLLED TUGBOATS AT NATIONAL MARITIME CONFERENCE IN ROSTOCK

* More efficient vessel mooring and casting off maneuvers thanks to remote-controlled tug assistants. * Greater safety for crews. * Voith contributing its comprehensive expertise in eco-friendly drive concepts and tugboat technology to the project. Voith will present the FernSAMS technology as part of a live-streamed maneuver simulation at the 12th National Maritime Conference taking place in Rostock on May 10-11, 2021. The largest gather of the German maritime sector – to be held virtually again this year due to the ongoing COVID-19 pandemic – places the future of the maritime industry in the spotlight. The German acronym FernSAMS (Ferngesteuerte Schlepper bei An- und Ablegemanövern großer Schiffe) refers to the remote-controlled tugs used during mooring and casting-off maneuvers of large ships. The objective of this collaborative project led by Voith is to make the use of tugs safer and more efficient. To realize this project, Voith assembled a consortium of industry and technology experts: the Hamburg University of Technology, the Fraunhofer Center for Maritime Logistics and Services, the Federal Office for Hydraulic Engineering, winch and crane manufacturer McGregor, the Marine Training Center (MTC) Hamburg and communication specialists from MediaMobil. The project is funded by the German Federal Ministry for Economic Affairs and Energy (BMWi). At the conference, whose patron is Federal Chancellor Angela Merkel, around 800 representatives from industry, the research community, associations, trade unions and the political sphere will have the opportunity to learn about the benefits of the FernSAMS technology during one of the specialist forums. *Enormous increase in efficiency* The use of tugs is crucial for successful ship assistance. Especially in the international competition of ports and shipping companies, the costs for tugs are more relevant today than ever before. It is therefore essential to find new ways to improve efficiency and increase competitiveness. “Standardized, automated tugboat assistance will significantly reduce costs for shipping companies and port operators and increase the speed of individual ship maneuvers,” emphasizes Dr. Dirk Jürgens, Vice President Research and Development at Voith Turbo Marine and Project Manager for FernSAMS. In the global shipping environment, every minute spared represents a considerable cost reduction. In addition, with a remotely operated tug fleet, it is possible to reduce construction and operating costs. Because most of the boats will be operated by an intelligent remote control, these tugs therefore do not need common rooms or sanitary facilities for the crew. Noise insulation and even the bridge could also be eliminated. This reduces the weight of these floating powerhouses, which makes them even more maneuverable and reduces energy consumption. The concept also opens up new options for the design of the remote-controlled vessels; for example, there is no longer a need to make provision for a deck house to accommodate towing gear. *Greater safety for crew* The second objective of FernSAMS is to substantially improve crew safety. For example, until now, tow lines have been handed over manually, requiring the tug operating at the front of the

ship to navigate directly in front of the bow of the moving freighter. Harbor pilots on the bridge of the vessels, which are often well in excess of 300 meters long and 45 meters wide, coordinate these maneuvers with the tugboat captains. During this process, the tow lines are subjected to immense forces, which can reach more than 100 metric tons during dynamic maneuvers. Thanks to remotecontrolled tugs, for which FernSAMS supplies the key technology, all critical maneuvers and operations can be controlled from a safe distance. This minimizes the risk of accidents for employees. FernSAMS does not envisage a completely autonomous operation. "The basic principle is to replace one or several tugs in a team with unmanned vessels. The remote control is done on board one of the boats involved," explains Jürgens. For this to function properly in real time, there needs to be a fast and reliable data connection between all participants, even if there is the huge mass of a ship between tug and (remote) helmsman. "The 5G mobile communications standard is a potential transmission solution. Satellite communication is also a likely option to serve as a safety backup," says Jürgens. Voith is not just the leader of the project; the technology group also brings its extensive expertise in maritime propulsion concepts to bear in the development. For example, the Voith Schneider Propeller (VSP) developed by Voith decades ago is a system that has already successfully put its fast and accurate power transmission to the test in many applications worldwide. Another example is the water tractors developed by Voith that are among the safest assistance tugs ever built. With the new electric Voith Schneider Propeller (eVSP), Voith is also taking an important step towards the electrification of the drive train in marine applications and thus to a shipping environment that is even more sparing with resources. *(Press Release)*

NICHOLS BROTHERS BOAT BUILDERS LAUNCHES FOURTH ASD90 TUG FOR FOSS MARITIME

Nichols Brothers Boat Builders (NBBB) launched the final tractor tug in a four-vessel series on Thursday, April 29, 2021 for Foss Maritime. The M/V Rachael Allen will join the Foss fleet in May. The ASD-90 Class tugs are a Jensen Maritime Consultants, of Seattle, Washington design. The 100' x 40' Z-Drive tractor tugs are built to

United States Coast Guard Subchapter "M" regulatory standards, with ABS loadline certification, and UWILD notation. The vessels are equipped with two MTU series 4000 main engines, meeting Tier 4 emission standards, coupled to Kongsberg US255 azimuth thrusters. The propulsion package will produce over 90 tons of bollard pull giving the tug exceptional pulling power and maneuverability. The vessel is outfitted with Mackay Marine Electronics and Markey winches forward for ship assist and aft for barge towing. NBBB continues to invest in upgrading and improving their haul and launch equipment, which has expanded their capabilities considerably over the last decade. During this launch NBBB utilized air bags for added buoyancy to assist in the launch. This allowed for the tug to float off the launch cradle seamlessly before high-tide. Foss welcomed the M/V **Jamie Ann** and M/V **Leisa Florence** into their fleet in April 2020 and January 2021 respectfully, and AmNav Maritime, a sister company and subsidiary of Saltchuk Marine, welcomed the M/V **Sarah Avrick** in September 2020. The M/V **Rachael Allen** will join the fleet in May after final outfitting and trials are completed at NBBB's outfitting Pier in Langley, WA. "The launch of every vessel is a special moment in its construction, bringing the boat into it's natural environment" said NBBB CEO Gavin Higgins. "We are very proud of the opportunity Foss has given us with this series of tugs. The team have worked very hard to complete all four vessels in these difficult and challenging times". *(Press Release)*

TUGS: FOR FRATELLI NERI ONE EXIT AND THREE 'NEW' ENTRIES IN THE FLEET

The fleet of Fratelli Neri is soon preparing to greet the release of one of its oldest vehicles. Precisely this is the **Cadetto**, a tugboat built in 1980 by the Salvadori Shipyard, 16.12 meters long and with 41.52 gross tonnage, for which the company Impresa Tito Neri Srl has submitted to the Port Authority of Livorno an application for proceed with voluntary demolition. However, the farewell to this tug will almost coincide with the official entry into the fleet of the group of three Damen tugs. The vessels in question are the **Calafuria**, the **Romito** (both made by the shipbuilding group in its Romanian plant) and the **Gabriella Neri** (built in Vietnam and arrived last January), all with a fixed-point firing capacity of 80 tons and already entered service for the group in recent months. In fact, on Saturday 15 May the three tugs will be baptized in the Neri shipyard in the port of Livorno in the presence of the top management of the company and the bishop of Livorno. *(Source: Shipping Italy; Photo: Mike Louagie)*

NEW TUG IS A MECHANICAL HYBRID

The concept of "hybrid tug" is getting a whole new definition with an innovative new tug under construction at Turkey's Uzmar Shipyard for the Danish Port of Aarhus. From the outside it looks very similar to other Robert Allan Ltd-designed tugs built at the Uzmar yard. The RAmparts 3000

