



25th Volume, No. 35 *1963 – “60 years tugboatman” – 2023* Dated 01 May 2024

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

Distribution twice a week 21.300+

MIDWEEK – EDITION

TUGS & TOWING NEWS

NORWEGIAN OPERATOR HOLDS RECEPTION FOR NORTHERN EUROPE'S FIRST FULLY ELECTRIC TUGBOAT



Norway headquartered operator Buksér og Berging has held a naming reception for its ground-breaking new electric battery powered tugboat, **BB ELECTRA**. Built by Sanmar Shipyards, **BB ELECTRA** is the first of the Turkish tugboat builder's game-changing emissions-free tugs to operate in Europe. The naming reception was held at its headquarters in Lysaker on the edge of Oslo, with guests being given a presentation

about the eco-friendly credentials of the latest addition to the company's fleet. Based on the exclusive-to-Sanmar ElectRA 2200SX design from Canadian naval architects Robert Allan Ltd, **BB ELECTRA** is the eighth tug that Sanmar has delivered to Buksér og Berging, which already has a well-deserved reputation for seeking to protect the environment. Previous Sanmar tugs delivered to Buksér og Berging include the Tier III emissions compliant sister escort tugs **BAMSE** and **BOB**, and **BORGOY** and **BOKN**, the world's first two purely LNG-fuelled tugboats. With an overall length of 22.2m excluding fenders, moulded breadth of 10.84m and least moulded depth of 4.4m, **BB ELECTRA** has 1,718 kWh of battery power and can achieve a bollard pull ahead of 45 tons and speed of 12 knots. Its Caterpillar C32 IMO Tier III compliant switchable marine generator set provides 940 eKW at 1.800 rev/min and deck equipment includes a DMT TW-E250kN fore winch, Data Hidrolik DTH 50-120P tow hook, Palfinger PK11001MC deck crane and Data Hidrolik DTC 4000 EP-L rope reel. Sanmar has previously delivered five of its award-winning ElectRA Series tugs – dubbed Tugs of the Future by the maritime media – to companies operating on the west coast of Canada, and is in the process of building its own fleet's first electric battery powered tugboat. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "Buksér og Berging is rightly proud of its reputation for protecting the environment in which it works, and we at Sanmar are delighted

to be able to provide it with an innovative and technologically-advanced tug that leads the world in sustainability.” (PR)

Advertisement



HEAVY-LIFT SHIP TRANSPORTS TUG NEWBUILDS TO AFRICA AND EUROPE

Biglift’s 2014-built heavy transport ship **Happy Star** is transporting a cargo of completed newbuild tugboats to South Africa and northern Europe. This 18,374-gt, 156-m ship, with a beam of 29 m, sailing under the flag of the Netherlands, was loaded with 10 tugs in Ha Long Bay, Vietnam, in April and is sailing them to Cape Town, South Africa, and then to Rotterdam,



the Netherlands. It was scheduled to arrive in Cape Town on 26 April, according to automatic identification system information, and then Europe in May, according to a tug owner. It is unclear the name, type, shipbuilder, or ultimate destination and owner of these tugs, but it is highly likely they were all constructed by Damen Shipyards at the Damen Song Cam Shipyard in Vietnam for owners in southern Africa and northern Europe. One of these tugs will be delivered to Dutch owner Muller Dordrecht, as the owner said it is expecting arrival of **En Avant 26** off **Happy Star** in Rotterdam, in May. This azimuth stern drive (ASD), 33-m tug was built to Damen’s ASD 3212 design with a beam of 13 m, a draught of 6 m and a bollard pull of 85 tonnes. Before being loaded onto **Happy Star**, **En Avant 26** completed sea trials, to test its propulsion, manoeuvrability and FiFi1 fire-fighting system. Sister tug, 2023-built **En Avant 25**, has two Cat 3516C main diesel engines, two Kongsberg US 255S thrusters and is compliant with IMO Tier III emissions standards. It is not certain tugs will be unloaded in Cape Town, but likely. Damen was contracted in 2023 to provide newbuild tugboats to

South Africa's Transnet National Ports Authority (TNPA) as it enhances towage capabilities in two ports in the country. These seven tugs will support ships visiting the expanding ports of Durban and East London as part of TNPA's fleet renewal programme. They were scheduled for arrival in South Africa between April and August 2024. They will have bollard pull of around 60 tonnes, an improvement on the existing tugboats they will replace, where bollard pull ranges between 32 tonnes and 40 tonnes. Also in April, Damen Song Cam Shipyard launched **Volta 1**, the first reverse stern drive (RSD) with battery electric propulsion it is building for the Port of Antwerp-Bruges. It could be transported on a future shipment on a heavy cargo transport ship to Belgium once completed. Damen Shipyards regularly transports completed newbuild tugs to Europe on heavy transport ships, with the last arrival in Rotterdam in February on UHL Finesse, delivering two RSD 2513 tugs and an ASD 2813 vessel from Vietnam. These are operated by Fairplay Towage in Germany and the Netherlands. Also in the Netherlands, Clots Maritiem increased its fleet of vessels in April by purchasing **Fairplay V** tractor tug from Fairplay Towage and renaming it **Annamarie**. This 1983-built, 27-m tug arrived in the port of IJmuiden in mid-April with a bollard pull of 28 tonnes and a speed of 12 knots. (*Source: Riviera by Martyn Wingrove*)

Advertisement

 +31 10 8208905



MARINE STEEL
WORKS & SUPPLY BV - ROTTERDAM

 info@marinesteel.nl



FERROUS & NON FERROUS WHOLESALER

We can offer hydraulic pipes and fittings in stainless steel and steel etc.
Also for tailor made products, according to your drawing.

WWW.MARINESTEEL.NL



CHILE'S NEW ICEBREAKER PREPARES TO ENTER INTO SERVICE



Last week, Chile completed the first round of sea trials for its new polar icebreaker, **Almirante Viel**. The Chilean government of President Gabriel Boric lauded the milestone, especially the fact that the icebreaker was built entirely in the country. The vessel was built by state-owned ASMAR Shipyard based on a VARD design, and is estimated to have

cost over \$200 million. It is scheduled to be delivered to the Chilean Navy in the last quarter of this year, and is designed to support scientific research in the Antarctic region. The Navy said that the sea trials proved the success of the project, with all aspects of the icebreaker's performance evaluated including manoeuvrability, structural strength and energy efficiency. "We are happy about this stage

after a long period of construction and design. We are working towards this ship being able to reach the cold waters of the white continent and contribute to national development, science and protection of the aquatic environment,” said Rear Admiral, Rodrigo Peñaranda, Chilean Navy Director for Programs, Research and Development. The 10,500-ton **Almirante Viel** is a Polar Class 5 icebreaker, capable of breaking one meter of ice at a speed of three knots. It is designed to accommodate 30 researchers, and is equipped with microbiology, hydrography and chemistry laboratories. The vessel has been a source of national pride in Chile, as it is the biggest icebreaking ship ever built in South America. The icebreaker will replace the previous vessel of the same name, which was in operation from 1995 to 2019. It was acquired as a second-hand icebreaker from the Canadian Coast Guard, and was built in 1969 at Vickers-Armstrong Shipyard in Montreal. Based on its proximity to Antarctica, Chile wants to play a leading role in the research and conservation through its 12 research stations in the region. Chile has also been at the forefront of supporting international missions to the frozen continent, with 22 countries using the Chilean Magallanes region as port of entry to Antarctica. Chile’s navy believes that the new icebreaker will strengthen its position in Antarctica’s scientific exploration and maritime security. *(Source: Marex)*

WOUT KRISPIJN RECEIVED ROYAL AWARD

I am proud to inform you that His Majesty the King of The Netherlands has pleased to appoint Wout Krispijn, our honorary chairman of the association of former students of marine engineers in Brielle, as a member of the Order of Orange Nassau. Wout received the award this morning 27th April, from the mayor of Voorne aan Zee, Mr P.J. Rehwinkel, who also pinned the corresponding decorations on him. This event took place in the St. Catharijne Church in Brielle and I was invited by the family to attend. He has received this award partly due to the fact that Wout has been chairman of our association for 21 years and is still active as a volunteer after that period until now. This volunteer work includes writing the association news in the Trompetter with reports including photos of the member meetings, being an editorial member of the VOMO and writing very readable maritime articles in the association magazines. Wout is also active in recruiting advertisements and is involved in the manual delivery of the Trompetter in Oostvoorne and Brielle. In short, he is still a busy owner and we as the Maarten Tromp association are still reaping the benefits of this and we hope to be able to use his services for a long time to come. And so the number of decorated members within our association increases slightly. Wout also received this award as volunteers of International Seafarers’ Centre The Bridge We hope that Wout and his wife Mieke can enjoy this tribute in good health for many years to come. *(Text by Ab Poldervaart)*



