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

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## TUGS & TOWING NEWS.

### BOĞAZIÇI STARTED FOUR TUGBOATS



Boğaziçi Shipyard is building four **TundRA 3000** Buz Class tugboats. Boğaziçi Shipyard held a steel cutting ceremony for four tugboats with build numbers NB38, NB39, NB40 and NB41. While the customer was not disclosed, it was learned that the TundRA 3000 Ice Class tugboats with 69 tons of traction power will be RINA classed. Length: 30 meters; Width: 12.6 meters; Draft: 5.6 meters; Grt: < 500. *(Source: Haber Denizde) Note from the compiler* The Tundra

3000 concept is a design from Robert Allan Ltd; Canada. The tugs are designed for operations in the full range of ice conditions

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## 1990 – DINTELSTROOM & GEULSTROOM PROJECT CONWY TUNNEL (UK) / 50 YEARS VAN WIJNGAARDEN MARINE SERVICES B.V.!

The 'Conwy Tunnel' is part of the A55 in Wales, the United Kingdom. The tunnel consists of 2x2 lanes and runs below the Conwy river near the town of Conwy. In September 1986, it was decided to build an immersed tunnel at a cost of £102 million. This was unique at the time, as this was the first immersed tunnel in the UK. A total of six tunnel elements of 116 meters were sunk. The tunnel was officially



opened by Queen Elisabeth on October 25, 1991. *History* On Monday September 25, 1989, the **Dintelstroom**, with 437 nautical miles ahead, sets sail from Eastney (UK) to Conwy (UK). The weather is not bad, yet the news reports: swinging and pitching ship, with occasional water on deck. After a successful journey, the ship arrives at its destination. After working on the Project Conwy Tunnel for over a year, on Thursday December 13, 1990, the journey home to Rotterdam begins. The **Geulstroom** completed its journey and return differently: as a deck cargo on board of a work pontoon, which was also used for the sinking of the tunnel elements. (PR)

## DREDGER MODEL FOR SALE



We herewith like to inform you that from private collector is for sale an unique model from the Trailing Suction Hopper Dredger "**Mayumbe**" (IMO: 7114678). This topmodel from 1971 Shipyard Beliard, Belgium. The model in glass display has the following dimensions; length 138 cm, width 33 cm and high 50 cm. The price for this very fine model is Euro 12.500. for Office or home decoration. *History*: The trailer suction hopper dredger **Mayumbe** itself was built in 1970 by Scheepswerven St. Pieter NV – Hemiksem; Belgium for La Congolaise des voies maritimes ( CVM) under yard number 207. Her Physical properties are Length (OA): 81.31 m; Length (BP): 75.01 m; Width: 14.05 m; Depth: 6 m; Draft (loaded): 5 m; Number of engines: 2; Engine specs: 4Str - 9 cyl - 42.00 x 56.00 – rpm; Total power: 3,446 kW; Hopper volume: 1300 m<sup>3</sup>; Dredging depth: 18 m; Number of dredging pipes: 1. *Interests can Contact*

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## 113' TUGS OF THE U.S. ARMY - THE ORIGINAL TRIO – POST WAR SURVIVORS (PART 4-FINAL PART)



Outside of the museum ships and the trio earlier mentioned, of the original tugs, 7 of the 8 Jakobson tugs returned stateside after the war, and 2 of the Tampa tugs. The LT-2/LT-2 **Major Randolph J. Hernandez** was sold to Dauntless Towing line, to replace their original **Dauntless #15** that was requisitioned by the Army. They would name the tug – you guessed it, the **Dauntless #15**. When Moran took over, the tug became the **Julia C. Moran**

briefly before being transferred to Curtis Bay Towing, where she gained the name **Sparrows Point**.

The tug was chartered to Transit Oil and renamed the **Accomac**. The tug was returned, and put into the Moran fleet as the **Doris Moran** briefly before being sold to Crescent Towing of New Orleans, where the tug spent her last few years working as the **Sparta**. Her ultimate disposition is unknown. Curtis Bay Towing was a subsidiary of Moran Towing, and worked the ports of Philadelphia, Baltimore and Norfolk. The tugs varnished wheelhouse window frames accents the companies white and blue nicely. Like the **Lambert Point**, the tug had her outside wheelhouse steps



removed at some point in her later years. Crescent Towing & Salvage in New Orleans had the LT-7 **Major George W. Hovey**. The tug spent her post -Army career with the Army Corps of Engineers (unlike the tugs above, she did not go to the Great Lakes) as the **San Luis II**. Crecent purchased the tug in 1978, and renamed her as the **Terence J. Smith**. The tug was repowered with a GE 16-cylinder FDL engine. She spent her last years doing ship assist work in New Orleans, and sunk in the fall of 2009. The tug was raised and scrapped a few months later. New York's Tracy Towing Line wound up with the LT-8 **Charles A. Radcliffe** in 1948 after the war, naming her the **Kathleen C. Tracy**. Tracy's main work was moving coal barges around New York Harbor. The tug did not last long with Tracy. In 1956, Tracy had a brand new tug built by Levingston Shipbuilding, which would take this tugs name. The tug was sold to Crowley's Shipowners & Merchants Tugboat Company (Red Stack) on the West Coast, and renamed the **Sea Lion**. She unfortunately would sink in 1964. *(Source: Vintagedieseldesign: Photo: Dave Boone Collection)*

## SPOTTED ANOTHER LARGE TANK TRANSPORT



In the early morning of Tuesday, April 30, a large tank transport was spotted again on the Noordhollandskanaal. Six brand new, towering storage tanks from Tank- en Silobouw Oostwouder from 't Zand were set up on two pontoons. The pontoons were towed by Rodietransport's **Rodie 2**. This tug has a pulling power of 15 tons. Behind the pontoons was the steering boat **Ferox**. The

destination was Den Helder, which was reached around noon via a stopover at the Kooyhaven. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

## CMB.TECH-LED JV REVEALS PLANS FOR AFRICA'S FIRST HYDROGEN-POWERED VESSEL

A delegation has flown in from Belgium to Namibia this week to unveil plans for Africa's first hydrogen-powered ship. Cleanergy Solutions Namibia, a joint venture between CMB.TECH and the Ohlthaver & List Group, has hosted a showcase of the Cleanergy Green Hydrogen progress at the plant's site in Walvis Bay, expected to be operational in the fourth quarter of 2024. The facility uses only solar energy for the on-site production of green hydrogen and will be used for hydrogen-powered trucks, port equipment, railway applications, and small ships. A highlight of the site visit was the ceremonial first filling of a dual-fuel truck at the hydrogen refuelling station and the announcement of plans for the development of Namibia's first vessel powered by dual-fuel hydrogen engines. Cleanergy, together with CMB.TECH, Port of Antwerp-Bruges, and Namport, will build on the successful collaboration between CMB.TECH and Port of Antwerp-Bruges that resulted in the launch of the **Hydrotug** and the world's first multimodal hydrogen refuelling station in the port of Antwerp. The joint venture now look to develop a multifunctional port utility vessel (MPHUV) powered by dual-fuel hydrogen engines. The MPHUV's design will enable the integration of different equipment needed for a range of port operations, significantly reducing greenhouse gas

emissions during operations. The involvement of the Port of Walvis Bay and Namport will provide insights into the vessel's specifications during development and refine the concept based on operational experience and feedback from users once it is commissioned. "Harnessing the sun's infinite energy, we are laying down the roots for a greener future, turning our bold vision into an inspiring reality," said Sven Thieme, executive chairman of Ohlthaver & List. "The port of



Walvis Bay will also be in a unique position in Africa – our project will enable them to offer low-carbon logistics supply chains to their customers. This will pave the way for attracting additional logistics flows and investors," added Alexander Saverys, CEO of CMB.TECH. The Cleanergy Green Hydrogen site will also include an on-site Hydrogen Academy. The Cleanergy Solutions team, suppliers, customers as well as Namibian and European universities and institutes will jointly upskill Namibians on hydrogen and its diverse economic potential. (Source: *Splash24/7*)

