Tugs Towing & Offshore Newsletter

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

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MIDWEEK–EDITION

TUGS & TOWING NEWS

FREYJA'S IMPRESSIVE FIREFIGHTING SYSTEM TESTED

The patrol ship **Freyja** has proven itself particularly well in the more than three years it has been in the Icelandic Coast Guard fleet. The ship is well equipped and includes powerful fire extinguishers that are extremely efficient. They can pump about 7200 cubic meters of water per hour and throw the water about 220 meters from the ship. This equipment needs to be tested regularly, and recently the fire extinguishers were activated, which is important to maintain the crew's training as well as to check the equipment's functionality. The pumps are particularly powerful and are driven by the ship's main engines. It is important that the crew can respond if a fire breaks out on ships, or in port areas throughout the country. Watch the YouTube video HERE *(Source: LHG)*

ENGAGE MARINE EXPANDS FLEET FOLLOWING MULTI-PORT LICENCE AWARD

New tugs will service ships in Queensland ports, increasing the Australian company's owned and operated fleet to more than 40 vessels. Engage Marine has ordered newbuild harbour tugs for delivery in 2025 after securing towage contracts covering several Australian ports. The independent Australian owner has expanded its towage services and fleet in the nation, successfully competing with international operators to win these contracts. Its latest awards cover ship handling and towage services in Townsville, Lucinda, Cairns and Mourilyan in Queensland, following a commercial tender process. These contracts came from Port of Townsville and Ports North, which operate these harbours and will see Engage Marine take over service from incumbents Smit Lamnalco Towage Australia and Svitzer Australia. Engage Marine chief executive Mark Malone welcomes the long-term exclusive licence covering these ports and explains how a new fleet of tugs will service ships within these harbours. "We are committed to working closely with Port of Townsville and Ports North to ensure a smooth transition to operations," he says. "We are committed to investing in and supporting the local communities in which we operate. We will work closely with the local port and community stakeholders when commencing operations to identify opportunities to maximise the use of local content." Mr Malone expects new azimuth stern drive (ASD) tugboats to be delivered in 2025 to help service this exclusive licence and ensure safe ship manoeuvring, towage and docking in these ports. "This licence requires a seven-tug fleet that will be introduced mid-2025," he tells Riviera. "We will take delivery of a further three newbuild ASD 2813s in 2025, together with secondhand purchases, which will grow our owned vessel fleet to more than 20." When these come into service, Engage Marine will have a total owned and operated fleet, including vessels it manages for clients, of more than 40 vessels. *Future plans* "We will be establishing offices and shoreside support in both Townsville and Cairns, and we are committed to recruiting staff and crew that live locally to each of the ports," says Mr Malone. "We have successfully implemented numerous new operations in recent years, transitioning from the incumbent operator, safely, efficiently and on-time with no disruption to operations." The past year was a busy one for the Perth, Western Australia-headquartered owner as it grew its business across the country. Engage Marine took delivery of two new ASD 2813 tugs – **Engage Renegade** and **Engage Rascal** – from Damen Shipyards in Q4 2023 in preparation for the end of its Engage Towage joint venture with Smit Lamnalco in early 2024. "Subsequently, we introduced and now operate five of our own tugs across the ports of Sydney and Geelong after the end of the joint venture," says Mr Malone. "We commenced a two-tug operation in the Port of Wyndham, Western Australia in early 2024, supporting Kimberley Metals Group with its iron ore transhipment operations. This is a successful expansion in northern Australia, servicing the resources sector." Mr Malone expects further growth to come from its operations in Australia as it works closer with port authorities and demonstrated its commitment to local engagement. "We have a handful of other opportunities that may materialise over the next 12 months that are a combination of tenders and

bilateral discussions with prospective clients," says Mr Malone. "These discussions continue to show the numerous opportunities for expansion in the local market. We work closely with the relevant port authorities and stakeholders to deliver on-time commencement, an improved service offering and operational efficiencies." Engage Marine provides towage services under its Westug entity in the ports of Dampier, Cape Lambert and Cape Cuvier for resource miners and exporters. As an independent operator, Engage also provides marine services in Port Latta, Tasmania and in Whyalla, South Australia for resource developers, and delivers harbour towage to North Queensland Bulk Ports Corp at its Abbot Point facilities in North Queensland. *Green initiatives*. Engage is working on several fronts to lower its environmental footprint and to help the Australian authorities to lower greenhouse gas emissions. "One further development delivered in 2024 was introducing our first carbon farm in South Australia," says Mr Malone. "While we, together with the industry in general, look at alternative and future-fuelled low-emissions tugs, we have decided to take more immediate steps to offset the emissions we create by running a reforestation project." The project has been accredited by the Australian government and earns Australian Carbon Credit Units (ACCUs) for each tonne of CO2 sequestered. The cost to Engage to earn an ACCU via sequestration is less than the tradable value of the ACCU, making this a sustainable strategy from both an environmental and financial perspective. *Port reaction* In response to awarding the marine services licence for four Queensland ports, Port of Townsville chief executive Ranee Crosby acknowledged the services provided by the port's current towage provider, Smit Lamnalco, thanking the tugboat crews for their dedicated years of service.

"Towage services are crucial to a port operating safely and efficiently, so we look forward to working with Engage Marine," says Ms Crosby. Ports North chief executive Richard Stevenson also welcomed the new service provider and thanked the existing tug operator in the ports of Cairns and Mourilyan, Svitzer Australia. "We now look forward to working with Engage Marine, noting the important role towage plays in the safe and efficient operation of our ports," he says. The fleet Engage Marine will put in place across the ports of Townsville, Lucinda, Cairns and Mourilyan is an upgrade to the existing assets currently servicing these harbours. *(Source: Riviera by Martyn Wingrove)*