Advertisement





Tug & Workboat company
Herman Senior b.v.
 Shoalbusters & Multicats for charter
 on a worldwide basis

chartering@hermansr.com • **+31(0)78 619 25 07** • **www.hermansr.com**

DAMEN LAUNCHES FULLY ELECTRIC RSD-E TUG 2513 FOR PORT OF ANTWERP-BRUGES



On 12th April Damen Shipyards Group launched the second of its fully electric RSD-E Tugs 2513 at Damen Song Cam Shipyard. The tug is being built for the Port of Antwerp-Bruges, together with five conventional RSD Tugs 2513. When delivered later this year, it will be the first fully electric tug to operate in European waters. The port was one of the first to operate a

conventional RSD Tug 2513 following Damen's release of the vessel onto the market in 2018. It was the success of this vessel that led to the Port of Antwerp-Bruges latest order with Damen, as it seeks to increase sustainability. *Towards zero emissions* The Belgian port, one of the busiest in Europe, is committed to becoming carbon neutral by 2050. This six vessel order with Damen is representative of this commitment. Each of the vessels in the order is in full compliance with IMO Tier III regulations, with the RSD-E Tug 2513 able to operate with zero emissions. It is the port's intention to gradually move towards zero emission and takes a leading role as innovator and facilitator to reach this goal. The port currently operates a hydrogen powered tug and is soon to begin operations with a retrofitted methanol tug. *Sustainability for life* The RSD-E Tug 2513 is able to perform at least two towage operations on a single charge, and can be fully recharged in just two hours. The



battery system is designed to withstand 30,000 cycles during its lifecycle, which is consistent with the lifetime of the vessel. In addition to supplying the vessel, Damen is also providing the Port of Antwerp-Bruges with the charging equipment and onshore charging infrastructure required to operate the vessel. (PR)

MCALLISTER CHOOSES MARKEY WINCHES FOR NEWEST ASD TUG



McAllister Towing recently ordered a Markey Machine winch and capstan for the fourth ASD tug of a class-build series being constructed at Washburn & Doughty Associates. Markey is providing a DEPCF-52-75 Class II bow hawser winch, which includes the Markey Render/Recover® system, a line-display screen and a stainless-steel brake drum. A two-speed CEW-60 electric capstan is also

included. “Markey is consistently reliable, a great vendor to work with, and steady. We really wanted electric winches with infinitely-variable speed, especially with VFDs in use,” said Martin (Marty) Costa, engineering manager at McAllister. He added that Markey is “especially strong in keeping the winches in service after sale, making use of a database like no other.” Katie Doughty Maddox, president of Washburn & Doughty, noted that “Markey stands by their product, is professional and diligent: from project start date to commissioning.” Designed by Washburn & Doughty, Hull #138 is a 6770HP ASD tug measuring 93 feet by 38 feet. The new tug is scheduled for delivery in 2025. Costa noted that McAllister began the use of Markey winches with installation of the Class III winches (both bow hawser and stern towing winches) aboard the **Brian A. McAllister** and **Rosemary McAllister**. The tugs **Grace McAllister** and **Jane McAllister** were recipients of the Markey Class II winches. (Source: *MarineLink*)

SANMAR DELIVERING TUG BUILT FOR CHALLENGING CONDITIONS TO SCOTTISH OPERATOR

A team from Sanmar Shipyards is delivering a new-build high-performance tug designed to work in the harshest of conditions to Scottish operator Targe Towing. Known as **BIGAÇAY XI** while under construction the tug, which has been renamed **CAMPERDOWN** by its new owners, is on its way from Turkiye to its new home port of Aberdeen. Targe Towing provides harbour and terminal towage, and associated marine services, around the UK, specialising in supporting vessel including the offshore wind industry and other complex towage projects. Following feedback from Targe Towing **CAMPERDOWN** has an enhanced design based on the exclusive-to-Sanmar RAstar 2900SX from Canadian naval architects, Robert Allan Ltd, primarily intended for demanding escort operations in exposed areas where exceptional seakeeping capabilities are crucial. Measuring 29.4m

LOA, with a 13.3m moulded breadth, 5.5m moulded depth and 5.75m design draft, the tug can achieve a hefty minimum of 85 tonnes of bollard pull ahead and astern. Its escort towing and seakeeping performance is significantly enhanced by its unique sponsored hull form. **CAMPERDOWN**, which has FiFi 1 fire-fighting capability, can achieve a free running speed of 13 knots, has both a forward and aft winch and accommodation for a crew of eight. In addition, the tug is equipped with dispersant and spraying system. Targe Towing



is a long-term client of Sanmar and **CAMPERDOWN** will join Sanmar-built tugs **BALMERINO** delivered in 2023, **CORMORANT** and **GANNET** (2021), **QUEENSFERRY** (2020), **PETEREL** (2019), **CRAIGLEITH** (2019) and **KITTIWAKE** (2018) in the Scottish operator's fleet. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "**CAMPERDOWN** has been built to operate in harsh and challenging sea conditions such as those often found off the north east of Scotland. This is a powerful, yet relatively compact tug, which has been constructed to take the North Sea in its stride. We are delighted that Targe Towing has once again come to us to provide it with another of the specialist tugs it needs for the tough conditions it often faces." (PR)

Advertisement



WORLD'S MOST ENVIRONMENTALLY FRIENDLY TUG FLEET DELIVERED TO HAISEA MARINE

With the recent arrival in British Columbia of **HaiSea Warrior**, the full fleet of LNG powered escort tugs and battery electric harbour tugs for Canada's HaiSea Marine have now completed their delivery voyages from Türkiye's Sanmar Shipyards. Sister tugs **HaiSea Kermodé** and **HaiSea Warrior** are two extreme-performance RAstar 4000-DF LNG dual fuel escort tugs which will guide LNG carriers in and out from the soon-to-open LNG Canada terminal in Kitimat, BC. They will do so along a 159 nautical mile route between the terminal and the pilot boarding station near Triple Island, which represents the longest escort route in the world. HaiSea Brave also recently arrived to complete the set of three ElectRA 2800 battery electric tugs, joining its sisters **HaiSea Wee'git**, and **HaiSea Wamis** – 2023's Tug of the Year (as awarded at TugTechnology). These unique tugs will

provide ship berthing and unberthing assistance to the LNG carriers in the immediate vicinity of the terminal.



The environmental credentials of this all-new fleet for HaiSea Marine are unequaled worldwide. The five tugs are the firsts to ever receive class society ABS' ENVIRO+ notation, their highest standard available. **HaiSea Wamis** recently became the first tug to ever receive an underwater radiated noise notation (ABS UWN), with underwater noise levels in

transit a mere 1/10th that of an equivalent diesel mechanical tug. Airborne emissions of both tug types are also mere fractions of traditional counterparts, with the battery electric tugs emitting zero CO₂ or other greenhouse gases when operating on their large battery banks charged from the clean local hydroelectric power grid. Easily compliant with IMO Tier III emissions standards (the highest international standard) in any mode of operation, such standards are merely a baseline for what these tugs have achieved. Measuring 40 metres in length, delivering 105 tonnes of bollard pull, and generating indirect escort steering forces exceeding 175 tonnes, these RAstar 4000-DF are amongst the most high-performing vessels of their type in the world and employ the highest quality escort towing equipment available. Also capable of emergency towing, pollution response, and off-ship fire-fighting, these super-tugs are easily the most formidable escort tugs in Canada. The ElectRA 2800 battery electric tugs are exceptional performers themselves with incredible thrust responsiveness and overall handling response delivered by their electric propulsion system and large battery banks. Not only is their underwater noise signature exceptionally low, they are also remarkably quiet aboard which makes them very comfortable for their crews. Just like their larger escort tug cousins, they have deservedly been awarded habitability notations by ABS. With an impressive list of world-firsts and performance achievements, this fleet of tugs exemplifies how environmental stewardship is a perfect match with the highest standards of performance. For further technical details on the ElectRA 2800 tugs, please visit: Tug of the Year Completes Maiden Voyage – Robert Allan Ltd. (ra.ca). Technical details for the RAstar 4000-DF are listed below. **Key Particulars** Length, overall: 40.2 metres; Beam, moulded: 16.0 metres; Depth, least moulded: 6.0 metres; Maximum draft (navigational): 7.2 metres; Gross tonnage: 996 tons. **Capacities** LNG: 57 m³; Diesel oil: 324 m³; Diesel exhaust fluid: 10 m³; Fresh water: 47 m³; Recovered oil: 188 m³; Complement: 6-8 crew. **Performance** Bollard pull (ahead): 105 tonnes; Bollard pull (astern): 101 tonnes; Steering force at 10 knots: 176 tonnes; Free-running speed: 14.3 knots. **Class Notation** ABS ✕ A1, Towing Vessel, Escort Vessel, ✕AMS, ✕ABCU, Ⓢ, GFS(DFD), BP(105), FFV1, OSR-C2, UWILD, NBLES, HAB(WB), ENVIRO+, IHM. **Major Machinery and Equipment** • Wärtsilä 6L34DF dual fuel (diesel and LNG) main engines, each 3,000 kW at 750 rpm: * IMO Tier III compliant using either fuel with SCR exhaust after-treatment system • Wärtsilä LNGPac double-wall vacuum insulated tank with integral connection space and airlocks • Schottel SRP 610 CP Z-drives with 3.2 metre diameter controllable pitch propellers in SDV45XPA high efficiency nozzles and LEACON leak protection system • Schottel STT 170 FP electrically driven fixed pitch bow thruster in skeg, with 250 kW permanent magnet motor and LEACON leak protection system • Schottel Class 1