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## CAFIMAR HAS TAKEN OVER THE OFFSHORE TUG SEA DREAM FROM OROMARE

It will be renamed **Bruto** and will be armed by Somat and used for deep-sea towing in the Mediterranean or to assist exceptional transport activities by sea. The Cafimar Group has purchased the offshore tug **Sea Dream** from Oromare, an Italian flag vessel with a hook pull capacity of 63.6 tonnes, power of 4,640 Bhp, speed of 12.4 knots, length of 35 meters and width of 10 metres. Both counterparties confirmed this to SHIPPING ITALY but preferred to keep the sale price confidential (according to other market sources it should be around 35 million euros). "We decided to accept a purchase offer that we thought was interesting for a 13-year-old tugboat. Beyond having seized an opportunity, however, we plan to replace this disposal with a new purchase in the near future and for this reason we are trying to identify the right characteristics before moving on the market with brokers. In any case, the **Sea Dream** will certainly be replaced and for this reason all the staff who



were harnessed on board remain with us" explains Michele Oronti, CEO of Oromare. The Genoese



company with the other means at its disposal (pontoons, barges and tugboats) is in fact preparing to enter the heart of the works for the new Genoa dam which will require many maritime activities. "Up to now we have been able to do very little for the work on the new dam but in the near future we could already deploy a first vehicle. We are working on opportunities to seize to try to include our workers and our means among those employed" adds Oronti. Alessandro Russo, head of

Cafimar, for his part, makes it known that the newly purchased **Sea Dream** "will be renamed **Bruto** and will be armed by the subsidiary Somat Spa and used for deep-sea trailers in the Mediterranean or in aid of the exceptional transport activity that the Cafimar group carries out using its own standard barges". Built in 2011 by Damen, this tug that has just changed hands has a maximum draft of 4.63 metres, a deck space of 81.90 m<sup>2</sup> (13 x 6.3 metres) and a maximum load capacity of 85 tonnes ( 3 tons/m<sup>2</sup>). (Source: *Shipping Italy*)

### *MOBY IS ALSO PREPARING TO SELL ITS TUGBOAT BRANCH TO MSC*

Rimorchiatori Sardi established in view of the transfer of ownership, in partial settlement of the loan which avoided the Blue Whale agreement. After the passage of the two ferries Sharden and Moby Vinci to MSC , another piece of the Moby group is preparing to leave for Geneva, in settlement of the loan of 315 million euros which allowed the Onorato family group to emerge from the shallows of insolvency proceedings which began a few years ago and were completed last year. We learn this from the articles of association of Rimorchiatori Sardi Srl, a newco based in Milan which Moby, signed by the CEO Achille Onorato, has just 'opened' by subscribing 100% of the capital, to transfer the entire Tugboat Division to it. Which, we read in the relevant meeting minutes, "has been operating reliably for over 50 years in the ports of Cagliari, Olbia, Oristano, Arbatax, Porto Torres, Sarroch, Portovesme, Portoscuso, Sant'Antioco and the bay of the Gulf of Palmas".

In fact, at the start of this meeting dating back to 16 April, the president of Moby, Gualtiero Brugger, explains



that "the bridge loan granted by Shipping Agencies Services (the MSC company that carried out the

operation, ed. ) for the purposes of carrying out the settlement payments, by contract must be settled through the sale of assets, and in particular of the tugboat branch. This first operation will be carried out by establishing a 'newco' with a capital of €10 thousand; conferring the business branch to the same with the support of a specific appraisal; by selling the participation". It remains to be clarified what the value of the tugboat division agreed with the creditor (and shareholder, MSC holding 49% of Moby's capital), also in light of the imminent expiry of the service concession in the ports of the southern part of the island, and through which company MSC will take control of Rimorchiatori Sardi, given the no comment from the main suspect, namely Rimorchiatori Mediterranei. (*Source: Shipping Italy*)

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## CRESCENT TOWING TAKES DELIVERY OF NEW Z-DRIVE TUGBOAT



New Orleans based Cooper Group subsidiary Crescent Towing recently took delivery of the M/V **Angus R. Cooper II**, a new 6,000 HP, tier 4, Z-drive tugboat constructed at Cooper Group's Blakeley BoatWorks in Mobile, Ala. To be added to Crescent Towing's ship assist operations in the Port of Savannah, Ga., the new Z-drive tug is powered by twin Caterpillar 3516E tier 4 engines, each producing 3,004 HP and powering Kongsberg 255 fixed pitch azimuthing drives (Z-

drives). The M/V **Angus R. Cooper II** achieves ABS FFV1 class notation with firefighting systems (FFS-), main engine driven fire pump and twin remotely operated fire monitors, each capable of 5,230 GPM output at 145 PSI. The vessel is 92 feet long, 38 feet wide, and has a 19 foot draft. The vessel is built to ABS classification Maltese cross, A-1 towing, AMS, full ocean service, FFV1, international load line, UWILD and escort class towing. The tug, designed by Crowley Engineering Services, has a fuel capacity of 44,193 gallons and a portable water capacity of 16,862 gallons. The new Z-drive tugboat is named in recognition of the Cooper Group's longtime chairman and CEO, **Angus R. Cooper II**. "Surprising my father by naming our newest and most technologically advanced tugboat after him was a high privilege for a proud son and memory that I will forever cherish," said

Scott H. Cooper, president of Crescent Towing. “My father’s impact on our industry and the Cooper Group will be realized for generations and with the naming of this special vessel, I’m honored to recognize the wonderful legacy that he continues to build every day.” “The Port of Savannah continues to experience transformative growth and our deployment of the M/V Angus R. Cooper II, our newest and most technologically advanced tugboat, marks another important step in our continued commitment to best foster the port’s growth and ensure the safest and most efficient ship assist operations,” said Keith Kettenring, executive vice president and chief commercial officer of Crescent Towing. “Constructing the M/V **Angus R. Cooper II**, the first of a series of world-class ship assist towing vessels that Blakeley BoatWorks is building for Crescent Towing, is a new high-water mark for our company,” said Swathin Kannalath, managing director of Blakeley BoatWorks. “Building Crescent Towing’s first 6,000HP tier 4 Z-drive was an exciting challenge for our team and we’re eager to continue our work in building these incredible vessels that will best facilitate U.S. import and export activity for decades to come.” Watch the video [HERE](#) (Source: *MarineLog*)

### *SISTERS AT THE ACTA JIFMAR SHIPYARD*

On Monday April 29, two multicats of **the** same type were spotted together at the Acta Jifmar shipyard in the Koopvaardersbinnenhaven. On the left of the photo the 26 meter long multicat **Voe Earl**, which has a pulling power of 53 tons, and on the right the 26 meter long **Voe Viking**, which can pull 32 tons. The workboats sailing under the British flag each have a spacious work deck with winches and cranes. The



The owner is Jifmar Scotland (formerly Delta Marine), part of the French Jifmar Offshore Services that previously acquired Acta Marine. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu))

### *KNRM DRAAGT TULP OP AAN NIET-GEREDDE MENSEN*

Emotionele bijeenkomst bij doop KNRM-tulp ‘Tara’. De Koninklijke Nederlandse Redding Maatschappij (KNRM) heeft de eigen tulp, die zij naar aanleiding van haar 200-jarig bestaan kreeg aangeboden, opgedragen aan iedereen voor wie de organisatie ooit wel is uitgevaren, maar niet heeft kunnen redden. De tulp werd Tara gedoopt, vernoemd naar de 12-jarige Tara Flinterman, die tijdens een schoolreis op de Waddenzee door een vallende giek werd geraakt en overleed. De ouders van Tara verrichtten op 29 april bij Breakers Beach House in Noordwijk aan Zee de doop van de tulp. Na de doopplechtigheid is de tulpenbos door verschillende KNRM-reddingboten in estafette naar de Waddenzee gevaren, alwaar de bloemen in zee zijn gelegd. De reddingboten van Vlieland, Terschelling en Harlingen kwamen op 31 augustus 2022 in actie in een poging het leven van Tara te redden. De toegesnelde hulp bleek te laat, Tara overleed ter plekke en de zorg van de redders verschoof naar het opvangen van haar klasgenoten en de begeleiders van de school. Die school was met een grote delegatie aanwezig bij de bijeenkomst in Noordwijk. De plechtigheid werd bijgewoond door de familie van Tara, door een delegatie van de school, door vrijwilligers van de drie genoemde



reddingstations, maar óók door vertegenwoordigingen van de meeste KNRM-reddingstations, die



allemaal ‘hun eigen Tara’s’ herdachten. De Tara-tulpen zijn uiteindelijk op de Waddenzee, op de plek waar het fatale ongeval in 2022 plaatsvond, in zee gelegd, waarbij de vrijwillige redders van KNRM Vlieland, Terschelling en Harlingen een moment stillagen om Tara -en in haar álle slachtoffers- te gedenken. De bos was door meerdere reddingboten – in estafette – van Noordwijk naar Den Helder gevaren. Vanaf Den Helder deed de

reddingboot van Vlieland het laatste deel van de vaarreis. De KNRM’er die toentertijd de daadwerkelijke reanimatie op zich nam, bleef de gehele reis bij de tulpenbos. Hij sprong tussen Noordwijk en Den Helder meermalen over van reddingboot op reddingboot. *(Source: IRO)*