PACTOW EXPANDS CADETSHIP PROGRAMME

A subsidiary of Steamships Ltd, Pacific Towing intends to establish an operations base in Fiji and extend its cadetship programme across Melanesia. Pacific Towing (PacTow) has been training seafarers from Papua New Guinea (PNG) since it began operations nearly 50 years ago. This is set to grow within the region in 2025, as the tug owner expands its cadetship programme into the Solomon Islands, where it has been operating since 2012, and may soon also provide young Fijians with cadetships. PacTow, which is part of a larger sea and land logistics group wholly owned by Steamships Ltd, has two cadetship programmes - an inhouse, self-funded campaign and its more recent Women in Maritime programme, which it runs in partnership with the Australian government, sister business Consort Express Lines, and Swire Shipping. Its long-running and internally funded cadetship scheme has traditionally trained men, however, the last seven years have also produced several female officers. 2025 will see four young Solomon Islanders join this programme for the first time. "PacTow is keen to expand its cadetship programme throughout Melanesia, as a means to grow and secure a workforce for its expanding operations," says PacTow general manager Gerard Kasnari. Along with the rest of the world, there is a chronic shortage of seafarers, especially higher-ranking officers, in Melanesia, which is a subregion of Oceania in the southwestern Pacific Ocean, extending from Papua New Guinea (PNG) in the west to Fiji in the east, and includes the Arafura Sea. PacTow has around 250 staff spread across its five different operations in PNG, and a small team at its Solomon Islands' operation in Honiara. Its PNG workforce, including managers, is 97% nationalised, and its Solomon Islands workforce is 100% nationalised. Mr Kasnari says PacTow has long held ambitions to further expand its presence in Fiji. Remembered by many Fijians as the company that successfully retrieved the sunken cargo vessel Southern Phoenix from Suva Harbour in 2019, PacTow is pursuing further project-based work there, which would require additional seafarers. "Ideally, we want a permanently based operation in Fiji similar to what we have in the Solomon Islands," says Mr Kasnari. "If we are successful at securing long-term work in Fiji, we will not only be employing a Fijian workforce, we would also be offering cadetships to young Fijian men and women." Deck and engineering cadets in both of PacTow's cadetship schemes receive theoretical (classroom) training and practical (at sea) training over four years before becoming officers of the watch. Cadets study at maritime colleges in PNG, Fiji and South Africa. Practical training takes place on PacTow's tugs in Melanesia, Consort Express Lines' cargo vessels in PNG, and on Swire Shipping's much larger and more technologically advanced vessels servicing major international shipping routes. Practical training for cadets often includes working on salvage and spill response projects. "This is core business for PacTow, so our cadets get exposed to this kind of work early on," explains Mr Kasnari. "In the next few years, we anticipate providing this sort of experience to not just our PNG cadets, but also to their Solomon Island and Fiji counterparts." PacTow operates a fleet of eight azimuth stern drive tugboats with bollard pulls ranging from 49 to 62 tonnes, and four twin-screw conventional tugs with bollard pulls of around 40-41 tonnes. *(Source: Riviera by Martyn Wingrove)*

WILLIAM RYAN - FAVERSHAM CREEK

The 1908 built former lighterage tug "**William Ryan**" now a houseboat in Faversham Creek was spotted by Geoffrey Watson She had been built by local shipbuilder James Pollock & Sons under yard number 177 as Toro. For sale at £35,000 (they will be lucky!). She was delivered to Union Lighterage Co Ltd. – London. She was sold to B. Jacob & Sons Ltd. – London. In 1951 sold to W.R. Cunis Ltd. - Woolwich, London. In 1956 she was re-engined with a diesel engine of 537bhp-395kW and renamed William Ryan. In the sentries she was sold to Redland and in the eighties to Cleanaway Ltd. – Rainham. In 2000 she was sold to Paul Williams and Colin Bullock for £1 as 'non commercial worker'. She has length of 71.5' x 17.6' x 9.5' with a grt of 87 tons. *(Photo: Geoffrey Watson)*

ANOTHER DAY OF STRIKE CALLED BY TUGBOAT WORKERS IN TARANTO

The Ugl Mare union has been fighting for months against Rimorchiatori Napoletani for the change of shifts and working hours. A third day of strike (starting at 12:00 on January 8) has been called by workers of the Rimorchiatori Napoletani company in Taranto who are members of the UglL Mare union for the following reasons (which already led to the strike on October 22 and November 14, 2024). "The recent company information regarding the change of shifts and working hours, which initially included a two-hour lunch break, has raised numerous critical issues," reads a note from the union. "This break, inserted for the sole purpose of masking the amount of overtime hours, which would have arisen from the new shift, as always declared by this OS, would have inevitably compromised the continuous towing service in the port of Taranto, active 24 hours a day." Following the intervention of Ugl Mare with the competent authorities and the prompt intervention of the Port Authority, "Rimorchiatori Napoletani - continues the union's report - was forced to eliminate the lunch break to avoid the disruption. In fact, Ugl Mare had already communicated that during the

break hours the workers, as per contractual rules, would not provide any service. However, this change does not solve the main problem: eliminating the lunch break generates an extraordinary load of working hours for each employee outside of the rules". Also recalling that the company "has not agreed with the RSA on the methods of enjoying meals, scheduled after six hours of continuous work", the workers' representatives maintain that "the proposed change in shifts has a clear objective: to reduce the number of operational teams for the six tugboats provided for by the concession from 17 to 15, of which four in service 24 hours a day, in addition to eliminating an additional team provided for by the Company Integrated Contract of 6 June 2018 (art. 2), composed of personnel hired for 90 days with a fixed-term contract". This decision would result in the loss of six continuous cycle jobs and three temporary ones (18th team). Ugl mare's reconstruction of the facts continues by stating that it is important to underline that the Ccnl provides for a monthly working time of 173 hours, while the company agreements of 2013 and 2018 allowed an extension to an average of 192 hours per month. However, these agreements expired in April 2021, and the company continued to apply only the parts in its favor until October 31, 2024. With the change of shifts, starting from November 1, these agreements were completely disregarded. To implement the new shift system, the company introduced a 13-day cycle with 15 teams, organizing shifts from 00:00 to 12:00 and from 12:00 to 24:00. "This schedule is an anomaly in the context of the Technical Nautical Services of the port, where other operators work with more balanced shifts: from 07:00 to 19:00 and from 19:00 to 07:00. Ugl Mare considers this proposal unacceptable, since the systematic use of overtime and the imposition of excessive working hours have serious consequences for the health and safety of workers. The prolonged workload - continues the union - drastically reduces the ability to concentrate, increasing the risk of accidents. Tiredness and lack of adequate rest compromise cognitive abilities and reflexes, creating a dangerous work environment, with a high risk of serious errors". Again according to the union note, the two teams eliminated from the continuous cycle have been temporarily assigned to the "workshops", where the workers, according to cycles not defined and decided unilaterally by the company, daily, have no task to perform and even more seriously, they are used again and individually in the continuous cycle in the event of replacement of absent personnel, often suspending the working day in two parts and making them disassemble and return to work after a few hours. Furthermore, in the first days of the implementation of the new shift system, workers were subjected to a form of "special surveillance" by company managers, present on the dock at each shift change. This behavior, combined with company choices, raises serious questions about the responsibilities and consequences of the shift system, with repercussions that also involve the authorities responsible for the protection of workers and citizens, within the Port of Taranto. "The failure to grant the third day of leave provided for by Law 104/92, a fundamental right for workers. On this point, Ugl Mare – he adds – has already requested the intervention of the Territorial Labor Inspectorate of Taranto and the National Joint Commission, from the latter, without receiving a response. The denial of parental leave, another inalienable right, not respected". Faced with this