dynamic positioning system • Caterpillar gensets, 2x CAT C18 (565 ekW) + 1x CAT C7.1 (200 ekW), 60 Hz: * IMO Tier III compliant with SCR exhaust after-treatment system • Markey Machinery electric deck machinery package featuring: ◊ DESF-52UL-AGILE escort towing winch, 338 kW, 3-gear, full render-recover ◊ TES-52UL-100HP aft towing winch, 75 kW, with air-applied water-cooled slip brake ◊ CEP-60 vertical capstan, 5 tonnes line pull ◊ VEPA-16 variable speed vertical windlasses, sized for 26mm Grade 3 chain • Karmøy tow pins integrated in bulwarks forward and aft, 110 tonnes safe working load • Samson Rope EVATS emergency vessel attachment and towing system • FFS off-ship fire-fighting system (2,400 m³/hr) with foam and waterspray * 2x monitors and independent fire pump (driven by permanent magnet motor) • Palfinger PK 50002M crane, 3.8 tonnes at 12 metre outreach * Suitable for use with Dacon Rescue Scoop system. (Source: Robert Allan Ltd.)

Advertisement



NEWBUILD OFFSHORE ANCHOR-HANDLING TUGS LAUNCHED IN INDIA

San Marine shipyard in Kakinada, India has launched two vessels, **Sonalika** and **Sarovar**, to support offshore drilling rigs working on India's oilfields off the western coast. These 34-m vessels have been classed by the Indian Register of Shipping (IRS) and are part of a four-vessel contract. Launched simultaneously in April



2024, they are equipped with technologies for handling and towing semi-submersible drilling rigs and have deck space for supplying oil and gas production platforms. "These vessels are the result of collaborative and diligent efforts, and we look forward to their continued success," said IRS manager in charge of operations on the east coast of the Indian subcontinent Saikat Roychowdhury. "Tugs play a critical role in the maritime ecosystem and IRS continues to work with all Indian shipyards." San Marine shipyard will work on these two vessels to complete their construction and commission onboard machinery and equipment, while building the other two vessels in the order. These vessels will be rare additions to the global fleet of anchor handling tugs, as very few are under construction anywhere worldwide as owners have shunned ordering new support ships since 2015 due to the

lengthy downturn in the market, which became an upcycle in 2023. India's main offshore oil and gas production and drilling activities are on the Mumbai High area in the Gulf of Cambay and are operated by India's state-backed Oil and Natural Gas Corp, which owns and charters vessels supporting these activities. *(Source: Riviera by Martyn Wingrove)*

OFFSHORE TUGBOAT "ADNAN BEY" STARTED ITS DUTY



PGE Tugs from Turkey announced that they have commissioned the new tugboat. In the statement made by PGE Tugs, it was reported that the offshore support tug **Adnan Bey** (Imo 8690605) has 15 tons of traction power. The tug built in 1976 is 20.53 meters long and 7.00 meters wide. She has a gross tonnage of 102 tons and a netto weight of 31

tons. She develops an engine output of 900 bhp. *(Source: Deniz Haber)*

LAUNCHING OF 4120KW ASD TUGBOAT

On 30th of April, 2024, one unit of 4,120kW ASD Tugboat with FiFi-1 ("Yong Gang Xiao Tuo 37 Hao") which is designed and built by our Jiangsu Zhenjiang Shipyard for Ningbo Oil Handling & Tug(Barge) Co.,Ltd has been launched successfully. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*



ACCIDENTS – SALVAGE NEWS

A FIRE BROKE OUT ON THE MUNICIPAL FERRY

A fire broke out on Ordu Metropolitan Municipality's sightseeing ferry, **Şehit Temel Şimşir**, while it was under maintenance. A fire broke out on the **Şehit Temel Şimşir** ship, which is used for excursion



purposes by Ordu Metropolitan Municipality and is currently under maintenance at Ünye Port, for an unknown reason. The cause of the fire is not yet known. While the fire crews continued their efforts to extinguish and cool the fire, an investigation was launched into the cause of the fire. *(Source: Haber Denizde)*

Advertisement



**CHEVALIER
FLOATELS**



WWW.CFBV.COM

SOV's DP Gezina & DP Galyna

This is what clients say:

- Good vessel, good crew. We recommend both!
- I believe Chevalier Floatels is doing a great job in the industry



THE DUTCH CARGO SHIP TRITO NAVIGATOR RAN AGROUND OFF NYBORG ON SUNDAY MORNING.

A 117 meter long and 16 meter wide cargo ship ran aground in the Great Belt off Nyborg on Sunday morning. The Funen Police informs TV2 Fyn . The vessel named **Trito Navigator**, which sails under the Dutch flag, was on its way to Nyborg from the Polish port of Gdansk when, for as yet unknown reasons, it ran aground off the Funen port city. The crew on board the cargo ship



is not affected by the grounding, but the shipping company can however look forward to having to pay a small fine for the incident. "They should still expect to be presented with a preliminary fine for having come across the plot. They have to get a handle on that," says duty chief at Funen Police, Henrik Krøjgaard, to TV2 Fyn. According to the media, the shipping company itself will arrange to tow the ship ashore with the help of the Norwegian Navy. *(Source: Maritime Direct)*

DREDGE TENDER PUP PUTS OCEANSIDE PIER FIRE UNDER CONTROL



A large fire broke out at the end of the Oceanside Pier in Oceanside, CA, near Manson Construction's Oceanside Harbor Maintenance Dredging project last week. The Coast Guard put out a call, and the crew of the dredge tender **PUP** jumped in to assist. According to Project Manager Max Oviedo, "The crew of the dredge tender **PUP** responded to a Coast Guard radio request

to all available boats to help with the fire. The Captain of the **PUP**, Jon Hook, requested permission from me to respond to the call. Permission Granted." The **PUP** effectively controlled the fire, with direction from a lifeguard boat, said Manson. The crew maintained the fire for three hours until the fire was under control. "Captain Jon Hook, Mate Brian Sauck, and Deckhand Gavin Slavens were the brave volunteers from the **PUP** crew. Deckhand Theodore Credle also volunteered, but Captain Jon determined it necessary to leave one deckhand to keep the dredge tender **CUB** operational," said Manson Construction in its official statement. *(Source: Dredging Today)*

BARRY DOCK RNLI HELPS CREW ON BARGE AS RNLI ANNIVERSARY SERVICE IS MARKED

Whilst some of the Barry Dock crew were making their way to Llandaff Cathedral to commemorate 200 years of the RNLI yesterday, other crew members were launching into action to assist the crew of a barge that got into difficulty in the Bristol Channel. The volunteer crew at Barry Dock RNLI were requested to launch their all-weather Trent class lifeboat **Inner Wheel II** yesterday morning (Saturday 27



April) to assist their colleagues from Portishead RNLI who were asked to assist the crew of a 49ft, 15 Dutch barge that had an engine failure at the Prince of Wales Bridge and was drifting further up the channel. With a strong incoming tide and an easterly wind, the Barry Dock crew arrived on scene 45 minutes after launching. With both lifeboats on scene and able to assess the situation, given the strong currents and large ships in the channel that morning it was established that towing the vulnerable drifting barge to safe place would be the safest way to assist the crew on the vessel. An astern tow was quickly established on the heavy barge and Barry Dock lifeboat crew assisted in

bringing the vessel into Portishead marina. All occupants of the barge were safe and well, and with the Portishead crew no longer requiring any assistance, a quick turn around was made in the marine to head back home to Barry Dock. The service in Llandaff Cathedral was a service of thanksgiving honouring 200 years of the RNLI saving lives at sea, and communities from around Wales were invited to come together to mark this milestone in the RNLI's history. Barry Dock volunteer crew member Dave Phillips had the honour of being one of the RNLI standard bearer's during the service, and the service was a moving tribute to honour the 13,195 lives saved at sea over the last 200 years. Barry Dock RNLI's full-time coxswain Andy Gavin says of the day's events: 'Days like this are a fitting reminder of how great teamwork and regular training together as one crew ensures that when the pagers sound from a call for help, every eventuality is covered and our volunteer crews can keep on saving lives at sea.' (*Source: RNLI*)

