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Volume 33 • Number 4

Marine News

APRIL 2022

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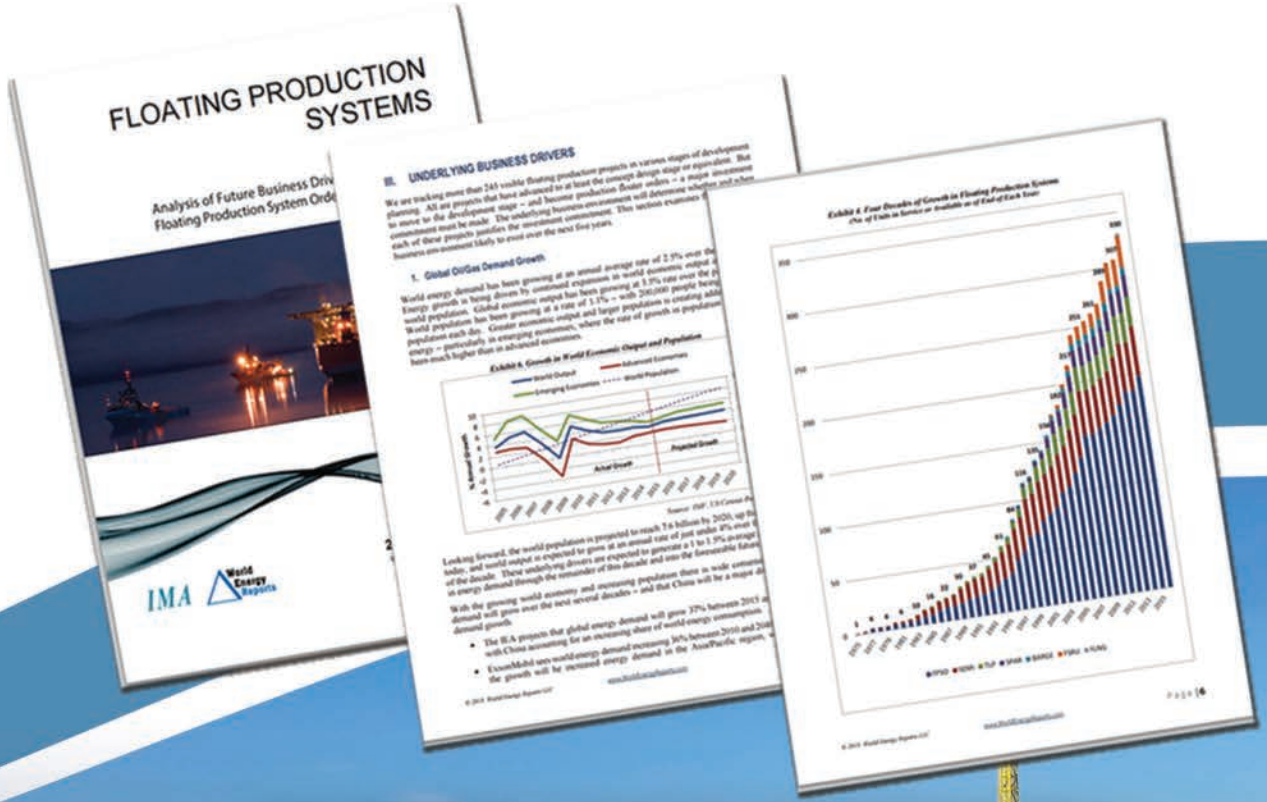

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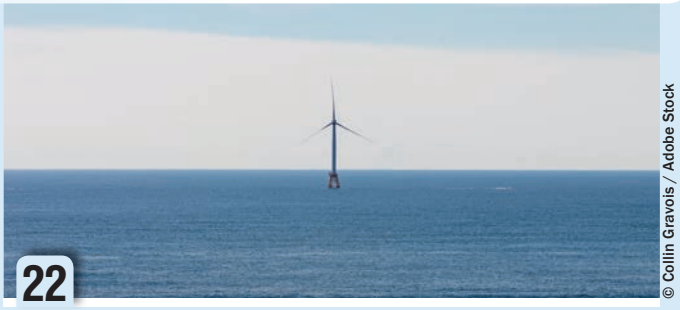

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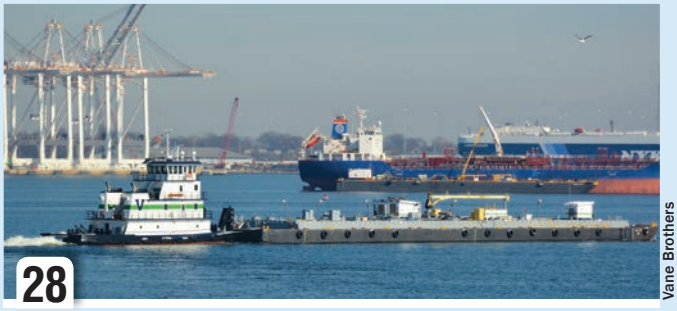

Vane Brothers

Sandy Hook Pilots Association

On the Cover

The Block Island Wind Farm off Rhode Island is just the start as the U.S. targets 30GW of offshore wind by 2030. *(Photo: © Collin Gravois / Adobe Stock)*

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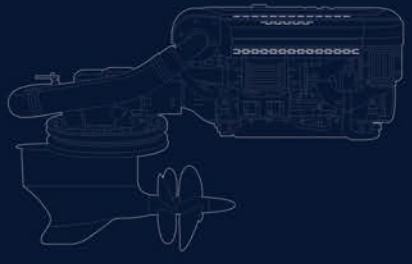

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Editor's Note

Eric Haun, Editor,
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The future of U.S. offshore wind has never been brighter. A step-change occurred in 2021 when the Biden Administration announced its goal to have 30 gigawatts of offshore wind power in development by 2030, and momentum is only building in 2022.

The recent New York Bight offshore wind lease sale—the first under President Biden—drew a record $4.37 billion in high bids from developers. To put this in perspective, the staggering sum is more than triple the revenue received from all U.S. offshore oil and gas lease auctions over the past five years.

For way too long, doubt has overshadowed this industry—merited or otherwise—but the dark clouds are now clearing for bluer skies. Erik Milito, president of trade group the National Ocean Industries Association (NOIA), said, "The record-shattering interest in the New York Bight lease sale is testament to how bright the American offshore wind outlook is and how confident developers are in the strength of the U.S. offshore wind industry as a whole. Companies continue to invest and innovate, and the regulatory regime has a firm foundation. The New York Bight is a watershed moment for American offshore wind."

Deb Haaland, U.S. Interior Secretary Deb Haaland, seems to agree: "This week's offshore wind sale makes one thing clear: the enthusiasm for the clean energy economy is undeniable and it's here to stay."

Will new records be set during any of the lease sales already planned for the years ahead? Time will tell.

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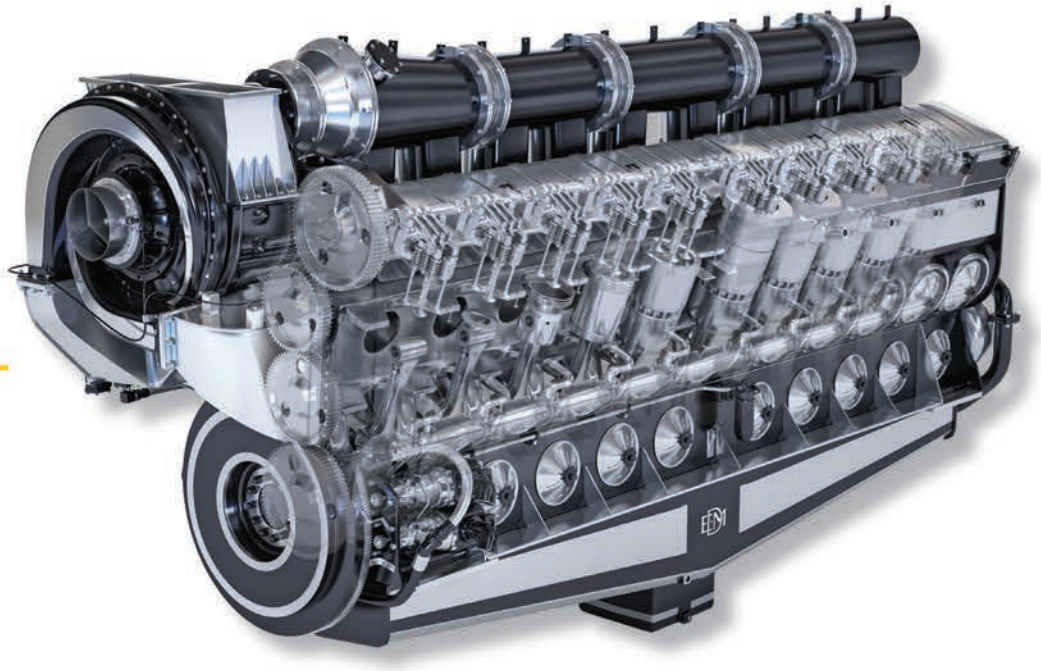

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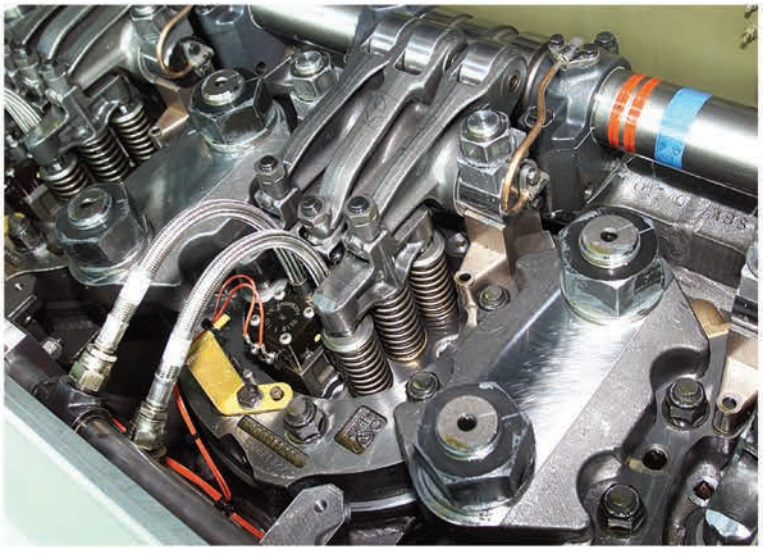

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By the Numbers

Historic $4.4 Billion NY Bight Offshore Wind Lease Sale

By Phil Lewis, Director Research, Intelatus Global Partners

The Bureau of Ocean Energy Management's (BOEM) New York Bight auction concluded February 26, 2022, a sale where six bidders committed to payments of close to $4.4 billion in total for the right to develop wind lease areas offshore New York and New Jersey.

At least four of the leases have been secured by leading European offshore wind developers: Ocean Winds with GIG, RWE, Edf Renewables with Shell New Energies and Copenhagen Infrastructure Partners have all confirmed bid awards. The ownership of Attentive Energy has yet to be confirmed but is reported to be EnBW and TotalEnergies, despite reports of an Ørsted involvement.

RWE is estimating that the OCS-A 0539 lease area has a potential to support around 3 GW of capacity, close to three times the BOEM estimate.

The auction reflects the increased interest and confidence in the opportunities provided by the U.S. offshore wind segment and also a general market interest in securing offshore wind development sites worldwide.

BOEM has rolled out additional requirements as part of the auction process. On top of offering the highest option price, a successful developer is committing to promoting local supply chains—in particular factories, ports, transmission assets and vessels. Regular measurement and reporting of the status of these commitments will be required in order to enjoy lower lease payments to BOEM, in addition to state incentives.