unacceptable situation, for the above-mentioned main but not only points for which it protests, Ugl Mare continues its protest. In order not to economically damage the workers who join the strike, a solidarity process has been started between them so that the economic part missing due to the strike is divided equally between those who are in service and those who can join freely. "An act that outlines an unprecedented democracy of solidarity and participation and not reserved only for members of Ugl Mare" underlines the union. Which then concludes by saying: "We cannot allow economic interests to prevail over the health, safety and well-being of workers, as well as the safety of citizens involved within the port of Taranto, remembering that the towing service includes rescue activities that could even further extend working hours, making it further unsustainable as well as very dangerous for everyone. We hope for the intervention of the competent bodies in order to prevent unpleasant situations, previously reported by Ugl Mare which represents 55% of the workers in the company". *(Source: Shipping Italy)*

RECORD NUMBER OF VISITORS TO MARITIME SITE DEN HELDER AGAINN

For the fourth time in a row, Maritiem Den Helder in words and images, www.maritiemdenhelder.eu , has attracted more visitors than the year before. According to founder and manager Paul Schaap, his site has been consulted more than 74,500 times in the past year. Another record. The site about interesting activities of maritime companies and striking ship movements in and around the port of Den Helder was launched at the end of 2020. The new site quickly attracted many visitors. Around 40,000 in the first operational year 2021. This number would only increase in the following years. Maritime journalist Paul Schaap says about this: "To my own surprise, more and more people find my site every year. And not only in my own country, but also far beyond. Information is also regularly requested. In 2024, a total of 74,533 visitors consulted my site. More than 6,000 more than in 2023. It is also special that reports with photos are increasingly being taken over by other news

sites". In order to be able to provide the news reports with the necessary photo material every day, Paul Schaap also receives help from a number of enthusiastic ship spotters. As a result, 453 reports with no fewer than 500 photos appeared on the site last year. In particular, the landing of platform parts from the L-block that were removed from the sea has attracted the attention of many interested parties. In addition to the daily news reports, Den Helder Maritiem in woord en beeld also offers relevant information about the local nautical sector, in the form of a company and ship register, as well as various publications. The first news reports of this year can already be found on the site. *(Source & Photo:: Paul Schaap)*

MARINE PEOPLE ON THE MOVE - A FLEETLIST

Jasiu van Haarlem has published another nice fleet list. This time the Marine People B.V. – Rotterdam. In July 2023, two renowned Rotterdam companies announced that they had merged under the name Marine People. The two companies Bonn & Mees and Hebo Maritiemservice will continue to exist as independent companies but will be managed from one office. This year, Marine People surprised us by acquiring Lekstroom Transport from Lekkerkerk. In December, a message followed that they had a majority interest in VKV Service. For me, as a compiler of fleet lists, an opportunity to take a look at the bundled fleets of all companies under the flag of Marine People. In the attachment, the fleet list with a modest piece of history of each entrepreneur. Click on the link HERE to watch the complete fleetlist *(Source: Jasiu van Haarlem; Photo: Ruud Zegwaard)*

AMBER II WITH HULL 973

On Saturday 4 Jan. 2025, the Polish sea tug **AMBER II** arrived with the "Costruction Service Operation Vessel" HULL 973 (Purus Chinook) in tow from Tulcea with destination Waalhaven Westerstuw. The **Amber II** was built in 2007 by Guangdong Jiangmen Shipyard Co Ltd. – Jiangmen; China under yard number 10030813 and delivered to Prime Offshore International and managed by Strato Maritime

Services Pte Ltd.- Singapore as **Camber**. In 2008 sold to Amber Navigation Co Ltd. – Gdynia and managed by Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.) - Gdynia and renamed AMBER II. She has a length of 48.00 mtrs a beam of 13.20 mtrs and a depth of 5.20 mtrs. The two caterpillar 3516B-HD main engines develops a total output of 5,150 bhp and performed a free sailing speed of 12 knots and a bollard pull of 61 tons. HULL 973 tbn **PURUS CHINOOK** 1032701 built for Purus Wind Ltd London/Isle of Man at the Vard Tulcea Romania/ Vard Soviknes Norway shipyard. She has a length 0f 87.70 mtrs a beam of 19.50 mtrs. The two engines develops total output 2 x 1,800 kW and the other two engines a totatl output of 2 x 1,200 kW. She ahs a dwt of 2,000 tons and a grt of 5,864 tonms. *(Photo; Hans de Klerk)*

GREEN MARINE, UK'S NOC TO DEPLOY UNDERWATER GLIDERS

Green Marine UK has deployed a series of cutting-edge underwater gliders in the North Sea to support a ground-breaking data-collecting exercise led by the UK's National Oceanography Centre (NOC) and the Met Office. Operating for 6-month intervals, the specialist gliders will survey ocean depths approaching 200m for a three-year period. The project aims to dramatically improve the collection and distribution of data supporting both weather and ocean forecasts, which are vital for vessels operating in the territory. A range of measurements including salinity and temperature will be delivered to the Met Office in near real-time. It forms part of a wider program to increase the amount of observational data fed into a new supercomputer, supporting continuous work by the Met Office to improve forecast accuracy. Green Marine UK Operations & Technology Director Myles Metson said the Orkney-based firm managed the launch of five gliders this year adding to previous projects with NOC dating back to 2022. Around 24 hours is required to complete glider deployment or recovery, which is planned within a one-week window. "We're thrilled to be expanding our relationship with NOC supporting this ground-breaking initiative in the North Sea. It builds on a number of similar projects dating back several