Advertisement



Landfall
Marine Contractors bv

Anchor handling tugs & workboats | Multi-purpose & Flat top pontoons | Ship management
Contact us: +31 (0)180-769033 or info@landfall.nl

REMEMBER TODAY

S.S. AMERICA – 01 MAY 1915



America was a steam cargo ship built in 1914 by the Sørlandets Skibsbyggeri of Fevig for the Norge Mexico Gulf Linjen. She was ordered by the line before being acquired by Wilhelm Wilhelmsen. *Design and construction* In 1913 an English firm Fearnley & Eger and Wilhelm Wilhelmsen established the "Norwegian Africa and Australia Line"

(NAAL). At about the same time the two companies also took over the "Norge Mexico Gulf Linjen" (NMGL) involved in oil and oil products transportation to South America. NMGL ordered a new ship in 1913 before the acquisition, and **America** was completed for Wilhelm Wilhelmsen for NOK 1,297,000.57 next year. The ship was laid down in 1913 at Sørlandets Skibsbyggeri shipyard in Fevig, launched on 3 September 1914 (yard number 169) and commissioned in October of the same year. As built, the ship was 357 feet 5 inches (108.94 m) long (between perpendiculars) and 48 feet 0 inches (14.63 m) abeam, a mean draft of 27 feet 2 inches (8.28 m). **America** was assessed at 3,706 GRT, 2,305

NRT and 5,800 DWT. The vessel had a steel hull, and a single 310 nhp triple-expansion steam engine, with cylinders of 25-inch (64 cm), 41-inch (100 cm), and 68-inch (170 cm) diameter with a 45-inch (110 cm) stroke, that drove a single screw propeller, and moved the ship at up to 11.0 knots (12.7 mph; 20.4 km/h). *Operational history* After completion **America** was put on the Norway-USA route connecting the East Coast ports of Boston and Philadelphia with Bergen and Kristiania. The vessel loaded up cargo, which included among other things granite, at Stavanger and then Bergen and departed for her maiden voyage on November 3, 1914 for Havana via Boston and other ports. The ship arrived at Boston on November 21 and departed the next day for Philadelphia where she arrived two days later. From Philadelphia **America** continued on her journey, called at Newport News on November 28 before proceeding to Havana the next day. **America** arrived in Havana on December 4, unloaded her cargo and departed Cuba on December 11 for Galveston which she reached two days later. After taking on cargo, the ship departed for Kristiania via Gulf ports and Newport News and arrived at her destination on January 29, 1915. **America** departed for her next and final voyage from Kristiania to Boston on February 25, 1915. She carried about 7,000 bales of cellulose, 1,400 bales of tree pulp, 1,800 boxes of canned goods and was not fully loaded. The ship arrived at Boston on March 13, and after unloading left Boston on March 19 for Philadelphia, arriving there three days later. *Sinking* **America** departed from Philadelphia on 28 March 1915 for her final voyage to Bergen with approximately 5,000 tons of general cargo. She had to stop at Kirkwall for inspection by the British authorities and spent 4 days there, departing 16 April 1915 to Sunderland. Upon arrival there next day, she had to unload part of her cargo including oil, leather and food supplies deemed to be contraband by the British. She left from Sunderland on 1 May 1915 with only 1,500 tons of cargo. Shortly after 22:00 on May 1, about 135 nautical miles (250 km) east-northeast from the Longstone Lighthouse the ship was struck on port side in her engine room by a torpedo. The vessel quickly filled up with water, forcing her Captain Johan Endresen to order the crew to abandon ship. Three lifeboats were lowered and all 37 crew left the ship. **America** sank stern first at about 00:50 on May 2 in an approximate position 57°23'N 1°10'E. The torpedo was launched by the German submarine **U-41**. (Source: Wikipedia; Photo: Norsk Maritime Museum)

OFFSHORE NEWS

TIDEWATER FIXES PSV PAIR

OSV owner Tidewater has clinched a charter deal with Belgian marine contractor DEME for a pair of platform supply vessels. The 2005-built **Skipper Tide** and 2011-built **Troms Capella** have been fixed for 180 days each. Brokers report both contracts should start on June 1, and come with extension options attached. Dayrates have not been disclosed. Last month, Tidewater fixed the 2013-built PSV **Troms Lyra** to Neptune Energy for four months at about \$25,000 per day. (Source: Splash24/7)



OCEAN INSTALLER TAKES SOLSTAD AHTS ON CHARTER



Marine construction player Ocean Installer has contracted Solstad anchor handling tug supply (AHTS) vessels on a project in West Africa. The contract which started in April will see **Normand Prosper** support the Greater Tortue Ahmeyim project offshore Mauritania and Senegal for about two to three months. The campaign includes all duties, including a work-class

ROV. Financial terms have not been disclosed. Last year, the contractor formerly known as Havfram Subsea, signed up to take five of Solstad's AHTS vessels to West Africa for a combined duration of a minimum of 380 vessel days, including the **Normand Prosper**. (Source: *Splash24/7*)

Advertisement



BRITISH NAVY REPAIR SHIP IN ALIAĞA

The repair ship RFA **Diligence** of the British Royal Navy, which played a critical role in the Falklands War and the Gulf War, was sold to Aliaga-based LEYAL Ship Recycling for recycling. RFA **Diligence**, which previously served as a repair ship for British Royal fleet auxiliary ships and submarines, was decommissioned in 2015. *He caught COVID-19* The first tender to sell RFA **Diligence**



for recycling was postponed due to the COVID-19 outbreak. RFA **Diligence**, which first appeared

during the Falkland Islands crisis with Argentina in 1982, later became a fleet maintenance ship and was used as a support ship during both Gulf crises. RFA **Diligence**, which was waiting tied up in Portsmouth Harbor before being sold to Turkey, was built in Landskrona, Sweden. The ship, which had a helipad on the bridge roof large enough to carry the CH-47 Chinook, was built to the highest ice class, allowing it to navigate the polar regions without the aid of icebreakers. Originally designed as an oil platform support ship and first named MV **Stena Inspector**, RFA **Diligence** was purchased by the British government for £25 million during the Falklands crisis in 1982. (Source: *Haber Denizde*)

BEST MEDIUM CREWBOAT – STANFORD PELICAN – GRANDWELD SHIPYARDS



Having known and dealt with Grandweld Shipyards for well over twenty years, we have become familiar with the yard's high quality and innovative work and its reliable delivery schedules. These two new fast aluminium crewboats for a compatriot UAE owner are no exception. Simple, reliable and versatile boats, they are a refinement and development of existing Grandweld designs that have proved their value over the years. The very fact that these

boats will be the eleventh and twelfth Grandweld boats in the Stanford Marine fleet speaks volumes for their quality. The crewboat hosts a number of features as explained by Jamal Abki, General Manager of Grandweld Shipyards. "Catering to specific client needs, the vessel features a trolling mode for precision in very slow operations," he told Baird Maritime. "There is also an extra generator for redundancy, guaranteeing uninterrupted service and providing reliability for critical offshore operations." Abki added that the vessel boasts a customisable seating area for up to 80 personnel, with the area itself easily convertible to cabins based on charter needs to offer unmatched versatility. Also, with improved bridge visibility compared to its predecessors, the new crewboat ensures enhanced navigational safety and operational oversight. "Utilising silicon-based paints, the vessel reduces drag and fuel consumption. Special attention has also been given to maintenance access for machinery in adherence to the design philosophy of efficiency and durability, making it a robust design for offshore operations." Abki remarked that the crewboat is also prepared for the installation of a heavy-duty deck crane, ensuring adaptability to changing charter requirements. "It is an example of a class of Grandweld crewboats of proven reliability, exceptional speed, and substantial capacity. These result in high utilisation rates, low maintenance, and enhanced versatility." Abki said that despite the challenges posed by Covid-19, particularly in its impact on supply chains, the Grandweld team worked to ensure the project's successful completion. "We had a strong year in 2023, as indicated by a revenue increase of 10.5 per cent and an expanded global presence. All the while, we remained focus on innovation, environmental responsibility, and on-time delivery." Grandweld also spent the previous year developing a range of vessels including a new dive support vessel and two new OSV series in response to evolving industry needs. "Looking ahead, we're optimistic and confident about our future, thanks to a solid orderbook from international clients and our ongoing commitment to