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*PORTS OF ARCO NORTE: COMMODITY EXPORTS AND THE SUPPORT OF MORE POWERFUL AND SUSTAINABLE TUGBOATS*

By Mateus Melo , engineer and regional manager ES, North and Northeast at Wilson Sons, the largest port and maritime logistics operator in Brazil. Considered today a relevant commodity export corridor in Brazil, Arco Norte comprises transport axes in various modes (road,

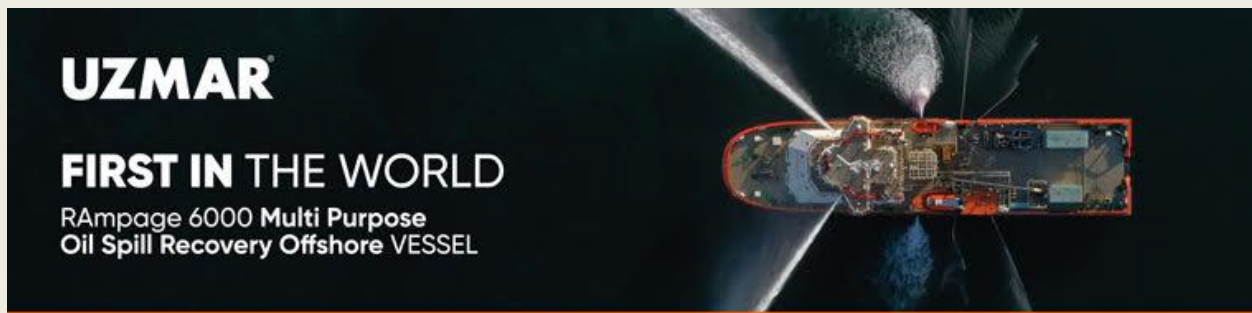


rail and waterway) responsible for the flow of cargo and inputs through ports above the 16°S parallel, covering terminals in the North regions and Northeast. Among the ports in Arco Norte are Itaqui (MA), Barcarena/Belém (PA), Santarém (PA) and Itacoatiara (AM), important grain export routes and fertilizer entry into Brazil. With competitive advantages and reduced logistical costs, these ports stand out due to the proximity of the region producing commodities, especially agricultural and minerals, to the main international consumer markets, in Europe, the United States and Asia. Recently, Arco Norte has established itself as a competitor to the ports of Santos (SP) and Paranaguá (PR), the main ports for agribusiness. According to the Logistics Bulletin of the National Supply Company (Conab), last year, 33.8% of soybean exports – whose largest producer is Mato Grosso – were shipped through the ports of Arco Norte, compared to 30% by Santos and 14.1% via Paranaguá. The National Waterway Transport Agency (ANTAQ) points out that, in 2010, movement in the Arco Norte ports accounted for 23% of the national production of soybeans and corn. In 2015, the share had jumped to 31%, reaching 50% in 2022. In 2023, the movement of soybeans and corn surpassed that of the rest of the country, totaling 100.8 million tons, compared to 88.5 million in the year previous. The movement in the rest of Brazil (below the 16°S parallel) was 100.2 million tons. The agency highlights that, today, Brazil is the largest exporter of these commodities, accounting for 58% of world exports of soybeans and 27% of corn. In just over ten years, the flow of agricultural products through ports in the Amazon and the Northeast has tripled and now represents almost 40% of the agricultural volume traded with Europe and Asia. In addition to China, the largest buyer of Brazilian grains, Arco Norte exports to Spain, Mexico, Japan and the Netherlands. The proximity to the Panama Canal and Europe makes flow through the North attractive. Waiting time is another decisive factor when choosing. In 2023, there were cases, in grain exports in the southern region, in which ships waited around 60 days to dock; while in the ports of Arco Norte, vessels waited on average approximately 13 days, similar to Santos. With federal and private investments in the region, the result was a reduction in freight distance and costs. Arco Norte also has the possibility of carrying out operations via floating transshipment, cheaper than traditional transshipment stations, installed on land, without the need to occupy a berth/pier. Another differentiator of the region's ports is the depth of the channels, with the draft allowing larger ships to maneuver in these terminals. One of the highlights is the Ponta da Madeira Maritime Terminal, in São Luís (MA), adjacent to the port of Itaqui. Belonging to Vale, it is the major outlet for iron ore production in the country, in Carajás (PA). Given the scenario of expanding commodity exports, Wilson Sons, the largest port and maritime logistics operator in the Brazilian market and leader in towage (with more than 80 vessels along the Brazilian coast), followed the evolution of the Arco Norte ports. The company has a fleet of 19 tugboats with azimuth propulsion in the region, strategically positioned and sized to accompany the development of the terminals. These vessels guarantee greater safety and maneuverability in ship docking and undocking operations. Last year alone, there were more than 10,700 maneuvers carried out in the region. In the ports of São Luís – Ponta da Madeira, Itaqui and Alumar – there are 11 azimuth tugs, three of which are class 2513, with more sustainable technology (WS Centaurus, WS Orion and WS Dorado). Built in the company's shipyards, in Guarujá (SP), these three vessels have more than 90t of bollard pull, being pioneers, in Brazil, in the IMO TIER III (International Maritime Organization) standard, which certifies the reduction of up to 70% of oxides of nitrogen. The standard is only required in emission control areas, such as regions in North America and Europe. The new hull design allows for a reduction in greenhouse gas emissions, with a reduction of up to 14% in the consumption of fossil fuels. The three tugs mainly serve large ships used for export and that transport up to 400 thousand tons of cargo. The demand for these powerful tugboats has been growing in ports across the country, due to the large ships arriving at terminals, such as Ponta da Madeira to move ore. At the port of Itaqui – the main port of Arco Norte and the fourth largest public port in Brazil (behind Santos, Paranaguá and Itaguaí/RJ) – our vessels operate in ship operations with



cargo, for example, diesel, corn, soybeans, fertilizers, cellulose and liquid bulk, such as petroleum and derivatives. In a constant search for innovation, Wilson Sons, with more than 186 years of experience, is dedicated to supporting the growth of global trade and contributing to the country's competitiveness and sustainable development, working to optimize the logistics chain, essential to the economy, as 90% of the country's trade flow is transported by waterways. With this, the company generates a positive impact on society and industries, allowing the flow of international trade to occur with safety, sustainability and operational efficiency. (PR)

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## ACCIDENTS – SALVAGE NEWS

### *DRIFTING CARGO SHIP HITS RAILWAY BRIDGE IN BANGLADESH*



It happened again, this time as a small cargo ship out of control drifted along one of the main waterways in the Bangladesh city of Chattogram before becoming pinned alongside the bridge. Both the bridge and ship suffered some damage with the survey work still underway. According to officials they were trying to determine if the cargo ship named **Samuda-1** had broken away from its moorings at a nearby shipyard on the Karnaphuli River or if it was a mistake by the helmsmen on the ship. Some reports said the vessel

appeared to be without power and uncrewed but TV images showed at least one person aboard the vessel. Eyewitnesses told the local TV station that the vessel was seen floating from the AK Khan dockyard on the western side of the river. There were strong winds which made it difficult to control the vessel and it struck the Kalurghat Railway Bridge. The ship was pinned up against the bridge due to the strong current in the river while officials were arranging for a salvage vessel. It is reported to be one of the main bridges crossing the river and providing rail and vehicle connections to other areas of the country. The bridge was completing nearly eight months of renovations to support the opening of a new railway line. Officials reported that there were several bent sections on the bridge but they believed it was overall minor damage. Rails along the deck of the vessel were also twisted but they were awaiting the salvage to remove it from the bridge to determine if there was more

damage. Watch the YouTube video [HERE](#) (Source: Marex)

