

The NAMS Global eNews

A collection of news, views, and announcements
from NAMS Global Network

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Photo of the month

Research Vessel DR. FRIDTJOF NANSEN, dry docking in ASTICAN Shipyard, Las Palmas.

from Marcos Picolo, NAMS-CMS

Have your photo published on the front page of our newsletter! Please submit your photo to marcos.picolo@gmail.com

PRESIDENT'S CORNER

Fellow Surveyors,

As always, we are continually looking to improve our efforts to support our international organization and this month was with no exception. This quarter, our committees are working on the following:

- **The Education Committee** - Our new CE credit guidelines were accepted by our executive committee and Board of Directors and is in effect.

If you have any questions concerning the implementation of the CE credits, please contact your RVP and or the National Office c/o Mr. Chris LeBure - Member of the Qualification and Certifications Committee.

Also want to give a big thank you to Chris for heading up this most important process to obtain Continuing Education (CE) Credits.

- **Redistricting** - A new strategic plan was proposed and approved by our Executive Committee and Board of Directors. A letter was recently sent to each member of our association defining the merging of several districts. By way of this approved change, our RVP's will give you the direct access and support in your region. I applaud the work and efforts of each RVP and look forward to working with each region in the future.
- **Elections** - As required by our by-laws, in the next few days, on or about 1 April 2023, we intend to hold an election for each regions Regional Vice President and Regional Manager.

Please note, if you wish to run for any of these positions in your region, please contact your current RVP or the National Office so we can include your name on the ballot.

Also please note that as stated in my recent letter, several of our current Regional Vice Presidents and or Regional Managers have expressed their interest in continued service. Their names are currently on the upcoming ballot.

- **Technical Committees** - Committee Chairs are in the process of reviewing the current test for CMS exams. The initial goal is to phase out erroneous questions.

NAMS GLOBAL

APRIL 2023
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This program continues as currently the Marine Warranty Surveyor questions are under review. Other disciplines are working as well. Please note this review process is still ongoing but making great headway.

- **Marketing** - Our marketing group is continually making a positive impact. Thank you, Mr. Robert Paine - RVP for your leadership and guidance running this important venture as it will give great exposure to our organization and provide opportunities especially to our younger members.
- **Qualification and Certification Committee** - As reported, we continue to have significant interest in membership.

Want to say as special thanks to Mr. Dan Cole for taking charge of the National Committee along with Mr. Chris LeBure who recently joined in January as committee member.

- **Ethics Committee** - One major milestone was approved in obtaining Ethics credits by either attending an approved online course or at a regional or national meeting. Thanks to both Mr. Chris Palo - Chair of the Ethics Committee and Chris LeBure member of the Q & C committee.

Many thanks and appreciation to each of our committee members for your time and efforts to make these most important contributions to our organization. Members and Colleagues, please get involved in our committees. It doesn't take as much time as you think.

In closing, I would be remiss if I didn't give a special thanks to Ms. Jennifer Yovan who has been devoted to our organization and has been most effective and professional in our daily needs as an association. Thank you, Jennifer.

"Growth of our association is not only about increasing membership, it's about our core values and providing the tools to maintain the highest quality standards of surveying to our membership."



Sincerely,



Brian Barton
NAMSGlobal - CMS
President

THE NATIONAL ASSOCIATION OF
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A look at alternative fuels in the Marine Industry

The main alternative fuels being considered now include liquefied natural gas (LNG), liquefied petroleum gas (LPG), hydrogen (H₂), ammonia (NH₃), methanol (CH₃OH), and biofuels. In this series, we will look at the pros, cons and challenges ahead for each one of these alternative fuel types.

Marcos Picolo, NAMS-CMS
NAMSGlobal eNews Editor

- Part 2: Ammonia (NH₃)

In this five-part series we will examine the main alternative fuel types being considered for the future of the Marine Industry.

In the first issue, January 2023, we began this five-part series. We explored liquefied natural gas (LNG) as an alternative fuel type, saw the benefits and the disadvantage, as well as the hurdles and difficulties the industry as a whole must overcome. We saw how, in accordance with DNV's database, it is the largest alternative fuel type at the moment, however, due to methane slip, with an estimated 28 times higher, global warming potential (GWP) than carbon dioxide, LNG has been seen by some more as a transitional fuel alternative and could lose ground to other alternatives by 2050.

We know that the shipping industry is responsible for transporting over 80% of the world's trade, making it a vital component of the global economy. However, this industry is also a significant contributor to greenhouse gas emissions, with shipping emissions accounting for approximately 2.5% of global emissions. As the world looks for ways to reduce emissions and combat climate change, the shipping industry is also exploring alternative fuels to power their ships. One potential candidate for a

sustainable, low-emission fuel is ammonia.

Ammonia is a colorless gas that is composed of nitrogen and hydrogen. It is commonly used in the production of fertilizer and as a refrigerant. However, ammonia can also be used as a fuel for engines. When ammonia is burned, it produces only water and nitrogen, with no carbon emissions. This makes it an attractive option for reducing greenhouse gas emissions in the shipping industry.

One of the biggest advantages of ammonia as a fuel is that it can be easily produced from renewable energy sources such as wind or solar power. This means that the production and use of ammonia can be carbon-free, making it an attractive option for reducing greenhouse gas emissions in the shipping industry. In fact, one of the biggest potential benefits of ammonia as a fuel is its ability to provide a carbon-neutral fuel option for the shipping industry.

Another advantage of ammonia as a fuel is that it has a high energy density, meaning that it can provide more energy per unit of volume than other alternative fuels such as hydrogen. This makes ammonia a promising candidate for powering large cargo ships that require a lot of energy to operate.

However, there are also some challenges associated with the use of ammonia as a fuel. One of the biggest challenges is that ammonia is highly toxic and can be dangerous to handle. This means that strict safety measures would need to be in place to ensure that the fuel is handled safely and securely. This is particularly important given the potential risks associated with shipping, which involves the transport of large quantities of goods across long distances.

Another challenge is that the infrastructure for producing, storing, and transporting ammonia is currently limited. However, as more industries and sectors begin to explore ammonia as a fuel, this infrastructure is likely to develop and expand. This is already starting to happen, with several companies and organizations exploring the use of

ammonia in the shipping industry.

One example of this is the Japanese shipping company NYK Line, which is planning to build a ship that will be powered by ammonia fuel cells, with the goal of launching the ship by 2025. The company is working with several partners, including the shipbuilder Japan Marine United Corporation and the ship classification society ClassNK, to develop the technology needed to power the ship using ammonia fuel cells.

In addition to NYK Line, several other companies and organizations are also exploring the use of ammonia as a fuel for ships. One example is the research project AmmoniaMot, which is a collaboration between several organizations in Norway and Japan. The project aims to develop an ammonia-fueled engine that can be used in the shipping industry, with a focus on small and medium-sized vessels.

Another example is the Dutch company Port of Rotterdam, which is exploring the potential of ammonia as a fuel for ships in the port. The company is working with several partners, including the shipping company Spliethoff and the research organization TNO, to develop the infrastructure needed to produce and store ammonia in the port. The goal is to create a carbon-neutral fuel supply chain for ships in the port, with ammonia as one of the key components.

Despite these developments, there are still several challenges that need to be addressed in order to make ammonia a viable fuel option for the shipping industry.

Benefits of using ammonia as a fuel:

1. Low carbon content: Ammonia has a low carbon content, which means it emits fewer greenhouse gases than traditional fossil fuels. This makes it an attractive option for reducing carbon emissions in the shipping industry.
2. High energy density: Ammonia has a high energy density, which means it can provide a lot of energy per unit volume. This makes it a viable option for long-haul shipping.
3. Easy to transport: Ammonia can be transported in liquid form, which makes it easier to store and

transport than other renewable fuels such as hydrogen.

4. Can be produced using renewable energy sources: Ammonia can be produced using renewable energy sources such as wind and solar power. This would make ammonia production carbon-neutral and more sustainable.
5. Can be used in existing infrastructure: Ammonia can be used in existing infrastructure such as internal combustion engines and gas turbines, which means there would be less need for costly infrastructure changes.

Challenges of using ammonia as a fuel:

1. Safety concerns: Ammonia is toxic and can be dangerous if not handled properly. This means that strict safety protocols would need to be put in place to ensure that ammonia is handled safely.
2. Cost: The production of ammonia using renewable energy sources is currently more expensive than traditional ammonia production methods. This means that the cost of using ammonia as a fuel would be higher than traditional fossil fuels.
3. Infrastructure: While ammonia can be used in existing infrastructure, some modifications would need to be made to ensure that it can be used safely and efficiently.
4. Supply chain: The production of ammonia is currently concentrated in a few countries, which means that there could be supply chain issues if ammonia is used on a large scale.

Conclusion:

Ammonia has the potential to be a viable alternative fuel for the shipping industry. It has a low carbon content, a high energy density, and can be produced using renewable energy sources. However, there are challenges that need to be addressed before ammonia can be used on a large scale. Safety concerns, cost, infrastructure, and supply chain issues all need to be addressed before ammonia can be adopted as a fuel for the shipping industry. Despite these challenges,

ammonia remains a promising option for reducing carbon emissions in the shipping industry.