The first leases awarded by BOEM in the New York Bight could see offshore wind production before the end of the decade.

Lease	Winning Company	Owners	Amount ($ million)	Acres	Developable Acres	Installation Capacity (MW)
OCS-A 0544	Mid-Atlantic Offshore Wind LLC	Copenhagen Infrastructure Partners	285	43,056	43,056	523
OCS-A 0537	OW Ocean Winds East LLC	Ocean Winds and GIG New York	765	71,522	71,522	868
OCS-A 0538	Attentive Energy LLC		795	84,332	79,438	964
OCS-A 0539	Bight Wind Holdings LLC	RWE and National Grid	1,100	125,964	114,277	1,387
OCS-A 0541	Atlantic Shores Offshore Wind Bight LLC	Edf Renewables and Shell New Energies	780	79,351	76,139	924
OCS-A 0542	Invenergy Wind Offshore LLC	Invenergy and EnergyRe	645	83,976	76,894	934
Total			**4,370**	**488,201**	**461,326**	**5,601**

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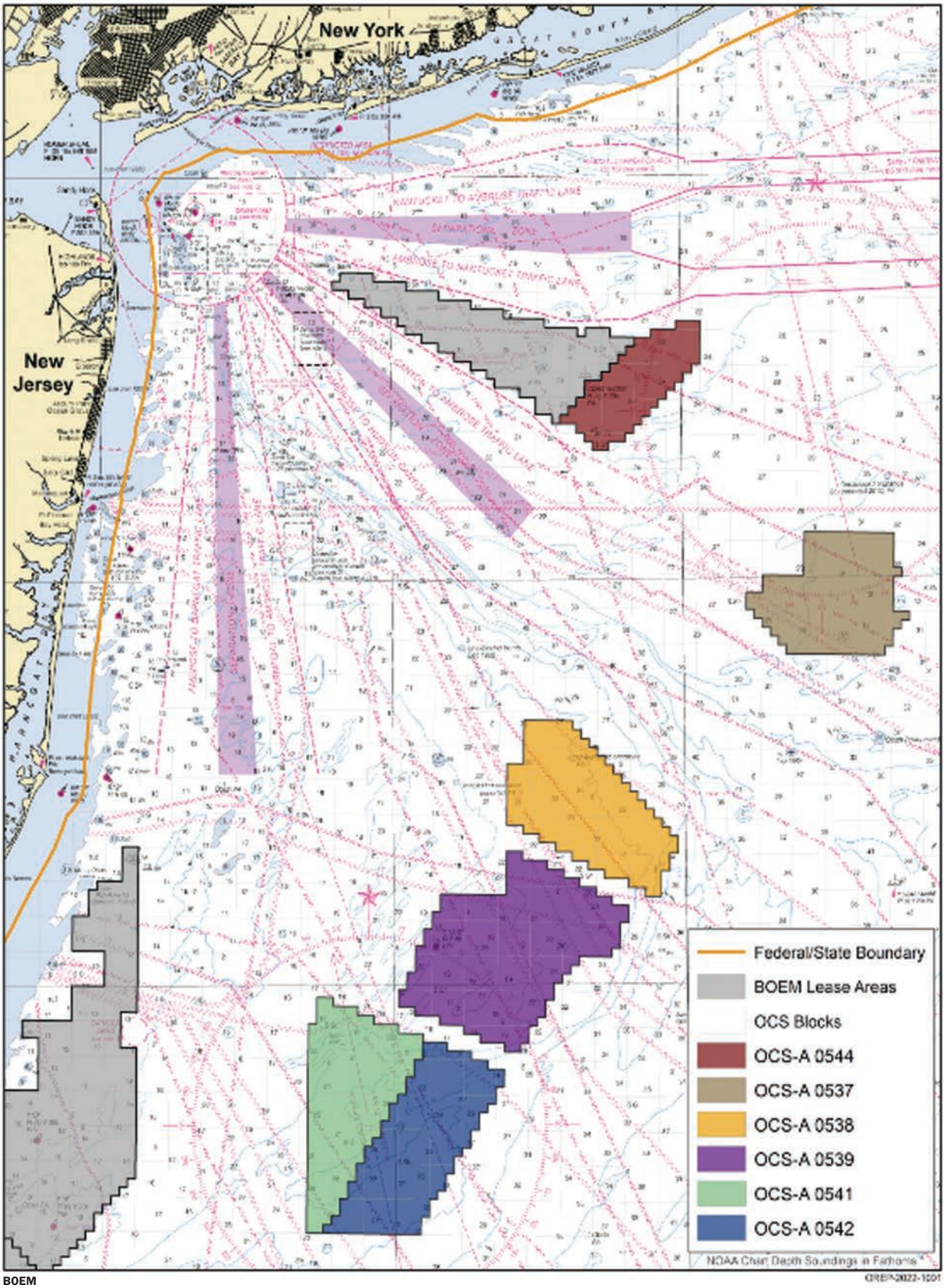
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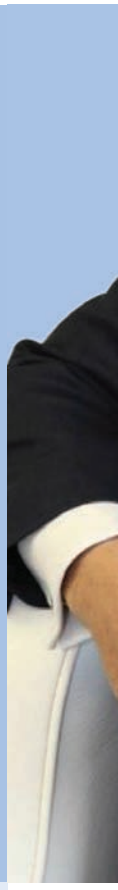
New Jersey
Federal/State Boundary
BOEM Lease Areas
OCS Blocks
OCS-A 0544
OCS-A 0537
OCS-A 0538
OCS-A 0539
OCS-A 0541
OCS-A 0542
NOAA Chart Depth Soundings in Fathoms

BOEM

Shane Guidry

Chairman of the Board and CEO, Harvey Gulf



All images: Harvey Gulf

Shane Guidry transformed Harvey Gulf from an inland and offshore towing vessel operator to a provider of offshore vessel services in the Gulf of Mexico and international oil and gas markets. Innovation initiatives he has spearheaded include, among others, leading the company to become the United States' first owner and operator of liquefied natural gas (LNG)-powered offshore support vessels, as well positioning the firm as the first LNG bunkering facility operator in the U.S. The chief executive is intimately involved in the day-to-day operations of the company, with a hands-on approach to business development, merger and acquisition activity, client management, vessel design and sales and marketing. Here, he comments on the state of the business, green technologies and "walking the walk".

Harvey Gulf is well known for its strides in alternative fuels, batteries and vessel emissions reduction. Please describe the business case for "going green" and why doing so is important and beneficial to Harvey Gulf.

SG: Back in 2011, we saw this as the future of our business as we planned ahead for drastic emissions standard changes due to occur in 2016 and 2020. We wanted to build for the future. We also must consider the requirements of our customers and lenders.

The company has made big pushes into liquefied natural gas (LNG), but how do you see the future for other clean-burning fuels? Do you think they could have a bigger place in the offshore vessel market?

SG: Today, LNG, renewable LNG (RLNG) and battery power is the answer to lowering our carbon footprint. Tomorrow, maybe the question isn't why or why not, but when will the customer be willing to pay more for vessels with all this carbon reduction assets, as today they still don't. And when will the government offer tax credits for companies using these carbon reduction technologies? Until then, companies just won't commit the capital.

You've also pointed out at various times that many of your competitors aren't willing to spend the capital for emissions-reducing technologies. So, with customers still not paying extra for these vessels, how has Harvey Gulf been able to commit LNG, batteries, etc. when others haven't?

SG: I don't run my company monkey-see, monkey-do. I also put my money where my mouth is, unlike many oil and service companies who talk the talk but won't walk the walk like I do.

Please describe the size and shape of the Harvey Gulf fleet. What portion is currently active, and where is Harvey Gulf looking for opportunities?

SG: We are currently operating 42 vessels with 15 still to reactivate. I actually don't see many new opportunities as things are just too expensive to build. I do see growth in wind someday, but it's far out into the future. Yes, there will be some assets built for the wind market but the lion share will be later.

U.S. offshore wind is now—finally—ramping up in a meaningful way, though. So, is Harvey Gulf currently looking to be involved in this industry?

SG: We are looking at it closely, but it all comes down to return on investment. We see where our construction support vessels (CSV) will be needed. Around the world windfarm operators are using oil and gas CSVs for installation and commissioning, cable lay and for long-term service and maintenance. I own four large vessels just like the ones servicing windfarms around the world, and they can be used instead of new purpose-built vessels. We're also seeing that companies are running to the emerging windfarm market along the U.S. East Coast, accepting contracts cheap. I'd rather let all the bottom feeders go first, then I'll take contracts at a rate that makes sense to the cost of my vessels.

Insights

For U.S. oil and gas, how would you describe the state of the offshore vessel market overall?

SG: It's off the charts like everything else in America. We are seeing record day rates in every class of vessel. What we aren't seeing is long-term contracts, which would allow for record spot rates.

How might the recent conflict in Ukraine and moves by the U.S. and others to curb Russian energy imports affect your business? Do you foresee increased O&G activity in the U.S. Gulf, for example?

SG: I don't see any reason as to why we wouldn't see a huge increase in drilling in the U.S.A. and become energy independent. If we drill more, it will allow more profits to be earned so oil companies can then have more profits to invest in wind and other green projects.

How has the COVID-19 pandemic materially impacted your business to date?

SG: Like all companies we were hurt for 12-18 months. Globally, we were affected in Africa, Suriname, Mexico and Trinidad in particular. Cost went up and business opportunities went down, thus hurting our returns. The good news is we are now making record profits just like everyone else is, so it's all good.

What do you count as your greatest challenge today, and what are you doing to overcome it?

SG: The greatest challenge today is the cost of newbuilds. We can't grow without being able to afford to build new vessels. I think the only way for us to overcome it is for oil companies to be allowed to drill and produce more so that they can afford to pay more for newbuilds.

Column

Washington Watch

Maritime Antitrust Immunity in Crosshairs

By Jeff R. Vogel, Partner, Cozen O'Connor's Transportation & Trade Group

While those in the Beltway continue to struggle to offer solutions to U.S. supply chain capacity issues, it seems apparent that policymakers have at least found their scapegoat for these issues in the form of the maritime industry. A specific talking point during the State of Union Address, a White House-endorsed agreement between the Federal Maritime Commission (FMC) and Department of Justice (DOJ), multiple pieces of legislation, and a vigorous hearing before the Senate Committee on Commerce, Science, and Transportation seem aimed at "fixing" the supply issues solely through a focus on maritime antitrust immunity. Of course, without a more comprehensive solution focused on all aspects of supply chain stressors, to include warehousing and trucker shortages, these federal actions may actually exacerbate the on-going supply chain issues.

Biden addresses shipping competition

If you regularly follow U.S. politics you will know that it is a rarity to hear the maritime industry mentioned during a State of the Union Address. It is the unfortunate reality that our industry is not at the forefront of U.S. policymaking, which is generally reflected in the President's annual address. Biden, however, deviated from tradition and included maritime competition in his speech in a clear effort to lay some of the blame for inflation on the maritime industry. In addressing inflation, Biden explained that, notwithstanding his general capitalist views, reductions in competition drive up prices and profits. Biden used ocean carriers as an example, stating, "We see what is happening with ocean carriers moving goods in and out of America. During the pandemic, about half a dozen or less foreign-owned companies raised prices by as much as 1,000 percent and made record profits." The President followed these observations by "announcing a crackdown on those companies overcharging American businesses and consumers."

It is unfortunate that President Biden did not instead focus on the many positive aspects of the U.S. maritime industry seen in recent years; for example, the fact that U.S. marine terminals have continually operated without any shutdown throughout the entirety of the pandemic, ensuring that cargo continues to flow to meet unprecedented consumer demand. However, with (1) Americans facing longer wait times for foreign-produced consumer goods, (2) inflation hitting U.S. taxpayers in the pocket in advance of midterm elections, and (3) U.S. agricultural exporters placing pressure on the Administration, ocean carriers proved to be an easy target.