improving maritime engineering. We are therefore focusing on decarbonisation with new hybrid crewboat designs, integrating digitalisation for enhanced efficiency, and laying the groundwork for autonomous shipping.” For Abki, the Middle Eastern workboat industry, which he said is pivotal to offshore support and exploration, is facing a wave of evolution. Driven by vast offshore reserves, there has been growing demand for vessels supporting oil, gas, and renewable energy projects like offshore wind farms. “Investments in port infrastructure will require extensive workboat services for construction and maintenance,” he told Baird Maritime. “A push for sustainability is steering the industry towards fuel efficiency and eco-friendly technologies, including LNG and hybrid systems. Digital advancements, such as IoT and automation, are set to revolutionise operations, while regional collaborations and international partnerships will foster technology exchange and vessel construction.” In Abki’s view, adapting to regulatory shifts and embracing international safety and environmental standards remain critical. As competition intensifies, strategic consolidations are expected to solidify market presence, reflecting the industry’s dynamic response to global trends and regional development needs. *(Source: Baird)*

Advertisement



TWO CONTRACTS WITH PETROBRAS TO BRING OVER \$192 MILLION TO DOF

Norwegian vessel owner DOF Group has secured multiple contracts with Brazilian state-owned oil and gas giant Petrobras expected to generate revenue beyond \$192 million. Following a competitive tender process, Petrobras awarded new long-term charter and service contracts to Norskan Offshore and DOF Subsea Servicos Brasil. The vessel [Skandi Amazonas](#) that was on the spot market is chartered for three years firm with a two-



year mutually agreed option via Petrobras tender issued late in 2023, to operate as an AHTS 270t BP. The vessel is currently in the process of being adapted to the Petrobras contract and is expected to be delivered by mid-May or mid-June. Furthermore, [Skandi Rio](#), currently operating for Petrobras and equipped with DOF Subsea’s work-class remotely operated vehicle (ROV), has been contracted for an additional four years firm plus a one-year option, as an AHTS 180t BP + ROV. The contract is

expected to commence in the third quarter of this year in continuation of the current contract. Mons S. Aase, CEO of DOF Group, said: “Building backlog into 2028 at today’s strong market rates is positive and we look forward to continue delivering Petrobras quality services.” The two companies signed three new service contracts worth more than \$260 million in September 2023 under which DOF is in charge of providing survey and inspection work to Petrobras. The contracts include at least three vessels to perform flexible pipeline, risers and subsea equipment inspection in Campos Basin, Santos Basin, and Espírito Santos Basin. *(Source: Offshore Energy)*

SAPURA ANNOUNCES NEW BRAND POSITIONING AND REBRANDS AS SEAGEMS



Approaching its 10th year of operations, subsea engineering leading company in the oil and gas sector modernizes its brand and aims to expand its scope in the industry. In the year it celebrates its 10th year of operation, Sapura, company specializing in practical solutions in subsea engineering, rebrands as Seagems. The new name refers to the company’s 6 PLSV vessels, which have been named: **Diamante**

(Diamond), **Topázio** (Topaz), **Ônix** (Onyx), **Jade**, **Esmeralda** (Emerald), and **Rubi** (Ruby). “Our vessels bear the names of precious stones. And our professionals are our jewels. Hence the inspiration for Seagems. This transformation represents more than just a name change. The renewal aims to make our identity stronger and more unique, with deeper meaning. A crucial step to strengthen our organization’s image and enhance service delivery,” said CEO Rogerio Salbego. Strategically, the company will continue to deliver all subsea engineering services, but now under a more organized dynamic, translated into the Seagems Offshore and Seagems Solutions fronts. This new organizational structure will bring increased efficiency and flexibility to the company through the division between technical and operational activities (carried out on vessels), and administrative activities (project management and operational support), which, in addition to serving Seagems Offshore, will allow expansion into various subsea projects demanded by its shareholders, customers, or partners. “We will have good opportunities for operation in international waters, operations in an asset-light model, which entails hiring vessels from other shipowners with idle time for Seagems spot operations, using our own expertise and professional team,” highlighted Salbego. According to the Seagems CEO, despite the name change, employees will feel that their routine changes very little. The idea is for a smooth transition that maintains all benefits while adding some internal innovations. “We are committed to conducting a transparent transition to Seagems, especially concerning our employees, who will have all their rights and routines ensured. Furthermore, our relationship with partners, suppliers, and clients remains the same,” Rogerio concluded. The team of over 1000 professionals, divided between its vessels and three offices (Rio de Janeiro, Rio das Ostras, and Vienna), also remains the same, both at the operational levels and in executive positions, ensuring excellence in the services

provided to clients. (PR)

Advertisement



ANY ANCHOR HANDLING TUG ANYTIME 

VESSEL OF THE DAY:

A strong Tug for assisting and towing your platforms and barges!

Your benefits:

- Towing Gear
- Offshore Crane
- DP 2



CHECK ALL TODAY VESSEL AVAILABILITIES ON OUR WEBPAGE

www.grs.group | T +49 40 411 60 68 0

EVENT NEWS

HISTORISCHE TREKVAARTDAG MAASSLUIS OP 18 MEI

De trekvaarten van Zuid-Holland waren van cruciaal belang voor het openbaar vervoer in de zeventiende eeuw. Dit jaar krijgen ze alle aandacht met acht historische trekvaartdagen. Na een spectaculaire opening van de eerste Historische Trekvaartdag in Leidschendam-Voorburg is nu Maassluis aan de beurt! Dit jaar zijn er acht van deze evenementen tussen 13 april en 6 oktober. De



Historische Trekvaartdag Maassluis biedt op 18 mei een boeiende kijk op de trekvaarten van Zuid-Holland. Dit valt samen met de Dag van de Zeesleepvaart, georganiseerd door Stichting Sleepboothaven Maassluis en Loods M. Het evenement biedt diverse activiteiten, waaronder demonstraties van sleepboten in de buitenhaven en historische trekvaartbelevingen in het historisch stadshart. Bezoekers kunnen varen op De Goude Leeuwin, een gereconstrueerde trekschuit, of Warbout Rondvaarten. Ook zijn er stadswandelingen en fietstochten langs de Trekvaart. De Grote Kerk in Maassluis is opengesteld, er zijn Oudhollandse spelletjes, er is een ambachtelijke markt en bezoekers kunnen een ritje maken in de Jan Plezier. Belangrijke bezienswaardigheden zijn de Monstersche Sluis, Museum Maassluis, het Nationaal Sleepvaart Museum en molen De Hoop. *Virtuele tour naar de 17e eeuw* Stichting Verborgene Stad heeft 'digitale hotspots' gecreëerd, waardoor bezoekers met de Canals5D-app een virtuele tour door de zeventiende eeuw kunnen maken. Je ziet dan de Monstersche Sluis en de lokale gemeenschap destijds. Toegang tot alle activiteiten is gratis, behalve voor de boottochten in de buitenhaven, waarvoor reservering vereist is. Mis de Historische Trekvaartdag Maassluis op zaterdag 18 mei tussen 10.00 en 16.00 uur niet! Houd de socials van de Historische Trekvaartdag in de gaten voor de complete programma's! Meer

informatie op de websites van de [historische trekvaarten](#) en van [Maassluis](#). (Source: *Scheepspost*)

WINDFARM NEWS - RENEWABLES

ALLSEAS TO DEPLOY PIONEERING SPIRIT ON GENNAKER OFFSHORE WIND FARM



Allseas has been contracted for the transport and installation (T&I) of two substations for the Gennaker offshore wind farm in the German Baltic Sea, developed by transmission operator 50Hertz. Located 15 kilometres off the German coast near the Darß peninsula, and with a production capacity of 927 MW, Gennaker will be

the largest and most powerful offshore wind farm in the Baltic Sea to date. Awarded by the Dutch-Belgian HSI consortium of HSM Offshore Energy, Smulders and Iv, the contract is for the Gennaker West (OSS-DarB) and East(OSS-Zingst) converter platforms, including supporting suction bucket jackets. The HSI joint venture is responsible for delivering the two platforms. Allseas will deploy its heavy lift vessel **Pioneering Spirit** to install the suction bucket jackets and the 61-metre-long, 34-metre-wide topsides. OWP Gennaker GmbH, a subsidiary of Skyborn Renewables, will realise the Gennaker wind farm around 15 kilometres north of the Fischland-Darß-Zingst peninsula. The project area is located in a priority area for offshore wind energy in the coastal sea of Mecklenburg-Western Pomerania. The wind farm will feature 103 Siemens Gamesa wind turbines installed around the operating Baltic 1 wind farm. 50Hertz is responsible for the entire grid connection project called Grid Connection OST-6-1. The generated wind power will be collected on the two offshore platforms and transported at the 220-kV extra-high-voltage level. Tree submarine cable systems will be installed to transport the electricity to the mainland. (Source: *Offshore Wind*)