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## COAST GUARD ANNOUNCES PLANS FOR 45-FOOT-DEEP CHANNEL

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The U.S. Coast Guard Captain of the Port (COTP) has announced plans to open a 45-foot-deep channel, tentatively scheduled for May 10, following the removal of the motor vessel [Dali](#). The COTP suspended transits of the Fort McHenry Limited Access Channel, which has a controlling depth of 35 feet, on Monday. The deepened channel will offer a controlling depth of 45 feet, a 300-foot horizontal clearance, and a vertical clearance of 214 feet due to



overhead power lines. Vessel transits will be subject to the COTP's discretion, considering current weather conditions and salvage operations. At 45 feet deep, the channel will allow the transit of deeper draft ships into and out of the Port of Baltimore. To put the depth into perspective, the Panama Canal's expanded Neopanamax locks have a current maximum draft of 44 feet. Baltimore's main Fort McHenry Channel is 50 feet deep. "We can't take our eye off the ball: We need to fully reopen the full 50 foot channel. And we will," said Maryland Governor Wes Moore. Deep draft vessels using this channel will need a Maryland State pilot and two escort tugs. The Maryland Pilots will enforce a 3-foot under keel clearance (UKC) requirement for all vessels and restrict transits to less than 15 knots wind, including maximum forecasted gusts. Due to ongoing salvage operations, vessels will be restricted to 10 knots or less. The three other temporary channels, with depths of 20, 14, and 11 feet, remain open. These include the Fort Carroll Temporary Alternate Channel, the Sollers Point Temporary Alternate Channel, and the Hawkins Point Temporary Alternate Channel, each with distinct depth, horizontal clearance, and vertical clearance specifications. (Source: *gCaptain*)

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## LARGE SHIP FIRE AT KØGE HARBOUR

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A fire broke out on Tuesday afternoon on board the ship [Rix Munte](#), which was being loaded with metal and plastic waste at the port in Køge. Central and West Zealand Police warn against health-damaging smoke. A siren warning was issued in Køge city on Tuesday afternoon after a fire broke out on board the ship Rix Munte. This is stated by the Midt- and Vestsjællands Police in

a preparedness notice. The 100-metre-long cargo ship was being loaded when the metal and plastic



waste that had to be moved caught fire, and harmful smoke subsequently drifted over the city of Køge. The police have therefore asked people in the affected area to search indoors and close doors and windows or seek away from the fire smoke. **Rix Munte**, which is owned by the shipping company Baltic Shipping, arrived at the port in Køge on Tuesday night and was subsequently supposed to continue towards Grenaa, but the fire has put an end to that. Director of Baltic Shipping, Ronnie Hulstrøm, told TV2 that none of the ship's seven crew members were injured in connection with the fire, which was discovered by the ship's captain. "It's so new, so I don't know much. The cargo we have on board the ship has caught fire, and of course they are trying to put it out right now. But what the cause of the fire is, I don't know," said Ronnie Hulstrøm on Tuesday at 17.20 for TV2. Watch the video [HERE](#) (Source: maritime Direct by Stefan Holmager Larsen)

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### RESCUE OF 10 CREW MEMBERS OF THE SUNRISE 268 SHIP IN DISTRESS ON THE CUA BA LAT BEACH AREA, NAM DINH

At 3:30 p.m. on April 30, the specialized search and rescue ship **SAR 411** of the Vietnam Maritime Search and Rescue Coordination Center approached and rescued the crew of the **SUNRISE 268** ship in distress at sea. Ba Lat gate, Xuan Thuy, Nam Dinh. According to information from the Vietnam Maritime Search and Rescue Coordination Center (under the Vietnam Maritime Administration, Ministry of Transport), at 9:40 a.m. on April



30, the Center received information , ship **SUNRISE 268** (MMSI identification number: 574013282, ship class VR-SB, size: 79.8 meters long, 12.8 meters wide), there are 10 crew members on board, while the journey carries more than 3,000 tons of cement. bamboo shoots from Phuc Son Port (inland waterway port in Kim Mon district, Hai Duong) to Quy Nhon, the ship tilted, then ran aground at position 20-07.9 N 106-30.8 E, away from Ba Gate. Lat, Nam Dinh about 5 nautical miles to the southwest. Because the ship was tilted, ran aground, and could sink at any time, the captain of the ship in distress requested urgent rescue. Immediately after receiving a rescue request from the captain of the stricken ship, the Center requested the Hai Phong Coastal Information Station to broadcast an emergency notice, mobilize vehicles around the area and coordinate with the Ministry's forces.

Border Guard Commander of Nam Dinh province supported the ship in distress. Faced with the emergency situation, under the direction of the Vietnam Maritime Administration, the Center dispatched the specialized search and rescue ship **SAR 411** to be stationed in Hai Phong to rescue and perform field command duties. At 3:30 p.m. on April 30, ship SAR 411 approached the **SUNRISE 268** ship area and brought 5 injured crew members on board for medical care. As for Captain Nguyen Van Tam, who is still stuck on the **SUNRISE 268** ship, the rescue force has sent a rescue team using a speedboat to reach the rescue. After approaching, at 4:00 p.m., the rescue team put the captain on the workboat to bring him safely to the rescue ship. The remaining 4 crew members of the **SUNRISE 268** were approached, rescued and brought ashore by a fishing boat dispatched by the Border Guard of Ba Lat station. In a quick interview at the scene, captain Nguyen Van Tam said: as soon as the ship was tilted and in danger of sinking, he sent an emergency distress message to the shore via the Coastal Information System to request the forces. functions, including the specialized force of the Response Center; Thanks to the timely response of the Vietnam Maritime Search and Rescue Coordination Center and the Border Guard, all crew members of the ship were saved. It is expected that at 9:00 p.m. on the same day, the specialized ship **SAR411** will take 6 crew members of the ship in distress to the wharf of the Maritime Rescue Center Region I in Hai Phong to hand over to the authorities. Through the satellite communication device of the ship **SAR411**, the Director of the Vietnam Maritime Administration sent greetings and encouragement to the crew members in distress, and also noted that ships must comply with rules and regulations. on ensuring maritime safety when traveling at sea, especially in the current period, when the sea weather situation has many complicated and unpredictable developments. *(Source: NhanDan)*

## BINNENVAARTSCHIP BREEKT BIJ LADEN VAN ZAND IN DEEST



Het Belgische binnenvaartschip **Courage** is in de ochtend van woensdag 1 mei gebroken tijdens het laden van zand in Deest. Op foto's is te zien hoe het voor- en achterschip nog wel boven water uitsteken. Volgens omstanders zinkt het achterschip echter steeds verder. Het schip ligt in het zandgat aan de Waal bij Deest. Rijkswaterstaat heeft oliebooms geplaatst om verontreiniging te voorkomen.

‘Op dit moment lekt er nog niets’, laat een woordvoerder weten. ‘Het schip ligt niet in de vaargeul. De overige scheepvaart wordt niet gehinderd. De bemanning wist zelf van het schip af te komen toen het brak.’ Volgens de woordvoerder is het schip geplooid tijdens het laden van zand. Dat bevestigt een schipper die in de buurt ligt. ‘Vanochtend stak het achterschip nog boven water, maar nu verdwijnen de stuurhut en de auto langzaam ook onder water’, zegt die schipper verder. Het middenschip is al compleet onder water verdwenen. De **Courage** is een 110 meter lang en 11,50 meter breed binnenvaartschip dat vaart onder de Belgische vlag. Op MarineTraffic is te zien dat een patrouilleboot van Rijkswaterstaat en een sleepboot in de buurt van het schip zijn. *(Source: Schuttevaer by Jelmer Bastiaans)*



## HOW WE RESCUED 250 PASSENGERS ONBOARD CAPSIZED BOAT IN RIVERS - NAVY

The Nigerian Navy said its personnel rescued more than 250 passengers from a three-deck wooden boat that capsized in Rivers State on Sunday night. Naval spokesman, Commodore Adams-Aliu said the boat was approaching Rivers State waters when it encountered stormy waters and collided with a rock. Adams-Aliu said personnel of Naval Security Station 023 deployed along Cawthorne Channel in Rivers State rescued



the passengers after receiving a distress call. “The ill-fated boat, MV **Precious Emmanuel** cast off from a local market in Sangana area of Bayelsa State and was making way to Rivers State when it encountered stormy waters and hit a wreck which damaged its hull causing it to capsize. “Notably, the locally made, three-deck wooden vessel popularly known as large Cotonou boat was overborne, had no lifesaving equipment onboard and none of its passengers wore a lifejacket. It was the vigilant eyes and professional response of NN personnel who swiftly undertook a rescue mission that ensured no life was lost,” he said. He encouraged maritime operators to consistently ensure that their boats are equipped with life-saving equipment. “Additionally, the Nigerian Navy wishes to reiterate the importance of lifejackets, life buoys and other life-saving equipment to local maritime operators. Provision and proper utilisation of such equipment are imperative to the safety of lives at sea,” Adams-Aliu said. *(Source: Ships & Ports)*