The President's remarks followed on the heels of a "historic agreement" between the FMC and DOJ to "make sure that large ocean freight companies cannot take advantage of U.S. businesses and consumers." As a February 28, 2022 White House Fact Sheet (Lowering Prices and Leveling the Playing Field in Ocean Shipping) posits, ocean carriers "have formed global alliances—groups of ocean carrier companies that work together—that now control 80% of global con-

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tainer ship capacity and control 95% of the critical East-West trade lines." The Fact Sheet goes on to assert that ocean carriers, "increased spot rates for freight shipping between Asia and the United States by 100% since January 2020, and increased rates for freight shipping between the United States and Asia by over 1,000% over the same period." Finally, the White House called on Congress "to pass robust reforms to the ocean shipping industry, including reforms that address the current antitrust immunity for ocean shipping alliances."

Congress seeks Shipping Act reform

Even before being called out by the President, Congress was engaged in the process of reforming the Shipping Act of 1984, which provides ocean carriers and marine terminal operators with certain limited antitrust immunity protections. The Ocean Shipping Reform Act (OSRA) (H.R.4996), which was first introduced by Rep. John Garamendi (D-Calif.), has already passed the House on two different occasions, first as a stand-alone bill and second as part of the America COMPETES Act. Among other changes, the bill would require ocean carriers and marine terminal operators to certify that each demurrage and detention charge complies with FMC rules. The bill would also restrict ocean carriers and marine terminal operators from taking retaliatory actions against shippers and would restrict ocean carriers from unreasonably declining cargo.

Sen. Amy Klobuchar (D-Min.) and Sen. John Thune (R-S.D.) introduced the Senate OSRA companion bill (S.3580) on February 3, 2022. Unlike the House, the Senate is holding hearings on the bill, including a March 3rd hearing before the full Committee on Commerce, Science, and Transportation. During the hearing FMC Chairman Daniel Maffei and Commissioner Rebecca Dye faced tough questions and asserted that the FMC "has responded to the supply chain challenges as aggressively, creatively and comprehensively as we can." Many of the Senators present were clearly focused on expanding the FMC's powers to further address ocean carrier competition.

One of the most vocal participants was (expectedly) Sen. Klobuchar, who in addition to sponsoring the Senate version of OSRA has also introduced the Ocean Shipping Competition Reform Act (S.3586), co-sponsored by Sen. Cory Booker (D-N.J.). The bill would grant the DOJ Antitrust Division with authority to bring a civil action in federal court to stop an agreement between ocean carriers or marine terminal operators that DOJ determines is likely to result in an unreasonable reduction in transportation service or increase in transportation costs. Notably, the FMC already possesses this authority, which it has rarely exercised. In addition, the bill would exponentially increase damages available to private parties who claim to have been harmed by the ocean carriers' actions. The bottom line is that the bill would greatly increase the risk of ocean carriers and marine terminal operators entering into agreements, which many stakeholders argue have increase the efficiency of the marine transportation network.

Sen. Klobuchar is not alone in seeking sweeping reform to the Shipping Act. On March 1, 2022, Rep. Jim Costa (D-Calif.) introduced the Ocean Shipping Antitrust Enforcement Act. The bill would remove all antitrust immunity from ocean carrier and marine terminal operator agreements filed with the FMC under the Shipping Act. There are currently hundreds of agreements on file, which provide much of the structure for the operation of U.S. maritime commerce. Accordingly, removing the present antitrust immunity could have a transformative effect on the maritime industry.

A missing element

Throughout these recent White House and Congressional efforts there has been one glaring omission – the building of U.S.-flag capacity. It appears that D.C. policymakers have finally (after many decades) come to the realization that the U.S. is no longer in control of its own international commerce. Indeed, the Maritime Administration's statistics continue to show only 84 U.S.-flag vessels operating in international trade. If President Biden or members of Congress wish to address these issues, and are seeking to transform the maritime industry, then the focus should be upon how to make U.S.-flag carriers more competitive in international trade. Without this aspect of the discussion any effort to increase maritime competition ultimately will be meaningless, as the U.S. will remain without control in the movement of its goods internationally. Given the concerns expressed by the President and Congress, the time to act is now, to ensure that the U.S. has a robust fleet sufficient to carry a substantial part of the waterborne export and import foreign commerce of the United States, as envisioned by the Merchant Marine Act of 1936.

Column

Insurance

What is the Insured's Duty Under a Marine Insurance Policy? It Depends

By Thomas H. Belknap, Jr., Partner, Blank Rome

The law governing marine insurance in the United States has long been a source of considerable confusion. And if there was once a clear set of principles applicable in such cases, the Supreme Court long ago muddied the waters with their infamous ruling in Wilburn Boat Co. v. Fireman's Fund Ins. Co., 348 U.S. 310 (1955). That case, involving a fire on a houseboat on an inland man-made lake on the Texas-Oklahoma border, established the "litmus test" for when maritime law should govern and when the courts should instead look to state law in interpreting marine insurance contracts.

Faced with the question whether an insured's policy should be voided for breach of policy warranties when the insured has made misrepresentations in the application that bear no relationship to the actual risk or claimed loss,

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the Supreme Court in Wilburn Boat concluded that "[w]hatever the origin of the 'literal performance' rule may be, we think it plain that it has not been judicially established as part of the body of federal admiralty law in this country." Because there was no "established federal admiralty rule" governing such warranties, the Court ruled that it should instead look to state law which, as it happens, contained a provision that protected the insured from such "immaterial" breaches of warranty.

The problem with *Wilburn Boat*

It has oft been said that Wilburn Boat is the poster child for the adage that hard facts make bad law, and many have wondered why the Supreme Court used a case involving a houseboat on an inland lake to set a broad rule applicable to all policies of marine insurance. Certainly, the rule outlined by the Court is much easier to state than it is to apply: "(1) Is there a judicially established federal admiralty rule governing these warranties? (2) If not, should we fashion one?" Since Wilburn Boat, the lower courts have wrestled over the past 65 years to try to develop a consistent interpretation of what "rules" are entrenched in the federal admiralty law, and which are not.

At the heart of much of this wrangling seems to be the same concern that troubled the Supreme Court in Wilburn Boat: is it really fair to allow an insurer to evade its obligations under an insurance policy where the insured has paid his premiums and suffers an otherwise covered loss but has made misstatements to the insurer that do not actually bear on the risk? (This dilemma does not exist in cases where the misrepresentation is material – here, maritime law and state law would generally agree that the insured should not be entitled to recover).

Certainly, historically, there were good reasons for such a rule: the insurer was being asked to assume a risk in insuring a vessel that could be halfway around the world, with no practical means of inspecting or surveying the vessel before agreeing to assume the risk. Strict enforcement of warranties, coupled with the overriding principle of uberrimae fidei (utmost good faith), which holds that a policy may be voided where the insured has failed to disclose all facts that may be relevant to the insured risk, were the means of inducing the insurer to act quickly in issuing the policy while ensuring that it was taking only the risk it intended to take, and nothing more.

But most states have eschewed these strict rules and have enacted various "anti-technicality" provisions designed to protect "innocent" insureds from the jarring surprise of having an insurer deny coverage for breaches of the policy that seem immaterial to the risk or the loss. And so the courts, when faced with the question whether maritime law's strict warranty rules should override these state law protections, are often conflicted, with the result that many such cases wind up with contorted or seemingly inconsistent rulings.

This problem is well illustrated in the Eleventh Circuit's recent ruling in Travelers Property Casualty Company v. Ocean Reef Charters, LLC., 996 F.3d 1161 (11th Cir. 2021). There, the insured, who owned a 92-foot yacht, warranted in the policy that he would employ a professional

captain and one crew. A hurricane struck at a time when the yacht was unmanned, and the yacht sank at the dock during the storm after being holed by an exposed dock piling. The insurer sued for declaratory judgment that it was not liable under the policy because the insured had breached the captain and crew warranties. The district court found that there was an established maritime law strictly enforcing such warranties and granted judgment in favor of the insured.

The Eleventh Circuit reversed. In its ruling, the court observed:

> One problem with Wilburn Boat, as commentators have pointed out, is that it rests on a flawed premise. At the time the case was decided, all the major admiralty appellate courts in the United States had long accepted the literal performance rule. This rule derived from English common law and applied to all express warranties in marine contracts. [Internal quotation marks and citations omitted.]

The court further noted another problem with Wilburn Boat: it "undermines uniformity in admiralty law."

The Eleventh Circuit, in attempting to craft a solution to this problem, made clear what they would do if they could: "If we were writing on a blank slate, we would consider holding that there should be a uniform maritime rule regarding the effect of a breach of an express warranty in a marine insurance policy—and from there determine what that uniform rule should be." But of course, there is not a blank slate, and so ultimately the Eleventh Circuit resolved the "dilemma" by identifying only narrow categories of warranties, pertaining to trading limits and seaworthiness of the vessel, which have been explicitly recognized as part of the entrenched federal maritime law. With respect to the captain and crew warranties at issue, on the other hand, the court found that no such entrenched maritime rule existed; consequently, state law, with its anti-technicality provision, should govern. It seems inescapable that this ruling, much like Wilburn Boat, was written more to accomplish a particular outcome than to enunciate any kind of clear guidance for future courts.

Issues of uniformity

The maritime law rule of strict construction is originally derived from English law, which historically required literal performance of maritime warranties. Uniformity with English law, where possible, has always been an aim of the American courts in maritime cases. This is why it is particularly notable that England enacted the United Kingdom Insurance Act of 2015, which abandons recission as the automatic remedy for breach of warranty. Instead, an insured who breaches a warranty and fails to cure can still recover if it "shows that the noncompliance with the term could not have increased the risk of the loss which actually occurred in the circumstances in which it occurred." Id. at § 11(3). As the Eleventh Circuit observed:

> If there are still "special reasons for keeping in harmony with the marine insurance laws of England, the great field of this business," Queen Ins. Co. of America v. Globe & Rutgers Fire Ins. Co., 263 U.S. 487, 493, 44 S.Ct. 175, 68 L.Ed. 402 (1924), it will be interesting to see what effect the Act has on American maritime law (and on how Wilburn Boat is viewed).

Possible solutions?

One way this problem could be solved once and for all would be by federal statute; Congress clearly could enact some form of federal marine insurance law to codify the manner in which marine insurance contracts should be interpreted. No one should hold their breath waiting for this to happen, however; the chances of Congress addressing this issue in legislation anytime in the foreseeable future are virtually nil.

Another way would be for the Supreme Court to revisit Wilburn Boat. The Eleventh Circuit in Travelers practically begged the Supreme Court to take up their case: "Maybe, just maybe, this case will prove tempting enough for the Supreme Court to wade in and let us know what it thinks of Wilburn Boat today. As they say, 'hope springs eternal ....'" This outcome is perhaps somewhat more likely, if not in Travelers then in some other case down the road. But what would we want the Supreme Court to actually do?

One possible option would be for the Court to definitively hold that the strict enforcement of maritime warranties is, after all, an entrenched federal maritime rule such that federal maritime law should always preempt state law on this issue. While that would have the laudable effect

of returning uniformity and clarity to the federal maritime law, however, it would also constitute a complete reversal of Wilburn Boat. It would also put the U.S. maritime law even further out of step with both state law and, now, English law.

Alternatively, the Court could find that, after all, the broad rule of "strict enforcement" of warranties has never been an entrenched federal maritime rule, such that state law should always control on this issue. But the Court would have to engage in some pretty fancy revisionism to plausibly reach this conclusion.