ASD tug, to be named **Hermes** is 30.25 by 11.75 meters. In the engine room and in the thruster rooms of the azimuthing stern drive (ASD) tug, the innovations are revealed. A pair of Cummins QSK60 IMO stage II compliant engines, each send 2,700 horsepower (2013 kW) to the SCHOTTEL RudderPropellers type SRP 430 azimuthing thrusters. Most ASD tugs have the thrusters in a separate room, so also does the Uzmar tug, but an additional drive shaft links the port and starboard thruster units. The remarkably simple innovation, designated SYDRIVE-M, allows one engine to be shut down, when the tug is not actually handling a ship, while the other engine provides adequate power to both thruster units. Since harbor tugs spend considerable time running at low load levels between docks, this can result in significant reduction in emissions, fuel costs and, over time, maintenance costs. With both Cummins engines powering the fixed-pitch, nozzled, 2.5-meter props on SCHOTTLE thrusters the tug will have a 12.5 knot free-running speed and a 65-ton bollard pull. In another configuration, the power of the starboard engine can be dedicated to a large fire pump mounted to the front end of the engine. At the same time, the power of the port engine is committed to both of the azimuthing thrusters. This gives the operator full maneuvering control of the tug while holding it in the best position for firefighting. The harbor tug becomes a serious asset for combatting waterfront fires. Emrah Sonmez, projects director of Uzmar, has said of the **Hermes**, "We can confidently say that this project will be a real revolution in the towage operations." Delivery is anticipated for the summer of 2021. *(Source: Alan Haig-Brown)*

DAMEN AWARDED CONTRACT BY ENGAGE MARINE FOR THREE ASD TUGS 3212

Damen Shipyards Group has been awarded a contract by Australia-based Engage Marine for the delivery of three **ASD Tug 3212**. The tug is one of Damen's Next Generations Tugs Series. The vessels in the series combine proven technologies with cutting edge innovation to take an

evolutionary step forwards in terms of safety, sustainability, reliability and efficiency. Engage Marine will operate the three tugs to provide towage services for the Port of Abbot Point. The company has recently been awarded a Non-Exclusive Towage Licence by North Queensland Bulk Ports Corporation. The ASD Tug 3212 will bring to the contract excellent seakeeping behaviour, superb manoeuvrability and outstanding towing characteristics – with 85 tonnes bollard pull. As a vessel from Damen's standardised portfolio, the shipbuilder constructs the ASD Tug 3212 for stock in order to facilitate rapid delivery. As a result, Damen will deliver the three tugs to Engage Marine in Q3 this year. Damen sales manager Asia Pacific Sjoerd de Bruin said, "We're both pleased and honoured to be delivering these three state-of-the-art vessels to Engage Marine. The discussions between our two organisations have been smooth, professional and very constructive and I am looking forward to developing our relationship over the coming months." Engage Marine Chief Executive Officer, Mark Malone, said "we selected Damen as they are a world class tug builder and the ASD 3212 vessels are a proven design, well suited to the prevailing conditions of this operation. Damen's ability to deliver on time, high quality assets with dedicated support during the build, delivery process and locally, once in operation, give us confidence in reliability from the start. The design promotes crew comfort, operational capability and energy efficiencies, all high on Engage Marine's list of providing sustainable towage services. A modular approach to IMO tier III NOx requirements also means we can deliver on environmental commitments well into the future." *(Press Release)*

THE FIRST IMAGE OF THE NEW ASTURIAN TUG "IBIAS"

The new tugboat of Remolques Gijoneses (Regisa), which a few days ago arrived at the port of El Musel, is called "**Ibias**", as it had already been announced by Puentedemando.com, a name that corresponds to the largest tributary of the Navia River, which runs through the region western of the Principality of Asturias. It is born in the port of Cerredo, in the Cantabrian mountain range and joins the Navia river at the height of the Boadil bridge, over the waters of the Salime reservoir, in the Lugo municipality of Negueira de Muñiz. On its way through, among others, the towns of Degaña, Cerredo, Taladrid, Cecos, San Antolín de Ibias and Marentes. **Ibias** is also the name of an Asturian council, which limits to the north with Allande, Fonsagrada and Negueira de Muñiz (Lugo); to the east with Degaña and Cangas del Narcea, to the south with Peranzanes and Candín (León) and to the

west again with Fonsagrada and Navia de Suarna, both in Galicia. According to the 2017 census, it has a population of 1,362 inhabitants. Built in the Eregli shipyard, whose factory is building number 078, upon delivery in Turkey it bore the provisional name of "**Med XXXVII**" and the Turkish flag. It measures 25.20 m in length, 12 m in width and 4.60 m in draft and is powered by a Caterpillar 3516-C engine, with 2,100 kW of power and 14 knots of speed. IMO code 9907938. *(Source: Puente de Mando)*

TUNDRA DESIGNS

Robert Allan Ltd. has decades of experience in designing ice-capable vessels including tugs. The **TundRA** series was developed as a compact icebreaker capable of continually breaking ice with a thickness of up to 1-1.2 metre at a speed up to 3 knots. The hull structure is designed to meet Finnish-Swedish (FS) Ice Class Rules to ensure safety during icebreaking operations. Each **TundRA** is also customised to meet the end-user requirements. Although the emphasis of the design is based on ice-class requirements these tugs are a multi-functional tool, combining good open water performance with effective icebreaking capability as well as being capable of providing significant escort performance. Typical tasks for a **TundRA** tug include ice breaking and ice management, channel clearing, ship assist in ice as well as escort service, coastal towing, navigation aids service, firefighting service, limited cargo transfer and other capabilities in extreme climate conditions. The wheelhouse and deckhouse are designed for optimum all-round visibility. These tugs break ice with their acceleration, weight, hull shape and power. The well proven spoon-shape bow, and round bilge hull form is developed based on extensive model testing. This hull shape merges into a modern ship-docking style bow, providing low fender contact pressures for ship handling duties. Ice-knives are added under the stern to prevent large blocks of ice hitting the propulsion units when going astern or turning around in the channel. The hull shape combined with dual z-drive configuration

allows for dynamic clearing of a channel to a width of twice the tugs beam. Some of the additional design features include the covered winch on the foredeck and heated working-decks and other winterization elements. The propulsion options vary between a single screw, open wheel **TundRA** 1900 to z-drives with controllable pitch propellers in nozzles as on **TundRA 3600**. Bollard pull performance vary between 6 and 100 MT respectively. The design is optimised for the most onerous ice performance criteria. This results in slightly less efficient open water performance, but this can be minimised by using the modern diesel mechanical-electrical hybrid power configuration designed to match the intended operational profile. The hybrid configuration results in a significant reduction in carbon emission as well as flexibility in the operational modes. This, in turn, leads to less maintenance cost, fuel savings and minimal environmental impact. The **TundRA** series of ice-class tugs are denoted by length. For example: **TundRA 1900** (19 m LOA). We are delighted to introduce the latest additions to the **TundRA** series: **TundRA 3000** for Svitzer; **TundRA 3200** for Alfons Håkans. And many more to follow!! *(Press Release)*