Green ammonia FPSO gains DNV AiP

MarineLog, Written by Nick Blenkey | March 10, 2023

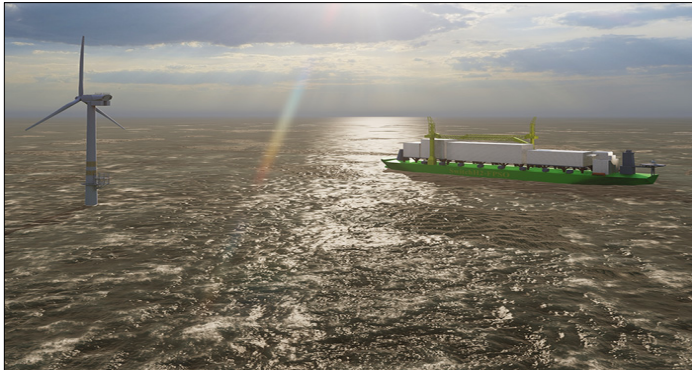


Figure 1: Green ammonia FPSO could be built either through conversion of an existing VLCC or as a dedicated newbuild vessel.

With green ammonia eyed as key to the energy transition, [DNV](#) has granted its approval to an innovative floating solution. An industrial scale concept, being developed by Netherland-based SwitchH2 B.V. and Norway-based BW Offshore, centers on an NH3 FPSO powered primarily from a wind farm. It will produce hydrogen by electrolysis of seawater and nitrogen through the use of an air separation unit, combining these in an ammonia synthesis unit.

The FPSO could be built either through conversion of an existing Very Large Crude Carrier (VLCC) or as a dedicated newbuild vessel.

“At BW Offshore, we leverage our offshore experience to support and expedite the energy transition by engineering next-generation floating production solutions. Achieving this AiP is an important milestone and an encouraging step towards a cleaner energy mix,” says Fredrik Savio, SVP project development at [BW Offshore](#).

The ammonia gas produced by the unit will be condensed, and the liquid ammonia will be stored in the hull in order to be subsequently offloaded to an ammonia carrier. The NH3 FPSO will be permanently moored but can be relocated as necessary through planned disconnect. The offloading of the green ammonia will be done through a floating hose, reeled from the aft ship to the shuttle ammonia carrier midship manifold.

The AiP covers all aspects of the integrated vessel concept including structural integrity, mooring, ammonia production, ammonia storage and cargo handling,” says Conn Fagan.” DNV’s vice president, business development for floating production. “We are pleased to see such developments both with regard to use of renewable energy and as a contribution to emission reduction across many potential applications in different industry sectors.”

With the granting of the AiP, the green ammonia project is now ready to enter the basic design phase.

“We are delighted we have been awarded the AiP from DNV for our concept and we look forward to working with DNV in the next stages of the project,” says Bob Rietveldt, a member of the management board at [SwitchH2](#).

The 60th annual National Association of Marine Surveyors conference

John R. Baird, NAMS - CMS National Vice-President

The National Association of Marine Surveyors (NAMS) successfully held their 60th Anniversary National Conference February 26 - 28, 2023 at the Embassy Suites San Diego.

The two-day conference hosted more than seventy marine surveyors and other industry professionals to twenty-plus sessions of educational and professional developmental opportunities covering emerging battery technology to ethics training.

According to John Baird NAMS National Vice-President, Mr. Kevin Ritz (The School of Wooden Boatbuilding, Port Hadlock, Washington) delivered the conference's keynote address on the *Challenge of Hybrid Technologies* followed by several breakout sessions covering current battery technology including current hybrid electric propulsion systems in commercial passenger vessels by Mr. John Clauson (Kitsap Transit, Bremerton, Washington) and Mr. Ed Shearer (The Shearer Group).

Cargo surveyors were exposed to two full days of education and discussion panels chaired by Mr. William Duval NAMS-CMS.

Yacht and commercial marine survey topics were extremely well covered by nationally recognized experts and professional marine surveyors.

LTJG Daelyn Chaney USCG - Sector San Diego detailed Towing Safety Management System to all attendees during the first day's lunch hour.

The President's Reception sponsored by the NAMS Central Atlantic Region concluded the first day of the conference with a hosted cocktail hour and pasta bar.

Plans are underway for 61st NAMS Nation Conference set for early 2024 with location set for announcement later this year.

For more information on attending future NAMS national or regional conferences contact the NAMS national office at 800.480.6267.



INSIDE NAMS

Computational Fluid Dynamics presented to the Lower Mississippi Regional meeting hosted by Mr. David Wiggins acting RVP on March 29, 2023 and presented by Professor Dr. David Bourg PhD University of New Orleans.



On March 29 th 2023 the Lower Mississippi Region with 20 members in attendance held a brief business meeting at the world famous “Pascals’ Manale” located uptown in New Orleans followed by a 2 hour presentation on Computational Fluid Dynamics (CFD) presented by Dr. David Bourg PhD, P.E. From the University of New Orleans.

The presentation and the theory of CFD was successfully used recently in a dispute between a ship operator and barge owner. Dr. Bourg was well received by our attendees.

ETHICS

Ethics and Professional Marine Surveyors

Marcos Picolo, NAMS-CMS
NAMSGlobal eNews Editor

Marine surveyors are professionals who are responsible for inspecting and assessing the condition of ships, boats, and other marine vessels. Their role is crucial in ensuring the safety and seaworthiness of vessels, and they are expected to uphold high ethical standards in their work. In this article, we will discuss the ethics that are expected of marine surveyors.

1. **Independence and impartiality:** Marine surveyors are expected to be independent and impartial in their assessments. They should not be influenced by any external factors such as the owner or operator of the vessel, the charterer, or any other party with an interest in the vessel. Their opinions and recommendations should be based solely on the facts of the case, and they should avoid any conflicts of interest.
2. **Competence:** Marine surveyors should possess the necessary knowledge, skills, and experience to carry out their duties effectively. They should continually update their knowledge and skills to keep up with changing technologies and regulations. They should also be aware of their limitations and seek advice or assistance when necessary.
3. **Confidentiality:** Marine surveyors should maintain the confidentiality of their clients' information and should not disclose any information without the client's permission or a legal obligation to do so.
4. **Integrity:** Marine surveyors should act with integrity and honesty in all their dealings. They should not make false or misleading statements or engage in any behavior that would compromise their integrity.
5. **Professionalism:** Marine surveyors should conduct themselves in a professional manner at all times. They should dress appropriately and communicate effectively with clients, colleagues, and other parties involved in the survey process.
6. **Safety:** Marine surveyors should prioritize safety in their work. They should identify any safety hazards or risks and take appropriate measures to mitigate them. They should also be familiar with relevant safety regulations and guidelines.
7. **Environmental responsibility:** Marine surveyors should be aware of the potential impact of their work on the environment. They should ensure that their assessments do not harm the environment and should promote environmentally responsible practices.

In conclusion, marine surveyors play a critical role in ensuring the safety and seaworthiness of vessels. They are expected to uphold high ethical standards in their work, including independence, impartiality, competence, confidentiality, integrity, professionalism, safety, and environmental responsibility. By adhering to these ethics, marine surveyors can maintain the trust and confidence of their clients and promote the safety and sustainability of the marine industry.

NEW APPLICANTS

Applicant	Region	Seeking		Sponsor
Scott, Anthony	East Gulf	Cargo	Apprentice	Eldie Almoite
Blake, Zachery	South Pacific	Y&SC	Apprentice	Simon Bridgwood
Wray, Hunter	Central Atlantic	Y&SC	CMS	Simon Bridgwood
Vogrin, Jeff	Great Lakes	H&M	CMS	Barry Geraci
MacDaniel, Kyle	South Atlantic	Y&SC	CMS	Tim Vincent
LeGuenec, Thierry	North Pacific	FV & H&M	CMS	Ward Graessle

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Iqbal, Muhammad Tariq	Eastern Canada	Y&SC	CMS	Vinay Talwar
Sewall, John	New England	Y&SC	Apprentice	Anthony Sewall
Hill, Bunker	South Pacific	Y&SC	Associate	Lee Frain
O'Neil, Christopher	Central Atlantic	Cargo	Apprentice	Christopher Bucher

NEW MEMBERS

NAMS Full Certified Marine Surveyors

Applicant	Discipline	Region	Sponsor
Sefa Sonsoy	Cargo	East Gulf	Eldie Almoite
Christopher Thomas	H&M	West Gulf	George Beck
Tyler Maxwell	Cargo	East Gulf	Eldi Almoite
Justin Evans	Cargo	New York	Jarek Klimzak
Timothy Butcher	Cargo	West Gulf	Jeff Millard

NAMS Associated Marine Surveyors

Applicant	Discipline	Region	Sponsors
Luis Chavez	Y&SC	International	Richard Frenzel
Pether Moorhead	Y&SC	South Pacific	William Melbostad
Derek Gibson	FV	New England	Dana Collyer
Alex Reid	Cargo	West Gulf	Jeffrey Millard

NAMS Apprentice Marine Surveyors

Applicant	Discipline	Region	Sponsors
Charles Faulk	Y&SC	North Pacific	Joseph Derie
Aaron Williams	H&M	West Gulf	Richard Frenzel
Kevin Thomas	Y&SC	South Pacific	Lee Frain

RETIRED MEMBERS

Catherine McLaughlin
Norman Laskay
Mehmet Ali Albayrak

LIFETIME MEMBERS

Greg Weeter
Jim McCrory
Mark Shiffer

INLAND & COASTAL NEWS

River cruising takes off on U.S. inland waters

MarineLog, Heather Ervin | March 17, 2023



Figure 2: American Song river cruise ship travels down the Snake River. (Credit: American Cruise Lines)

American river cruising continues to take off with new ships coming online for service along inland and intracoastal rivers throughout the country. One leading line, Guilford, Conn.-based [American Cruise Lines](#) has three new ships, 10 new itineraries and 21 new U.S. ports being visiting by its cruise ships in 2023 alone.