years. As the work scope expanded, Green Marine technicians travelled to NOC's Southampton base to receive specialist training on best practice across a range of areas. This included pre-deployment, deployment and recovery strategies as well as on site glider maintenance, battery charging and data extraction post recovery. In order to optimise deployment and recovery missions, our team has also developed a purpose-built frame to handle the gliders stationed on board the **Green Quest** and **Green Isle** vessels." The latest NOC contracts add to Green Marine's growing track record managing ocean monitoring devices including work scopes for Blueocean Tech Systems, where the **Green Quest** and **Green Isle** deployed and recovered six specialist underwater gliders around the West Coast of Scotland. The news comes weeks after NOC announced it has secured £41.4 million, part of a larger £101 million investment from NERC's National Capability Single Centre Science and National Public Good initiatives, supporting research on atmospheric, polar, freshwater, and terrestrial environments. This wider funding package will advance environmental observation, data science, and analysis across the UK, driving innovations crucial for climate resilience, natural resource management, and national security. NOC Engineering Manager Stephen Woodward said: "The National Oceanography Centre excels in supplying innovative technology, which include our state-of-the-art gliders, to institutions like the Met Office. The gliders we are providing are capable of operating independently for long periods of time whilst their cutting-edge sensors excel at gathering crucial information about the state of our oceans. Securing a better understanding of ocean circulation and the data gathering potential of gliders is a key driving factor behind the project. It will be vital to inform future ocean modelling conditions and weather patterns, and, in time, this will support decision making in vital UK services, such as search and rescue, counter-pollution, and ocean biodiversity." *(Source: MarineLink)*

ACCIDENTS – SALVAGE NEWS

FOUR EVACUATED FROM DRIFTING BULKER AFTER ENGINE ROOM FIRE

Taiwan's coast guard has rescued four injured survivors from a bulker that caught fire off the coast of Kaohsiung, including one seafarer who needed treatment for serious burns. At about 1700 hours on Saturday, Taiwan's Coast Guard Administration (CGA) received notice that the 50,000 dwt bulker **Panoria** had suffered an engine room fire off the coast of Pintung County. The crew managed to put it out, but three crewmembers sustained minor burn injuries and one more had serious burns. The master requested evacuation for all 21 personnel on board. The CGA dispatched five response vessels to the scene, but wave heights of more than 12 feet made it impractical to conduct a ship-to-ship transfer of personnel. A helicopter aircrew from the Ministry of National Defense also joined the response. At about 1700 hours, the aircrew safely hoisted all four men aboard and delivered them to Kaohsiung's airport, where they were transferred onward to a hospital. The 17 uninjured crewmembers had to remain aboard the vessel because of the risk of attempting further flight operations in the prevailing conditions. The tug Salvage Rigger got under way to take the bulker in tow, and as of Sunday the towing vessel was off Taiwan's coast, heading

northwest at a slow bell. Panoria is a geared bulker built in 2008 and owned and operated in Greece. Her last two port state control inspections - in France and Indonesia, respectively - turned up a combined 19 deficiencies, including problems with fire pumps and availability of firefighting equipment. **Panoria** was detained in Indonesia two months ago for firefighting system deficiencies, along with issues with her sewage treatment and oil filtering equipment. All were checked off as corrected in a follow-up inspection before her departure. *(Source: Marex)*

CREWMAN FEARED DEAD AFTER FALLING OVERBOARD FROM TUG OFF SARAWAK, MALAYSIA

One person has gone missing and is feared to have died after he fell overboard from a tug in the waters off Sarawak state in Malaysia on Wednesday, January 1. The 65-year-old male was working as a crewmember on the tug, which was some five nautical miles off the coast of Sarawak's Tanjung Manis District when he fell into the water at around noon (local time) on Wednesday. The Malaysian Maritime Enforcement Agency (MMEA), the Fire and Rescue Department of Malaysia, the country's Civil Defence Department, and local police despatched search and rescue (SAR) personnel to the area off Tanjung Manis after they were notified of the incident. The initial alert received by the authorities was reportedly sent by the missing victim's own son. The MMEA ordered the postponement of the SAR operation at 17:00 on Wednesday due to rough sea conditions. The search was resumed on the morning of Thursday, January 2, and was still ongoing as of the following day. *(Source: Baird)*

CHINESE FREIGHTER SUSPECTED OF SEVERING TELECOM CABLE OFF TAIWAN

Taiwan's coast guard believes that a Chinese freighter severed a telecom cable off the island's northern coastline last week, and analysts have flagged the possibility of a gray-zone attack - the

same subsea security concern that Baltic nations have wrestled with over the past year. On Friday at

about 1240 hours, Chungwha Telecom notified Taiwan's Coast Guard Administration (CGA) that a subsea communications cable had been severed just off the coast of Keelung. The CGA sent a patrol boat to intercept the Hong Kong-owned freighter **Shunxin-39** (registered as **Xing Shun 39**, IMO 8358427), which was just off the coast of Yehliu. The CGA ordered the freighter to reverse course and head back to Keelung for an investigation; however, the vessel has since departed for Busan, South Korea. The CGA has passed all collected information to a prosecutor for a criminal inquiry, and the FT reports that Taiwanese authorities have asked their Korean counterparts for help in investigating the vessel when it arrives. Subsea cables are accidentally cut dozens of times a year in locations around the world, typically because of anchor-dragging and trawling in cable crossing areas. Similar damage can be inflicted by dragging anchor along the bottom under power. This puts tremendous strain on the anchor - even twisting or breaking it - but if the ship continues its transit, it can sever multiple subsea cables or pipelines in a single pass, evidence from multiple ongoing investigations suggests. In this particular case, the FT released trackline data for **Xing Shun 39** showing that it criss-crossed multiple subsea cable routes off the northern end of Taiwan, loitering and changing course multiple times over a period of days. Over the past 15 months, three different merchant ships allegedly dragged anchor for long distances along the bottom of the Baltic, severing more than half a dozen cables and one gas pipeline between NATO countries. All three called in Russia before or after a questionable transit; two had ownership links to China; and one was a previously-identified member of Russia's "dark fleet" of shadowy tankers. At least one of these incidents is suspected of a connection to Russian intelligence, an EU security source told the Wall Street Journal. Marco Ho Cheng-hui, CEO of the Taiwanese self-defense advocacy group Kuma Academy, told Taipei Times that China has a long history of using ships to damage Taiwanese subsea infrastructure. He suggested that last week's incident involving the **Xing Shun 39** was a probe, intended to determine how much covert subsea sabotage China can carry out without attracting international pushback. **Xing Shun 39** is a 3,000 dwt coastal freighter owned in Hong Kong and flagged in Tanzania. The vessel was Chinese-flagged from the time of its entry into service in 2006 up until early 2024, when it changed owners and registries. *(Source: Marex)*