FOSS OFFSHORE WIND SUPPLY DEPOT

The purpose-built New Bedford Foss Marine Terminal will serve as the base of operations and terminal logistics facility to support offshore wind projects off Massachusetts and the northeastern coast seaboard. It features secure, MARSEC facility, vessel berthing and servicing, turnkey distribution services, office space,



marshalling area and exclusive space available. Watch the YouTube video [HERE](#) (Source: gCaptain)

Advertisement

VOLVO PENTA TO POWER FIRST RETROFITTED FULLY ELECTRIC CTV



Gothenburg-based Volvo Penta will provide the power solution for the world's first retrofitted electric crew transfer vessel (E-CTV). Volvo Penta will power an existing vessel in one of just 10 projects awarded UK government funding as part of an industry-led transition to net zero. For the project, the company will supply a fully electric propulsion system in an

existing vessel, replacing the older combustion engines with a 100% emissions-free solution. The vessel is being developed for sea transport and crew transit service operator Tidal Transit. The cost of the retrofit is estimated at £8m (\$10m) with £6.3m (\$7.9m) coming from the government's Zero Emissions Vessel and Infrastructure (ZEVVI) program. Retrofitting will be done on **Ginny Louise**, a 20-metre, diesel-powered Mercurio vessel. The old propulsion system will be replaced with fully electric motors and over 2 MW of onboard battery capacity. The completed vessel will be renamed e-Ginny. The Ginny Louise was the first vessel ordered from Mercurio Plastics of Cartagena by Tidal Transit when it formed back in early 2011. It was delivered that same year. A new charging infrastructure will be installed, both through an onshore charging station and an offshore wind turbine-based charger. Once complete, the E-CTV will support crew transfers at an undisclosed offshore UK wind farm for three years. (Source: *Splash24/7*)

OFFSHORE WIND BLOWS FRESH AIR INTO CREWBOAT DESIGN

Singaporean boatbuilder builds series of air-cushioned catamaran vessels and diesel battery-hybrid crewboats for offshore oil and gas operations. Safety, efficiency, lower greenhouse gas (GHG) emissions and reduced operational costs remain top of mind for offshore oil and gas producers. Many

of the design elements that have been pioneered in crew transfer vessels (CTVs) for offshore windfarm operations are now being embraced in a new generation of crewboats for offshore oil and gas. This is evident in a series of high-speed surface effect ships (SES) under construction in Singapore at Strategic Marine. The Singaporean shipyard is building three Aircat 35 Crewliner that are based on



designs from Aircat Vessels (SAS). The French firm has partnered with SES specialist design house Espeland and Skomedal Naval Architects (ESNA) on the series of air-cushioned catamarans that are targeted for completion later this year for operation in the offshore oil and gas sector. An agreement between the Danish naval architectural firm and Strategic Marine will see a greater level of collaboration between the parties to jointly develop SES CTVs for oil and gas, offshore wind, security and defence applications. Strategic Marine chief executive, Eng Yew Chen, said the agreement will allow the shipyard to “expand the portfolio of SES designs and offer vessels with this very exciting technology to a wider range of our customers.” The Singapore shipbuilders will start construction of its first offshore windfarm SES CTV in Q4 2024. “The low SES resistance offers fuel savings and reduced emissions” ESNA, which pioneered the SES CTV Sea Puffin 1 in 2018 with WindPartner, says the active SES motion damping system provides better seakeeping and higher passenger comfort than what is possible with conventional monohulls and catamarans. “It is also used at the wind turbines to allow turbine transfers in higher wave heights. The low SES resistance offers fuel savings and reduced emissions in combination with the increased speed,” says ESNA. Aircraft 35 Crewliners are the most ambitious air-cushioned catamaran design yet. The 35.1 m vessel has two side hulls like a catamaran, however with the added feature of flexible rubber sealing fore and aft between the hulls. Fans blow air into this air cushion between the hulls and rubber seals, partly lifting the vessel out of the water, reducing resistance and allowing for very fuel-efficient and high-speed performance. The Aircat 35 Crewliner has a seating capacity of 80, cargo deck space of 89 m², and a projected cruising speed of more than 50 knots and economical speed of 38 knots. **Battery-hybrid crewboats** Strategic Marine has also delivered the first of two diesel battery-hybrid crewboats for Thai offshore vessel owner Truth Maritime Services (TMS). This series has a seating capacity for 70 passengers and is based on the aluminium boatbuilder’s Gen 4 Fast Crew Boat (FCB) design. TMS owns a fleet of 13 crewboats that are used to ferry offshore personnel and cargo to support offshore oil and gas E&P and on-going maintenance of platforms in southeast Asia. Strategic Marine’s 42-m Gen 4 FCB design, a collaboration with Australia’s Southerly Designs, has a highly efficient new hull form and Z-bow which improves seakeeping and requires less power for the same speed and deadweight tonnage, reducing fuel consumption and lowering emissions. The hybrid solution uses an energy storage system to capture and harnesses energy generated by the main engines for various applications on the vessel to reduce GHG emissions. The strengthened deck of the Gen 4 FCB provides the option for a walk-to-work system to be installed, with a motion-

compensated gangway. This technology can be combined with a gyro-stabiliser adding further stability for safe transfers even in adverse weather conditions. (Source: *Riviera* by John Snyder)

Advertisement



-Dutch quality since 1927-
Kraaijeveld
WINCHES

Towing winches
Anchor handling
Winches
Escort Winches
SafeWinches

www.winches.nl

NJORD THUNDER VISITING



Last Friday, the 23-metre long **Njord Thunder** from Njord Offshore from Tendring, British, was spotted at one of the small jetties at the Blue Port Centre. The catamaran, known in technical terms as a crew transfer vessel, came from Ramsgate to Den Helder. This type of vessel quickly transports offshore workers to and from offshore wind farms. The **Njord Thunder** can take a

maximum of 24 passengers. The maximum speed is over 25 knots. The catamaran, built in 2019, flies the flag of Jersey. Njord Offshore currently has 25 of these CTVs in service and another three under construction. (Source: www.maritiendenhelder.eu)

WINDWARD OFFSHORE TO EQUIP CSOV NEWBUILD DUO WITH SEAONICS' CRANES

German shipowner Windward Offshore has ordered 3D Electric Controlled Motion Compensated (ECMC) cranes from Seaonics for two Commissioning Service Operation Vessels (CSOVs) being built by Norwegian shipbuilder VARD. The order marks Seaonics' first equipment delivery to Windward Offshore, a company founded by Blue Star Group, Diana Shipping and SeraVerse, in collaboration with and under the leadership of SeaReenergy Group. The first CSOV is scheduled for delivery in the second half of 2025, with the remaining vessel following in 2026. "We are pleased to announce our partnership with Seaonics delivering cutting-edge ECMC C25 3D cranes for our CSOVs. Equipping two of our vessels with these advanced seven-ton units will bring a big

operational advantage for our charterers in their offshore projects," said Benjamin Vordemfelde, Windward Offshore's Managing Director. "It's a privilege to welcome Windward Offshore as our newest customer. We're excited to support their journey. Our goal is to ensure not only their success and satisfaction but also of VARD. We can't wait to see the cranes in operation," Ståle Fure, added Vice President Sales



at SEAONICS. With the sale of the two cranes, the company has now sold 10 units of the ECMC crane since the first delivery in 2023. The Seaonics ECMC C25 3D Crane is designed for offshore operations. It features a fully electrical controlled motion compensation system, ensuring smooth and precise movements even in challenging conditions. The boom control, slew control and telescope control are all electric driven and used dynamically to enable 3D compensation of the crane tip. (Source: *MarineLink*)

DREDGING NEWS

DREDGE VESSELS ESSAYONS AND YAQUINA READY FOR THE NEXT SEASON



The U.S. Army Corps of Engineers hopper dredge vessels **Essayons** and **Yaquina** are ready for the next dredging season, following a four-month maintenance period. The annual dry docking of ships, taking place during fall/winter maintenance season, is done to carry out major repairs, surveys and upgrades which allow them to perform most efficiently during the dredging season. According to USACE, the hopper dredge **Essayons** is headed to Longview,