ACCIDENTS – SALVAGE NEWS

CARGO REMOVED FROM STRICKEN TANKER OFF CHINA, PREPARING FOR VOYAGE TO REPAIR YARD

Cargo onboard a tanker that leaked oil off China has been removed and preparations are underway so the vessel can sail to a Chinese repair yard, the ship's manager said on Wednesday. The **A Symphony** was anchored roughly 40 nautical miles (74 km) off the coast of Qingdao when it was struck by the bulk carrier **Sea Justice** in dense fog on April 27. The collision ruptured **A Symphony's** cargo and ballast tanks, causing it to leak roughly 400 tonnes of its bitumen mix cargo. Work has taken place in recent days to unload the tanker's cargo, known as lightering. The vessel's manager, Goodwood Ship Management, said in an email that the cargo transfer had been completed and the ship was undergoing tank cleaning operations, which were expected to be completed in the next 72 hours. The vessel will then proceed to China's CUD Weihai shipyard for repairs, Goodwood said. The yard is located along the Yellow Sea. *(Source: MarineLink)*

LACK OF CONTINUOUS MONITORING AN ISSUE IN SHIPYARD FIRE - NTSB

A 2020 fire aboard a dive support vessel docked at a Larose, La. shipyard was able to start and spread without notice because no one was continually monitoring the vessel while fire detectors were shut off during repairs, the National Transportation Safety Board said in a report issued Tuesday. The April 16, 2020, fire aboard the **Iron Maiden** at the Allied Shipyard caused $900,000 in damage, and no injuries were reported. While the fire caused extensive damage throughout the generator room, the NTSB found fire pattern and damage indicating the fire started near the forward bulkhead. Because the battery charger, alarm panel and generator push button start-stop panel were in the area of fire ignition identified by fire investigators, an electrical short from one of these components may

have been the source of the fire. However, the exact location of the source of the fire could not be identified by fire investigators. There was no crewmember or shipyard worker staying on board the **Iron Maiden** during the night of the fire. The vessel's fire detection system was shut off while work was being conducted within the vessel to prevent false alarms from smoke and dust. In addition, there was no shipyard policy or vessel owner policy in place to have shipyard personnel or vessel crewmembers conduct safety rounds after hours when there was no work being done on the vessel. "Fire and flooding are risks for both crewed and unattended vessels," the report said. "To protect personnel, property, and the environment, it is good marine practice for owners, operators, and shipyard managers to coordinate and implement some form of continuous monitoring for vessels undergoing maintenance in a shipyard, in lay-up, or in some other inactive period without regular crews aboard. Continuous monitoring can consist of scheduled security rounds and/or active monitoring with sensing and alarm systems." *(Source: MarineLink)*

SALVAGE CREWS ARRIVE AT SEACOR POWER WRECK

Salvage crews began removing fuel from **SEACOR Power's** tanks on Monday, kicking off salvage operations for the overturned lift boat off the coast of Port Fourchon, Louisiana. Crews began arriving at the site over the weekend to familiarize themselves with the equipment to be used in the operation. Salvage crews are using a method called hot tapping, which uses pressure to allow for

drilling into the fuel tanks and making a hose connection without ruining the integrity of the tank or causing pollution impacts. Divers are performing this process above and below the water, connected to an air hose. The Coast Guard previously established a Unified Command to oversee the salvage, wreck removal and pollution response to the capsized **SEACOR Power**, located about 8 miles south of Port Fourchon. The command consists of representatives from the Coast Guard and SEACOR Marine, the vessel's owner. The Unified Command said it's imperative mariners respect the one-mile safety zone during these evolutions. Weather is also likely to play a role in the operation and the Unified Command has said work will cease if weather conditions exceed approximately 15 mph winds, four-foot seas, and a current faster than 1.25 mph. The **SEACOR Power** capsized during a severe squall shortly after departing Port Fourchon, Louisiana on Tuesday, April 13, with 19 people on board. Six crew members were recovered safely following the accident. Seven people currently remain missing. The Coast Guard has estimated that the 234-foot lift boat was carrying a maximum potential of 35,000 gallons of fuel, lube oil, hydraulic and waste oil when it capsized. **SEACOR Power** is owned and operated by Houston-based SEACOR Marine and was chartered to Talos Energy at the time of the accident. The **SEACOR Eagle**, another SEACOR Marine-operated lift boat, will be utilized for the salvage operation. The NTSB and Coast Guard are investigating the incident as a "Major Marine Casualty". *(Source: gCaptain)*

SCARY MOMENT ON LAKE NYASA AS MV MBEYA II IS GROUNDED BY HUGE WAVES

It was a tense moment on Lake Nyasa as the vessel **MBEYA II** was swept by a series of waves that grounded the multipurpose ship on a sandbank outside Matema port. On board were 87 passengers and 25 crew, who were left unhurt but shaken by their experience. The incident occurred on Monday, 3 May 2021 at 18h00. mv Mbeya II was sailing from Songea to Kyela when the waves struck. The vessel was also carrying a cargo of electricity transmission equipment to Kyela port. There was no damage to the 12 tons of cargo. mv **Mbeya II** is one of the most modern of all Great Lakes ships of East and Central Africa, having entered service in January 2020. The ship, a multi-purpose vessel capable of carrying up to 200 passengers and 200 tonnes of cargo, was built by the firm of Sogoro Marine Company based at Mwanza on Lake Victoria. She was the last of three

new vessels built for Lake Nyasa (Lake Malawi in that country), the other two being cargo vessels capable of carrying up to 1000 tonnes. The two cargo ships are the Ruvuma and Njombe which entered service in 2017. The three vessels were financed by the Tanzanian Ports Authority. *(Source: Port & Ships)*

REMEMBER TODAY

SS ROANOKE 09TH MAY 1916

SS **Roanoke** (1882–1916) was a passenger and cargo ship built by John Roach & Sons in Chester, Pennsylvania. The Roanoke was built for the Old Dominion Steamship Company's service from New York to Norfolk Virginia. In 1898 the ship was sold to the North American Transportation and Trading Company to take miners, supplies and gold between Seattle and ports in Alaska. Later the **Roanoke** was sold to the Oregon-based North Pacific Steamship Company. In 1907, the **Roanoke** helped to rescue the survivors of her former running mate Columbia. On May 9, 1916, the **Roanoke** sank in heavy seas off the California coast near San Luis Obispo with the loss of 47 lives. There were only three survivors. *Construction* The **Roanoke** was built at the Delaware River Iron Ship Building and Engine Works of John Roach & Sons in Chester, Pennsylvania. The ship was delivered to the Old Dominion Steamship Company in March 1882, and given the name previously held by a side-wheel paddle steamer in service with the New York and Virginia Steamship Company. The earlier **Roanoke** had been built around 1851, and served as a troop carrier for the Union Army in the Civil War. It then ran on a commercial route from New York to Havana and New Orleans, but was captured by Confederate privateers and destroyed. The Old Dominion took over the New York and Virginia line in 1862, and resurrected the name **Roanoke** for one of its new iron steamers. *Sinking* By 1916, the **Roanoke** was under charter for service to South America. The **Roanoke** left San Francisco bound for Valparaíso,

Chile at midnight May 8/9, 1916 with a cargo of explosives, wheat, oil and gasoline. The ship foundered in heavy seas in the Pacific Ocean off Point Buchon, California at about 3 p.m. on May 9. 47 people died and three crew members were rescued from a lifeboat that beached near San Luis Obispo, California. *(Source: Wikipedia)*