The sixth ship in the sister series, the *American Serenade*, will begin cruising on the Mississippi River this April.

American Cruise Lines also has two small [new ships \(coastal cats\) coming out this year](#). The *American Eagle* will debut in August and the *American Glory* in October. These ships are the first in a 12-ship series of coastal cats for American Cruise Lines known as [Project Blue](#).

"2023 is poised to be the most exciting cruise season ever for American Cruise Lines," said Charles Robertson, president and CEO of American Cruise Lines. "More small ships exploring in more states than ever before is

the best way that I can think of to celebrate 50 years cruising American's waterways."

In total, American Cruise Lines has 17 small ships (all accommodating just 90-180 passengers) cruising/exploring in 35 states this year (both U.S. coasts and all the rivers in between).

In late January, American Cruise Lines reported that its modern riverboat *American Jazz* was repositioning from the Mississippi River to the West Coast for new California river cruises that are the first of their kind since the 1940s.

Taking it through the Panama Canal, *American Jazz's* repositioning voyage followed a similar route to that taken by the historic U.S. mail ships of the Gold Rush era that carried passengers, mail, and gold between the East and West coasts.

The expert nautical team aboard the ship was supported each day of the voyage by the company's shoreside operations team. Throughout the journey, American's crew and the shoreside team closely monitored vessel systems, weather forecasts, and voyage progress.

American Jazz's arrival to San Francisco Bay heralds a historic development in U.S. river cruising, as it is the first U.S. built riverboat to offer overnight cruises throughout the Bay and California Delta in over 80 years.



Figure 3: *American Jazz* (Credit: American Cruise Lines)

American Jazz embarked along the line's first eight-day San Francisco Bay cruise on February 24. The new river cruises will sail San Francisco Bay and Wine Country: cruising the Napa River, Sacramento River, and San Joaquin River.

"Exploring San Francisco Bay and the California Delta by U.S. riverboat is a momentous occasion for domestic river cruising and another first for American Cruise Lines," said Robertson. "We are proud to provide this new opportunity for our guests to experience the joys of cruising close to home, as they discover yet another beautiful area of the country by riverboat. American continues to expand the possibilities for exceptional domestic small ship cruises by introducing brand new U.S. flagged riverboats and small cruise ships each year."

American Cruise Lines offered the eight-day San Francisco Bay itinerary, roundtrip from San Francisco, in February and again this month, and then again in November and December.

Last March, Chesapeake Shipbuilding's Salisbury, Md., shipyard launched *American Symphony*, the fifth vessel in American Cruise Lines modern riverboat class.

American Symphony began cruising the Mississippi River in August 2022.

The ship features the same sophisticated elegant design and state-of-the-art features showcased aboard 2021 sister ship *American Melody*. These include the series' hallmark opening bow and retractable gangway.

Accommodating 175-passengers in 100% balcony staterooms, *American Symphony* has five decks and amenities that include a four-story glass atrium, indoor and outdoor dining venues, large fitness centers, multiple spacious lounges, and a spectacular top deck showcasing a Skywalk and an ellipse cutout cantilevered over the ship's fourth deck café below.

Immediately after the launch, the new riverboat was positioned in Chesapeake Shipbuilding's East Outfitting Basin where it received its upper decks and outfitting.

Chesapeake Shipbuilding is also designing and building the Project Blue catamaran cruise ships—the largest order for U.S.-built cruise ships in decades—for American Cruise Lines.



Figure 4: *Viking Mississippi* (Credit: Viking River Cruises)

***Viking Mississippi* makes its debut**

This past fall, Viking River Cruises' much-anticipated Jones Act compliant river cruise ship ***Viking Mississippi*** made its inaugural cruise and attracting much local media attention along the way.

Floated out from Edison Chouest Offshore's LaShip shipyard in Houma, La., last March, the 450-foot long, 75-foot beam vessel hosts 386 guests in 193 all outside staterooms and offers multiple passenger amenities. The five-deck river cruise ship is inspired by Viking's award-winning river and ocean ships and features a Scandinavian design, as well as public spaces that will be familiar to Viking guests but reimagined for Mississippi River voyages.

The *Viking Mississippi* is equipped with a variety of measures to maximize energy efficiency and emissions—including a diesel-electric propulsion system comprised of eight CAT C32 EPA Tier 4 diesel engines, each powering a 940 eKw water cooled generator; each engine/generator unit is individually mounted on a specially designed double raft isolation system that produces a remarkably quiet and smooth ride.

Propulsion power is provided by Voith 6-bladed propulsion thrusters driven by permanent magnet electric motors as are the pump jet bow thrusters.

Viking is hoping that the vessel will tempt guests from its international customer base, accustomed to its European Longship River cruises, to see how the Mississippi River stacks up against rivers such as the Rhine.

ACBL orders new 11,000 hp towboat at C&C Marine and Repair

MarineLog, Marine Log Staff | March 14, 2023



Figure 5: On delivery, the 11,000 hp towboat will operate on ACBL's mainline network pushing up to 56 barges, averaging approximately 75,000 tons of cargo.

Jeffersonville, Ind.-based [American Commercial Barge Line](#) (ACBL), has awarded C&C Marine and Repair of Belle Chasse, La., a contract to build an 11,000-horsepower class towboat.

"We are investing in our future by building on the strength of our industry leading mainline operations. The addition of this new towboat is an example of our continuous efforts to modernize ACBL's fleet and offer more innovative marine transportation solutions to our customers," said ACBL's CEO Mike Ellis. "Not only is this boat high-powered and highly capable, but it will also feature all the latest innovations in technology, crew comfort, safety and efficiency."

On delivery, the 11,000 hp towboat will operate on ACBL's mainline network pushing up to 56 barges, averaging approximately 75,000 tons of cargo. Designed by Portland, Maine-based [CT Marine](#), the twin-screw towboat will measure 198 by 50 by 12 feet, with a pilothouse eyeline 47 feet above the water.

"When comparing this 11,000 hp class towboat to smaller 6,000 hp class towboats frequently used for mainline operations, this larger horsepower vessel will increase efficiency by 20% or more on both a cost per ton mile and CO2 emission per ton mile basis due to the increase in tow size and tonnage capacity," said ACBL COO Patrick Sutton. "Our investment in this new towboat not only benefits our customers but also reflects our

commitment to promoting a more sustainable and low-carbon future for our marine supply chain.”

“This vessel is the first of several that we hope to construct, as there is a need for vessels with this kind of horsepower in the market,” said [C&C Marine and Repair](#)’s president, Tony Cibilich. “We are proud to lead this project and know that it will contribute greatly to both ACBL’s customers and the capacity of the inland shipping industry once in operation. We are wrapping up detailed design and are expected to commence construction later this year with an estimated delivery date of third quarter 2024.”

Main engines

The design of the new towboat includes two Caterpillar C280-12 main engines producing approximately 11,000 hp, provided by Louisiana CAT, and will be paired with two Reintjes WAF 6755 reduction gears, provided by Karl Senner LLC. Generator power will be supplied by three Caterpillar 275 kW generators. The towboat will be outfitted with CT Marine CT28-SL nozzles housing 124-inch diameter stainless-steel, five-blade fixed pitch propellers and features Twin-DIFF flanking & steering rudder systems.

The 11,000 hp towboat can accommodate a crew of up to 12 and the design incorporates a floating, spring-mounted superstructure for additional crew comfort.

Crescent River Port Pilots go to Snow for two new pilot boats

MarineLog, Marine Log Staff | March 08, 2023

Seattle-headquartered Snow & Company Inc. has been awarded a contract to build two 50-foot pilot boats for the Metairie, La., headquartered Crescent River Port Pilots’ Association.

Like the two 64-foot pilot boats delivered to the Savannah Pilots last year, the two just-ordered boats have been designed by [Camarc Design](#), U.K.