A third possible option might be for the Court to find that the federal maritime law has evolved and that, while strict enforcement of warranties was once an entrenched federal maritime rule, both the courts and legislators—in the U.S. and in England—have come to recognize the weaknesses of this strict rule, such that it should no longer be treated as an established maritime rule. This might be a plausible "out" for the Court and, in some respects, may be the most accurate explanation for the recurring reluctance of the courts (including the Supreme Court itself) to strictly apply maritime warranties in some cases. Still, it leaves the problem that insurance law varies from state to state, such that uniformity would remain elusive.

Whatever the solution may be, the Supreme Court first must decide to take a case – which might yet take a while. In the meantime, insurers and insureds are left to guess what rules of construction will apply to their policies, which is never a good thing for maritime commerce.

US OFFSHORE WIND: Figuring Out the Business

By Tom Ewing

If awards were given for dominating the sustainable energy spotlight, offshore wind (OSW) would surely be in line for top honors.

Consider:

- ***Big money:*** *BOEM's February sale of New York Bight offshore wind development rights drew a record $4.37 billion in developers' bids. Not only is that real money, but just as critically, "This week's offshore wind sale makes one thing clear: The enthusiasm for the clean energy economy is undeniable and it's here to stay," exclaimed Interior Secretary Deb Haaland.*
- ***Off Broadway:*** *In January, BOEM approved the construction and operations plan (COP) for South Fork wind, twelve wind turbines planned for federal waters on the Outer Continental Shelf (OCS), approximately 35 miles east of Montauk Point, Long Island. Construction started in February. South Fork is expected to be operational in late 2023.*
- ***The Big One:*** *Last November, a groundbreaking at Covell's Beach in Barnstable, Mass., marked the start of the huge 800-megawatt Vineyard Wind project, 15 miles from Martha's Vineyard. Covell's Beach is landfall for two cables, connecting to a substation further inland on Cape Cod.*
- ***In the pipeline:*** *A bigger picture – consider this assessment by Philip Lewis, Director of Research at Intelatus Global Partners, writing for* ***MarineLink*** *in January:*

"At the beginning of 2022 the (OSW) situation is more positive. Twelve OCS projects are under final federal permitting review, 17.5 GW of project capacity has secured offtake commitments, 16.5 GW of new federal offshore leasing activity in the northeast, South Atlantic and California is underway, turbine component, foundation, and cable factories are being built in the U.S., awards for at least six Jones Act compliant wind farm support vessels were announced in the last quarter of 2021 and offshore wind port development is accelerating."

It's well known, of course, that OSW is promoted not just for energy and environmental reasons. Employment and economic development are critical drivers.

U.S. plans for OSW are gargantuan. Currently the U.S. is at the bottom of OSW production, for generation and the manufacture of equipment and infrastructure. In four years, plans are for the U.S. to be equal to or ahead of England and Germany, the current leading OSW countries; obviously, an incredible scale up.

As it starts, South Fork construction will create more than 100 jobs for Long Island skilled trades workers, including equipment operators, electricians, line workers, and delivery drivers, according to a press release.

But that's just the beginning. New York is developing five offshore wind projects, expected to deliver a combined economic impact of $12.1 billion to the state. These projects, according to state officials, could create more than 6,800 jobs in project development, component manufacturing, installation, and operations and maintenance "and spur approximately 10,000 jobs."

For businesses, this recent, tangible progress is tantalizing, but it raises questions: When is the big supply chain shift from metaphor to real money? How close is the ramp-up to the big show?

There's no single answer. While OSW is presented as a singular energy resource, its implementation pulls in a myriad of complex topics, from high-tech engineering to the Jones Act to protected marine mammals to commercial navigation to interconnection and performance on the Nation's electrical grid. Still, there are indicators of supply chain progress, examples of hard work underway to facilitate and establish the corollary framework necessary to build, in essence, a whole new industry. Here's a look at some of this early work.

MASSACHUSETTS

Business and wind energy interests in New Bedford, in late 2021, established a group to build out and strengthen the local and regional maritime business network. This new group is the New Bedford Ocean Cluster (NBOC). Its mission is to establish regional leadership in four core areas: offshore wind, aquaculture, commercial fishing and processing, and innovation and technology.

Luckily, any company interested in moving into the OSW sector can take advantage of a recent NBOC information session. Go to the NBOC website and click on the link for the "Offshore Wind Community Outreach Forum" held February 17. It's a valuable hour and 15 minutes, providing a thoughtful foundation and a clear framework of OSW issues, from contracts, supplier tiers, timelines and where an individual company might best fit into the wind supply chain (see illustrations, courtesy

NJEDA

- Brian Sabina,
Chief Economic Growth Officer, New Jersey Economic Development Authority

of NBOC).

Two messages stand out: one, moving into this new wind sector can be intimidating; it requires study and research up front.

Second: now is the time for that advance work because the initial U.S. wind projects will largely be built overseas, considering the nascent status of the US wind industry. In two or three years, however, project developers all along the east coast will demand US based suppliers (that's the economic development part). NBOC advises: do your homework now to be ready in 2024 or 2025.

In addition to education, NBOC has established an "Act Local Program." Their team is out there, literally working the levers to connect developers and tier 1 suppliers with "adjacent suppliers" in New Bedford, e.g., commercial fishers who know maritime operations and can offer vessel and related services likely to be in demand.

If your business is in New Bedford, and you're looking at OSW opportunities, get to know NBOC.

OSW Supply Chain - Taxonomy

- ~8,000 components in an average OSW turbine.
- OEM: Original Equipment Manufacturer (E.g., GE Renewable Energy – Wind Turbine Generator manufacturers)
- Multiple 'tiers' of supply:
  - Tier 1 suppliers – supply to project developers;
  - Tier 2 suppliers- supply to Tier 1 suppliers, and
  - Tier 3 suppliers- supply to Tier 2 suppliers, etc.
- Procurement processes launched years ahead of Final Investment Decision (FID).
- Most low-level suppliers do not engage directly with project developers.

NBOC

BROOKLYN

On March 3 Equinor and bp announced an agreement to transform the South Brooklyn Marine Terminal into an OSW hub. This $250 million project ($57 million from New York) will prep this site for staging and assembly. An Equinor press release references "economic recovery and increasing diversity in waterfront construction, by helping local minority- and women-owned business enterprises benefit from the growing offshore wind industry and take advantage of the green jobs of the future."

Unfortunately, the press release does not include a timeline for when this work starts, and when the site will be ready. The only temporal reference is that it is needed for power generation by 2030.

However, consider that New York's expected timeline for permitting and approvals is between 2019 and 2023. Then, wind tower construction and installation are expected between 2022 and 2024. Those deadlines are looming. Brooklyn terminal work has to be starting soon.

ALBANY

In 2021, then-Governor Andrew Cuomo announced that the Port of Albany would be the site of the first OSW tower manufacturing facility. Planning is still underway. In October, the Town of Bethlehem, N.Y., had a public hearing to decide on various policy questions, including tax abatements, linked to a site permit. In early March those open issues were still undecided. However, a closure vote was expected in mid-March and

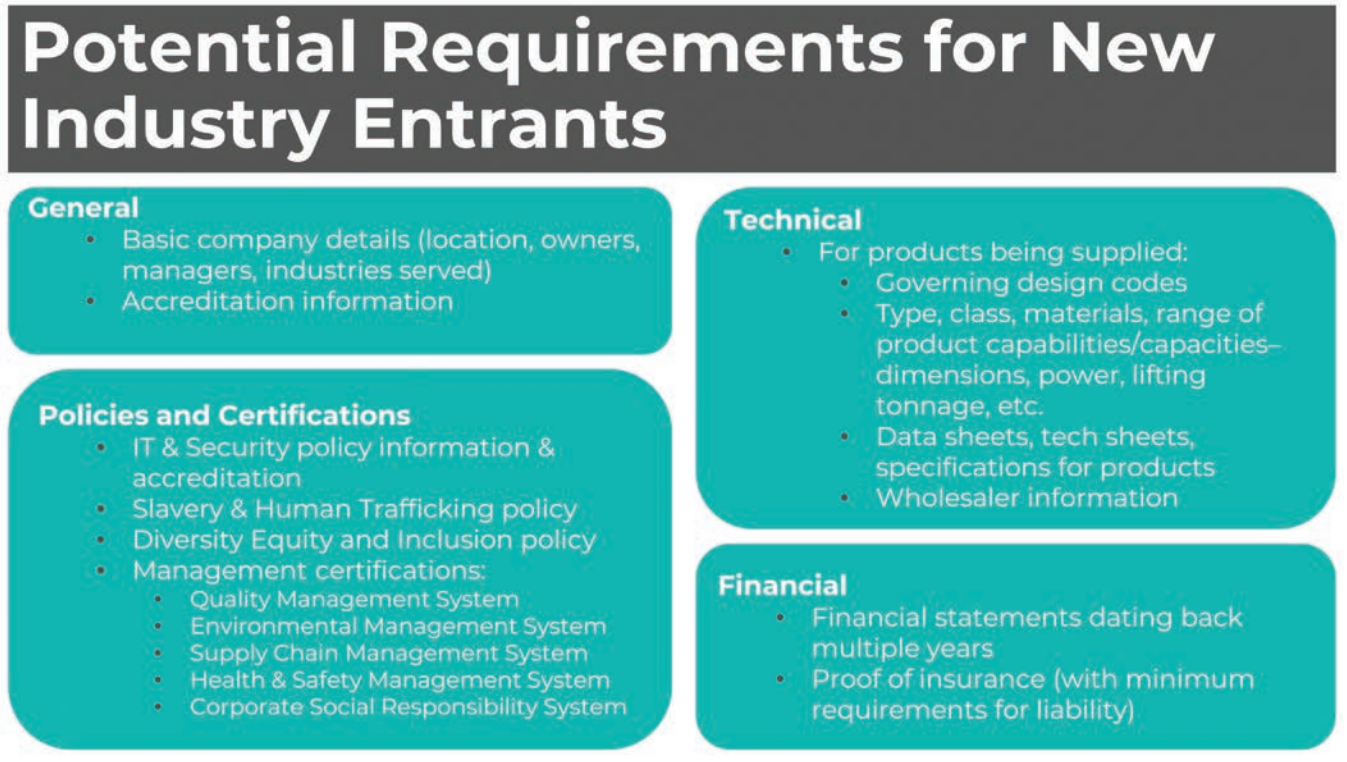
this important step could be wrapped up, keeping construction on track for 2022. Supply chain pacing will likely pick up after that.

NEW JERSEY

Like New York, New Jersey has ambitious OSW goals—both for generation and economic and social benefits. NJ has two upcoming major projects near term: Atlantic Shores, 1,510 MW and Ocean Wind, 1,148 MW. Each will use a new manufacturing facility, under construction, at the Port of Paulsboro. New Jersey is also investigating a new Wind Institute for R&D. The state released a request for proposals on January 7, seeking developers' interest. Replies were due February 23. Once a contract is awarded, officials want initial work completed within nine weeks. That could spur a third study component, but the total project is to be completed within 20 weeks. If the Institute idea is a go, that adds more momentum to wind developments this year, or at least next year. State officials would not say what level of response they received from the Wind Institute RFP.

Brian Sabina is the Chief Economic Growth Officer for the New Jersey Economic Development Authority. He was asked about supply chain and related opportunities in 2022. He explained that a core driver in New Jersey is the procurement, by the state, of offshore renewable energy credits (OREC), an every-other-year process in N.J., with the next OREC sale in 2023. ORECs are a confirmatory market signal because they help fund green energy projects.