TWO DEAD AFTER FISHING BOAT CAPSIZES OFF EASTERN JAPAN

The Japan Times reports that two people are confirmed dead while three others have gone missing after a fishing vessel capsized off the coast of Ibaraki prefecture in eastern Japan on Monday, January 6. The incident occurred at around 02:08 local time on Monday when the 80-tonne purse seiner **Ohama Maru No 8** overturned approximately 31 kilometres east of Kashima Port in the city of Kitaibaraki. The Japan Coast Guard led the subsequent search and rescue (SAR) effort, which also included some nearby Good Samaritan vessels. **Ohama Maru No 8's** 20-strong crew at the time of the incident included 15 Japanese and five Indonesian nationals. Of this number, 17 have been rescued while two are confirmed dead and three were reportedly thrown overboard and have not yet been

found. The deceased and the missing crewmen have all been identified as Japanese nationals aged between 40 and 80. A survivor later told coast guard investigators that the vessel tilted heavily and overturned after one of its nets caught a large quantity of fish. The coast guard is continuing to conduct SAR operations off Kitaibaraki to attempt to locate the missing crewmen. The crews of other vessels that were also in the area when the capsizing occurred told local news outlet NHK that the conditions at the time were calm, making it unlikely that the weather was a contributing factor in the tragedy. *(Source: Baird; Photo: Asahi)*

SEAFARER CONFIRMED MISSING OFF RIO TINTO BULKER

GLOBAL mining group Rio Tinto has confirmed that a crew member from one of its bulk carriers was reported missing while the vessel was travelling to Western Australia from China. The mining giant confirmed in a statement "with great sadness" that a deck fitter by the name of Gel Aguaviva on board **RTM Zheng He** was reported missing on 26 December. The 299 metre length-overall bulk carrier, flagged to Singapore, was reportedly travelling in international waters in the Sulu Sea near the Philippines when Mr Aguaviva went missing. According to MarineTraffic, **RTM Zheng He** departed the Chinese port of Huanghua on 18 December, and is scheduled to arrive in the Western Australian port of Dampier tomorrow (4 December). Media outlets have reported it is understood that Mr

Aguaviva was last seen on the port side main deck of the ship, wearing a dark blue reflectorised suit at 1125 on 26 December. The Philippines Coast Guard reportedly deployed BRP Capones to conduct the SAR operation while also broadcasting a general alert, while two other bulkers in the vicinity, HL Hope and Federal Sutton, reportedly joined in the search. Rio Tinto said an extensive and ongoing search and rescue operation to find Mr Aguaviva has been conducted over the past seven days, with the company working in collaboration with the ship and crew manager, Anglo Eastern, as well as relevant authorities. It further confirmed that the Philippine Coast Guard is leading the search and rescue operation. Rio Tinto chief executive Jakob Stausholm said, "Our thoughts are with Gel's family, friends and colleagues, and we stand with everyone affected by this distressing situation. We are focused on offering all possible support during this difficult time". "We would like to thank everyone involved in the search for their tireless efforts." Rio Tinto said it is co-operating fully with relevant authorities and the ship's manager on investigations into the incident, as well as conducting its own investigations. *(Source: DCN)*

FIVE RESCUED FROM FISHING BOAT AFTER ACCIDENT

The boat is said to have run aground, reports the Main Rescue Center. It was the Main Rescue Center that reported that a fishing boat with five people on board took on water off Ørland in Trøndelag. Everyone on board the fishing boat was wearing lifesaving equipment. Rescue boats and Sar Queen assisted in the rescue efforts. A little after 8:00 p.m., the Main Rescue Center confirmed that everyone was safe. – They have been lifted off the boat and received by the reception apparatus on Ørland. There are fire, health and police. None of them are injured, as far as we know, says Oddgeir Andersen at HRS. He cannot say anything about the sequence of events, but explains that a reef was involved. *Update: Fishing boat that ran aground has been towed away* The boat that ran aground off Ørland on Monday evening has been towed away, the Southern Norway Rescue Centre tells NRK. At 7:26 p.m. on Monday evening, the report came that a fishing boat with five people on board had capsized and taken on water. Just over half an hour later, everyone was safe. (Source: NRK

SECOND ATTEMPT TO FREE SHIP STUCK IN ST. LAWRENCE RIVER COULD TAKE PLACE WEDNESDAY

The Canadian Coast Guard unloaded part of the ship's cargo of corn to help refloat it after the vessel ran aground in the early hours of Dec. 24 near Verchères, Que. A second attempt to free a ship that ran aground on Christmas Eve in the St. Lawrence River northeast of Montreal could take place Wednesday morning. The Canadian Coast Guard says part of the ship's cargo of corn has been unloaded onto a barge, and a second barge is in transit toward the ship, with another unloading to be

completed Tuesday morning. The corn is being unloaded to lighten and help refloat the Cyprus-flagged 185-metre bulk carrier MV **Maccoa**, which ran aground in the early hours of Dec. 24 near Verchères, Que., after a power failure. The unloading operation was supposed to start last week, after a failed attempt to free the ship late last month, but it was postponed until the weekend because it took longer than expected to prepare the barges in Quebec City. More than 3,000 metric tonnes of corn must be off-loaded to get the ship floating, and a total of 1,250 metric tonnes have so far been unloaded onto the first barge. Twenty crew members remain on board the vessel, which is deemed to be in stable condition, with no pollution detected in the area. This report by The Canadian Press was first published Jan. 6, 2025. *(Source: The Canadian Press by Graham Hughes)*

SCHIP MET LADING KALKSTEEN OMGEKIEPT BIJ SLUISDIJK

Bij de Sluisdijk aan de Borgharenweg is vanochtend een duwbak met een lading kalksteen omgekiept. Hoe het schip precies is omgeslagen is nog onduidelijk. Niemand raakte bij dit incident gewond. De duwbak zat verbonden aan een duwschip en werd door de hevige waterstroming in de richting van de stuw bij Borgharen geduwd. Het

lukte de schipper om uit te wijken in de richting van het Julianakanaal, hierdoor botste de duwbak tegen de oever van het kanaal. *Lading* De duwbak zat vol met een lading kalkstenen. Een deel hiervan is door de kanteling van het schip in de Maas terechtgekomen. *Hulpdiensten* Rijkswaterstaat laat weten dat het scheepvaartverkeer van Ternaaien tot aan Limmel gestremd is. Wanneer deze opstopping is verholpen, is nog niet bekend. *(Source: RTV Maastricht; Photo: Roland van der Hoven)*