The all-aluminum vessels are designed with a refined hull with enhanced fuel efficiencies and reduced slamming accelerations, which provide excellent all-around seakeeping capabilities, and a pilot-specific shape to facilitate safe boarding operations.

The vessels will be powered by twin Volvo D13-800 [EPA Tier 3](#) marine diesel engines, Hamilton Twin HJ403 WaterJets with two-station AVX express controls, and

Twin Disc MGX5136SC marine gears. This combination allows for high performance maneuverability with an expected top speed of 35 knots.

“The Crescent River Port Pilots are very excited about contracting with Snow & Company, Inc. to build two custom Camarc Design jet powered pilot boats to safely service pilot transfers to deep draft vessels on the lower Mississippi River at Pilottown,” said Capt. E. Michael Bopp, president of the [Crescent River Port Pilots’ Association](#). “Safety on the unpredictable Mississippi River is our top priority. We look forward to these boats to help us achieve our mission of safely guiding billions of dollars of precious cargo in and out of one of the largest river ports in the world.”

SPECIFICATIONS

Hull length: 49 feet 3 inches
Length, O.A.: 53 feet 11 inches
Beam, O.A.: 16 feet 8 inches
Draft: 3 feet
Fuel: 600 gallons
Freshwater: 55 gallons
Engines: Twin Volvo D13-800 EPA Tier 3
800hp @2300 rpm
Propulsion: Hamilton Twin HJ403 WaterJets

Controls: 2 Station AVX with express controls
Maring gears: Twin Disc gear MGX5136SC
Speed: 35 knots max. 32 knots cruise

FEATURES

1 -2 crew, 8 pilots
Stidd crew & pilot seats

Patented Pop-Sure fendering system
Northern Lights 16 kW AC generator
Roof pilot boarding system
Furuno electronics package
FLIR M364C thermal camera system w/ joystick control
Atkins & Hoyle 8,000 t low profile davit system w/12V winch with 800 lb safe working load.

Successful TTB 2023 sees largest attendance to date

MarineLog, Heather Ervin | March 16, 2023



Attendance at [TTB \(Tugs, Towboats & Barges\) conference](#) exceeded expectations for the third year in a row—especially for vessel owners and operators, C-level executives, and shipyards. This year, nearly 300 people gathered to listen to insightful presentations and for networking opportunities.

The theme of the event this year was “Making the green transition work.”

The U.S. tugboat, towboat and barge industry may already be the safest, most environmentally friendly, and

most economical mode of freight transportation, but it is faced with the challenge of making a transition to a low-carbon future.

These were some of the issues on the agenda March 7 and 8 at Marine Log’s [TTB –Tugs, Towboats & Barges](#) in Mobile, Ala.

Presenters focus on green issues.

TTB 2023 began with a keynote presentation by David Cummins, executive director and president of [Blue Sky Maritime Coalition](#).

Other topics included embracing the technology shift toward zero emissions, updates on the Hydrogen One towboat and the HyZet tug project; a panel of vessel owners, operators and TPOs on subchapter M; ammonia-powered barges on inland waterways, a panel on women’s issues in the TTB marketplace, and more.

at hervin@sbpub.com. For inquiries on sponsorships, contact David Harkey at dharkey@sbpub.com.

Top Women in Maritime

Prior to the women's panel discussion, which was well received during the event, a video (below) montage of some of Marine Log's Top Women in Maritime 2022 honorees was presented on International Women's Day.

"This year's TTB was simply outstanding," says Gary Lynch, publisher of Marine Log. "With a record number of attendees and sponsors and a tremendous program and speaker lineup, we delivered quality education and a high level of engagement for everyone at the event."

"I am excited to see how TTB and other Marine Log events evolve as we continue to take our events for the maritime industry to the next level by bringing industry voices and leaders in one room for two days to go over topics that are important to business managers, owners and operators in this industry," says Heather Ervin, editor in chief of Marine Log. "We want the industry to be involved in our programming and networking ideas since this event is truly for them."

TTB 2024 will return to Mobile next March 6-7, with more details to be unveiled later this summer. Marine Log will host two other maritime industry events this year: [Ship Repair USA](#), taking place June 20-21 in New Orleans; and [FERRIES 2023](#), taking place November 14-15 in the greater NYC area.

To submit presentation or panel topic ideas for any Marine Log event, please send an email to Heather Ervin

Top Women in Maritime 2022 video debuts at TTB

MarineLog, Marine Log Staff | March 13, 2023

Every year, *Marine Log's* editorial team carefully selects 20 women of varied backgrounds, ages and locations as its Top Women in Maritime based on nominations submitted by those in the industry.

In tribute to the [2022 honorees](#), *Marine Log* produced a video that debuted at Tugs, Towboats & Barges (TTB) 2023 on March 8–International Women's Day.

Here are just some of our 2022 Top Women in Maritime honorees, featured in *Marine Log's* December issue, sharing their experiences and their hopes for the future of maritime.

The [2021 Top Women in Maritime](#) honorees were also featured at TTB in 2022.

[Read full interviews](#) with all of our 2022 nominees.

SHIPPING NEWS

Fewer Containerships in U.S. Waters Reveals Trade Slowdown



Figure 6: Container ships wait off the coast of the congested Ports of Los Angeles and Long Beach in Long Beach, California, U.S., October 1, 2021. REUTERS/ Alan Devall

By Kevin Varley (Bloomberg) | March 13, 2023

The number of container ships in US coastal waters has fallen to less than half of the count a year earlier, in the latest ominous sign of slowing global trade. There were 106 container ships both in port and off the coastline late Sunday, compared with 218 at this time last year, a 51% drop according to vessel data analyzed by Bloomberg.

Data from IHS Markit showed that the weekly count of port calls in US waters through March 4 had slowed to 1,105 from 1,906 the year prior. That's the lowest level since mid-September 2020.

Bad weather may be partly to blame. More broadly, a slowdown in global consumer demand – driven by weaker economic growth and higher inflation – is translating into fewer vessels needed for shipping goods

from Asia's top manufacturing hubs to the US and Europe.

Ships in the port of New York/New Jersey, currently facing an incoming [winter storm](#), fell to just three as of late Sunday, compared with a two-year median of 10. There were 15 vessels in the West Coast shipping hub of Los Angeles and Long Beach, which normally sees a median of 25 ships.

Meanwhile, idled container vessel capacity in February was near the highest level since August 2020, according to maritime consultant [Drewry](#).

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Offshore Wind Farms Fall Victim to Global Inflation Fight

By Josh Saul, Will Mathis and Rachel Morison (Bloomberg) | March 10, 2023



Figure 7: Credit Eddytb Foto/Shutterstock

Off the coast of New England, winds whip over the frigid Atlantic Ocean creating perfect conditions for giant offshore turbines. While plans are in place to tap that

natural power to generate electricity, progress – here and around the world – is being held up by soaring inflation.

As investment foundations crumble due to rising interest rates and higher materials costs, developers in the US are delaying clean-power projects like the 1.2-gigawatt Commonwealth Wind development near Massachusetts, which would be one of the largest wind farms in the country and capable of powering 700,000 homes. The problem is even worse in Europe, where authorities have in some cases made the situation harder. Around 6 gigawatts of wind farms proposed off Germany's coast won't move ahead as planned. The setbacks mean precious time is lost in reducing the use of fossil fuels to fight the climate crisis.

"Governments need to wake up to the reality that investments in offshore wind are not happening," said Giles Dickson, head of industry group WindEurope. "The stakes are very high here."

To get on track for net zero by 2050, the world needs to more than double the rate of investment in renewables to around \$1 trillion a year, according to BloombergNEF. That level of spending has to happen as soon as possible and continue into the 2040s to prevent the worst impacts of global warming.

Unlike traditional power plants that require fuel over their lifetimes, the vast majority of the cost for renewables comes upfront. That makes the sector especially sensitive to changes in financing and construction expenses. That's particularly true for giant offshore wind farms, which use turbines the size of skyscrapers, specialized installation vessels and miles of copper cables to connect them to grids on shore. But they offer vast generation potential and there's less of the not-in-my-backyard resistance compared to land-based wind farms and solar installations.

"The offshore wind business is in a brewing perfect storm," said Thomas Arentsen, a partner at Bain & Co. "Profitability is heavily squeezed across the whole value chain from developers, to supply chain, to everybody." It's not just offshore wind that's suffering. Battery and solar developers in the US are trying to keep up with higher equipment costs. The capital expenditure

necessary to develop onshore wind farms in the US has increased by more than 16% between 2020 and last year, according to BloombergNEF.

It's a similar story in other markets. Supply-chain issues are stalling once-promising efforts in Japan, where the weaker yen adds to the pain. In Taiwan, developers are pushing back against government efforts to localize manufacturing to create jobs, which would add to the cost of turbines.

"We're still miles away from a rate of deployment that would get the power system to be on track for net zero," said Seb Henbest, head of climate transition at HSBC Holdings Plc. "Something has to move if projects are under stress and unbankable."