Sabina said that some preliminary work on Atlantic Shores and Ocean Wind has started. He expects this to expand, at a quicker pace, in 2023 and 2024. He said maritime operators are inquiring about work now. New Jersey partners with the Business Network for Offshore Wind, and Sabina referenced a series of conferences called "Offshore WindReady, Industry Education." These sessions are designed to help New Jersey-based businesses understand



NBOC

the offshore wind industry and identify supply chain opportunities.

In addition, N.J. has an OSW supplier registry. State officials use it as their database for outreach to companies. Just as important, out of state companies use it to search for local suppliers. OSW is one of nine strategic sectors identified in Governor Murphy's economic development plan. Sabina said businesses can contact sector leadership for help with OSW questions. Again, timing is critical. Suppliers need to investigate opportunities at least two to three years in advance of when a particular service or product might actually be needed for construction or operation.

Sabina was asked about new challenges for maritime operators thinking about OSW work, but otherwise new to that field. He said that if a company has experience with offshore oil and gas projects that history provides insight into pivoting to OSW. Since oil and gas is not part of New Jersey's offshore operations, he said operational concerns should be discussed now with project developers. He noted that Gulf-based maritime operators are coming to the state, not for temporary work, but to establish themselves in preparation for wind. "We're seeing companies who are in the Gulf look at east coast opportunities for OSW and thinking about localizing their operations here. That is definitely happening," Sabina said. He referenced new partnerships and company expansions. "Those companies," he commented, "recognize there's a massive market opportunity that's off the New Jersey shore."

Conference April 26-28: Business Network for Offshore Wind

Brian Sabina leads New Jersey's OSW economic growth programs. Sabina said N.J. works closely with the Business Network for Offshore Wind, and in an interview about supply chain development he referenced a BNOW conference scheduled for April 26-28 in Atlantic City, N.J. The April event is the 2022 International Partnering Forum (IPF) at the Atlantic City Convention Center. IPF is BNOW's premier offshore wind energy conference in North America. The conference goal is to connect global leaders and businesses in the supply chain via networking opportunities and to provide industry updates, from technology to policy.

From even a quick check on the conference website the IPF agenda presents as an in-depth resource. It's another indicator that businesses are prepping for big work in OSW. Consider attendance: 1,500 people attended last year's conference. At this writing, BNOW staff expect registration to exceed 2,000. Nearby hotels are sold out.

One conference highlight is the BNOW WindMatch program, serving to directly connect potential clients and partners. "With the rapid expansion of offshore wind, attending IPF will secure your place in the industry," BNOW writes.

For New Jersey businesses, the agenda has a strong state focus, including a ports tour, sponsored by N.J.'s Economic Development Agency, the team leading N.J.'s wind projects and a N.J. "supply chain day." More general topics cover standards, workforce development and even a "pitch presentation," a chance to promote innovations in the OSW field. Plus, plenty of opportunities to network. This kind of interaction might be just what it takes to be ready for work, hopefully soon, ready to make the jump from concept to contract.

Vane Brothers

New Routines on the Bridge in the Digital World

By Barry Parker

Like every sector of cargo and passenger shipping, "digitalization"—where computerized processes are replacing onboard routines previously handled manually— is an ongoing trend coastwise, on the waterways and harbors. Regulatory compliance, especially with Subchapter M for towing vessels, has also driven choices of onboard equipment with digital interfaces to software and online platforms for record-keeping and for generating inputs for forms and documents.

Improved performance has also shaped the capabilities of equipment in the wheelhouse and the view from the bridge. Remote monitoring of hard to access equipment aboard vessels, and for operations such as tank gauging on barges, has long been in practice. With COVID came a big push toward remote surveys and inspections. The direction now is beyond simple connectivity, toward digital platforms where data from multiple onboard devices is combined (sometimes with external sources), which leads to real time monitoring and enhanced and "optimized" performance.

Newbuild tugs have a diverse complement of equipment in the wheelhouse. Vane Brothers, the large towboat operator barging oil products as well as bunker fuel, has recently completed four Salisbury Class 3,000 horsepower pusher tugs; the last vessel in the series, Charles Hughes, was delivered from builder Chesapeake Shipbuilding, in January, 2022.

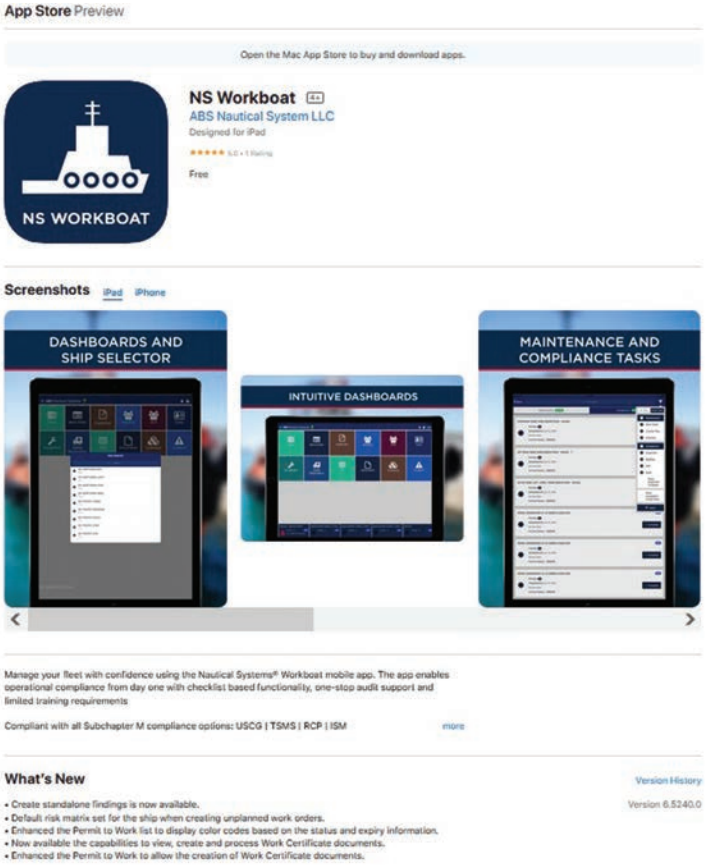
The specifications for the newest tug reveal the complement of equipment, sourced from multiple manufacturers. Radar, AIS and Autopilot units are sourced from Simrad, with additional electronics from Furuno, Icom and others. Captain Jim Demske, Vane's Port Captain, told Marine News, "The new electronics we have used in the four Salisbury Class push tugs delivered since 2019 were selected based on the newest Subchapter M guidelines. Nearly everything is redundant or on battery backup systems, includ-

ing NAV/COMM radios, radars and lighting. Dual navigation PCs were installed as well."

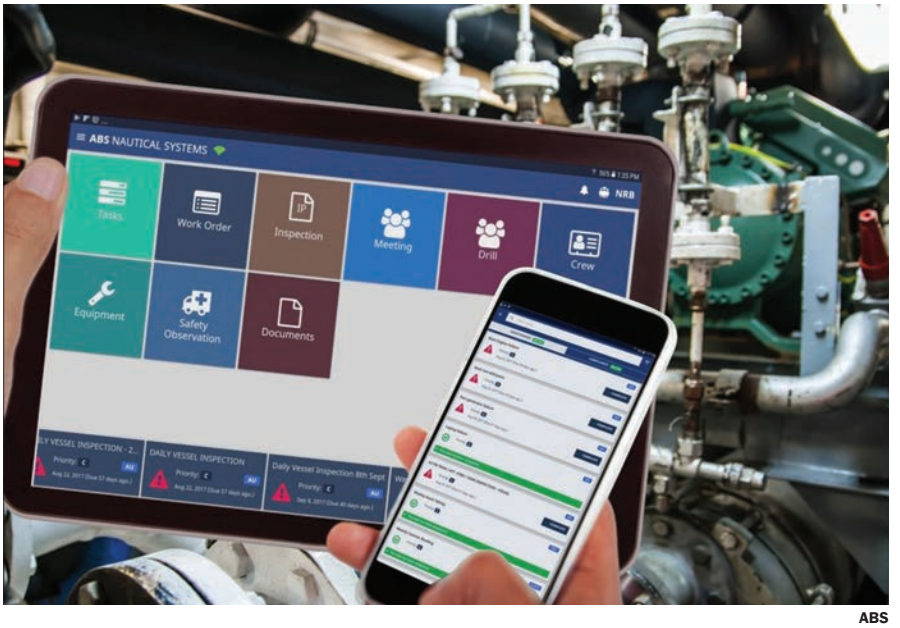
Subchapter M is also a driver of equipment replacements. Vane's Captain Demske, who has overseen the construction of 48 tugs during his career, added, "Not only were the new push tugs built to Subchapter M standards, Vane is equipping all of the tugs in the fleet with Sub-M-compliant navigation equipment."

Electronic charts have largely replaced paper, but, in this age of connectivity and compliance, the third "C"- "charting", is about far more than simply viewing a map on a screen (though that's an integral capability, of course). Consider the widely-used Rose Point ECS4 from Rose Point Navigation Systems. As described, it offers new voyage planning tools to the inland sector (with its "Inland" add-on), which can streamline the work steps of Subchapter M navigation assessments, with automated creation of routes (with locks and bridges detailed). It also updates AIS voyage data fields. The Rose Point package also links to a web-based portal, enabling towboat operators to monitor their fleet status remotely. A module running on a Windows-based computer allows electronic chart display on a screen from Hatteland Display AS. Rose Point says that this enables boat operators to "meet the requirements of the Coast Guard NVIC 01-16 for paperless charting transits."

Likewise, radar is integrated into broader bridge management workflows and tasks. Furuno, in describing its installation of FAR2117BB radar on a trio of Subchapter-M compliant tugs built at the Main Iron Works yard in



ABS Nautical Systems screenshot



ABS

Houma, La. for oil and products transporter Kirby Corporation, said, "The FAR2117BB delivers Furuno's unparalleled target detection and sophisticated signal processing techniques…Furuno's FA170 AIS and GP33 GPS Navigator feed position and AIS information to the ship's navigation systems. The Furuno 235DT depth sensor provides precise information, and the RD33 Navigation Data Organizer can display this high-accuracy data along with other information sets." Subchapter-M impacts other aspects of the vessel bridge, Kirby chose a pilothouse alerter system, Kirby chose Furuno's BR500 BNWAS for monitoring the pilot's presence in the wheelhouse. Furuno's FR1908VBB radar, and a Furuno 628 depth sounder were outfitted aboard Sally Lapeyre, a recent towboat delivery into the Canal Barge fleet, built at Steiner Construction in Alabama.

American Bureau of Shipping (ABS) has been at the forefront of shipping's moves to all manner of connectivity with its My Digital Fleet product, launched in late 2020 and gaining traction in the deepsea sector. This new offering builds on ABS's Nautical Systems set of onboard applications, which are well-known on the rivers and around the harbor setting. Nautical Systems, an integral part of ABS since the 1990s, focuses on performance management for individual vessels and fleets. Its NS WORKBOAT software, offered through a mobile application, supports operations aboard vessels, as well as in landside offices. Importantly, the NS WORKBOAT, delivered on tablets or mobile phones, supports compliance with Subchapter M, whether inspections

Furuno

are done by the U.S. Coast Guard, or through a third-party inspector. Users of the NS WORKBOAT application include Great Lakes Dredge & Dock, Genesis Marine and Crosby Tugs. Other inspection programs, including OVID and SIRE, are also supported.