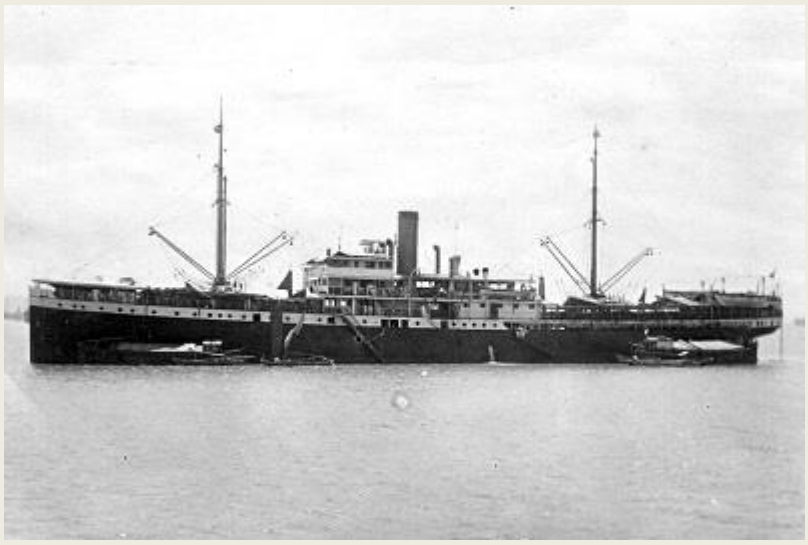
FINLAND RECOVERS ANCHOR IN BALTIC SEA CABLE INVESTIGATION

Finnish police said on Tuesday they had recovered a lost anchor from the seabed as part of an investigation of suspected sabotage against power and internet cables in the Baltic Sea. Finland last month seized the Eagle S tanker carrying Russian oil on suspicion the vessel had damaged the Finnish-Estonian Estlink 2 power line and four telecom cables by dragging its anchor across the seabed. "The location where the anchor was found is along the route of the **Eagle S** ... towards the western end of the drag trace found on the seabed," Finland's National Bureau of Investigation said in a statement. Finnish lawyer Herman Ljungberg, who represents the ship's owner, United Arab Emirates-based Caravella LLC FZ, said the alleged damage happened outside of Finland's territorial waters and that the country thus lacked jurisdiction to intervene. Ljungberg has previously said Finland hijacked the vessel at sea and should release it, a request that was denied by a court last week. Members of the **Eagle S** crew are suspected of sabotage and damage to property, and may also face criminal liability along with the ship's owner for the disruption of telecommunications, Finland's Deputy Prosecutor General Jukka Rappe told Reuters. Finnish police have said they ordered a travel ban for eight crew members as part of the investigation. Finland's customs service has said it believes the **Eagle S** is part of a shadow fleet of tankers used to circumvent sanctions on Russian oil, and has impounded its cargo. Moscow has said Finland's seizure of the ship is not a matter for Russia. Photos of the **Eagle S** taken since the incident show the vessel is missing its port side anchor. Baltic Sea nations are on high alert after a string of power cable, telecom link and gas pipeline outages since Russia invaded Ukraine in 2022. The NATO military alliance has said it will boost its presence in the region. The anchor was recovered from the seabed with the help of Finland's border guard and defence forces as well as the Swedish navy, the police said. "It will contribute to the progress of the criminal investigation, and it is now subject to forensic analysis," NBI Detective Superintendent Risto Lohi said in its statement. In a similar operation, Finland in 2023 recovered an anchor it said belonged to a Chinese container vessel suspected of damaging a gas pipeline and several fibre-optic links. The case remains under investigation. Finland has said China is cooperating with Finnish authorities in that probe. Finnish telecom operator Elisa ELISA.HE said on Monday its two undersea telecommunications cables that were damaged in the Dec. 25 incident appeared to have been torn apart by a strong external force, adding that they have now been repaired. Repairing the Estlink 2 power cable that was broken along with the telecoms cables is expected to take seven months, operators Fingrid of Finland and Elering

of Estonia have said. (Source: MarineLink)

REMEMBER TODAY

JAPANESE SUBMARINE SINKS TWO DUTCH SHIPS – 08 JANUARY 1942



The s.s.**Van Rees** build in 1914 by N.V. Werf v/h Rijkee & Co., Rotterdam/Katendrecht, Zuid-Holland, Netherlands under yard number 147 and launched on the 20e December 1913 for the N.V. Koninklijke Paketvaart-Maatschappij, Batavia, Netherlands East Indies. She was a passenger-/cargo vessel. Her Triple Expansion engine was built by N.V. Maatschappij Voor Scheeps- & Werktuigbouw Fijenoord, Rotterdam and develops an output of 1,600 ihp. *Sinking* On a voyage from Tjilatjap to Emmahaven (Padang), the **VAN REES** was torpedoed by the Japanese submarine **I 56** in the Indian Ocean on 8 January 1942, 80 miles south of Tjilatjap, in position 07-53 ZB and 106-11 E. The torpedoing took place at 6:00 in the morning of 8 January 1942. The ship sank quickly and was lost. Six members of the crew lost their lives. The remaining passengers reached the coast of Java safely. The s.s.Van Riebeeck build in 1902 by N.V. Nederlandsche Scheepsbouw-Maatschappij, Amsterdam, Netherlands under yard number 44 for the N.V. Koninklijke Paketvaart-Maatschappij, Batavia, Netherlands East Indies. She was a passenger-/cargo vessel. Her Triple Expansion engine was built by Nederlandsche Fabriek van Werktuigen &

Spoorwegmaterieel N.V, Amsterdamand develops an output of 1,600 ihp. On a voyage from Pasoeroean to Singapore, the **VAN RIEBEECK** was sunk on 8 January 1942 in the Indian Ocean, SW of Tjilatjap, in position 08-11 ZB and 108-47 E, by the Japanese submarine I 56 with gunfire, whereby 13 crew lost their lives. The **VAN RIEBEECK** had left Pasoeroean on 5 January 1942. In the evening of 8 January 1942, the Japanese submarine fired two torpedoes, both of which missed their target. The submarine then sank the ship with gunfire. *(Source: Narhisdata)*