OFFSHORE NEWS

TWO NEW RENTAL CONTRACTS FOR FINARGE IN BRAZIL WITH PETROBRAS

Double new employment in Brazil for as many ships in the Finarge fleet of the Rimorchiatori Riuniti group. This was announced to SHIPPING ITALY by the commercial manager of the Genoese shipping company, Giacomo Gavarone, explaining that "the ship **AH Liguria** has been confirmed by Petrobras for an employment of 2 years plus an additional 2 years as an option. Before leaving for Brazil, this unit will perform an offshore spot contract off the coast of Otranto for a duration of 20 days. Once arrived in Brazil, the ship will have to enter the dock and upgrade for about 30 days and will then be operated by the Brazilian subsidiary Finarge Apoio in a bareboat regime, due to strict local regulation, the ship must fly the Brazilian flag ". This is not the only news for Finarge because "another ship in the fleet, the **AH Giorgio P**., has also been fixed for 4 years with Petrobras starting from February 2022" continues Gavarone. "This ship - which has been working with Petrobras since its delivery (2006) - will be employed as TO in the maintenance of the FPSO managed by the Brazilian giant. Both the **AH Giorgio P**. and the **AH Liguria** hoist the Brazilian flag as Brazilian legislation does not allow foreign shipowners to operate in the local offshore market ". Another Finarge vessel, which could soon also move to operate in Brazil, is currently located at the Turkish shipyards of the Besiktas group where housing conversion works and deck machinery are underway, including the prefabrication and installation of a new accommodation section, modification of existing cabins, canteen area, renewal of cranes for hoses and deck winches and lifeboat crane. A project worth about 5 million euros whose project engineering was carried out by Finarge itself in collaboration with the technical office of Besiktas Shipyard. *(Source: Shipping Italy)*

REMONTOWA SHIPBUILDING HAS HANDED OVER A HYBRID PSV SHIP

On Saturday, May 1, Cooper Viking sailed from Gdańsk . This is the second in a series of two multipurpose PSV (Platform Supply Vessel) hybrid vessels using LNG, delivered by Remontowa Shipbuilding to the shipowner Borealis Maritime. The ship, whose official handover took place on April 15, will be operated under the technical management of the Swedish company Viking Supply Ships AB. **Cooper Viking** will serve the offshore mining industry. Driven by engines powered by LNG or light marine oil, it meets the highest environmental standards. In addition, a battery power

supply system has been installed on it, which places it at a very high position among the most modern units with an electric hybrid drive. Equipped with accumulator batteries allows you to significantly reduce fuel consumption and emission of harmful substances to the atmosphere, and the stop in the port can be adapted to the limits of noise standards. The DP2 dynamic positioning system, with high weather parameters, ensures that the ship's position is maintained at wind speeds exceeding 35 knots and a wave height of up to 4 m. A system for fighting foreign object fires, classified as Fi-Fi -2, as well as for fighting oil spills, certified according to NOFO regulations, was also installed on board. The ship is also able to safely pick up victims of sea disasters from the water and participate in search and rescue operations. The ship was built on the basis of a modernized project by Wärtsilä - VS 4411 DF, under the supervision of the DNV classification society. It is worth mentioning that Coey Viking was handed over to Borealis Maritime three months earlier . Both ships are currently classified as the most modern and environmentally friendly PSV in the world. As Andreas Kjøl, Chief Commercial Officer (CCO) of Viking Supply Ships informed on his Linkedin profile, **Cooper Viking** was headed to Stavanger in Norway and will be from May 10 this year. for a certain period of time available for employment under spot contracts in the North Sea. Watch the video HERE *(Source: PortalMorski)*

ROYSTON'S ONBOARD WITH NEW ENGINE OVERHAUL WORK AS OSV SAILS

Marine engineering and propulsion specialist Royston has completed the overhaul of diesel engines onboard one of Europe's largest dive support vessels as it sailed between ports. Engineers undertook the major service on two Wartsila W7L32P engines onboard the 140m long Subsea 7 **Seven Atlantic**, as part of a planned refurbishment and maintenance programme of critical power plant. The job was completed during a tight eight-day window as the **Seven Atlantic** sailed from Peterhead in Scotland to Rotterdam in the Netherlands before returning to Aberdeen. Royston's engineers, who were accommodated onboard, worked in 12 hour shifts to utilise the restricted vessel downtime to complete the work. Cylinder heads were overhauled and replaced, camshaft bearings inspected and

replaced, piston and connecting rods dissembled, checked and re-fitted using new rings, big end bearings and also main bearings inspections were included as part of an extensive package of engineering support provided by Royston. This also saw intermediate gear inspected and serviced along with fuel systems, exhaust manifolds and charge air coolers. Engineers also completed checks on the turbocharger on the Wartsila W7L32 diesel generator No.3 while the vessel lay alongside in the dockyard in Rotterdam. Following completion of the work, incremental load testing in line with the manufacturer's guidelines was completed to ensure the generators were operating at maximum capacity. Gary Bartlett, superintendent at Subsea 7, said: "Royston has completed a quality job for us in difficult conditions and within a tight timeframe. It reflects the experience, skills and professionalism they bring to their work, delivering engineering services that provide tangible operational time and cost savings." Shaun Cairns, Royston's operations manager on the contract, said: "This latest work for Subsea 7 shows our strong experience and capability in the overhaul and repair of Wartsila marine diesel engines. Regardless of a vessel's location and the status of its engines, we can deliver a highly responsive, and efficient service." Built in 2009, the **Seven Atlantic** is one of the largest and most capable vessels of its type in the world, operating a 24-person saturation diving system. Its power plant package comprises six Wartsila 7L engines, each driving a 3360kVA Van Kaick generator, generating 6,6 kV (mains voltage). The propulsion installation runs on marine gasoil to provide power for propulsion, dive systems, crane activities and other consumers. *(Press Release)*

MARINE ENERGY MOORING SYSTEM SET FOR ATLANTIC OCEAN TESTS

A new mooring, anchoring and quick connect solution optimised for marine energy systems is set for trials in the Atlantic Ocean, following a range of laboratory and on-land test campaigns currently underway. The €3.7 million UMACK (Universal Mooring, Anchor & Connectivity Kit) project has developed a unique mooring and anchoring solution aimed at superseding widely used 'gravity-based' anchor solutions. The solution could reduce CAPEX, installation and O&M costs by more than 50%, the project developers claim. The UMACK solution is also said to addresses fundamental challenges to improve the reliable operation in the harshest ocean conditions. The