The digital trend is now moving beyond streamlining onboard hookups, into remote operations aboard vessels. As an example, maritime technology innovator Sea Machines, has now introduced SM 200, offering control of towing vessels and harbor vessels from outside their wheelhouses. The Boston-based vendor said, "No longer bound to a fixed control station, vessel operators using the SM200 have propulsion and steering control in their hands, as well as remote control of auxiliaries and payload equipment." The SM200, which its vendor said "frees pilots from the wheelhouse", has been approved by the ABS and the U.S. Coast Guard (USCG) for use in certain tugs (in Articulated Tug Barges) in early 2020.

With every solution comes potential challenges. Operational efficiencies come with new tools, but so do cyber-vulnerabilities; regulators, service providers and trade groups have stepped up efforts to protect against design weaknesses and, in the worst case, actual malicious actions. The USCG, which launched its Cyber Command in 2013, and in 2015 established cyberspace as an operational domain, continues to keep pace with technological advancements. The Coast Guard issued a Navigation and Vessel Inspection Circular (NVIC 1-20) in early 2020 concerning cyber risks at facilities which handle vessels. A year afterward, it issued a guidance memo on "cyber-hygiene" (aimed, however, at international vessels). In late 2021, the USCG issued its "Vision to Protect and Operate in Cyberspace", with a key objective being the protection of the United States' Marine Transportation System (MTS), of which U.S. waterways and ports are an integral part. ABS Consulting, part of the class society, established a

Vane Brothers

"The new electronics we have used in the four Salisbury Class push tugs delivered since 2019 were selected based on the newest Subchapter M guidelines. Nearly everything is redundant or on battery backup systems, including NAV/COMM radios, radars and lighting. Dual navigation PCs were installed as well."

– Captain Jim Demske, Vane Brothers' Port Captain

Vane Brothers

cybersecurity service in Spring, 2021 and began partnering with multiple service providers and vendors in its effort to offer a suite of managed services "to deliver effective support to a wide range of industry sectors, including power plants, wind farms, oil rigs, platforms to ships, pipelines and industrial manufacturing." In March, 2022, almost a year after the infamous Colonial Pipeline cyber-attack, ABS Consulting issued a warning that said, in part, that "ransomware groups are targeting industrial control systems using increasingly sophisticated attacks."

Vessel operators can look to the American Waterways Organization (AWO), a trade organization representing the inland waterways sector), which -in a partnership with the USCG issued its "Cyber Risk Management Best Practices for the Towing Industry", in 2018, as the industry was in the earlier days of its Subchapter M voyage. As the path toward full compliance moves into its final leg, service provider Global Data Systems (GDS), noted that, "The Coast Guard mandate for improved safety is driving many tugboat and towboat operators to start maintaining electronic records. This enables them to eliminate the old paper logbooks and tickets, and better communicate and coordinate with their shoreside operations." In a late 2021 blog entry describing its offerings for the inland sector, GDS said, "Plug-and-play network connectivity solutions include layered security features that help ensure Internet protection, secure remote access, virus protection, email security and more. We also offer around-the-clock monitoring and support to ensure continuity of operations."

Sea Machines, in materials describing its SM200, offers a view of the realm of tugboats in the future; features described here parallel some of the capabilities offered by ABS in its My Digital Fleet.

- Smart marine ecosystems are also being developed. Port operations are becoming more integrated, with tug operations being further interconnected with ship arrivals and departures and shoreside activities. It is envisioned that increasingly automated management of tugs and pilots will become better optimized and integrated with vessel arrivals and departures and terminal and port operations.
- The Industrial Internet of Things (IIoT) has helped commercial shipping predict the failure of machinery and track containers. It may also make its way into the tug and towing industry for monitoring conditions, tracking machinery, and optimizing maintenance. For example, sensors and machine-to-machine communications from tug systems would enable various parameters to be measured and data transmitted to a central storage server for analysis. Tug operators can then use the data to gauge machinery performance and predict failures.

Sandy Hook Pilots Association

The New NEW YORK

NY/NJ PILOTS REPLACE 50-YEAR-OLD STATION VESSEL WITH RETROFITTED OIL SPILL RESPONSE BOAT.

By Eric Haun

When it came time to replace their 50-year-old station vessel New York, the Sandy Hook Pilots Association thought long and hard, weighing their options to determine the best possible solution. They traveled the country, to Houston, San Francisco and up to the Columbia River, and even to Europe—the Elbe River in Germany and Rotterdam in the Netherlands—to ride with other pilots in search of an answer.

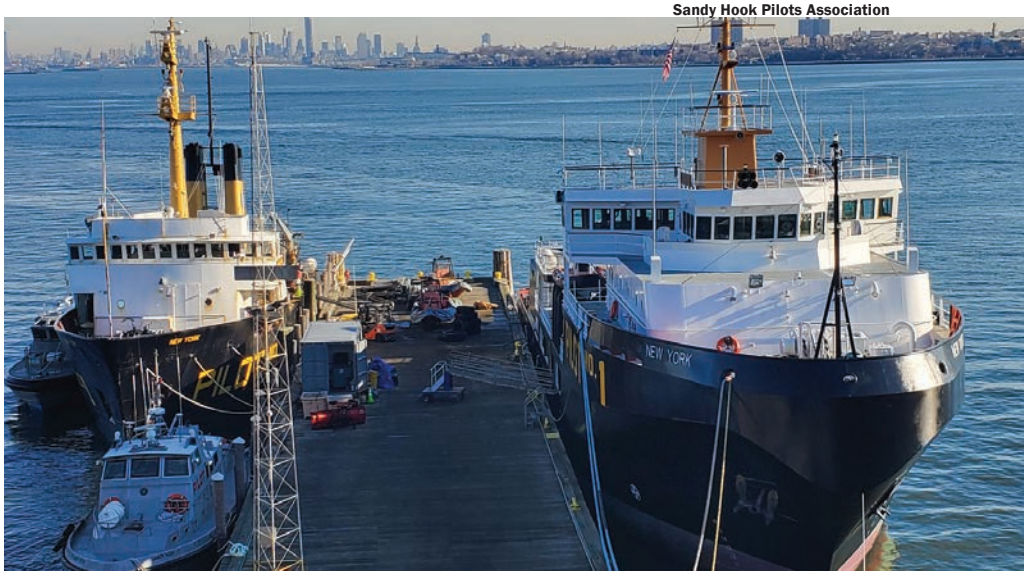
"We looked at everything from SWATH (small-waterplane-area twin hull) boats to helicopters to big boats in Europe, and ultimately came to the conclusion that we were going to stay with a large boat operation," said Ed Burns, marine superintendent for the Staten Island-based pilots group, which provides pilotage services to all foreign flag vessels and American vessels under register entering or departing the Port of New York/New Jersey, the Hudson River, the East River, Atlantic City, Jamaica Bay and Long Island Sound.

The Sandy Hook Pilots use a rotation of two station vessels, New York and New Jersey, that basically serve as offshore hotel offices for the association's pilots as well as traffic control for the port. The older of their two vessels, the 182-foot New York, entered service in 1972, and is the last large station vessel in the U.S. The boat gained an additional 15 years of service following a repower and refresh in 2004, but the pilots began looking for a replacement as its useful life started to run short.

After determining the $30 million price tag for a potential newbuild would be too steep, the pilots began their next search mission: tracking down a vessel that would be the perfect conversion candidate. "We stumbled across the Maine Responder laid up in Portland, Maine and made the decision that it would probably be a good fit for us," Burns said.

Asked what made the Maine Responder—a 1993-built oil spill response vessel (OSRV) previously used by Marine

Sandy Hook Pilots Association



Spill Response Corporation (MSRC)—a good fit for pilots operating in and around the busiest port on the U.S. East Coast, Burns said condition was a key consideration, and that the boat had been very well cared for. "The vessel was referred to as a pier queen. It had barely been used—just 9,800 total hours—at the time we bought it," Burns said. "The interior, the tanks, everything was essentially brand new. We did a pre-purchase survey, and everything checked out; the boat was in great shape. And when we inspected all the internals in dry dock—pulled the shaft, the rudders, everything—all was in fantastic shape."

In addition, many of the vessel's characteristics were just right. At 204 feet, the Maine Responder was in the desired size range, and it had the correct engines: the same 3512 CATs that are in the old New York. "We're not towing with this vessel and we're not pushing with it; it's not a tugboat, it doesn't require a whole lot of horsepower," Burns said "It's a more fuel efficient than, say, if we had gotten a 200-foot supply vessel out of the Gulf of Mexico."

With the right vessel in hand, next began the process to convert it. Mystic, Conn.-based by JMS Naval Architects, which surveyed and helped evaluate the vessel prior to purchase, was tapped to develop the conversion concept design and provide engineering support to the shipyard as well as owner's representative services during the project.

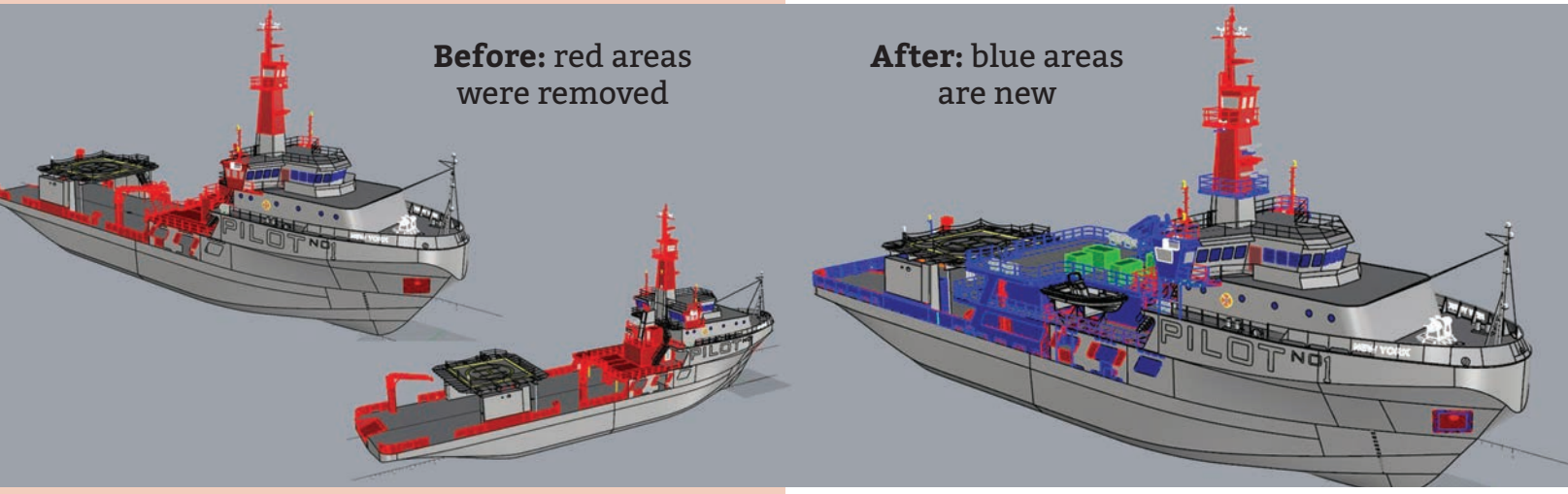
JMS' president, Blake Powell, said, "Our initial goal was to assess how well a purpose-built OSRV could meet the mission requirements unique to a pilot station vessel. JMS assisted with this feasibility phase by conducting a survey, providing a seakeeping analysis and defining the scope of modifications."

And while the Maine Responder was in excellent shape, changing any vessel's mission presents technical, operational and regulatory implications that can be difficult to balance, Powell said, adding that the integration of new systems with original ones is always a design challenge.

"The major conversion involved removing the oil recovery equipment, modifying tankage and adding a large deck house for the pilot accommodations," Powell said. "Fortunately, there was very good documentation for a 28-year-old vessel, but our naval architects still spent lots of time crawling every inch of it."