One rare bright spot is China, where installations are expected to rebound this year after a big post-subsidy drop in 2022. The country has also managed to keep energy and materials costs better in check. BloombergNEF expects the country to nearly double offshore wind additions this year, accounting for more than half the world's total.

Long-term agreements to purchase the power are key to the viability of big renewable investments. Whether backed by governments or private companies, those contracts ensure producers can recoup billions in upfront costs eventually.

For projects to work, electricity rates need to keep pace with construction costs, but that's not happening. In Europe, governments have set aside €768 billion (\$811 billion) to shield companies and consumers from price increases. In the US, authorities are holding developers to electricity rates set before inflation surged. In the case of Commonwealth Wind off the coast of Martha's Vineyard, regulators refused to let New England utility Avangrid Inc. tear up the \$4 billion project's power contracts.

"Bidders assume these risks and cannot in good faith anticipate that ratepayers will absorb higher costs if macroeconomic conditions change," Massachusetts officials said in a letter late last month to Avangrid, which is majority-owned by Spanish energy company Iberdrola

SA. A state lawmaker even [said](#) that if Avangrid terminates the power contracts, the company shouldn't be allowed to bid on any future projects in the state. Commonwealth Wind and its sister development Park City Wind – with enough combined capacity to power over a million homes – are now delayed for at least a year.

“Unfortunately, the impact of historic inflation, sharp interest-rate increases, supply-chain bottlenecks, and the existence of a price cap prevent us from moving Commonwealth Wind forward,” Avangrid Chief Executive Pedro Azagra Blázquez said last month. The company says it remains committed to completing the development.

Mayflower Wind, a nearby project, faces similar challenges. Regulators ordered the project to proceed, refusing a request by the developers – Shell New Energies, EDP Renewables and Engie SA – to hold off approving power contracts because soaring inflation created “significant challenges.”

The US's Inflation Reduction Act is an overall boon to the clean-energy industry, but its longer timeline for tax credits can actually contribute to delays because developers know they can still tap benefits years later. For wind farms in the early development stage the bill's benefits quickly became part of baseline assumptions, leaving uncertainty about how long headwinds from inflation and supply-chain kinks will persist, said Timothy Fox, a ClearView Energy Partners analyst.

“Anyone who thought that building offshore in the US was going to be a light breeze might not have been paying close attention,” he said.

In Europe, conditions are even murkier. To deal with an energy crisis sparked by the war in Ukraine, politicians slapped windfall taxes on renewable-power producers – in Germany, the government siphoned off as much as 90% of revenue. In the UK, industry group Energy UK warned that the measures were stifling development. Pressure on the renewable sector is unlikely to let up. The euro area's core inflation – a measure that strips out energy and food – held at a record in February, and

German inflation [unexpectedly accelerated](#). While lower than in Europe, price increases in the US are more than triple the Federal Reserve's 2% target, and Chair Jerome Powell signaled that US central bankers could raise rates [higher and faster](#) than previously anticipated. Some developers are left playing a waiting game in the hopes that commodity costs or interest rates come down, according to Daniel Sinaiko, a lawyer who represents renewable-energy clients for the law firm Allen & Overy. “There might be some projects where starting earlier is a disadvantage,” he said.

The Biden administration wants to build 30 gigawatts of offshore wind by 2030. But some of the biggest projects are in turmoil. Aside from Avangrid's delayed projects off Massachusetts, Denmark-based Orsted A/S said it would take a hit of about \$365 million because of higher costs for the 924-megawatt Sunrise Wind – one of the largest off the coast of New York.

Europe's sights are set even higher. The EU and the UK target a total of 110 gigawatts of offshore-wind capacity by 2030, more than triple the current level. But there were almost no new investments made last year, and all tenders for subsidies in Germany were under-subscribed, according to data from think tank Agora Energiewende. The only decision on a new project came in December from a joint venture between Shell Plc and Dutch utility Eneco to build a 760-MW wind farm in the North Sea. Ultimately, unclogging renewable investment involves increasing subsidies or letting monthly bills for homes and businesses rise. Neither are palatable for leaders in the US and Europe.

“There are a lot of concerned developers out there because the economics are challenging,” Phil Grant, renewable-power consultant at Baringa Partners. Governments and investors are both in a bind, and “there may be a question of who blinks first.”

–With assistance from Josefine Fokuhl, Petra Sorge, David R Baker, Brian Eckhouse, Alexander Weber, Hayley Warren, Luz Ding and Dan Murtaugh.

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MSC Takes Delivery of MSC Tessa, One of the World's Largest Containerships



Figure 8: MSC Tessa. Photo: CSSC

gCaptain, Mike Schuler | March 9, 2023

Hudong-Zhonghua Shipbuilding Group has delivered one of the [world's largest containerships](#) to MSC Mediterranean Shipping Company.

The *MSC Tessa* is one of only a handful of ships to crack the 24,000 TEU mark and the first in MSC's fleet. With a capacity of 24,116 TEUs, it surpasses Evergreen's 24,004 TEU A-class vessels, which includes the first 24,000+ TEU vessel *Ever Alot*, but falls just short of the recently delivered *OOCL Spain* with its capacity of 24,118 TEUs. The *OOCL Spain* was built at the Nantong COSCO KHI Ship Engineering shipyard in Nantong, China and is the first vessel in a series of six under construction.

According to China state-affiliated media, *MSC Tessa* was handed over on Thursday at the Changxing Shipbuilding Base in Shanghai. Delivery was confirmed by China State Shipbuilding Corporation (CSSC), which said the delivery solidifies CSSC's leading role in the field of ultra-large containership construction.



Figure 9: MSC Tessa under construction at Hudong-Zhonghua Shipbuilding in Shanghai, China. Photo courtesy CSSC.

MSC Tessa measures 399.99 meters in length with a beam of 61.5 meters. It is one of four ultra-large containerships on order at Hudong Zhonghua for MSC, the world's largest container shipping operator. MSC has supposedly even bigger ships on order, the *MSC Irina* and *MSC Loreto*, having a reported capacity of 24,346 TEUs. They are the first in a series of six vessels under construction at Yangzijiang Shipbuilding in China.

Hudong Zhonghua is part of China State Shipbuilding Corporation.

ZIM's First LNG-Powered Containership Sets Sail on Maiden Voyage

gCaptain, Mike Schuler | March 9, 2023



Figure 10: Photo courtesy ZIM

Israeli shipping company [ZIM Integrated Shipping Services](#) (NYSE: ZIM) has announced that its first LNG-powered newbuild has set sail on its maiden voyage.

The *M/V ZIM Sammy Ofer* is the [first of ten](#) dual-fuel LNG, 15,000 TEU-class ships that the company will charter from Seaspan Corporation for deployment on ZIM's Asia-U.S. East Coast trade. All ten are being built in South Korea by Samsung Heavy Industries.

AIS data from [MarineTraffic.com](#) shows the ship departed Busan, South Korea on March 5 bound for the Panama Canal. *ZIM Sammy Offer* is the first of many newbuild containerships with dual-fuel LNG capability that are expected to join ZIM's chartered-in fleet over the next few years.

In addition to the ten 15,000 TEU ships, ZIM has charter agreements with Seaspan Corporation for another [fifteen](#) dual-fuel, 7,000 TEU-class ships currently under construction with deliveries starting in the fourth quarter of this year. It also has agreements in place to charter another three dual-fuel LNG ships with 7,000 TEU capacity from companies affiliated with Kenon Holdings for a period of eight years. Those vessels are under construction at Hyundai Samho Heavy Industries in South Korea with deliveries planned in the first and second quarters of 2024.

"This is a historical event for Seaspan and our valued partner ZIM," said Bing Chen, President and CEO of Seaspan and its parent, Atlas Corporation. "We are extremely honored to deliver the vessel in recognition of

a legendary industry icon, the late Mr. Sammy Ofer, as we continue our decarbonization journey. The significant fleet of highly efficient LNG vessels tailored for ZIM, will expedite both companies' progress toward our next phases of sustainable shipping. Our subsequent deliveries of 15,000 TEU and 7,800 TEU LNG dual fuel newbuilds in 2023 are the further testimony of our commitment to our ESG values and a more sustainable marine industry. We are particularly privileged to partner with ZIM in making this forward-thinking milestone to bring these ultra-modern vessels to the market."

Last August, ZIM [signed a ten-year, \\$1 billion sales and purchase agreement](#) with Shell for the supply of LNG fuel for the ten 15,000 TEU Seaspan vessels.

'OS 35' Shipwreck Survives Winter Storms

gCaptain, Mike Schuler | March 9, 2023

The Captain of the Port in Gibraltar has received a report about the damage to the [OS 35](#) shipwreck caused by recent storms.

The damage to the accommodation block and hull was expected but is not considered extensive.

The crack in the hull of the bulk carrier has extended to the port side and the ship is now held together by the bilge keel. However, the wreck has not moved from its original position following its controlled sinking last September as part of a plan to stabilize it for heavy weather.

The damage to the hull has allowed divers to inspect fuel tank 1, which has suffered damage. The other set of fuel tanks remain undamaged. The dive survey has confirmed with certainty that the tanks, which had been emptied in earlier stages of the operation, are still intact and are not at risk of failing.