project is led by a European consortium including geotechnical specialist Ternan Energy, wave and tidal energy developers CorPower Ocean and Sustainable Marine Energy, mooring experts TTI Marine Renewables, the European Marine Energy Centre (EMEC), and marine renewable energy modelling experts from the University of Edinburgh. Reimagining traditional mooring and anchoring process The innovative technology is being developed as a universal and adaptable solution for a broad range of marine energy applications and seabed types, according to Matt Dickson, UMACK project manager and CorPower Ocean's head of projects. It is said to presents a step change in technology for the ocean energy space addressing the affordability, durability and reliability of marine power systems mooring and anchoring. On-land anchor testing is currently underway at the Fraunhofer Institute for Wind Energy System (IWES) in cooperation with the Test Centre for Support Structures (TTH) of the Leibniz University of Hannover. UMACK's new quick-connect solution is fully surface operated, removing the need for dive support and streamlining marine operations and vessel requirements. It further eases the installation and retrieval of marine energy devices while maximising operational windows, according to developers. The UMACK project will finish by demonstrating the UMACK solution integrated with CorPower Ocean's C4 wave energy converter (WEC) in real ocean operating conditions. The company's full-scale WEC demonstration programme HiWave-5 runs in parallel with the UMACK project, with the first full-scale system scheduled for ocean deployment towards the end of 2021. CorPower's WECs take the form of heaving buoys which float on the water surface absorbing energy from ocean waves, while connected to the sea floor via the UMACK system. Dickson said: "The consortium has worked intensively for several years taking the UMACK concept from the drawing board, through multiple design, development and test phases, to construction, subsystem testing and now the upcoming open ocean testing towards the end of 2021. "The forthcoming open ocean trials mark a tremendously exciting period, and an important stage in a long and rigorous validation process. The project is aiming to demonstrate how improved strategies and reduced downtime afforded by the novel UMACK system can decrease LCOE (Levelised Cost Of Electricity) for a broad range of marine energy platforms". Elaine Buck, EMEC's technical manager, added: "The UMACK system offers a truly novel approach to marine energy development aiming to significantly de-risk the overall project and bring best practice to the industry". UMACK is funded by Scottish Enterprise and the Swedish Energy Agency with co-funding from the OCEANERA-NET COFUND (via the European Commission under Horizon 2020). *(Source: Offshore Energy)*

EIDESVIK OFFSHORE'S CHAIRMAN SET TO RESIGN. REPLACEMENT NOMINATED

Norwegian offshore vessel operator Eidesvik Offshore has nominated a new chairman of the board after its current chairman Kolbein Rege said he would resign at the next shareholders' meeting. "After nearly 27 years of service, the Chairman of the Board, Kolbein Rege, has informed the Board of Directors and the Nomination Committee of the Company that he, due to personal reasons, wishes to resign as Chairman of the Company at the Annual General Meeting on May 26, 2021. Mr. Rege turned 70 years in January this year," Eidesvik Offshore said. Arne Austreid (65) has been nominated as new Chairman of the Board of Directors in the company. He has nearly 30 years of experience in the oil service industry. Until he retired in December 2020, Austreid was the Group CEO in Sparebanken 1 SR-Bank, a position he held for 10 years. "I am very pleased to be replaced by such a competent person as Arne Austreid", Kolbein Rege said in a statement. (Source: Offshore Engineer

HELIX FINISHES CABLE JOB AT MORAY EAST OFFSHORE WIND FARM

Helix Robotics Solutions has completed its second trenching campaign of the inter-array cables at the Moray East offshore wind project in Scotland. The work was carried out by construction support vessel **Grand Canyon III** at the project site located some 22 kilometers off the Aberdeenshire coast. All inter-array cables were laid at the Moray East wind farm at the beginning of April. The overall work scope has been divided into two campaigns. The first inter-array cable installation campaign started on 11 November 2020 and was completed on 23 January. The cable laying and burial within the second campaign commenced on 24 February. With all the cables in place now, the remaining works are expected to be completed by mid-June. The 950 MW offshore wind farm,

scheduled for commissioning in 2022, is being developed by Moray Offshore Windfarm East Ltd (MOWEL), a joint venture company of Ocean Winds (56.6%) Diamond Green Limited (33.4%), and CTG (10%). *(Source: Offshore Energy)*

TIDEWATER MISSES FIRST-QUARTER REVENUE ESTIMATE

Houston-based Tidewater Inc. announced today first-quarter revenue of $83.5 million compared with $116.4 million for the three months ending March 31, 2020, missing analysts consensus estimate by $5.5 million. Tidewater's net losses for the three months ending March 31, 2021, were $35.3 million, or 87 cents a share, compared with $18.4 million, or 46 cents a share, for the three months ending March 31, 2020. Included in the net losses for the first quarter were severance expenses of $100,000. Quintin Kneen, Tidewater's president and CEO, said in a statement, "I am pleased to report that we once again generated free cash flow for the latest quarter. In the first quarter of 2021, we generated $19.2 million of free cash flow and for the trailing 12 months, which were the most difficult 12 months the company has ever seen, we generated $87.1 million of free cash flow. "Since late 2018, we have dedicated ourselves to building an offshore vessel company that is able to generate positive free cash flow throughout the business cycle by optimizing the earnings potential of the fleet, being the lowest cost operator and by adroitly managing drydocks and capital investments," Kneen continued. "The shore base infrastructure we have built is highly scalable and the operations have a substantial degree of operating leverage. I look forward to the acceleration in cash generation that will result from combined benefit of higher day rates as we enter a more balanced supply and demand environment and the lower per unit administrative cost of our scalable shore based infrastructure as more vessels are put to work. "Compared to the first quarter of last year, revenue was down 28%, which is in line with the expectations we set out on the first quarter call last year after the pandemic broke. Operating costs were down 23%. Pandemic-driven inefficiencies kept operating expenses a bit higher than they otherwise would have been," said Kneen. "General and administrative costs are down 25% since the first quarter of 2020. We have demonstrated again that we can swiftly and seamlessly adjust the scale of our operations to meet market demand. "Our ongoing fleet

development program includes the sale or recycling of vessels that are deemed uneconomic or that otherwise do not meet our future strategic goals, and during the first quarter we disposed of six vessels for $11 million. "During the quarter, we reduced outstanding debt by $26.4 million and decreased our net debt position by $14.4 million. We ended the quarter with $143.4 million of cash on hand. We repurchased $11.8 million of the 2022 bonds at 100.5% of par during the first quarter. "As highlighted in our recently issued inaugural sustainability report, which I encourage you to read, although 2020 posed many unique challenges, nothing caused us to waver from our environmental, social and governance (ESG) standards. While the report covers a great deal of what we have and continue to strive to achieve, I want to underscore that maintaining a safe working environment for our employees is a cornerstone of the Tidewater culture. During calendar year 2020, our employees clocked in more than 17 million hours and we had no lost time incidents. This is a tremendous achievement and I want to thank all of our employees for their dedication to creating a safe working environment," Kneen concluded. Tidewater will hold a conference call to discuss first-quarter results for the three months on May 7, 2021, at 8 a.m. central time. Investors and interested parties may listen to the earnings conference call via telephone by calling +1-888-771-4371 if calling from the U.S. or Canada (+1-847-585-4405 if calling from outside the U.S.) and asking for the "Tidewater" call just prior to the scheduled start time. A live webcast of the call will also be available in the Investor Relations section of Tidewater's website at investor.tdw.com *(Source: Workboat.com)*

CLV NEXANS AURORA ON SEA TRIALS

Nexans' new cable-laying vessel (CLV) **Nexans Aurora** has commenced its sea trials off the Norwegian coast. **Nexans Aurora** began the yard sea trial on 3 May and continued with the technical sea trial on 5 May. Ulstein Verft said that the sea trial will continue for a few more days, after which the yard has still many tests that need to be done before delivery in a few weeks. According to the company, outfitting of the vessel, some paint jobs as well as tests on the A-frame and some of the winches will be carried out. "Blackouts are not uncommon on sea trials, but so far, we have experienced nothing of the kind on **Nexans Aurora**," said Nexans Technical Manager, Knut Flage. "This way of working is not always the standard, many shipbuilding projects do not prioritize enough the testing and run throughs at the yard. And this often results in more complicated sea trials. The sea trial will continue for a few more days, but at this point, everything has run smoothly." To remind, Nexans signed a deal with Ulstein Verft for the construction of **Nexans Aurora** back in July 2018, which kicked off in February 2019.. MAATS Tech supplied the deck spread for the 150-meter vessel and Palfinger Marine a major deck equipment package. Nexans Aurora's first assignment will be the installation of the export cables at the 1,075 MW Seagreen offshore wind farm in Scotland. *(Source: Offshore Energy)*