OFFSHORE NEWS

PETRA ENERGY SCORES LONG-TERM PETRONAS DEAL

Malaysia's Petra Energy has secured four contracts for the provision of pan-Malaysia offshore maintenance, construction, modification, and hook-up services. The deals with undisclosed value involve work for Petronas Carigali and its production-sharing contractors SapuraOMV Upstream, JX Nippon Oil & Gas Exploration and ROC Oil in Sawarak. The contracts, which became effective between End-September and January this year, will last for five years, with extension options attached for up to five more years. The award is expected to contribute positively to the earnings and net assets per share of PEB Group for the duration of the contracts, the company said in a filing. Last October, Petra Energy also won a contract from Shell for offshore crane operations and maintenance services in Sawarak for a period of four years with no extension option.

THREE TDI-BROOKS VESSELS BEGIN 2025 IN AFRICA

The 75-meter-long DP-II vessel **Nautilus**, which joined TDI-Brooks' fleet in the summer of 2023, is headed to Namibia for a deepwater "heavy" geotechnical project where it will use the jumbo piston cores (JPC) and CPT Stinger geotechnical tools, followed by a second shallow water deep push CPT (Manta-200) project. These projects are expected to be complete by early March, with the vessel then available for other projects in West Africa. **Nautilus** previously worked on the U.S. East Coast for offshore wind assignments, after having completed a six-month retrofit campaign in Las Palmas, as well as on a geotechnical survey

assignment offshore Trinidad and Tobago and a geotechnical program offshore Türkiye. Furthermore, Proteus is set to continue working in Nigeria through most of the first quarter on various analog and 2D HR survey projects, while Gyre will be working on various environmental and geotechnical projects in Northwest Africa through February. Proteus was previously in Suriname, acquiring successive EBS projects for two international oil companies (IOCs) aside from a buoy rotation program for a third IOC, after which it was scheduled to be available in South America in August 2024 with full geotechnical, survey, and EBS capabilities. Gyre was also in Suriname for a four-month-long seep hunting multi-client program, becoming open for new work in October/November last year. *(Source: Offshore Energy)*

STRATEGIC MARINE CELEBRATES SIGNING AND DELIVERY OF FIRST SURFACE EFFECT SHIP (SES) TO AES

Strategic Marine is proud to announce the signing and delivery of its first Surface Effect Ship (SES) to All Energies Services, a groundbreaking moment in the company's advancement within the offshore oil and gas sector. The contract marks a major step in Strategic Marine's ongoing collaboration with AIRCAT Vessels, ESNA – Espeland and Skomedal Naval Architects and AES bringing a revolutionary 35-meter SES vessel to life. This high-performance SES, designed specifically for offshore crew transfer operations, reaches speeds of over 50 knots and offers seamless offshore transfers in challenging sea conditions of up to 2.5 meters. The vessel's cutting-edge design and technology ensures reduced emissions and improved sustainability to align with the evolving needs of the maritime industry. Mr. Chan Eng Yew, CEO of Strategic Marine, shared his thoughts on the occasion: "We are delighted to deliver our first SES to AES, a testament to Strategic Marine's commitment to providing innovative, high-speed solutions for the offshore market. This vessel represents a significant leap forward in comfort, efficiency, and environmental responsibility, and we look forward to further expanding our capabilities of building SES vessels in the years to come. Our ongoing partnership with AIRCAT and ESNA has been instrumental in making this vision a reality, and we anticipate continued success as we push the

boundaries of what's possible in crew transfer operations." *Key Features of the SES Vessel:* ● Unmatched Speed and Efficiency: Capable of reaching speeds of over 50 knots, the SES reduces transit times and enhances offshore crew transfer operations. ● Tailored for Offshore Conditions: With reinforced hull and SES active motion dampening technology, the vessel ensures safe and efficient transfers even in challenging sea states. ● Very low noise and vibration with reduced motions while underway thanks to the vessel's active air cushion. This SES vessel is a game-changer for the offshore oil and gas industry, offering AES a pioneering solution to enhance crew comfort and safety, reduce transit time, and lower environmental impacts. As Strategic Marine delivers this first SES, the company looks forward to future opportunities to innovate and expand its SES offerings globally. Strategic Marine extends its deepest appreciation to AES, AIRCAT, and ESNA for their invaluable partnership and trust. This collaboration has set a new standard for offshore crew transfer vessels, and we anticipate more successful projects ahead. Stay connected with us as we continue to drive innovation in maritime engineering and shipbuilding, shaping the future of offshore crew transfer operations. *(PR-Strategic Marine)*

BUSY AT NIEUWEDIEPKADE

It was quite busy at the Nieuwediepkade last Saturday morning. First, the two multifunctional offshore support vessels Glomar Worker and Glomar Supporter were turned behind the Blue Port Centre and moved a distance towards the Moorman Bridge (photo 1) to be moored side by side there again (photo 2) (see also message 30 December 2024). Then the survey vessel Fugro Meridian was also moved a distance towards the Moorman Bridge. Finally, the so-called service operation vessel Purus Horizon left to anchor offshore. This striking vessel has been moored at the Nieuwediepkade since Monday 16 December. The space created at the Nieuwediepkade was taken up yesterday Sunday by the offshore support vessels **Koeningsborg**, **Kasteelborg** and **VOS Glory**. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

MALAYSIA'S KEYFIELD OFFSHORE ACQUIRES PLATFORM SUPPLY VESSEL

Malaysia's Keyfield International, through its wholly owned subsidiary Keyfield Offshore, has entered into an agreement to acquire a five-year-old DP2-capable platform supply vessel (PSV). The vessel will be renamed **Keyfield Gratitude** and will be deployed into Keyfield's vessel chartering business for its customers to transport materials and equipment between shore and offshore platforms. It also has an accommodation capacity of 59 persons. The PSV will be acquired from Sinocommerce Harbour Engineering for a cash consideration of US$17.6 million, which will be

funded via Keyfield's Sukuk proceeds. In addition, Keyfield expects to incur approximately US$2 million of its own internal funds for additional capital expenditure to bring the PSV back to Malaysia and to prepare it for operations. "Since obtaining our PSV SWEC Code and our Panel Contractor Contract in November 2022 and April 2024 respectively, we have been invited to bid for PSV chartering contracts," said Keyfield's Group Chief Executive Officer and Executive Director Dato' Darren Kee. "We believe that Gratitude will make an excellent addition to our fleet as it can be utilised to fulfil such invitations to bid. Furthermore, it fits well with our business expansion strategy to broaden our service offerings to our customers as outlined in our IPO Prospectus." *(Source: Baird)*