Washington, for its first dredging work in 2024, and the dredge **Yaquina** will soon be on its way to Humboldt Bay, California, after a little sand sucking at Grays Harbor, Washington. The two massive seagoing vessels spend April through November sucking up sand, silt, and sediments from the floor of the region's entrance bars, rivers, and harbors to maintain them for safe and reliable ship transit. These vessels operate in Oregon, Washington, California, Hawaii, Alaska, and, in emergencies, the Mississippi River. (Source: *Dredging Today*)

DREDGING STARTS AT MURCHISON RIVER MOUTH

A \$1.6 million dredging campaign on the Murchison River mouth at Kalbarri that will see approximately 45,000 cubic meters of material removed to reinstate the original 140 meter channel width to ensure safer navigation is underway. The works are being carried out by the 18m cutter suction dredger (CSD) **Mudlark I**, equipped with 400m of floating and submerged



pipeline marked with yellow buoys. “Skippers operating in the area should be aware of the special safety arrangements implemented for the dredging works,” said Transport WA. This very important dredging program is set to last until approximately early-August 2024. (Source: *Dredging Today*)

Advertisement

YOUR PROPULSION EXPERTS



**SCHOTTEL CONTROLLABLE PITCH PROPELLER SCP:
EFFICIENT, RELIABLE, FLEXIBLE**

www.schottel.com | sales@schottel.de

 An advertisement for Schottel's Controllable Pitch Propeller (SCP). The image shows a large, red propeller with three blades, mounted on a ship's hull. The background is a white industrial structure. The Schottel logo is in the top right corner.

USACE TO DREDGE CLEVELAND HARBOR

Dredging of the Cleveland Harbor federal navigation channel by the U.S. Army Corps of Engineers, Buffalo District and its contractor, Michigan-based Ryba Marine Construction Co., will begin in May. Dredging of harbors like Cleveland’s ensures accessible depths for large vessels, the continued flow of commodities across the Great Lakes, and the economic viability of United States waterways. “Keeping our nation’s ports open for safe navigation is critically important to maintain the environment and economy of the United States,” said Lt. Col. Lyle Milliman, USACE Buffalo District commander. “The support from the partnerships we’ve developed with the City of Cleveland, the state of Ohio, and our representatives in Congress make contracts like this a success. We look forward to dredging this summer and helping to ensure the waterways of Cleveland remain clear for commerce.” The Buffalo District awarded the \$10.8 million dredging contract on March 22 – the largest ever contract award for Cleveland Harbor. Approximately 250,000 cubic yards of material will be mechanically dredged from the federal navigation channel. The material will be hydraulically placed in contractor-furnished confined disposal facilities. “Cleveland Harbor is an economic engine for Northeast Ohio and connects our community to the global economy. The

launch of the U.S. Army Corps of Engineers summer dredging project in Cleveland Harbor is good



news for Cleveland Harbor and our region. I'm proud to support infrastructure investments in Northeast Ohio, including the important work done by the U.S. Army Corps of Engineers," said Congresswoman Shontel Brown. Dredging of the harbor is scheduled to start in May and continue through November 2024. Dredging of Cleveland Harbor is conducted annually by USACE, based on availability of funding and is 100% federally funded as part of operations and maintenance. Cleveland Harbor

is a deep draft commercial harbor which handled 12.4 million tons of cargo, including iron ore (58%), limestone (19%) and salt (9%) in 2021. Waterborne transportation facilitated by the harbor supports \$529.6 million in business revenue, 2,244 direct, indirect, and induced jobs, and \$163.8 million in labor income to the transportation sector. Operation, maintenance and dredging of harbors like Cleveland by the U.S. Army Corps of Engineers is critical to the economy of Ohio, the Great Lakes region, and the United States. (Source: *MarineLink*)

BEIRA DREDGER MACUTI RETURNS TO MOZAMBIQUE PORT

The Beira trailing suction hopper dredger **Macuti** (IMO 9641144), which was involved in a collision with the container ship **MSC Chiara** in 2016, and suffered serious damage, has returned to its home port after remaining in Durban awaiting repairs. It's understood there were financial constraints preventing an earlier return for the **Macuti**. In the period that **Macuti** remained in Durban, the Chinese CRBC hopper dredger **Tong Tan** (IMO 9259678) undertook the



necessary regular dredging duties at the Mozambique port. The port of Beira is built within a river and has ongoing silting challenges requiring regular dredging. It was one of these sandbanks that 'saved' the **Macuti** from sinking during its serious collision with the container ship. Her skipper ran the dredger onto a sandbank to avoid losing his ship and blocking the port entrance. **Macuti** is owned and operated by the Mozambique state-owned Empresa Mocambicana de Dragagens EP

(Emodraga EP) and was built in 2012 at the Western Baltija Shipbuilding yard in Klaipeda, Lithuania. The vessel has a length of 82 meters, a width of 16 meters and a deadweight of 3,900 tons. Her hopper volume is 2,500m³ and she can dredge to a depth of 25 meters. **Macuti** is powered by two MAN main engines of 1,720 kW each and a single 1,935 kW engine for pumping sand. **Macuti** arrived back in Beira last Monday, 22 April 2024. (Source: *African Ports & Ships*)

Advertisement



It's a people business
TOS
we make it personal!

+31 10 436 62 93
tos.nl/ship-delivery

GLOBAL SHIP DELIVERY
YOUR DESTINATION IS OUR CHALLENGE!

HISTORIC YARD

THE HISTORY OF THE BOELWERF – (BELGIUM)



In 1829, a shipwright settled on the left bank of the Scheldt in Temse. Bernard Boel (1798-1872) repaired and built small wooden river ships and the Boelwerf was born. His son Jozef (1832-1914) continued the craft shipyard in 1872. At this time the shipyard experienced its first Copernican revolution, when it switched from wooden to iron shipbuilding. In 1904, César (1868-1941)

and Frans Boel (1870-1943) took over. Their ambitions reached far beyond those of their father and grandfather. In just a few decades, the brothers managed to grow the company into the most important European shipyard for inland vessels. While César was mainly concerned with the technical aspects, Frans was the commercial brain. After César withdrew from the company in 1933, Frans transformed the company into the public limited company Scheepsbouwwerfs Jos. Boel & Sons. A new chapter beckoned: building seagoing vessels. *After the second World War* Under the dynamic and ambitious leadership of Georges van Damme (1907-1986), Frans Boel's son-in-law, the shipyard reached its greatest prosperity after the Second World War. In the 1940s, the technique of riveting was abandoned and converted to ship welding. The yard received numerous orders from

domestic and foreign shipping companies. In its peak years, Boelwerf employed more than three thousand employees. The business area continued to expand and eventually covered eighty-five hectares. In the twentieth century the shipyard underwent a true metamorphosis. In 1981, Philippe Saverys (1930-2002) took over the management from his father-in-law Georges van Damme. As a result of the international shipbuilding crisis, fewer orders were received by Boelwerf from the 1980s onwards. Under pressure from the Belgian government, the Boelwerf was forced to take over the bankrupt Cockerill Yards in Hoboken in 1982 and the yard was no longer a family business. The Belgian state now owned forty-nine percent of the shares. In 1986, the workforce was reduced by forty percent. Things went from bad to worse and bankruptcy was declared on November 3, 1992. By establishing the public limited company Boelwerf Vlaanderen in February 1993, an attempt was made to restart the bankrupt shipyard. That attempt failed, so the shipyard had to close the gate for the second time after 165 years in November 1994, this time for good. *Congo* From 1922 onwards, construction began on a series of ships intended for sailing on the rivers and lakes in the then Belgian colony of Congo. These ships were constructed as a kit and assembled with nuts and bolts. The different parts were carefully numbered and described. After assembly in Temse, the ship was completely dismantled and packed in wooden boxes and shipped to Congo via the ports of Antwerp to Matadi. The parts were then transported four hundred kilometers by train to Leopoldville (now Kinshasa), because this part is unnavigable. There the ship was finally assembled, finished and launched on the Congo River at one of the local shipyards. Sixty-three vessels were built at the Boelwerf for Belgian Congo. Twenty of these were so-called sternwheelers that were extremely suitable for the Congo River because they only have a limited draft. They were propelled by a large wheel at the back, powered by a powerful steam engine and fueled with wood. Later, these sternwheelers were also used as a push boat. *Tugboat builders* For example, a large number of tugboats were built at this shipyard. The tugboat *Marg. Gerling* (short for Marguerite Gerling) was built on September 2, 1960 by Jos Boel & Zonen in Temse for the Société Anonyme de Remorquage à Hélice from Antwerp. The tugboat was the first (construction number 1379)

in a series of seven delivered to this shipping company. The six sister ships were: *Christophe Letzer* (build number 1380); *Annick Gerling* (1381); *Adrian Letzer* (1382); *Lucile Gerling* (1383); *Olivier Gerling* (1412) and *Laurent Letzer* (1413). (Source: *MaritiemMedia* by Jos Hubens; Photo tugs erfgoedvereniging Boelwerf Temse)



in a series of seven delivered to this shipping company. The six sister ships were: *Christophe Letzer* (build number 1380); *Annick Gerling* (1381); *Adrian Letzer* (1382); *Lucile Gerling* (1383); *Olivier Gerling* (1412) and *Laurent Letzer* (1413). (Source: *MaritiemMedia* by Jos Hubens; Photo tugs erfgoedvereniging Boelwerf Temse)