Burns said that the Sandy Hook Pilots, as a New York business, saw it as a priority to keep as much of the work as possible within the state. "We started the process at Caddell Drydock and Ship Repair in Staten Island, and did a lot of the removals of the oil spill equipment that was installed on the vessel. Then we moved up to Feeney

JMS Naval Architects



Enterprises in Kingston, N.Y., and they did the fabrication and installation of the new houses. We used Cooley Marine for the interior, they're out of Connecticut. We were able to do this whole project locally."

The converted Maine Responder, now renamed New York to replace the previous vessel of the same name, offers a number of significant improvements over its predecessor. "It can hold station for six weeks as opposed to three weeks, so it'll only have to come in half as often. It has a much larger fuel capacity, much larger potable water capacity. And that was part of our criteria when we sat down with JMS. One of the things we wanted to do was get more time out of the vessel offshore before it would have to come in for shore days," Burns said.

New potable water tanks with 60,000 gallons capacity were fabricated and installed to help enable the longer stays offshore. Another major addition was the construction of a two-deck house that sleeps up to 28 pilots, with a pilot's lounge and mess hall. "Although safety was the first priority in the design, the pilots' comfort while they were onboard was a close second. We conducted a baseline noise survey and specified materials and installation methods intended to make the accommodation spaces as quiet as possible and conducive to the pilots getting quality rest between assignments."

The bridge wings were also extended to give a clear view of the pilot launch landing area on each side of the vessel with CCTV camera system installed throughout the vessel's interior and exterior spaces. Powell said other modifications had to be made to incorporate operational capabilities specific to the pilots' mission, specifically boarding the vessel at sea safely. "The design included modifications to the boarding area, extending the bridge wings for improved visibility, incorporating a heated deck to de-ice the boarding area, a man-overboard rescue system and a means to rapidly launch a rescue boat."

The result was a port rescue station with net recovery system, deck de-icing systems at port and starboard pilot boarding stations, hot water/steam system for power washing to de-ice the pilot boats when alongside in winter, new knuckle boom crane to service the port and starboard rigid inflatable boats (RIB) and load gear pier side, and small boat fueling/transfer stations port and starboard.

Also added were two-way communication speakers from boarding area to the pilothouse port and starboard bridge wings; buzzer system for communication between the pilothouse and crew mess and the port and starboard boarding areas; floor to ceiling windows facing aft and down for viewing of pilot boarding station; relocating controls to bridge wing, steering, engine, VHF, gyro repeater, bow thruster, new two-way talk back to boarding station; and side windows facing outboard, sliding/opening.

The completed vessel, the new New York, retains its helicopter pad, ABS classification, and U.S. Coast Guard certificate of inspection (COI) as a Subchapter I vessel.

"We're very happy with the new vessel that we have, and we're really looking forward to putting it into service and getting many years out of it," Burns said.

Nabrico Unveils New Line of Steel Davit Cranes

All images: Nabrico

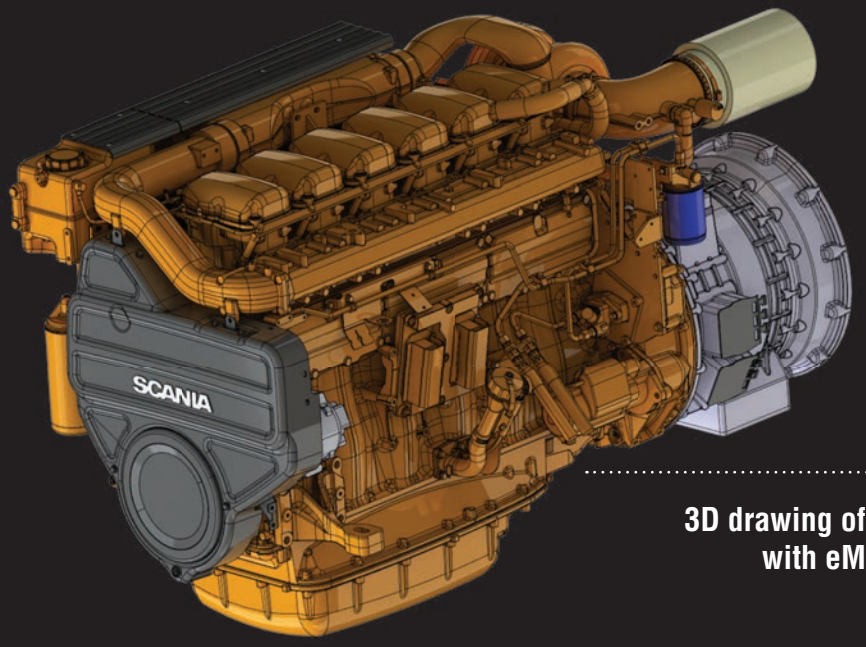
Nabrico has always offered a davit style crane primarily for hose handling on barges, but its newest lineup of steel davit cranes— available in 500-, 1,000- and 2,500-pound lift capacities—is designed to be used for a wider range of lifting applications.

"Nabrico's new davit cranes are designed for multi-purpose use—a portable, inexpensive lifting tool for a wide range of applications," said Brad Jarnagin, industrial market manager at Nabrico. "Their applications are all across the board, from pulling pumps, motors, hose handling, miscellaneous engine parts, lifting generators and other equipment onto barges, to lifting tools and equipment up onto catwalks and mezzanines." Jarnagin noted the cranes can handle very long lifts, unlike chain hoists that become unwieldy due to all the chain.

But, according to Jarnagin, "Their biggest advantage is that they are lightweight and portable. Multiple bases can be placed in various locations, and one crane can easily be moved from base to base." Jarnagin noted the bases come in three configurations: pedestal, flush mount and wall mount. The flush mount base is embedded so no structure sits up above ground level. In addition, the Nabrico davit cranes can easily be broken down and put into storage when not in use. "Our cranes with manual winches come equipped with a socket drive and are drill drivable, so you get powered operation without the cost of a powered winch. We can provide powered winch operation as well if needed."

These cranes are zinc plated, and all Nabrico cranes are made in the U.S. and come individually tested and certified. Jarnagin said Nabrico keeps davit cranes in stock at its facility in Nashville, available for quick turnaround. "We ship same day or next day," he said. "We can do some degree of customization if needed. Just come to us with your application, and we'll do our best to find a solution."

eMachine:
Scania's New Hybrid Marine Power Solution



3D drawing of Scania DI13 with eMachine

All images: Scania

This is a transcendent time in the marine industry as stakeholders explore new technologies to drive efficiency gains and reduce emissions. At the end of 2022, Scania will introduce its new electric hybrid package, eMachine, at the Electric & Hybrid Exhibition in Houston.

The hybrid and full electric offering ranges from 150 to 230 kilowatts continuous electric power, with all hardware and intelligence included. "The package we're launching is made for making sustainable solutions easy and accessible for all our customers—current and new ones. The package allows customers to choose the electric or hybrid setup and still always receive our built-in intelligence," said Torben Dabrowski, Global E-Mobility Sales Development Manager, Scania.

The number of hybrid and electric solutions available on the market today is growing, but Dabrowski said Scania's offering boasts several features that make it unique. He described a clutching system that automatically and seamlessly allows the vessel to switch between totally diesel or full electric operations. "Either the eMachine would rev up and clutch into the diesel engine, or the diesel would rev up and clutch into the eMachine," he said.

Secondly, the interface is modular and flexible, and it's

the same as is used for diesel engines. “So, when we make this hybrid solution as a sandwich, you will have the same interface,” Dabrowski said. “With that comes even more good things, like you could add additional eMachines to double to triple the power.”

Thanks to these two features, Scania is able to control the entire solution, Dabrowski said. “You’ll ask for RPM, or you will ask for torque, and we will make sure that you get that from the most reliable source at the time. You will have a big flexibility, and we will manage everything seamlessly with our power control units.”

Dave Hughes, Sales Manager, Scania USA, said, “Many of the current product offerings here in the United States focus on either a parallel or an inline design, and really kind of focus on the redundancy aspect. With the eMachine and the internal clutching and the technology and design that we have, that helps us provide the inline solution while still being able to ensure that the customer is going to have the redundancy should there be an internal problem.”

Hughes also noted that the entire package comes from a single source: Scania, which allows customers to better take advantage of the company’s service network.

The eMachine’s legacy can be traced back to Scania’s truck department. “This helps to very much derive outstanding quality since we’re further optimizing products that are already heavily tested and verified since they’re used in those applications,” Dabrowski said.

There have been others to marinize hybrid and electric products. “An intelligent marine hybrid and electric solution and a product that really has the full insight and the full solution for our customers is something totally different,” Dabrowski said. “We’re marinizing a solution where we control not only the eMachine, we control the batteries, we control the power electronics and auxiliary equipment, and we manage the whole system.”

According to Hughes, Scania’s eMachine arrives amid a big push toward alternative fuels and hybrid/electric propulsion in the U.S. He said the company is currently targeting the rapidly advancing passenger vessel market, crew transfer vessels (CTV), as well as eco tour and whale watching tour vessels in places like California and Alaska. “It’s becoming increasingly important to maintain the focus that Scania has on being a leader in helping ensure that we reduce emissions.”

“Everyone knows that we need to change things,” Dabrowski said. “But we still need transport. We just need to do it in a much more sustainable way to be able to sustain our global healthy environment.”

All American Marine CTV Gets BV AIP

All American Marine

Bellingham, Wash. shipbuilder All American Marine announced its 92-foot-long crew transfer vessel (CTV) concept design developed with Teknicraft Design has earned approval in principle (AIP) from classification society DNV. The Jones-Act-compliant vessel design concept is geared for the fast-expanding U.S. offshore wind market, based on the MO1, a proven vessel from Teknicraft Design, built in 2013 to support the North Sea offshore wind market. AAM, which is the exclusive builder for Teknicraft Design in North America, said the new concept design incorporates substantial updates and modifications, with the hybrid power system among its most noteworthy. As an independent assessment of a concept within an agreed framework, an AIP confirms that the design is feasible, and no significant obstacles exist to prevent the concept from being realized.

The quad engine design concept has a beam of 33.5 feet with a projected speed of 29 knots, fully laden. This concept will incorporate Hamilton Jet's parallel hybrid EHX system using Hamilton HTX waterjets, powered by quad MAN2862 LE 438 Tier 4 engines. The EHX system will allow for zero-emissions operations when using battery power and will enable both station keeping and slow speed operations, as well as boost power when needed. The unique Teknicraft design incorporates a cutting-edge hull shape with an optional hydrofoil. When deployed in AAM catamarans this system creates lift and enhances the vessel's performance. Distinctive design characteristics ensure high-speed travel, ultra-low wake, fuel efficiency, superior seakeeping and is fully customizable depending on the application.

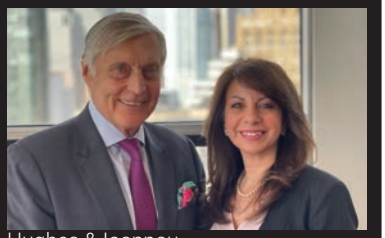
Fire Island Maid

Elliott Bay Design Group

Metal Shark said it won a contract to build a new vehicle ferry for Fire Island Ferries, and that construction of the new Fire Island Maid recently commenced at its Bayou La Batre, Ala. shipyard. The 70- by 23-foot vessel is designed by Elliott Bay Design Group (EBDG) and features a steel hull and aluminum superstructure. With its hydraulically operated bow ramp and reinforced decks designed to support fully loaded concrete trucks and general cargo, the new ferry will provide transport between Bay Shore, New York and various ports along the Great South Bay of Fire Island. It will be powered by twin Cummins QSL9 Tier 3 marine engines with ZF Marine CruiseCommand control system and transmissions. Electrical power shall be provided by a Cummins Onan MDK generator.