The removal of the vessel's cargo is the first priority, and the damage caused by the storms has not impacted the cargo removal operations. So far, crews have removed 11,000 metric tons of steel bars, representing about a third of the ship's total cargo.

Small amounts of residual oil have been found on some beaches, but no secondary contamination or debris was detected.

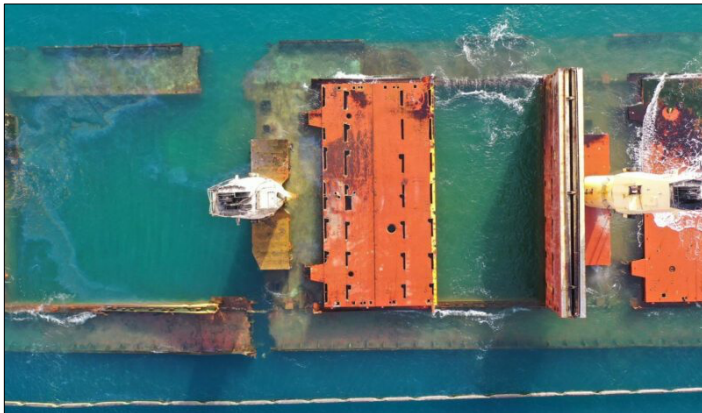


Figure 11: Photo courtesy Gibraltar Port

The Captain of the Port has briefed Spanish authorities and other stakeholders on the latest information. "The damage to the vessel's hull and accommodation block, whilst not ideal, were anticipated and prepared for with the removal of as much oil as possible and the complete stripping of the accommodation," said The Captain of the Port, John Ghio. "These measures, together with the decision to sink the wreck in a controlled manner and thereby secure it in place, gave the vessel the maximum possible stability to withstand the winter storms as far as possible. Overall, I'm pleased that works continue to progress well, with cargo removal remaining as the current priority."

The Tuvalu-flagged bulk carrier was departing from Gibraltar Port with a load of steel bars when it collided with the unladen LNG carrier *Adam LNG* in the Bay of Gibraltar on August 29, 2022. The OS 35 was then anchored off Catalan Bay, on the opposite side of the Gibraltar peninsula, where it partially sank and later broke up, resulting in the release of fuel oil.

Authorities have given the ship's owners and insurers [until the end of May](#) to complete the wreck removal.

Vale deploys Kongsberg Digital's Vessel Insight on Valemax quartet

Marine Log, Marine Log Staff | March 16, 2023

Brazilian mining giant Vale, one of the world's largest charterers of ore carriers, has been [investing heavily in developing more efficient, greener, vessels](#). It is using Kongsberg Digital's Vessel Insight to confirm the effectiveness of the technologies it is deploying.



Figure 12: Vale has now signed with Kongsberg Digital to install Vessel Insight on four Valemax vessels on long-term charter from Asyad Shipping.

After implementing the vessel-to-cloud Vessel Insight technology on Guajibamax bulk carriers in 2020, Vale has now signed with Kongsberg Digital to install Vessel Insight on four Valemax vessels on long-term charter from [Asyad Shipping](#).

The Valemax and Guaibamax classes are considered the largest and most efficient ore carriers in the world as they emit up to 41% less greenhouse gases and transport 2.3 times more than Capesizes. An important goal when developing these vessels was to invest in innovative technologies to make them greener.

Vessel Insight provides instant and easy access to fleet overview, vessel-specific dashboards and analysis tools. Vessel-to-cloud data infrastructure captures and aggregates quality data in a cost-effective and secure way.

Vale is expected to use the data gathered to check and confirm fuel and emissions savings as part of its Ecoshipping program. The program was developed by Vale to foster the adoption of new technologies by the maritime industry with the aim of reducing carbon emissions from shipping. The first two Guaibamax vessels covered by Vessel Insight featured wind-assist rotor sails and hull air lubrication technology, which uses a layer of air bubbles under the hull to increase hydrodynamic

efficiency. Now the four Valemax vessels are testing new fuel efficiency technology.

“Vale’s investment in sustainable shipping technology, including efficient Valemax and Guaibamax bulk carriers, positions them as a leader in driving sustainable solutions in the industry. We are thrilled to partner with Vale and provide them with our vessel-to-cloud infrastructure to help monitor fuel and emissions savings and support their efforts towards reducing their carbon footprint. Together, we are working towards a more sustainable future for shipping.”, says Christopher Bergsager, VP growth digital ocean at Kongsberg Digital.

“Vale transports iron ore in the most efficient vessels in the world, but we believe there are still further energy efficient gains to be captured to reduce fuel consumption and CO2 emissions. Data analytics is key to measuring the performance of the new technologies and making evidence-based strategic decisions. This pioneering project shows our commitment to supporting the shipping industry in fulfilling the ambitions of the International Maritime Organization (IMO),” says Rodrigo Bermelho, shipping technical manager at Vale.

Another Matson box ship set for LNG dual-fuel retrofit

MarineLog, Nick Blenkey | March 16, 2022

Matson Navigation Company (NYSE: MATX) is to convert the main engine of its containership *Kaimana Hila* from an MAN B&W S90ME-C10.5 unit to a dual-fuel ME-GI unit capable of running on LNG.

Honolulu-headquartered Matson is exercising an option contained in a contract it signed with MAN Energy Solutions in June 2022 to perform an [identical dual-fuel retrofit conversion](#) on sister ship *Daniel K. Inouye*.

Both ships were built by [Philly Shipyard](#).

The *Kaimana Hila* was delivered in 2019 and MAN Energy Solutions’ after-sales division, MAN PrimeServ, will perform the 3,600 TEU vessel’s retrofit.



Figure 13: *Kaimana Hila* dual-fuel retrofit follows that of sister ship *Daniel K. Inouye*.

“This order is the latest example in an increasing trend of owners choosing dual-fuel retrofits for their existing vessels in service to achieve fleet-transformation goals while simultaneously gaining benefits in terms of upcoming regulations such as CII and EEXI,” said Klaus Rasmussen, head of projects and PVU sales at MAN PrimeServ. “Retrofitting an MAN B&W engine to dual-fuel running is straightforward as our standard, electronically controlled diesel engines are constructed as ‘dual-fuel ready’ and therefore readily retrofittable. Such retrofits offer a viable pathway to shipowners that wish to achieve a net-zero carbon footprint by 2050.”

“This will be the third vessel Matson is retrofitting with dual-fuel LNG capability. Each retrofit is a meaningful step toward achieving our corporate sustainability goals to achieve a 40% reduction in Scope 1 greenhouse gas fleet emissions by 2030 and net-zero Scope 1 GHG emissions by 2050,” said Capt. Jack Sullivan, Matson’s senior vice president, vessel operations & engineering.

The take-up of the dual-fuel retrofit option comes on the heels of Matson’s announcement last November that it had placed a [\\$1 billion order with Philly Shipyard](#) for the construction of three 3,600 TEU Aloha class LNG-powered newbuilds that will also be powered by ME-GI engines.

DUAL-FUEL RETROFITS: DECARBONIZATION PATHWAY
Since its first two-stroke ME-GI (LNG) retrofit in 2015, MAN Energy Solutions has built an impressive list of references and expanded its portfolio of dual-fuel retrofits to also include fuels such as LPG and methanol. Retrofitting a dual-fuel engine is one of the most effective ways to derive greater efficiency and profitability from a shipping fleet, says MAN ES.

Delivering the fuel flexibility to take advantage of optimal fuel prices, the conversion can also help vessels comply with IMO emission targets and extend their operational lifetimes to bring a greater return on investments.

CARGO, PORTS AND TERMINALS

Port of Los Angeles Sees Huge 43% Cargo Drop

gCaptain, Mike Schuler | March 17, 2022

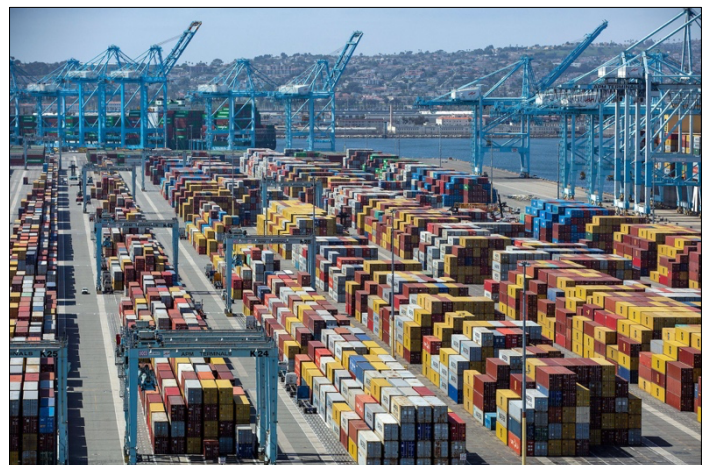


Figure 14: Cargo containers piled up at a marine terminal at the Port of Los Angeles in March 2022. Photo courtesy Port of Los Angeles

The [Port of Los Angeles](#) handled 487,846 TEUs in February, a staggering 43% decline from February 2022’s monthly record and its worst February since 2009.