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## CRACK IN TANKER'S HULL CAUSES LARGEST OIL SPILL IN CEUTA PORT HISTORY

Spanish authorities at the port of Ceuta on the southern side of the Strait of Gibraltar declared contained what they believe was the largest oil spill in the port's history. The spill came from a crack in the hull of a Turkish-owned product tanker that is now being detained and facing stiff fines. The

port captain for Ceuta, one of only two Spanish ports in Africa and a vital link in Mediterranean



traffic, told reporters they received a report of an oil leak from the product tanker **K Onset** (12,900 dwt) on Tuesday evening, April 30, and they immediately mobilized a containment effort. Within about two hours he said the leak had been contained. They deployed two containment booms and one absorbent boom. The Liberia-flagged tanker managed by Chemfleet of Turkey

arrived on April 30 from the Spanish port of Vilagarcia and was conducting a fueling operation. The latest estimate is that the vessel leaked between 25,000 and 30,000 liters of a light marine fuel from a crack that measured 32 centimeters (approximately 12.5 inches) in one of the fuel tanks. Westerly winds helped to contain the spill and throughout the day on Wednesday, teams could be seen with absorbents mopping up the fuel. The port captain believes at least 85 percent of the spill was recovered. The **K Onset** is now being detained at the port and it has been ordered to pump all the fuel from the cracked tank. The port captain said the tank would be vented and then examined and that they would require repairs before the vessel departs. In addition, the port is demanding a deposit of €72,000 (\$77,000) consisting of €60,000 in fines and €12,000 toward the clean-up costs. The final fine is yet to be determined but media reports said it will be at least €200,000 to €250,000, (\$214,000-\$267,000) with one report saying it could reach a half million euros. The vessel was cited in December 2023 for 18 deficiencies during a Port State inspection in the UK. Among the items identified were hull corrosion as well as issues with propulsion and other structural condition issues. However, the vessel was not detained. Port officials in Ceuta acknowledged that this was the third incident this year although noting the prior two events were much smaller. Media reports said in mid-February, a Panama-flagged Ro-Ro cargo vessel, Lider Trabzon (7,225 dwt) had to pay €136,000 (\$145,000) after another oil spill. Last week, a general cargo ship registered in Gibraltar, Schillplate (3,175 dwt) also caused a small spill in the port. Watch the YouTube video [HERE](#) (Source: Marex)

## OFFSHORE NEWS

### *THE YUDIN CRANE VESSEL PURCHASED FROM MICOPERI FOR THE NEW RAVENNA REGASIFICATION TERMINAL*

President Bartolotti confirms the investment by announcing that his company has now overcome the years of suffering. The Micoperi company of Ravenna, after years of financial suffering, has returned to investing in shipping to increase its fleet of vehicles. President Silvio Bartolotti announced to SHIPPING ITALY the purchase of the **Yudin** crane ship: "I can confirm that it has become part of the Micoperi fleet and until the beginning of 2025 it will operate in Ravenna in support of the activities for the installation and positioning of the new regasification terminal". Yudin is a crane ship from 1985, until now flying the flag of Cyprus, with a lifting capacity varying between 600 and 2,500 tonnes suitable for the handling and installation of systems of high weight and size. The draft during lifting activities reaches up to 8.9 meters while when sailing it drops to 5.5 meters with a service speed of 10 knots maximum. Its technical characteristics are: length 183 metres, width 36, gross tonnage 24,800 tonnes, deck space 2,560 square metres. The Yudin is currently in the harbor in front



of the port of Ortona but its AIS suggests that in the next few days it could head to Croatia, to Pula, for a stop at the Uljanik shipyard aimed at refurbishing the systems and equipment. Bartolotti comments with satisfaction on this new entry in the Micoperi fleet (for which he however does not reveal the investment) underlining that "today the market rewards us, the company is doing well after having experienced difficult years, we are wanted. Several markets Trinano and among these there are Mexico, Congo and Israel".



The experienced entrepreneur adds: "We are happy to have saved and retained the workers." Regarding future investments, he says that "at the moment the fleet we have is sufficient; we will carry out some renewals in the tug sector". The uses of Micoperi's vehicles are mostly in the traditional oil & gas market, "we are not working on offshore wind at the moment" adds Bartolotti, who expresses many doubts about the future development of electric power. "We need to invent something new" is his final comment on the business prospects for Micoperi. *(Source: Shipping Italy)*

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## ALCEDO OUT WITH FUGRO VAQUITA



We have previously reported the use of the unmanned survey vessel **Fugro Vaquita**. Last week, photographer Wim Albers captured the 12-meter-long vessel as it neatly followed SeaMar's mother ship **Alcedo**. The **Fugro Vaquita** was operated remotely by an operator standing at the back of the deck of the **Alcedo**. Both vessels have been operating at

sea from the port of Den Helder for some time. Engineering firm Fugro from Leidschendam has

announced that it will inspect pipelines this year with this type of unmanned survey vessel. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Wim Albers)

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## EQUINOR TAPS SUBSEA 7 AND ONE SUBSEA FOR WORK ON WISTING, BAY DU NORD PROJECTS

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The Subsea Integration Alliance, a non-incorporated tie-up between Subsea 7 and SLB's OneSubsea, has inked a new long-term collaboration agreement with Norway's energy giant Equinor. According to the companies, the new agreement enables early information sharing and other collaborative benefits critical to unlocking subsea projects by making them economically viable. This will



also enable the Subsea Integration Alliance to immediately begin early, joint concept studies for the Wisting field offshore Norway and Bay du Nord off Canada's Newfoundland and Labrador. Under the agreement, any resulting EPCI scopes would be directly awarded to the Alliance if a final investment decision is made. "Equinor is working hard to improve and mature the Wisting and Bay du Nord projects. Selecting the supplier at this early stage is a new way of approaching project development for us and a vote of confidence in the Subsea Integration Alliance," said Trond Bokn, SVP of project development at Equinor. Wisting is a conventional deepwater oil development which was discovered in 2013 in a water depth of around 400 meters and holds close to 500 million barrels of oil equivalent. The project FID is expected to occur in 2026 while the start of commercial production is scheduled for 2031. The development cost is expected to be over \$8.5bn and will involve the drilling of approximately 34 wells and includes an FPSO, subsea manifold, and subsea trees. The Bay du Nord project consists of several oil discoveries in the Flemish Pass basin, some 500 km northeast of St. John's in Newfoundland and Labrador, Canada. The first discovery was made in 2013, followed by additional discoveries in 2014, 2016, and 2020. The Bay du Nord discovery lies in waters approximately 1,170 meters deep, whilst the later discoveries lie in around 650 meters and are potential tie-ins in a joint project development. Equinor will develop Bay du Nord using an FPSO, which is also suited for tie-back of adjacent discoveries and future prospects. The project holds nearly 300 million barrels of oil. (Source: [Splash24/7](https://www.splash24/7))

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## LSP "NORTH POLE" COMPLETED WORK IN THE HIGH LATITUDES OF THE ARCTIC OCEAN

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The drifting station "Northern Plus-41" completed its work in the high latitudes of the Arctic Ocean. This was reported on May 2 by the press service of the Arctic and Antarctic Research Institute (AARI). As noted by the AARI, the ice-resistant self-propelled platform (LSP) "**North Pole**" independently left the ice field and entered open water in the area of the Spitsbergen archipelago, with which it had been drifting for more than eight months, and traveled more than 30 nautical miles. The ship began to drift in anticipation of favorable weather conditions and ice conditions to begin moving to the port of Murmansk, from where the polar explorers will be transported by plane



to St. Petersburg. In 19 months since the start of operation, the North Pole-41 station, deployed on



the basis of the North Pole LSP, has covered about 3,000 nautical miles. The general drift from the starting point in the area of the New Siberian Islands was more than 900 nautical miles. During the period of operation of the station, a program of 50 areas of interdisciplinary scientific research was completed, including the study of the natural components of the Arctic region

from the bottom of the Arctic Ocean to the stratosphere. “The North Pole-41 expedition was a great success for Russian scientists, designers and shipbuilders. A unique, and ten years ago, it seemed like a fantastic project, conceived within the walls of the Arctic and Antarctic Research Institute, was implemented and fully confirmed its feasibility not only from a scientific, but also from an economic point of view. For decades, we will be provided with up-to-date data on the state of the Arctic environment and will strengthen our scientific positions in high latitudes. The expedition that is ending has brought a vast amount of scientific information, which is already being analyzed by our scientists. In August the ship will be ready for its next voyage. The drifting station “North Pole-42” will begin its work this fall,” said AARI director Alexander Makarov. It is planned that the participants of the North Pole-41 expedition will share their experience within the framework of the International Scientific and Practical Conference POLAR, which will be held at the AARI on May 16, 2024. Let us recall that the North Pole LSP was built at the Admiralty Shipyards according to project 00903, developed by the Vympel Design Bureau (both organizations are part of USC). The vessel joined the AARI fleet in September 2022. Ice-resistant self-propelled platform project 00903. Length – 83.1 m; Width – 22.5 m; Displacement – approx. 10390 t; Power plant – 4200 kW; Speed – at least 10 knots; Crew – 14 people. Scientific staff – 34 people. (Source: *Sudostroenie*; Photo: AARI)