WINDFARM NEWS - RENEWABLES

THE 'ESVAGT DANA' SUPPORTS SIEMENS GAMESA IN THE BALTIC

The **'Esvagt Dana'** is back in the Baltic 2 offshore wind farm to support Siemens Gamesa during maintenance work. For the next three to six months, the **'Esvagt Dana'** will connect its gangway system to the offshore wind turbines in the Baltic 2 wind farm in the Baltic. ESVAGT and Siemens Gamesa have entered into a 95-day agreement with an option of a further three months, heralding the return of the **'Esvagt Dana'** to more familiar waters and conditions. The vessel successfully provided support in Baltic 2 from November 2019 to August 2020 when the **'Esvagt Froude'**, which had been working in the offshore wind farm since Baltic 2 was built, moved on to new tasks in Triton Knoll in the English sector. 'The Baltic 2 offshore wind farm suits the **'Esvagt Dana'** really well and Siemens Gamesa specifically asked whether the **'Esvagt Dana'** was available,' says Ib Henrik Hansen, Head of Commercial at ESVAGT: 'The waters of the Baltic and the low turbine height make the gangway system on the **'Esvagt Dana'** ideally suited to the work that needs doing there. The cooperation we experienced in the wind farm last time we worked together there was excellent, and we are looking forward to building on from that good experience,' he says. *(Press Release)*

JAPANESE SHIPPING MAJOR ADDS FIRST CREW TRANSFER VESSEL TO FLEET

Japanese shipping company NYK and Sweden's Northern Offshore Service AS (N-O-S) have concluded a bareboat charter contract for a crew transfer vessel (CTV) to service offshore wind farms. The CTV, named **Energizer**, is owned by NYK and will be chartered to N-O-S through a 10-

year bareboat charter contract to transfer crews to offshore wind farms, mainly in Europe, under the operation of N-O-S. NYK has additionally agreed to dispatch its engineers to N-O-S to participate in operations and ship management in Europe, in preparation for the development of the CTV business in Japan. NOG, the parent company of N-O-S, operates over 60 CTVs in the offshore wind power market in Europe, and NYK and NOG signed an MoU in December 2019 to explore a CTV business related to offshore wind power generation. This bareboat charter contract is a partial development of that MoU and will be the first CTV owned by NYK, which will continue its efforts to contribute to the spread of offshore wind power generation through the CTV business in cooperation with NOG. The 39-metre Energizer is equipped with a large-capacity battery that can be recharged from a power generation facility and can be switched to hybrid mode to reduce fuel consumption and emissions. The CTV, originally ordered by N-O-S, is set to be delivered in Spring 2021 after which she will be deployed on Ørsted's 1.4 GW Hornsea Two wind farm off the UK. The NYK Group operates more than 700 vessels, both internationally and locally. *(Source: Offshore Wind)*

DEME'S FIRST SERVICE OPERATION VESSEL STARTS SEA TRIALS

DEME's first service operation vessel (SOV), **Groene Wind**, is currently undergoing sea trials in Turkey. Built by Cemre Shipyard, the 60-metre SOV has already been signed up for a multi-year contract with Siemens Gamesa. She will be deployed for the maintenance of the 487 MW SeaMade offshore wind farm in Belgium. **Groene Wind** features a Small Waterplane Area Twin Hull (SWATH) design making the vessel the first DP2, twin-hulled SOV in the world, according to DEME. She is equipped with an SMST motion-compensated gangway for the transfer of the technicians to the turbines, even in significant wave heights of up to 2.5 metres. The SOV will be able to accommodate up to 24 technicians and a nautical crew. *(Source: Offshore Wind)*

MONOPILES TRANSPORT FROM BELGIUM TO MAASVLAKTE

At the end of the afternoon 3rd May, the umpteenth transport of "monopiles" (pedestals for wind turbines at sea) on pontoon **CS1** passed the Puttershoek, located on the Oude Maas. The tugboat **BOBO** acted as leader tug, while **MULTRATUG 22** behind provided steering assistance for the transport. This 'combination' left Hoboken in Belgium on the 2nd May and, as usual, took a shortcut through the Volkerak locks and then sailed, among other things, via the Oude Maas, to the final destination, the special terminal on the 2nd Maasvlakte. *(Nico Giltay)*

ISLAND DILIGENCE REPORTS FOR DUTY AT SANDBANK AND DANTYSK OWFS

The walk-to-work (W2W) vessel **Island Diligence** has started working at the DanTysk and Sandbank offshore wind farms in Germany. Under a contract Island Offshore recently signed with a joint venture company owned by Stadtwerke München and Vattenfall, **Island Diligence** is providing accommodation and transfer of technicians to the wind turbines at the two offshore wind farms in the German Exclusive Economic Zone (EEZ). The vessel is operating from the Port of Esbjerg. **Island Diligence** started operations from the port in early May and will continue serving at the wind farms at least until the end of August, since the contract has been signed for four months, plus options. Vattenfall opened a tender for a service operation vessel (SOV) for the two offshore wind farms in December 2020, seeking any DP2 vessel with a gangway that meets all technical, HS and EnSu employers requirements. The developer said the vessel would be used for scheduled maintenance work during the spring and summer campaign of 2021, starting on 1 May, within a four-month contract with an option to extend three times by one month. The 288 MW DanTysk offshore wind

farm, located some 70 kilometres west of the island of Sylt, comprises 80 Siemens Gamesa 3.6 MW turbines that have been in operation since 2014. Sandbank offshore wind farm has been in operation since 2017. The wind farm also has a 288 MW capacity and its 72 Siemens Gamesa 4 MW turbines are spinning some 90 kilometres west of Sylt. At the beginning of last year, Island Offshore secured two offshore wind contracts for **Island Diligence**, under which the vessel was first deployed in the German Bight for walk-to-work operations at the Trianel Windpark Borkum II wind farm, and then in the Danish sector of the Baltic Sea for the same services at the Kriegers Flak offshore wind farm. *(Source: Offshore Wind)*

DREDGING NEWS

ROYAL IHC RECEIVES APPROVAL IN PRINCIPLE FOR HYDROGEN-FUELLED TSHD

Royal IHC has recently received an 'approval in principle' (AiP) from classification society Bureau Veritas for the design of a hydrogen-fuelled trailing suction hopper dredger (TSHD). In an innovation partnership with the Dutch Rijkswaterstaat, Royal IHC is exploring a new type of vessel referred to as the 'LEAF' (low energy adaptive fuel) hopper. The AiP from Bureau Veritas means that the proposed design of the vessel, encompassing its features and specifications, has been deemed acceptable in this early stage and that the hydrogen system has been safely integrated. The exploration phase began at the beginning of 2019 with the aim of developing a vessel that can be operational in 2024. Rijkswaterstaat has the ambition to become CO2 neutral by 2030, and needed to come up with cost-effective solutions for its coastal protection projects that could significantly reduce CO2 from 2024. With this in mind, Royal IHC has been developing a hydrogen-powered TSHD that is designed to be used to maintain the Dutch coastline. The LEAF hopper will contribute to the reduction of greenhouse gas emissions as well as harmful exhaust gas emissions in close proximity to the coast

and coastal cities. When operating on hydrogen the vessel emits only water vapour. A minimal amount of CO2, SOx, NOx and particulate matter is released only during the construction of the vessel and in producing green hydrogen. In addition, many design features on the LEAF hopper contribute to low energy consumption, including an electric drive train and energy recovery systems. The reception of the AiP gives Royal IHC and Rijkswaterstaat the confidence to continue on the path towards zero emissions and further develop the LEAF hopper as a solution for CO2 neutral coastal protection works. *(Press Release)*