“February declines were exacerbated by an overall slowdown in global trade, extended Lunar New Year

holiday closures in Asia, overstocked warehouses and a shift away from West Coast ports," said Port of Los Angeles Executive Director Gene Seroka. "While we expect more cargo moving crossing our docks in March, volume will likely remain lighter than average in the first half of 2023.

The numbers paint a clear picture of container shipping's slowdown [following the pandemic-driven cargo surge](#) that began [subsiding](#) last summer. February 2023 loaded imports reached 249,407 TEUs, down 41% compared to the previous year and -32% from January. Exports came in at 82,404 TEUs, a decline of 14% compared to last year. Empty containers landed at 156,035 TEUs, a 54% year-over-year decline.

"We're using this volume lull to focus on new data and infrastructure initiatives to improve efficiency in preparation for increased throughput," Seroka added. Two months into 2023, total container volume stands at 1,213,860 TEUs compared to 1,723,360 TEUs in 2022, a 30% decline.

The [Port of Los Angeles](#) ranked as the busiest container port in the U.S. for a 23rd consecutive year in 2022 with 9.9 million TEUs handled, its second highest year on record behind 2021's 10.7 million TEUs.

February volumes came in 10% below February 2020 levels, but 7.7% above March 2020 which was the slowest month following the onset of the COVID-19 pandemic. Looking back further, last month was the Port of Los Angeles' worst February since 2009 when the port handled 413,910 TEUs.

Sentinel Sees Gulf Coast Deepwater Port Approval Coming Next Year

The 1 million-barrel-per-day GulfLink project is one of three proposed deepwater oil export terminals along the Gulf Coast with pending applications with the U.S. Maritime Administration's Deepwater Port Licensing Program. All three will be capable of handling Very Large Crude Carriers (VLCCs).

gCaptain, Bloomberg | March 15, 2022
By Sheela Tobben (Bloomberg) –

With US crude increasingly leaving American shores on oversized supertankers, private equity backed Sentinel Midstream LLC is looking to get in on the action, bringing its new deep-water port online in 2026.

The closely held company's proposed Texas oil dock that will cater to the world's largest vessels is expecting to receive all permits by next year's first quarter, with construction to follow, said Sentinel's Chief Executive Officer Jeff Ballard. Dubbed Texas GulfLink, the port aims to load up to 1 million barrels of oil per day, helping to usher in the massive growth in US crude exports expected by the end of the decade.

Crude shipments from the US Gulf, the nation's main export hub, will expand by roughly 2 million barrels a day to about 5.5 million by 2030, Ballard said in an interview. The so-called very large crude carriers, or VLCCs, that will use the dock can haul 2 million barrels of oil.

Historically, the US has used VLCCs only for longer routes, like between the Gulf Coast and Asia, with shipments to Europe moving on smaller ships carrying up to 1 million barrels. However, the large vessels are increasingly popular on even shorter routes, especially as Russia's war disrupts energy flows and forces buyers to seek out alternative suppliers.

The project by Cresta Fund Management-backed Sentinel is one of four proposed ports looking to cash in on a growing and lucrative export market for US crude.

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Port of Savannah Grows Container Market Share

gCaptain, Mike Schuler | March 14, 2022



Figure 15: Electric ship-to-shore cranes work the CMA CGM Unity, powered by liquefied natural gas, at the Port of Savannah's Garden City Terminal. Credit: Georgia Ports Authority / Emily Goldman

The Port of Savannah saw total container volumes decline more than 14% in February, but still recorded its second busiest February ever.

The Georgia Ports Authority (GPA) is reporting February container trade at the Port of Savannah of nearly 395,000 TEUs, down from 460,400 TEUs during the same month last year when it had its busiest February on record. Inflation, rising interest rates and high warehouse inventories are important factors in the container trade dip, port officials said.

Compared to pre-pandemic volumes in February 2020, last month's performance marked an increase of 30,400 TEUs.

Savannah's Growing Market Share

The GPA is highlighting its growing market share nationally with the Port of Savannah now handling one out of every 8.8 TEUs in the U.S.—its highest share to date.

The Port of Savannah moved 11.4% of the nation's loaded international containers for Fiscal Year 2023 through December, with more than 2 million TEUs. GPA's share of the U.S. container trade constituted an increase of 0.7%, equating to nearly 120,000 TEUs more than it would have moved at its previous market share. The GPA's fiscal year runs July-June.

Georgia Ports also boosted its portion of U.S. container exports to 12.3% over the period spanning July through December 2022, up 0.4% compared to the same period in the previous year. Savannah's share of the import market rose nearly three-quarters of a point to 11.1% for the fiscal year to date through December, the GPA reported.

"Our global economy is facing headwinds, but Georgia's deepwater ports continue to deliver dependable performance to keep business thriving," said GPA Executive Director Griff Lynch. "As the nation's top gateway for American farm and factory exports, the Port of Savannah serves as a hub for global commerce, linking every major ocean carrier calling the U.S. East Coast with superior connections to road and rail."

For the fiscal year to date through February, GPA has handled 3.8 million TEUs.

At the Port of Brunswick, trade in autos and heavy machinery increased 18.5% in February, or 8,227 units to 52,720 units of Roll-on/Roll-off cargo.

"Volume and market share trends show that despite a slowing economy, Georgia is outperforming the competition," said GPA Board Chairman Joel Wooten. "Cargo owners and their logistics providers are mitigating uncertainty through the reliability and connectivity of our deepwater ports."

As U.S. Imports Slow, Ports Eye Shipping Turnaround Later This Year

gCaptain, Reuters | March 17, 2022
By Lisa Baertlein

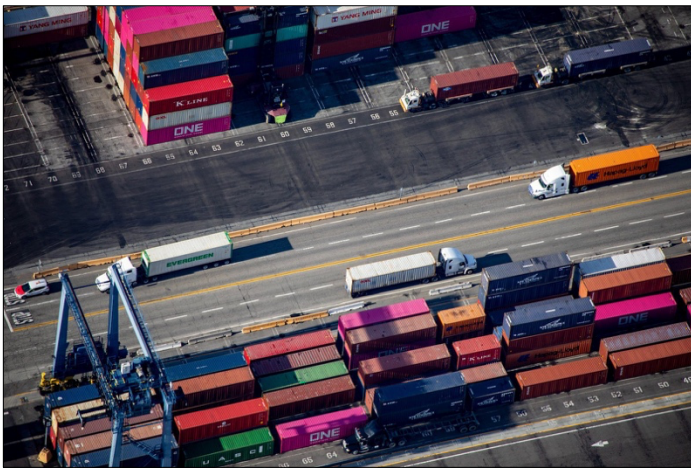


Figure 16: Photo courtesy Port of Los Angeles

LOS ANGELES, March 16 (Reuters) – The leader of the busiest U.S. seaport on Friday said February’s cargo volume hit the lowest level since the start of the pandemic as inflation and economic upheaval hurt demand, and signaled that activity may not pick up until the second half of this year.

“This is a global phenomenon. We may not be at the height of the pandemic, but there are more container vessels sitting idle around the world today than at any

time since it began,” Port of Los Angeles Executive Director Gene Seroka said on Friday.

He and other ocean shipping experts say a turnaround won’t come until retailers and other cargo owners clear clogged U.S. warehouses to make room for new shipments.

Executives at Walmart, the largest U.S. importer of containerized goods, say they have made progress clearing unsold goods. Nevertheless, they remain cautious about consumer spending as inflation gobbles up money otherwise spent on goods, and recession and other “unknowns” threaten.

Meanwhile, importers are selling products for pennies on the dollar to liquidators or offering steep discounts in customer email blasts. Still others have thrown up their hands.

Bobblehead maker Funko earlier this month said it was destroying \$30 million to \$36 million of toy products from its overstuffed distribution center in Arizona.

The Port of Los Angeles handled 487,846 20-foot (6-meter) equivalent units (TEU) of goods in February, a 43% year-over-year drop led by plummeting imports.

Seroka expects first-quarter volumes to be down roughly 33% from last year and about 20% below the five-year average before starting to improve in the third quarter.

“How much (improvement) remains to be seen,” said Seroka, who added that ongoing West Coast port labor talks are also weighing on results.

(Reporting by Lisa Baertlein; Editing by Sandra Maler)

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These Millionaires Tried Turning a Yacht into a Tax Break. The IRS Sank Their Plan.

The Ridingers donated Utopia II to charity and ended up paying \$3.5 million in taxes and penalties

WSJ, [Richard Rubin](#) and [Rachel Louise Ensign](#) | Feb. 11, 2023 at 9:00 am ET

JR and Loren Ridinger wanted a new yacht. First, they needed to get rid of the old one.

The 116-foot Utopia II wasn't selling, so the Ridingers and their lawyers hatched an alternative plan: Donate it, and reap a big tax deduction.