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## *US SANCTIONS FOUR SHIPPING FIRMS AMONG NEARLY 300 SUPPLIERS LINKED TO RUSSIA*

The United States has placed sanctions on more than 280 individuals and entities linked to Russia with four of them being shipping companies working on the Arctic LNG 2 project. With this massive-scale sanction wave, the US targeted Russia’s future energy, metals, mining, and export

capacity as well as sanctions evasion and circumvention – all in an attempt to hinder Russia’s ability to wage its war against Ukraine. The US Department of Treasury said that these sanctions included companies and individuals in third countries that help Russia acquire key inputs for weapons or defence-related production. More precisely, the US stated that it was concerned about entities based in China. The US also placed sanctions on entities which worked on the



development of Russia’s future energy production and export capacity. More precisely, two vessel operators involved in the transport of highly specialized LNG modules and gravity-based structure equipment designed for the Arctic LNG 2 project. Two Russian maritime logistics and construction support companies were also placed under sanctions for their involvement in Russian energy projects, including Arctic LNG 2. “The Arctic LNG 2 project has relied on foreign service companies’ technology and maritime logistics support, and today’s actions are designed to further promote accountability for entities providing material support to [the operator] of the Arctic LNG 2 project,” the State Department said. The project operator was placed under sanctions back in November 2023, as well as multiple other entities involved in its development. The four designated companies include Singapore-based Red Box Energy Services which provided LNG module transportation services for the project. Red Box is the operator and ship manager of the [Audax](#) and [Pugnax](#) vessels which transported LNG modules for the Arctic LNG 2 operator after it was placed under sanctions. Hong Kong-based shipping company CFU Shipping and its heavy load carriers [Hunter Star](#) and [Nan Feng Zhi Xing](#), which delivered the final LNG module for the second production train of the Arctic LNG 2 project, were also placed under sanctions by the State Department. Eko Shipping and Transstroy were the other two shipping companies to be placed under sanctions. Eko Shipping has an interest in nine vessels and was linked to work on the LNG project while Transstroy and its three vessels were linked to work on the Novatek Murmansk Belokamenka Shipyard. “Today’s actions will further disrupt and degrade Russia’s war efforts by going after its military-industrial base and the evasion networks that help supply it. Combined, our support for Ukraine and our relentless targeting of Russia’s military capacity is giving Ukraine a critical leg-up on the battlefield,” said Secretary of the Treasury Janet L. Yellen. (Source: [Splash24/7](#))

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## SOLSTAD OFFSHORE WINS NEW DEALS FOR FOUR VESSELS WORTH \$72M

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Norway’s Solstad Offshore has won several deals in the offshore energy market with a combined duration of around 600 days, including mobilization and demobilization, valued at NOK 800m (\$72.1m). The [Normand Baltic](#) CSV will be busy in the offshore wind market in Asia. It was awarded a minimum 70-day firm contract for cable repair support on an undisclosed offshore wind project. Work will begin in the second quarter of 2024 in direct continuation of the current charter. Additionally, the vessel secured a further 150-day firm contract which will start in the first quarter of 2025, for walk-to-work and WROV services on another Asian offshore wind project. The [Normand Australis](#) CSV was awarded a 90-day firm deal for installation support on an offshore wind project,

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also in Asia. The deal includes WROV and survey services, with the start set for the second quarter of



this year. The **Normand Sentinel** CSV won a 190-day contract for subsea construction work in West Africa. The contract includes WROV and survey services and will start during this quarter. The **Normand Prosper** AHTS has been awarded a contract for an FPSO installation project in West Africa. The duration of this project is estimated to be around 60 days with the start scheduled

for 2Q 2024. Clients and financial details were not revealed for any of the deals. All four vessels are owned by Solstad Maritime, in which Solstad Offshore currently holds a 31.6% stake. (*Source: Splash24/7*)

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## *TERNA IS PREPARING THE PURCHASE OF ITS FIRST CABLE-LAYING VESSEL*

The company starts discussions with two operators for the supply of a vehicle, already equipped or to be adapted, to be used between Italy and Greece. If the latest in-depth analyzes and analyzes requested also give a positive result, Terna will soon be able to equip itself with its own cable-laying ship to dedicate to maintenance activities in



the stretch of the Mediterranean Sea between Italy and Greece. The company that manages the national electricity grid has in fact announced that it has started a market consultation - the second,

after an initial investigation launched last November - with the aim of discussing with the two operators (of the three who had responded to the initial appeal) deemed "abstractly and potentially suitable" to supply the vehicle, whose technical specifications - not currently known - had already been defined by Rina Consulting. To date, however, it is clear that the evaluation concerns a unit already equipped or to be equipped for the laying, maintenance and repair of cables, capable of operating at different depth levels. Terna's choice to secure its own vessel to carry out these services, usually insured by providers such as Prysmian, certainly represents a novelty, but is also the result of an evaluation that has been going on for several years now. The topic was in fact already discussed in a report produced in 2021 by Arera (Regulatory Authority for Energy, Networks and the Environment) on the electricity capacity between Italy and Greece, which in previous years had often been reduced due to frequent breakdowns and the consequent repair interventions maintenance. In the particular case of breakdowns at sea, the report noted, the main problem was represented by the time required to restore the network, usually equal to "two months or more". Long in particular due to the difficulty of finding suitable naval vessels: the relevant market, according to the authority, is in fact "not very liquid", "in a context of strong growth in installations of high voltage submarine cables", with lead times also waiting for "a few weeks" between booking the ship and its arrival on site. To resolve the critical issue, Arera in the document envisaged, as seen, the acquisition of a dedicated naval vessel, or alternatively the subscription of "subscription services" capable of guaranteeing the company a sort of priority in the availability of the vessels. It is not known that Terna continued to examine this second path, but in the meantime the company continued along the first path, until last November sending a technical report to Arera in which it highlighted how "the costs of the Vessel Project" were "lower than the estimated expected benefits, due to the lack of systemic benefit due to the greater unavailability of submarine connections", therefore deciding to launch the first market consultation for the supply. For its part, Arera subsequently highlighted that it "did not find any impediments" to the project, placing the only condition "that the estimate of costs for the purchase and equipment of the ship, for its operation and maintenance and for each repair event be confirmed in the subsequent implementation phases". As for Terna, even in the last consultation it confirmed what had already emerged, namely that "the sudden increase in submarine connections at a global level, due to the pursuit of decarbonisation objectives, would lead, starting from the year 2024, to a growing insufficiency of the means suitable for their installation and, a fortiori, for their repair and maintenance". (*Source: Shipping Italy*)

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## EVENT NEWS

### DAG VAN DE ZEESLEEPVAART

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De buitenhaven wordt zaterdag 18 mei één groot martiem feest! Het is dan de Dag van de Zeesleepvaart én de start van het vaarseizoen van Maassluis Vaart. Deze dag kun je voor een stunts prijs varen met de boten uit onze prachtige haven. De buitenhaven van Maassluis

wordt een gebied waar van alles te beleven valt voor jong en oud. Zoals informatie over het Living Lab (gratis rondleidingen, wel reserveren), vaartochten om de skyline van Maassluis te bewonderen

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en vaartochten naar de Blankenburgtunnel met gidsen aan boord die informatie delen. Op de kade van de buitenhaven staan diverse oude ambachten, informatiestands en is er muziek en straattheater. Er is een modelbouwclub en voor de kids staan er springkussens (een vuurtoren en een piratenboot). Als je het hebt over de zeesleepvaart, dan denk je al gauw aan de mannen die op de sleepboten werk(t)en. De huidige zeeslepers zijn niet te vergelijken met die van vroeger, hoewel de Furie er nog best mag zijn. De grootste verandering was eigenlijk voor de zeevarenden. Het onderkomen op een zeesleper zal er beter uitzien dan voorheen.