YARD NEWS

GONDAN TO BUILD WORLD'S FIRST ZERO-EMISSION ELECTRIC SERVICE OPERATION VESSEL FOR BIBBY MARINE

The eSOV will be equipped with an advanced battery system and dual-fuel methanol engines, ensuring emissions-free operations and setting a new standard for efficiency and environmental responsibility in the industry. GONDAN Shipbuilders, a leader in the shipbuilding industry with a century-long history of crafting specialized vessels, is proud to announce a new milestone in its

commitment to sustainable maritime innovation. The company has been selected by Bibby Marine



to construct the world's first truly zeroemission electric Service Operation Vessel (eSOV), designed for operations in the offshore wind sector. This pioneering vessel, scheduled for delivery in 2026, will be built at Gondan's shipyard in Asturias, Spain. It represents a natural progression in Gondan's expertise, following our extensive experience in constructing low carbon Conventional

Service Operation Vessels (CSOVs) and now advancing to a zero-emission variant. The eSOV will be equipped with an advanced battery system and dual-fuel methanol engines, ensuring emissions-free operations. Featuring high-voltage offshore charging facilities, the vessel can operate solely on battery power for over 16 hours between charges. This sets a new standard for efficiency and environmental responsibility in the industry. GONDAN's proven track record and our ability to deliver on stringent timelines, budgets, and quality specifications were key factors in Bibby Marine's decision to entrust us with this project. The eSOV will include state-of-the-art mission equipment, spacious insulated storage, and climate-controlled electrical stores. Crew comfort is also a priority, with generous communal areas and well-appointed cabins designed for long stints at sea. This project underscores GONDAN Shipbuilders' dedication to innovation and our commitment to supporting the maritime industry's transition to a more sustainable future. Building this zero-emission vessel not only aligns with our expertise but also with our vision for a cleaner, more sustainable maritime environment. GONDAN Shipbuilders is currently experiencing a period of significant growth and expansion. Recent enhancements to our facilities have increased our capacity across all operations, enabling us to take on new and challenging projects confidently. Among our portfolio are the construction of a six-vessel series of Conventional Service Operation Vessels for Edda Wind, a Buoy Tender Vessel for the Northern Lighthouse Board in Scotland, an Unmanned Surface Vessel for Norway, and 10 fully electric ferries for Portugal. Each project showcases GONDAN's broad capabilities and commitment to delivering high-quality, specialized vessels that meet diverse demanding needs. (PR)

Advertisement



CHEOY LEE
SHIPYARDS

www.cheoylee.com



**Premium builder of tugs
and commercial vessels**



FIRST THREE-BARGE SIMULTANEOUS BALLASTING OPERATION

BOA is pleased to announce that in support our customer, Fagioli Inc., the launch of the First Jones Act-Compliant Wind Turbine Installation Vessel (WTIV), which was rolled onto the **Boabarge 29**, **Boabarge 30** and **Boabarge 38**, and then successfully placed in the water at builder's Seatrion AmFELS shipyard in Brownsville, Texas. This project marked the first



three-barge simultaneous ballasting operation. The WTIV launch is also notable for setting the record for the world's largest load out totaling 26,000 tons including the world's largest SPMT assembly of 880 axles. Congratulations to all involved in this operation, and we wish Dominion and the crew of the Charybdis good luck with their new vessel! We thank Fagioli for being a valued client of BOA. (PR)

DAMEN SERVICES CANADA CELEBRATES OPENING NEW OFFICE



Improved fleet support from new location in Victoria. Damen Services Canada recently celebrated the opening of a new service centre in Victoria, BC Canada. Damen Services began operations in Canada in 2019 to provide warranty support for delivered vessels. The new office provides the opportunity to expand with a wider range of vessel support in North America, including parts sales,

technical support and maintenance services. Over the years, many Damen vessels have been delivered to both the east and west coasts of Canada. As more and more customers found their way to the Canadian Service Hub, the support team grew and it was time for a larger office with a workshop and warehouse. Damen Services Canada found its new home at 466 Bay Street, Victoria. The new location provides more office space for the staff and a warehouse which will be filled with essential parts to support customers more quickly. The office was officially opened on 25 April with customers in attendance. Arie Jonas, Area Service Manager at Damen Services is pleased. "Our goal is to serve as a strategic partner to our customers. The opening of this new location for Damen Services Canada is another step in this process. By increasing our local presence, we are ensuring that customers are never far from Damen support, allowing us to serve them with greater focus and

a faster response” Jurriaan Jellema, Service Hub Manager at Damen Services Canada, agreed. “Our local engineers have years of experience and are in direct contact with the Damen newbuilding yards and Engineering. The hub closely collaborates with local shipyard, Point Hope Maritime and other strategic suppliers. Customers can be assured of an optimised warranty process after the delivery of new vessels, and can now also benefit from other services Damen has to offer. Ship owners throughout the region will have easy access to our streamlined services.” Damen Services Canada will continue to expand its services in 2024. The North American office will be able to offer technical assistance, maintenance- and service contracts, spare parts supply from both local- and global stock, project management and complex ship repairs and conversions in collaboration with Point Hope Maritime. It will continue a high standard of emergency support services. (PR)

Advertisement

DMT
MARINE EQUIPMENT

DESIGNING AND PRODUCING
WINCHES
FOR A SUSTAINABLE TOMORROW!

NO CONCESSIONS ON QUALITY

DESIGN | ENGINEERING | PRODUCTION | QUALITY CHECK | TESTING FACILITIES | COMMISSIONING & AFTER-SALES SUPPORT

WÄRTSILÄ TO SUPPLY ENGINES FOR CANADIAN POLAR ICEBREAKER

Finnish technology group Wärtsilä reports it will supply the engines for a new Canadian Coast Guard Polar Icebreaker being designed and built at Seaspan Vancouver Shipyards. The 158 meter-long multi-mission Polar Icebreaker will operate under PC2 conditions with four 16-cylinder and two 8-cylinder Wärtsilä 31 engines, delivering 47 MW of power. The engines will be fitted with selective catalytic reduction



(SCR) systems for IMO Tier III environmental compliance. Wärtsilä will also supply the center shaft line with a stainless-steel ice-class propeller, as well as Wärtsilä’s NACOS Platinum navigation system. Wärtsilä said it booked the order in Q3 2023 and noted it is scheduled to deliver the equipment to the shipyard in 2025. When built, the new vessel will be the Canadian Coast Guard’s largest icebreaker and will replace ‘**CCGS Louis S. St-Laurent**’, which is due to retire at the end of the decade after 60 years of service. (Source: MarineLink)

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Sanmar delivering tug built for challenging conditions to Scottish operator](#)
 - [Damen launches fully electric RSD-E Tug 2513 for Port of Antwerp-Bruges](#)
 - [Uzmar Launches First-of-its-kind Tractor Tug](#)
 - [SAAM Towage Canada Becomes First Zero-Emission Electric Tug Operator in the Port of Vancouver](#)
 - [Sanmar's latest high-powered heavy-duty escort tug is launched](#)
2. Several updates on the Broker Sales page posted last week.

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

(pls contact jvds@towingline.com)

 - [Platform Supply Vessel – “TEK-OCEAN SPIRIT” for sale \(sold\)](#)
3. Several updates on the Newsletter – Fleetlist page posted last week
 - [Clots Maritiem - Ijmuiden by Jasiu van Haarlem \(new\)](#)
 - [WUZ - Gdansk by Jasiu van Haarlem](#)
 - [Vroon Offshore Services by Jasiu van Haarlem](#)
 - [Rebarca - Barcelona by Jasiu van Haarlem](#)
 - [Suez Canal - Ismalia by Jasiu van Haarlem](#)
 - [AVRA Towage - Rotterdam by Jasiu van Haarlem](#)

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

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

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense howsoever caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.