DREDGER MAAS MAKES DEBUT IN TILBURY

New hybrid, water-injection dredger **Maas** has launched a programme of work on the Thames with a visit to the Port of Tilbury (POTL) on 27 April. Built for Van Oord by Kooiman Marine Group, Maas uses an innovative hybrid energy management system to reduce harmful CO2 emissions, by capturing residual heat in batteries to propel diesel-electric engines. The vessel also features heave compensation and dynamic positioning technology. This enhances its efficiency, by allowing operations to be pre-programmed in greater detail in advance. Its other innovative features include the ability to instantly switch between water injection modes from the bridge. The dredger is also equipped with a multi-beam echosounder, enabling online updates of the dredged seabed. Tanya Ferry, head of environment at the Port of London Authority (PLA), commented: "It's great to see emissions-reducing ships like Maas make their first calls on the river." The PLA's hydrographic team, who survey and chart the area for POTL, was closely involved in **Maas'** debut operation on the Thames, capturing these images via drone. Nick Evans, POTL marine asset manager, declared the visit a success, recording a 'significant improvement' in the navigability of the dock entrance. Watch the video HERE *(Source: Dredging Today; Photo: Reinier van de Wetering)*

J.F. BRENNAN EXPANDS ITS CAPACITY IN THE MID-SOUTH

J.F. Brennan Company (Brennan) recently established a permanent presence in the Mid-South Region with the opening of their new office in Paducah, Kentucky. Located near the confluence of the Mississippi, Ohio, Cumberland, and Tennessee Rivers, the new location enables Brennan to better serve the infrastructure needs of clients along the inland waterways of the United States. Brennan's Mid-South team consists of locals in the area and is under the leadership of one of the most experienced marine professionals in the country, Robert (Bob) Wheeler. "I am very excited to be part of Brennan's expansion into the Mid-South Region. With Brennan's long history of providing stellar customer service, locating in Paducah is a natural fit for our company and the industry. This new location will add tremendous value to the market," commented Robert Wheeler. "We are thrilled to open a new location in the heart of the inland river system. Paducah is an ideal location to advance our mission of executing solutions to some of the most complex marine, environmental, and infrastructure challenges in the country," said VP of Business Development Mark Binsfeld. Paducah has a well-known history of being a hub for dry dock, barge, and railway operations. By strategically setting up residence at the convergence of multiple rivers within a deep-rooted market, Brennan looks to expand their capacity as a resource to the inland waterways and those who operate on them. *(Source: Dredging Today)*

YARD NEWS

ZERO-EMISSION CONCEPTS BY ROYAL IHC

To realise the company's vision of zero emissions and a more sustainable future, Royal IHC is actively cooperating with all stakeholders – including national governments, customers and suppliers. IHC is already an active member in joint industry projects such as ZERO JIP, Green Maritime Methanol, and READINESS. By entering into such partnerships, barriers can be lowered, and the risks of investment reduced. *Leaf Hopper* In an innovation partnership with the Dutch Rijkswaterstaat (the Directorate-General for Public Works and Water Management), Royal IHC is exploring a new type of vessel that is referred to as the "LEAF" (low energy adaptive fuel) hopper. The exploration phase began at the beginning of 2019, with the aim to develop a vessel that will be operational in 2024. Rijkswaterstaat has the ambition to become CO2 neutral by 2030, so it needed to come up with cost-effective solutions that could significantly reduce CO2 from 2023. With this in mind, Royal IHC has been developing a hydrogen-powered trailing suction hopper dredger (TSHD) that will be used to maintain the Dutch coastline. In terms of emissions, the LEAF hopper releases only water vapour. A minimal amount of CO2 SOx, NOx and particulate matter is released during

the construction of the vessel and in producing green hydrogen. In addition, many design features on the LEAF hopper contribute to low energy consumption, including an electric drive train and energy recovery systems.

Zero emission SOVS New wind farms are set to be located further offshore than ever before, resulting in longer transit times and requiring dedicated service operating vessels (SOVs). While the life-cycle emissions of offshore wind energy are lower than those of fossil fuels, emissions still occur in maintenance operations. Therefore, Royal IHC has been developing a zero-emission concept – the SOV T60-18. Its power generation system has been designed around its operational profile to maximise emission reduction potential. Valuable insights regarding the current application and possible improvements to the vessel were gained by analysing the operational data of various SOVs in the North Sea. Several potential "future fuels" and drive-train systems were considered in developing the T60-18, such as compressed and liquefied hydrogen, and methanol. As a result, the T60-18 has been designed to accommodate sufficient liquefied hydrogen storage without affecting the warehouse capacity and primary walking routes for service teams. An energy storage system also allows the SOV to switch its engines off when operating with low loads for a certain period of time. This mainly acts as the required spinning reserve for dynamic positioning (DP) operations. In this way, low-load engine operations, running hours and fuel consumption are reduced. *(Source: Offshore Energy)*

DAMEN LAUNCHES CRANE BARGE IN YICHANG

On 13th April, Damen Yichang Shipyard launched a 75 x 32 metre Crane Barge into the water. The event was seasonally timed to ensure the correct water depth needed to perform the successful launch of the barge. Damen is building the **Crane Barge 7532** for a Panamanian client. Now that the barge is in the water, the yard will make the final preparations for her forthcoming journey to Huisman's Chinese yard in Fujian Province. Here, Huisman is currently preparing a state-of-the-art crane for the vessel. The crane will first be tested on land before being lifted onto the barge for installation and final testing of the crane together with the Crane Barge systems. With this, the

barge will have a lifting capability of 625 tons at 25 metres. After completion in China the Crane Barge, named **Panquiaco**, will be transported to Panama on a semi-submersible vessel, where she will be expected to arrive at the end of this year. The project experienced some challenges when production at the Yichang was affected by the coronavirus pandemic. Damen sales manager Olivier van Papenrecht says everyone worked very hard to keep things on track. "I'm very proud to see the barge successfully launched. That this has happened now, so close to the original schedule, despite the impact the pandemic had on production, is a real achievement. This represents the commitment shown to the project by the client, by the production team in Yichang and by the project team in the Netherlands." *(Press Release)*

CREW TRANSFER VESSEL BUILDER EYES HYDROGEN AS LONG-TERM ZERO-EMISSIONS SOLUTION

Long-known as a builder of crew transfer vessels (CTVs) for the offshore wind industry and of crewboats for the offshore oil and gas industry, Penguin International in Singapore is branching out into emissions-free shipping. The company is building two Windflex-27 CTVs for Germany-based Opus Marine and a further two CTVs based on the design for Ireland-based Farra Marine. Having recently delivered its first diesel-electric hybrid-powered pilot boat, it has also embarked on a project with Sembcorp Marine and Shell to jointly develop hydrogen as a marine fuel. The collaboration will see Sembcorp Marine designing, fabricating and integrating a hydrogen fuel cell system onto a roro vessel. Shell will supply the hydrogen fuel and is the charterer of the trial vessel. The roro vessel will be owned and operated by Penguin International, which also operates a ferry service in Singapore. In the longer term, the companies say, the project could lead to further hydrogen-powered vessels for other markets, such as the offshore wind sector, in which vessels with reduced emissions are particularly in demand. The pilot project with Sembcorp Marine and Shell will test fuel cells powered with hydrogen. It will see the Singapore-based trio develop and install a proton exchange membrane fuel cell on Penguin Tenacity, which transports goods, vehicles and equipment on lorries between the mainland and