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## MUSEUM NEWS

### *PADDLE STEAMER WAVERLEY ANNOUNCED AS NATIONAL FLAGSHIP OF THE YEAR 2024*

**Waverley**, the World's last seagoing paddle steamer, has been awarded the prestigious status of National Flagship of the Year by National Historic Ships UK. The award recognises the breadth and geographic coverage of **Waverley's** sailings in addition to the extended sailing programme planned for 2024 with a record beating seventy ports and piers included within this year's cruising itinerary,



supported by a dedicated marketing strategy and extensive engagement across major social media platforms. Throughout the season **Waverley** will proudly fly a special Flagship Pennant to denote her national status and receive an engraved brass plaque. The Flagship of the Year status has been awarded annually by National Historic Ships UK since 2009 to spotlight vessels on the National Register of Historic Vessels, celebrating their significance and historical value. Sir Timothy Laurence, husband of Her Royal Highness Princess Anne and Patron of Paddle Steamer Waverley, commented, "I am delighted that Waverley has been awarded the title of National Flagship 2024. This reflects not only the very positive impression she has created around the UK in recent years but also the

economic benefit she generates wherever she goes. My congratulations to the Waverley team for this well-deserved award.” **Waverley’s** ambitious 2024 sailing programme gets underway on Friday 17 May with a weekend of sailings on the Clyde Coast before she sets course for Oban and the Inner Hebrides. Into June **Waverley** heads south for the Bristol Channel where her sailings last summer were so well received almost all were sold out in advance. The highlight of the 2024 season will be **Waverley’s** return to the South West and River Dart in late August where she will exchange whistles with Paddle Steamer **Kingswear Castle** as the last two operational paddle steamers in the UK meet for the first time in over a decade. **Kingswear Castle** celebrates her centenary this year and was previously flagship winner in 2019. Following **Waverley’s** successful 2023 season an independent Economic Impact Assessment concluded that passengers aboard the historic vessel contributed an impressive £11.6 million to UK economy, with £6 million in Scotland and £5.6 million across the rest of the UK. This substantial increase represents a remarkable 107% rise from 2015 figures, showcasing **Waverley’s** growing influence and importance in the maritime and tourism industries. Moreover, the assessment highlighted a significant boost in average passenger expenditure, with onboard spending soaring by 125% between 2015 and 2023. This increase, coupled with a nearly 30% rise in passenger numbers since 2015, underscores **Waverley’s** expanding appeal and economic significance. **Waverley’s** impact extends beyond financial metrics, supporting approximately 184 full-time equivalent jobs, compared to 136 in 2015. At the local level, Waverley’s presence in Argyll and Bute contributes an estimated £1.4 million annually to the local economy. These findings underscore the pivotal role of Waverley in job creation and economic sustainability, particularly in coastal communities. Beyond the ship’s economic contributions, **Waverley** stands as a symbol of maritime history and heritage, attracting passengers across a range of generations with her nostalgic charm. Now, fifty years on since being gifted for £1, **Waverley** engages tens of thousands of passengers and supporters each year with her cruises in several areas of the UK. **Waverley’s** recognition with the National Flagship Award 2024 reaffirms her status as an iconic vessel and a testimony to the nation’s shipping legacy. As she prepares to embark on her 2024 cruises, **Waverley’s** owning charity’s mission remains steadfast to maintain her in full operational condition to give the greatest public access to a living and working steam heritage attraction of national and international significance. *(Source: Ships Monthly)*

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## WINDFARM NEWS - RENEWABLES

### *PARTNERSHIP TO GROW MUSSELS AT OFFSHORE WIND FARM IN DUTCH NORTH SEA*

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Netherlands-based engineering firm OOS International, through its OOS SMF division, has entered into an agreement with local mussel harvesting company Aquamossel-Triton to collaborate on a pilot project that entails growing mussels at the Borssele offshore wind farm in the North Sea. Through the

trial, OOS aims to gain insights into mussel seed collection, mussel growth, and the impact of bad weather on the harvesting system designed by the company. Cultivating mussels in the open sea requires a different approach from growing them in sheltered waters like the Oosterschelde. OOS expects the trials to take about two years. If the results are positive, OOS and AquamosseL-Triton will build and operate a large, semi-submersible mussel farm (SMF) off the coast of Zeeland. The design philosophy of the SMF is based on the floater/column design of the OOS-operated semi-submersible offshore construction and accommodation vessels OOS Serooskerke and OOS Walcheren, enabling the SMF to be operated safely even in harsh environments at sea. *(Source: Baird)*

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## *PAVING THE WAY FOR OFFSHORE WIND ENERGY BY BOSKALIS*

Boskalis' trailing suction hopper dredger (TSHD) **Gateway** was dredging 'Down Under' at the Port of Melbourne in Australia a couple of months ago. At the moment, the giant dredger is busy working some 10,000 nautical miles away in the North Sea. Along the Dutch coast, the **Gateway** is conducting pre-sweep dredging activities on the two 60-kilometer-long cable corridors to enable the installation of two export power cables for the



TenneT project Hollandse Kust (west Beta) offshore wind development. In addition to this pre-sweeping activity, Boskalis' backhoe dredger **Magnor** already worked for the TenneT project last year. According to Boskalis, the largest and most powerful backhoe in the world, removed obstacles present on the two cable corridors. "With the Gateway now also working on the same two export cable corridors, our dredging vessels are literally paving the way for our cable-laying vessels **Ndurance** and **Giant 7** and cable burial vessel **Ndeavor**," said the Dutch giant. These vessels will install the export cables that will connect the TenneT platform to the onshore grid in the Netherlands. *(Source: Dredging Today)*

## *UTEC GETS OFFSHORE WIND SURVEY JOB IN TAIWAN*

UTEC, a geo-services brand in Acteon's Data and Robotics division, has been awarded an offshore



survey and positioning contract for the Taiwan Power Company's (TPC) Phase 2 offshore wind farm project in Taiwan. The contract further reinforces UTEC's foothold in Taiwan building on its initial entry in 2019. As part of the geo-services scope of work, UTEC will deliver onshore dimensional control, bathymetric survey, positioning support during offshore pin pile installation and as-built survey of foundation jackets. Using its



expertise in subsea positioning, UTEC, in close communication with the customer, has developed a solution to support the installation of pin piles aligning with the target installation accuracy. The services will be provided on board three offshore installation vessels and several onshore fabrication facilities. The fieldwork will start in the second quarter of 2024 and could be extended into 2025. "This award builds on our growing track record in the Taiwanese renewables market. UTEC delivers a unique local solution in the Asia-Pacific and Australasia regions using the experience acquired over a decade of operations in Asia's offshore wind industry and its track record in Europe's renewables market," said Nadir Rahmatullah, Regional Director for Asia Pacific and Middle East, UTEC. UTEC is also extending its partnership with offshore energy services company to provide trenching survey services on another wind farm offshore Taiwan. It will support the second phase of the project involving trenching for inter-array and export cables in water depths ranging from 7 to 40 m. UTEC will provide equipment and personnel for online survey, surface positioning and offline data processing and reporting on board an anchor handling tug supply vessel. The equipment includes the Veripos LD8 receivers, iXBlue Octans Surface gyrocompass and Vaisala digital barometers. UTEC also provided trenching survey support on the first phase of the project, which was completed in November 2023. Upon completion, the wind farm will generate approximately 2.4 TWh of clean energy annually. TPC's Phase 2 offshore wind project was initiated in June 2020. As part of the project, 31 9.5-MW wind turbines will be installed to reach a total installed capacity of 294.5 MW. The onshore electrical room, which is an important relay point between the offshore wind farm and the Changyi Switching Station serving as the grid-connected base, will be constructed by Star Energy. It is expected to be completed in 2024. (Source: *Offshore Engineer*)