Lots of charities take shoes and clothes. Some take cars (often selling them for cash). Yachts, not so much.

What followed was an odyssey now approaching its eighth year. Audits, lawsuits, a midsea collision. The lesson: Think very, very carefully before you donate your yacht.

The tax filings of the super rich—and the Ridingers, who made a fortune recruiting people to sell antiaging creams and vitamin supplements, are very rich—are enormously complicated affairs. Wealthy taxpayers rely on a bevy of accountants, lawyers and financial advisers to navigate them.

All that advice [is no guarantee of a flawless return](#) that passes muster with the Internal Revenue Service, especially with the agency [poised to hire more auditors](#) to patrol the tax filings of the top 1%.

The Ridingers thought the 2016 donation would save them about \$2 million on their taxes. Instead, they ended up paying \$3.5 million in taxes and penalties.

Mr. Ridinger died suddenly last year, but the fight over Utopia II continues. In a lawsuit against their former

lawyers, Mrs. Ridinger says the couple was misled into a transaction that ultimately benefited the attorneys. Their onetime lawyers say the couple and their companies misrepresented the yacht's value and that the transaction didn't personally benefit them.

The Ridingers traded up to larger vessels as they built Market America Worldwide Inc. into an international business with huge conventions for [the company's "UnFranchise Owners."](#) Those "UnFranchise Owners" sell goods to their networks and earn a commission when they recruit others to do the same.

"I've always loved the water, I'm a triple Pisces," Mr. Ridinger said in an interview on a yachting YouTube channel posted in 2019.



Figure 17: Loren Ridinger and JR Ridinger, at a 2018 event in Miami, drew IRS scrutiny over a move to donate a yacht and get

a hefty tax deduction. PHOTO: GETTY IMAGES FOR ILUSTRIOUS ENTERTAINMENT

Mr. Ridinger was known for his hourslong motivational speeches at Market America's events. In tinted glasses and sweating through his dress shirt, he used a human-sized hamster wheel to pitch attendees on achieving financial freedom. He dismissed claims that his business was a pyramid scheme, instead saying it was a "dimaryp"—pyramid spelled backward.

In 1999, Market America bought a steel-hulled Feadship yacht and named it Utopia II.

The family eventually added the more spacious Utopia III to its fleet. When they were in Miami, far from Market America's headquarters near the Greensboro, N.C., airport, they docked the boats next to Casa de Sueños, their Mediterranean-style compound. In New York, the Ridingers kept the yachts at a Hudson River marina visible from their apartment with its Swarovski-studded bathtub.

The Ridingers' celebrity friends were frequent guests. Jennifer Lopez celebrated her 43rd birthday on Utopia III. Kim Kardashian and Kanye West shared a kiss on the boat one Fourth of July. "Our hobby is collecting people," Mr. Ridinger said in the interview with the yachting YouTube channel.

In 2016, the couple reported adjusted gross income above \$36 million, putting them in the top 0.01% of Americans that year. They agreed to pay more than \$40 million to buy a sleek 207-foot yacht, which they would name Utopia IV.

The aging Utopia II had to go. It had been on the market for a decade for \$5.4 million but had failed to attract a buyer. The solution: A charitable donation that would reduce their tax burden.

Yacht donations are rare. In 2019, the most recent year for which IRS data are available, American taxpayers donated about 4,000 boats, planes and other non-car vehicles, averaging about \$19,000 in value. Car donations averaged about \$1,700.

The Ridingers first considered donating Utopia II to AMIkids Inc., a charity known for accepting yachts,

according to the lawsuit filed by Mrs. Ridinger and her husband's estate against their former attorneys.

Tampa-based nonprofit AMIkids accepts about 20 donated boats a year and screens them to avoid getting stuck with unexpected maintenance and operating costs, said CEO Mike Thornton.

The plan changed when the Ridingers started using a new legal team, Ralph Stone and Rachel Gould of Meister, Seelig & Fein. Ms. Gould lived a dozen floors below the Ridingers in their Manhattan building. Through their lawyer, they said the Ridingers' lawsuit is meritless. The lawyers advised the Ridingers to donate Utopia II to Veterans Inc., a charity based in Worcester, Mass. Mr. Stone is on the charity's advisory council.

The Ridingers gave the boat to Veterans Inc., and claimed a \$4.9 million deduction, matching an outside estimate of the yacht's value, according to court filings. At the couple's tax rate, the deduction was worth nearly \$2 million in federal tax savings.

Utopia II was the only donated boat Veterans Inc. accepted between July 2011 and June 2020, according to tax filings. The charity didn't respond to requests for comment.

Mr. Stone and Ms. Gould created a limited-liability company to buy the yacht from the charity for \$4.9 million immediately after the donation. The lawyers issued the charity a promissory note instead of paying cash, court documents show.

The charity then assigned the note to a company called Killer Impact, which Ms. Gould co-founded to make socially responsible films and other projects. Veterans Inc. reached an agreement in which it said that Killer Impact's projects would fulfill its own charitable purpose and that the charity would get a 10% administrative fee, according to court documents.

When the lawyers sold the boat a year later for \$1.3 million, the charity got \$130,000. (Mr. Stone and Ms. Gould say the transaction was designed to benefit the charity, not them.)



Figure 18: A memorial service in October for JR Ridinger in Miami Beach, Fla., drew celebrities, including Alicia Keys at the piano. PHOTO: ROMAIN MAURICE/GETTY IMAGES

The IRS swooped in, contending that Mr. Ridinger knew that Utopia II wasn't worth the amount listed on his tax returns. The agency requires appraisals for valuable property donations and disclosure when charities quickly sell donated items. But the government doesn't necessarily accept what taxpayers submit.

The IRS, which had an employee named Utopia involved in the case, assessed the boat's worth at \$1.5 million. Court documents show that the agency demanded \$6.2 million in taxes and penalties from the Ridingers for 2016 and 2017 after examining the boat donation and other issues on their returns, including whether the yacht was used for Market America business.

The couple challenged the government in U.S. Tax Court. In court filings, the Ridingers said they were unaware of how Mr. Stone and Ms. Gould had structured the transaction.

The IRS, however, argued that Mr. Ridinger, Ms. Gould and Mr. Stone "planned a fraudulent transaction." The yacht had remained docked outside the Ridingers' Miami home after the sale to the LLC, the IRS said, where it wasn't charged docking fees. What's more, the agency said, Mr. Ridinger could continue to use the yacht for free.

In July 2022, the Ridingers settled with the IRS, agreeing to pay about \$3 million in back taxes and another

\$450,000 in penalties. Still, they avoided the IRS's stiffer fraud penalties.

By then, the Ridingers had also donated Utopia III to a charity with a history of accepting boats—National Save the Sea Turtle Foundation Inc., according to U.S. Coast Guard records.

And the Ridingers had moved on to Utopia IV. The new vessel had a more contemporary look than their earlier yachts. Instead of traditional wood paneling and upholstered furniture, it featured a large television that slid out from a wall, a sun deck with Tiffany-blue pillows and a sculpture bearing the names of Ridinger family members.

"Utopia means blissful perfection, the perfect place, and I ask the seas and the ocean for a safe journey and a happy journey for everyone who travels with her," Mrs. Ridinger said before cutting a ribbon that flung a bottle of sparkling wine into Utopia IV's hull at its March 2018 launch. In a video of the yacht's maiden voyage, Mr. Ridinger compared himself to Christopher Columbus. The couple sued the family that manufactured the vessel the following year, claiming technical flaws caused Utopia IV to "toss uncontrollably, inciting crew panic, damaging major equipment onboard and ripping furniture and fixtures off their floor mountings, and shattering glass on various surfaces." The two parties eventually settled. In August 2021, angel investor Ron Conway chartered Utopia IV for 11 days for nearly \$600,000. He said he seriously injured his knee while trying to disembark from the small boat that brought him to shore in Martha's Vineyard. He sued the vessel, claiming its owners were negligent and left staff ill-equipped.

U.S. Marshals arrested the yacht on Mr. Conway's behalf. Market America put up \$3 million to free the yacht in November 2021.

It soon left for the Bahamas to pick up a new set of charter guests. They were sitting on one of the yacht's decks on the evening of Dec. 23 when they were thrown from their chairs.

Utopia IV had crashed into a tanker.

Former crew members who say they were injured in the crash have sued, claiming they haven't been paid or had medical bills covered in accordance with the law. The company that owns the yacht for the Ridingers has denied the allegations. Utopia IV was towed back to the U.S. for repairs. A lawyer for the family said any issues with the boat have been fixed.

The Ridingers chartered a yacht for a Mediterranean trip last summer. Off the Croatian coast in August, a month

after the IRS settlement was completed, Mr. Ridinger, 72 years old, suffered a pulmonary embolism and died. Press reports listed him as nine years younger than his actual age. Ms. Lopez and her husband, Ben Affleck, sat next to Mrs. Ridinger at his October memorial service. Mrs. Ridinger filed the lawsuit over the donation a few weeks later. It is winding its way through federal court. Utopia IV is on the market for \$48 million.

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