Shell's Pulau Bukom manufacturing site. The team will first carry out a feasibility study with the intention to install the fuel cell in 2022. Penguin Tenacity will operate for a trial period of 12 months and customers and partners will be welcome to participate. Penguin International managing director James Tham says, "Hydrogen is a new frontier in alternative fuels for shipping. This trial is significant for Singapore and for the maritime community at large. The outcome of this trial, which is based on retrofitting a roro which we operate for Shell, could quickly bring hydrogen to the forefront as an alternative fuel. As a Singaporean shipbuilder, owner and operator, we believe in playing an active part in decarbonisation." The shipbuilder's commitment to decarbonisation is also evident in Penguin Tenaga, the aluminium-hulled 15-m pilot boat it recently completed. Certified by Bureau Veritas with the notation 'ZE' (zero emissions), Penguin Tenaga is a 12-passenger pilot boat capable of running in pure electric mode at 5 knots for more than 30 minutes. In conventional diesel mode it can reach a maximum speed of 24 knots. Solar panels installed on the roof of Penguin Tenaga's deckhouse generate electrical energy that is used to recharge mobile devices on board and supplement the vessel's hotel load. The vessel design is based on the same hull form as two of Penguin's existing monohull pilot boats that are currently operating for Shell Eastern Petroleum in Singapore. The new unit is expected to be deployed to Pulau Bukom to join Penguin's fleet of workboats supporting Shell's oil refinery and petrochemicals hub. The Windflex-27 crewboats for Opus Marine are to be named Valkyrie and Wotan. Due to be delivered shortly to Opus Marine, they will enter operation working with Ørsted in Taiwan. The CTVs based on the Windflex-27 design for Farra Marine, **Farra Orla** and **Farra Ciara**, are due to be delivered in 2021 and 2022, respectively. While the Farra Marine CTVs share the same propulsion as Valkyrie and Wotan, they have been extensively customised to meet the client's requirements. The design is also suitable for multiple propulsion options as well as parallel hybrid integration. *(Source: Riviera by David Foxwell)*

CANADA WILL BUILD TWO POLAR ICEBREAKERS

The Government of Canada is to move forward with the construction of two Polar icebreakers under Canada's National Shipbuilding Strategy (NSS). One will be built by Seaspan Shipyards in Vancouver, British Columbia., The other will be built by Davie Shipbuilding of Lévis, Quebec, subject to the successful completion of its ongoing selection process as the third strategic partner for large ships construction under the NSS. According to the official statement, this procurement approach will ensure at least one polar icebreaker is delivered by 2030 when the current CCGS Louis S. St-Laurent is expected to retire from service. Precise timing of the icebreaker deliveries will be determined once shipyard agreements are in place. Both new Polar icebreakers will have capacity and ability beyond that of the CCGS Louis S. St-Laurent. There's nothing in the official

release about the costs of building the two ships, but early estimates are that their construction will generate approximately 300 jobs per vessel at the shipyards, and 2,500 jobs across the Canadian marine supply chain. Seaspan and Davie have been in a fierce competition to build what was assumed would be one polar icebreaker. In greeting today's announcement neither yard appeared to acknowledge that the other had also been selected. *(Source: MarineLog)*

UNIVERSITY OF STRATHCLYDE DEVELOPS NEW FUEL-SAVING RUDDER

Scotland's University of Strathclyde develops ground breaking "gate" rudder. A new rudder system developed in Scotland is being hailed as a major breakthrough in fuel efficiency. The GATERS system developed by the University of Strathclyde will be fitted to an existing vessel for trials and has been licenced to the world's largest propulsion manufacturer, Wartsila. The U-shaped rudder sits astride a ship's propeller, acting like a nozzle and generating additional thrust. Both rudders can be steered independently and can help a vessel manoeuvre better in close quarters and when "crabbing". Early trials suggest the system can give a 15% fuel saving in calm waters and as much as 30% in rough seas. The gate rudder is also quieter than traditional rudders, offers protection to the propeller and reduces hull wake. *(Source: Maritime Direct)*

A TENDER HAS BEEN ANNOUNCED FOR THE CONSTRUCTION OF A 4 MW RESCUE VESSEL

FKU "Directorate of the State Customer of Sea Transport Development Programs" is holding a tender for the construction of a 4 MW multifunctional rescue vessel (project MPSV07). Information about the procedure was published on April 30. As follows from the EIS data in the field of procurement, applications for participation in the tender are accepted until June 1, 2021.

Consideration of the first parts of applications is scheduled for June 2, the second - for June 8, 2021. The starting price of the competition is 4,899,400,000 rubles. Earlier, in the period from 2012 to 2015, four vessels were built for the needs of the FSBI Morspasluzhba under the MPSV07 project: Rescuer Karev, Rescuer Kavdeikin, Rescuer Zaborshchikov and Rescuer Demidov. The construction of the series was carried out at the Nevsky shipbuilding and ship repair plant under the project of the "Marine Engineering Bureau". *(Source: Sudostroenie)*

'NAB' AND 'NEEDLES' MAKING PROGRESS

Manor Marine has made significant progress in the manufacturing of two new wheelhouse and accommodation modules for Jenkins Marine. Commissioned in 2020, the new modules will be fitted to the Split Hopper Barges, **'Nab'** and **'Needles'**, completing the project by Summer 2021. The superstructures are currently undergoing final fitout, with the module for **'Nab'** slightly further ahead in the build process with the electrical system currently being fitted. **'Nab'** is scheduled to arrive at Manor Marine in Portland this month, at which point the existing accommodation module will be removed and the new

module will be fitted. '**Needles**' will arrive later this year for her module to be replaced. Project Manager at Manor Marine, Paul Whitehead, commented, "The project is progressing well; it has been a pleasure working with Jenkins Marine and continuing our ongoing business relationship." Each superstructure features two separate air-conditioned double cabins, a mess/briefing room, drying locker and elevated bridge with ergonomic helm console with all-round visibility; the new modules will provide much needed improvements to the size and quality of welfare facilities onboard the vessels, whilst modernising their appearance. *(Source: Maritime Journal)*

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Last week there have been new updates posted:

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

   - *Damen awarded contract by Engage Marine for three ASD Tugs 3212*
   - *A tailored vessel for North West Marine: The Jif Mairi*
   - *A Mini-Tractor for the US Navy*
   - *Med Marine delivered Med A2575 series tug to Gijon*
   - *SANMAR delivers high-performance tug for SAAM's newly launched service in Peru*

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

   (New page on the website. If you are interested pls contact jvds@towingline.com)

   - *70tBP Tractor Tugs for sale **(New)***
   - *4000HP Ocean Tug from 2011*
   - *High Ice Class ASD Tug for Sale in Ukraine*
   - *DP2 PSV for sale in West Africa*
   - *CrewCat for 70 pax for sale*

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

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