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### JOHN FREDRIKSEN BECOMES THE LARGEST SHAREHOLDER OF EDDA WIND

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John Fredriksen, through his company Geveran Trading Co. Limited, has become the largest shareholder of Norwegian offshore wind service company, Edda Wind. In connection with the sale of 21,300,000 shares in Edda Wind by Østensjø Wind AS announced Thursday, Fredriksen-controlled Geveran Trading Co. Limited agreed to acquire 10,283,869 shares, increasing its total holdings to 34,850,000 shares, which represents 31.03% of Edda Wind's issued shares and votes. The previous largest shareholder, Wilhelmsen New Energy AS, a subsidiary of Wilh. Wilhelmsen Holding AS, purchased 6,340,000 shares, whereas EPS Ventures Ltd secured 4,676,131 shares. Wilhelmsen now holds 31.02% of Edda Wind's shares and votes, while EPS owns 20.09%. The shares were bought at a price of NOK 24.50 per share, with a total transaction value of NOK 521,850,000 (~USD \$47.5

million). Geveran Trading is indirectly controlled by trusts established by John Fredriksen for the benefit of his immediate family. According to Edda Wind, the transaction reflects the shareholders' strong belief in the company's future and will help simplify the company's ownership structure. Edda Wind, headquartered in Haugesund, Norway, is a leading pure-play offshore wind service company that specializes in the



development, construction, ownership, and operation of Service Operation Vessels (SOV) and Commissioning Service Operation Vessels (CSOV) for offshore wind farms worldwide. The company currently owns and operates six vessels and has eight more under construction. (Source: gCaptain)

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## VAN OORD'S SVANEN SOARS WITH MASSIVE GANTRY EXTENSION UPGRADE



Van Oord has fitted a huge A-framed gantry extension, weighing 1,200 tonnes, to the top of its heavy-lift installation vessel **Svanen**, increasing the total height of the ship to 125 metres. The extension had been constructed by Holland Shipyard. One of the largest cranes in the world was used for the installation at Mammoet Schiedam. Besides the gantry extension, the upgrade

includes a modernisation of the lifting hooks that will increase the lifting capacity of the vessel from

3,000 tonnes to 4,500 tonnes, an improvement of the gripper to handle increased loads, and a modification of the structure of the vessel to accommodate the latest hammer size. ‘We are immensely proud to have constructed one of the largest steel structures in our history for the extension of Van Oord’s Svanen, including the provision of new accommodation units. This project required not only exceptional precision in engineering but also presented us with significant logistical challenges,’ said Marco Hoogendoorn, Commercial Director at Holland Shipyards. Due to the worldwide demand for renewable energy, wind farm technology is progressing swiftly, with turbines continually increasing in size. This major upgrade prepares the **Svanen** to handle the next generation of monopile foundations for offshore wind projects. The vessel will be ready for operation in the third quarter of 2024 with the first project being the Baltic Power offshore wind farm in the Baltic Sea. This wind farm will feature a new generation of wind turbines, with a generating capacity of 15 MW. ‘Originally deployed for bridge construction, the vessel has been contributing to offshore wind construction since the start of the energy transition. Following a significant upgrade in 2017, it is now undergoing further enhancements to continue installing many more foundations for offshore wind farms in the years ahead,’ said Maarten Loman, Project Manager of Svanen modification at Van Oord. (Source: *Offshore Wind*; Photo: *Willem Holtkamp*)

## DOMINION ENERGY SAYS NO DELAY ON VIRGINIA’S 2.6 GW OFFSHORE WIND PROJECT, ORION NOW MOBILISING IN PORT OF NORFOLK

Dominion Energy has issued a statement in response to claims that the Coastal Virginia Offshore Wind (CVOW) project was delayed saying the project was on schedule and that the installation vessel **Orion** would start construction between 6 and 8 May. ‘On April 29, anti-wind groups filed a petition in the United States District Court for the District of Columbia seeking to delay CVOW construction




using the same meritless arguments as have already been rejected before by the courts, including last week by the U.S. Court of Appeals for the First Circuit in relation to an offshore wind project in Massachusetts. Dominion Energy strongly believes that the project’s biological opinion is compliant with all legal requirements and expects to prevail against the request for a construction delay,” Dominion Energy said on 1 May. The Virginia-headquartered energy company said the 2.6 GW CVOW offshore wind project remains on schedule and on budget consistent with previously disclosed timelines and costs, with the monopile installation work, to be performed by DEME’s vessel Orion, expected to commence between 6 and 8 May. In a social media post shared on 2 May, the Belgian offshore construction company DEME said **Orion** was currently mobilising for CVOW in the Port of Norfolk, Virginia. The DP3 heavy lift installation vessel left Scotland for the United States last month, after completing monopile installation on the Scottish 882 MW Moray West offshore wind farm. ‘Leveraging proven technology, DEME will once again deploy ‘Orion’ with the Vibro Hammer and Impact Hammer to install CVOW’s XXL monopiles – the same equipment that delivered success



at Moray West during harsh winter conditions. Our international project team and crew will include skilled American Pile Drivers, creating a robust and prepared team, ready to tackle this large-scale project,” DEME said. In addition to Orion, which will install 176 monopiles at the CVOW project site located some 43 kilometres (27 miles) off the coast of Virginia, DEME will deploy several other vessels to undertake the scope of work for which the company was contracted in consortium with Prysmian in 2021. This includes the installation of 176 transition pieces, three offshore substations, and scour protection, as well as the supply and installation of both export and inter-array cables. The 2.6 GW Coastal Virginia Offshore Wind will have 176 Siemens Gamesa 14 MW wind turbines and will become the biggest US offshore wind farm once in operation. The monopiles for the 2.6 GW CVOW offshore wind farm are being produced by EEW SPC, which sent the first batch from its factory in Rostock, Germany, to the Port of Virginia’s Portsmouth Marine Terminal in September 2023. The 176 transition pieces (TPs) will be delivered by Bladt Industries from Denmark. The project is currently wholly owned by Dominion Energy but is in the process of becoming a 50:50 partnership between Dominion Energy and the New York City-based investment firm Stonepeak. *(Source: Offshore Wind)*

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## DREDGING NEWS

### *HOLLANDMT: SUCCESSFUL COMMISSIONING OF TSHD HYDROMER*



New dredger Hydromer was successfully commissioned and tested along the south-coast of France earlier this week. The 1500 m<sup>3</sup> trailing suction hopper dredger (TSHD) was built by Chantier-Piriou from Concarneau. *For this project, HollandMT supplied the complete dredging system, including:* • DN500 dragarm system, • dredge-pump, • jetwater system, • dredge-pipes with bow-coupling, • hopper discharge system

(bottom-doors). Dredging trials were successfully carried out near Le Grau-du-Roi, including shore

discharge pumping test. According to HollandMT, La-Region Occitanie will manage and operate the new dredger. *(Source: Dredging Today)*

### *DAMEN CSD600 READY FOR ITS FIRST JOB IN INDONESIA*

The first Damen CSD600 named **Jhoni 58** has been successfully unloaded in Balikpapan, Indonesia, following its journey from the Netherlands. Soon, the new dredger which is owned by PT. Dua Samudera Perkasa will be transported to its operational location in Batulicin. From there, the dredger will apply its 250 kW cutter power and -16 meter dredging capabilities to conduct river maintenance dredging operations. The



dredger is part of a complete dredging package, which includes ship transportation, training of the crew on location as well as dredge spares to facilitate maintenance duties. *(Source: Dredging Today)*

### *DREDGING UNDERWAY AT CLINTON TOWN MARINA*



Work is underway on the Clinton Town Marina Dredging and Boat Ramp Replacement Project in Connecticut. The dredging of the marina is one year behind schedule. Usually, dredging occurs on a five to seven-year cycle depending upon a variety of factors. As a result, approximately 25% of the slips are now either out of the water or the water level is so low the slips can't be rented or must be rented at a reduced rate. The Town Marina located on Riverside

Drive provides the residents of Clinton with direct access to the harbor. The Marina is staffed and maintained by the Town and has undergone several major projects in the past ten years including a new bulkhead and deck improvements. *(Source: Dredging Today)*

## WEBSITE NEWS

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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](mailto:jvds@towingline.com)*)
3. Several updates on the Newsletter – Fleetlist page posted last week
  - *SCRA - Casablanca by Jasiu van Haarlem (new)*
  - *Clots Maritiem - IJmuiden by Jasiu van Haarlem (new)*
  - *Abeille International - Le Havre by Jasiu van Haarlem (new)*
  - *ALP - Rotterdam by Jasiu van Haarlem (new)*
  - *Bennett - Rochester by Jasiu van Haarlem*
  - *Boluda – Valencia •Update by Jasiu van Haarlem*

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

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