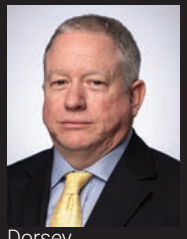
"This is the second vehicle ferry built by Metal Shark for the communities of Fire Island, following the 70-ft. vessel built at our Franklin, La., shipyard for Beachcomber Freight (Sayville Ferry) in 2018," said Carl Wegener, Metal Shark's VP of Commercial Sales.

People & Companies


Hughes & Ioannou


Pitre


Aryan-Zahlan


Dorsey


Jones


Horne


Beale


Montroll


Wattman

New Leadership at American P&I Club

After 27 years' service as Chief Executive Officer of Shipowners Claims Bureau, Inc. (SCB), the Managers of the American P&I Club, Joe Hughes will stand down from that role on August 1, 2022. Dorothea Ioannou, currently Deputy Chief Operating Officer of SCB, will succeed Hughes as CEO from that date, making history as the first woman to ascend to the top executive position of an International Group P&I club in the 167-year history of the marine mutuals.

Leadership Change at Bay Ship

Bay Ship & Yacht founders Bill Elliott and Alan Cameron have stepped back, and Joel Welter, currently chief naval architect, was named CEO and Gerona Goethe, currently assistant general manager, was tapped as general manager.

Bordelon Promotes Pitre

Bordelon Marine announced it has promoted its senior operations manager Trenton Pitre to director of operations.

Port of LA Names Chief Harbor Engineer

The Port of Los Angeles has appointed Dina Aryan-Zahlan to chief harbor engineer, lead of the Port's engineering division. Aryan-Zahlan replaces David Walsh who retired in December 2021.

Gulf Island Chairman Flick to Retire

Gulf Island Fabrication, Inc., announced its chairman of the board of directors, Michael A. Flick, will retire effective upon the expiration of his current director term. The board unanimously elected William E. Chiles as chairman of the board to succeed Flick following the 2022 annual meeting.

Dorsey Named VP at Ingalls

Donny Dorsey has been named vice president of operations at HII's Ingalls Shipbuilding division. He replaces George Jones, who will retire April 1 after 37 years of service.

Beale Named VP at Newport News

Xavier Beale has been appointed vice president of human resources and trades (HR&T) at HII's Newport News Shipbuilding division, effective April 1. Beale succeeds Susan Jacobs, who was appointed vice president, human resources and administration at HII's Ingalls Shipbuilding division. To support Beale in oversight of trades, Dave Horne was promoted to senior director of trades.

Port NOLA Taps Montroll as Port Chief

The Port of New Orleans (Port NOLA) has named Assistant Chief Melanie Montroll as Chief of its Harbor Police Department (HPD).

Combi Lift Opens Houston Office

German heavy lift and project logistics expert Combi Lift extends its presence in the Americas, opening a new office in Houston. Combi Lift Americas LLC is led by Americas managing director Grant Wattman.

Products

1 In-Mar Solutions

2 Cummins

3 ARMACH

4 Intellian

5 Sea Machines

1. In-Mar Solutions: Wynn Marine Type C & Type D, Heavy Duty Straight Line Wipers

Wynn Type C (internal motor) and Type D (external motor) Straight Line Wipers offer the most advanced design of linear action window wiping systems for marine and other specialized applications. Optimum window coverage can be achieved and enhanced by utilizing a twin-bladed or dual-arm/blade design.
www.inmarsolutions.com

2. New Keel-cooled QSC8.3 600 HP Rating

Cummins has introduced a new rating for its QSC8.3 propulsion engine, expanding the keel-cooled solution to 600 horsepower with an engine speed of 2800 rpm. "This addition to the QSC8.3 power range means Cummins now offers 493 horsepower - 600 horsepower (368-441 kW) for both keel cooled and heat exchanger solutions," the company said. "Cummins is the first engine manufacturer to bring this power dense rating with a keel cooling option to market."

3. Hull Cleaning as a Service

Greensea Systems has launched spin-off Armach Robotics, offering a subscription model robotic hull cleaning system using autonomy, intelligence and data fusion to tackle biofouling. Armach Robotics is not a technology company and does not sell robots; it is a service provider offering a subscription for clean hulls and hull intelligence. Its resident cleaning robots to ships, ports, harbors and established service providers on a monthly subscription basis. The in-water autonomous hull cleaning solution is capable of 100% coverage of the hull surface, excluding niche areas, and an accurate georeferenced hull condition survey is provided following each cleaning operation.

4. New Terminals fr for O3b mPOWER

Intellian Technologies and SES have unveiled two new user terminals approved for O3b mPOWER, the mP130 for fixed enterprise and the X130D PM, a dual-band auto switching Ka to Ku military-grade terminal designed for naval and government vessels. This follows on from the multi-year agreement that was signed in October 2021, for Intellian to supply user terminals for SES's O3b mPOWER communications system. These user terminals are the first to be unveiled from the portfolio Intellian is developing, ranging from 85cm to 2.4m.

5. Sea Machines Gets BV Approval

Classification society Bureau Veritas (BV) has granted type approval to the Sea Machines Robotics' SM200 and SM300 commercial wireless remote-control helm system. Sea Machines' wireless remote-control helm technology offers flexible control for mariners, eliminating the need for the vessel operator to be bound to a fixed control station. This system enables line-of-sight wireless helm and propulsion control with up to 1,000-meter range, as well as remote control of auxiliaries and payload equipment via a wearable belt-pack device, freeing mariners from the wheelhouse to conduct operations from any location that offers the greatest advantage, visibility and safety.

Marine News 2022 Editorial Calendar

January 2022

Workboat Propulsion

- Passenger Vessels
- Distance Learning: Remote Classroom, Simulation, Online Training
- Police & Fireboats
- Pipes, Pumps & Valves

E-Magazine Edition:

U.S. Offshore Wind: The Growth of an Industry

March 2022

Pushboats, Tugs & Barges

- Shipbuilding Report
- Coatings & Corrosion Control
- ECDIS, Radar & Navigation Equipment
- Fluid Handling Pumps and Filtration
- Spotlight: Q1 Inland Waterways Report

April 2022

Offshore Energy

- Vessel Repair & Conversion
- Rope & Cordage
- Marine Cranes
- Marine Electronics: Communication & Controls
- Heavy Lifters: Deck Machinery & Cranes

Event Distribution:
OTC: May 2-5, Houston, TX
IPF: April 26-28, Atlantic City, NJ

May 2022

Dredging

- Barges
- Material Handling Equipment
- Maritime Training & Education
- Spotlight Q2: Inland Waterways Report

Event Distribution:
Inland Marine Expo: May 23 - 25, St Louis, MO

June 2022

Combat & Patrol Craft

- Multi-mission Workboats
- Patrol Craft Propulsion : Inboard, Outboard and Water Jets
- Marine Lighting
- Workboat Communications

Event Distribution:
MACC: Jul 2022, National Arbor, MD
Seawork: June 21-23, Southampton, UK

July 2022

Propulsion Technology

- Autonomous Vessels
- Workboat Engines
- Water Treatment
- Fuels & Lubricants

E-Magazine Edition:

Inland Waterways: Operations, Expansion & Dredging

September 2022

Shipbuilding & Repair

- Naval Architecture/Marine Engineering
- Barge Loading & Unloading Equipment
- HVAC
- Spotlight: Q3 Inland Waterways Report

Event Distribution:
SMM: September 6-9 Hamburg, Germany
SNAME Expo: October

October 2022

MN100

- Offshore Wind
- U.S. Shipyards
- Inland Waterways
- Health & Safety

November 2022

Great Workboats of 2022

- TBest New Tech
- Power & Propulsion
- Deck Machinery
- Spotlight: Q4 Inland Waterways Report

Event Distribution:
Clean Gulf: December 2022
Workboat Show: December 2022

E-Magazine Edition:

Patrol, Escort & Fast Craft Operations

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Work Phone : 907-355-7934
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Job Location: USA

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Coordinates with USA ops all onboard activities related to MICE & Large Groups including dining requests, use of public rooms, onboard services and any other shipboard activity requested, from initial request to final confirmation

Tracks and reports on all MICE & Large Group agreement schedules and payments; Finalizes MICE & Large Group agreements

Follows up on any outstanding MICE & Large Group issues pre and post-departure including allocation, commissions, and added items

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Seeks out new business channels and develops new Tour Operator friendly Group Programs
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Marine Marketplace

NEW PRODUCTS

PROFESSIONALS

PROFESSIONALS

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

NOTICE OF REQUEST FOR PROPOSALS TO PROVIDE A FREIGHT TRANSPORTATION SERVICE FOR THE ISLAND OF MARTHA'S VINEYARD

CONTRACT NO. 10-2022

The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (the "SSA") has issued a Request for Proposals ("RFP") from responsible and eligible proponents who wish to be considered for a license agreement to provide a freight transportation service for the island of Martha's Vineyard. Proposals will be accepted until **2:00 p.m. Eastern Daylight Savings Time on Tuesday, August 2, 2022**, at the SSA's Procurement Office, which is located on the second floor of the SSA's Administrative Offices, 228 Palmer Avenue, Falmouth, Massachusetts 02540.

The SSA has established this deadline for submitting proposals so that potential proponents will have sufficient time to submit questions and suggestions regarding the RFP after reviewing both the RFP and the documents referred to therein. The SSA asks that such questions and suggestions be submitted as soon as possible so that the SSA in turn has sufficient time to respond to them well in advance of the deadline for submitting proposals.

The SSA's hope is that the successful proponent's new freight service will become a long-term part of the marine transportation network providing the island of Martha's Vineyard with adequate transportation of persons and necessaries of life. Towards this end, although the SSA anticipates that most proponents will submit proposals to provide a conventional roll-on/roll-off ferry service to carry freight trucks and other vehicles between the mainland and the island of Martha's Vineyard, the SSA encourages the submission of proposals to provide other methods of transporting freight to and from Martha's Vineyard that might be more efficient, economical and/or ecofriendly than a conventional ferry service. If a proponent would like to submit such a proposal and is not certain whether its proposal would be considered responsive to the RFP or suitably evaluated under the evaluation criteria set forth in the RFP, the proponent should contact the SSA so that this RFP can be appropriately revised well in advance of the due date for the submission of proposals without prejudice to fair competition.

In order to receive electronic versions of the RFP and all subsequent addenda issued by the SSA to the RFP, please email the SSA's Procurement Officer, Peggy Nickerson, whose email address is **pnickerson@steamshipauthority.com**. Electronic versions of those documents may also be requested by calling Ms. Nickerson at (508) 548-5011, ext. 515, during the SSA's regular business hours.

The SSA is utilizing a RFP procurement process for this License Agreement. Under such a process, the selection of the most advantageous proposal will be based upon proposed compensation and other evaluation factors specified in the RFP. The RFP fully details the procurement process and the requirements for each proposal, and persons interested in submitting proposals for the License Agreement must comply with the provisions thereof. Unless all proposals are rejected, the SSA shall award the License Agreement to the eligible and responsible proponent who offers the most advantageous proposal to the SSA, based upon the RFP requirements and the evaluation criteria established for the License Agreement.

The SSA is soliciting competitive proposals pursuant to a determination that such a process best serves the interest of the SSA and the general public, and not because of any legal requirement to do so. The SSA reserves the right to accept or to reject any and all proposals, to modify or amend with the consent of the proponent any proposal prior to acceptance, and to waive any informality, all as the SSA in its sole judgment and discretion may deem to be in its best interest.

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8,9	Marine Systems, Inc	www.marinesystemsinc.com	(985) 223-7100
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