PAXOCEAN RECEIVES ORDER FOR METHANOL-READY OFFSHORE CONSTRUCTION VESSEL NEWBUILDS

PaxOcean has unveiled an order for up to four methanol-ready offshore construction vessels (OCVs) from an unnamed European shipowner. PaxOcean announced it has signed shipbuilding contracts for two OCVs with a "renowned European shipowner" for delivery in 2027 and an option for two additional vessels. Measuring 123 metres in length with a 1,750-square-metre cargo deck area, each vessel will feature a 250-tonne active heave-

compensated offshore crane, DP2 dynamic positioning, and accommodations for up to 123 personnel. Some of the features include a full-beam hangar for two work-class remote-operated vehicles (ROVs), a 1,000 kWh battery energy storage system, and provisions for future carousel installation and moonpool operations. The vessels will also incorporate options for methanol readiness, said PaxOcean. According to the company, the OCVs are versatile enough to handle a diverse range of offshore operations, including subsea construction, ROV support, and inspection, maintenance, and repair (IMR) activities. "We are confident that these vessels will be instrumental in the energy transition, particularly within the burgeoning offshore wind sector, while also providing essential support for sustainable operations across the conventional and renewable offshore energy markets," said PaxOcean. In terms of other news coming from PaxOcean, the company recently signed a contract with Penta-Ocean Construction for the construction of a cable-laying vessel that will serve Japan's growing offshore wind sector. *(Source: Offshore Wind)*

KOENINGSBORG ON A VISIT

On Sunday 5 January, the **Koeningsborg** from Wagenborg Offshore in Delfzijl arrived in our port early in the morning. It was moored at the Nieuwediepkade at the Blue Port Centre. The 83.4-metre multifunctional offshore support vessel came from Great Yarmouth. In technical terms, it is a W2W/ERRV, or a Walk-to-Work/Emergency Response and Rescue Vessel. In 2015, the ship was delivered as a supplier of the Ulstein PX121 type by the Ulstein shipyard in Ulsteinvik, Norway. Six years later In 2021, it came into the hands of Wagenborg Offshore, who had it converted for its new tasks at the Niestern Sander shipyard in Delfzijl. There, it was equipped with additional accommodation and an Ampelmann E-1000 Walk-to-Work system, among other things. The **Koeningsborg** is active in the British sector of the North Sea. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

WINDFARM NEWS - RENEWABLES

PRE-CONSTRUCTION WORK UNDERWAY AT EAST ANGLIA THREE OFFSHORE WIND FARM SITE

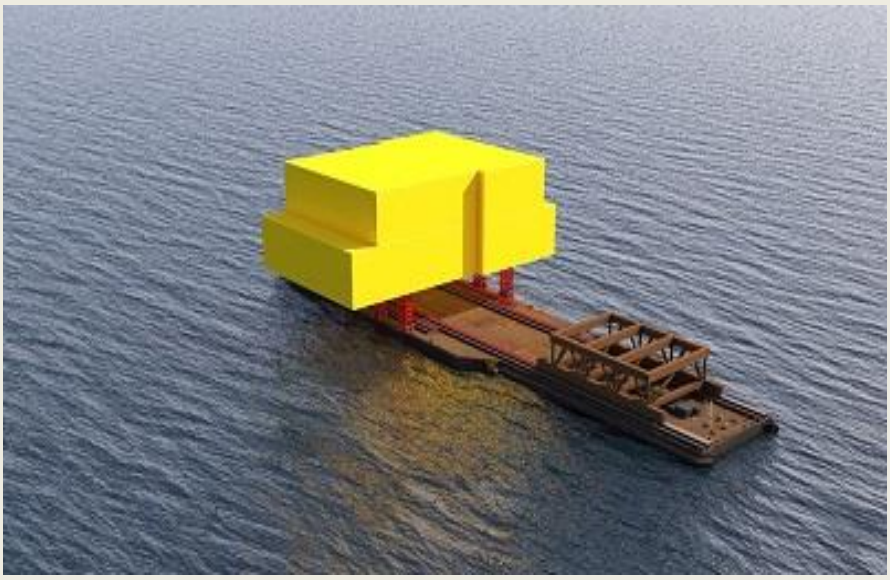
Royal Boskalis B.V. (Boskalis) is excited to announce the latest addition to its versatile fleet: a groundbreaking subsea rock installation (SRI) vessel with a cargo capacity of 45,500 metric tons. This state-of-the-art vessel will stand as the largest SRI vessel in the industry, significantly bolstering Boskalis' position in this specialized niche market, which currently includes three existing SRI vessels. With the introduction of the '**Windpiper**,' Boskalis will effectively double its capacity and thereby becomes the largest player in the industry. Scheduled for delivery in the first quarter of 2026, the '**Windpiper'** is set to play an important role in facilitating the energy transition working on

offshore wind projects. Her first projects are expected to be located in Northwest Europe. The innovative '**Windpiper'** is being developed by converting an existing new vessel under the expert supervision of Boskalis. With impressive dimensions of 227 meters in length and 40 meters in breadth, the powerful vessel boasts a total installed power exceeding 31,000 kW. In addition to its moonpool for the fall pipe installation, the vessel will feature an inclined fall pipe, crucial for the protection of offshore structures such as the foundations of offshore wind turbines. Equipped with seven thrusters and DP2 certification, the '**Windpiper'** is specifically designed for optimal performance in challenging offshore conditions. The vessel's substantial capacity, divided over two holds, makes it well-suited for projects with a long transit distance between the rock loading facilities and the project site, such as those along the North American East Coast, the Baltic Sea and the Southern North Sea. This large capacity minimizes the number of round trips required, ultimately leading to less emissions and lower costs per installed volume of rock. Additionally, with over hundred single-occupancy cabins, the vessel can comfortably accommodate client representatives alongside the onboard crew. Boskalis has a strong track record in converting existing vessels to serve additional and/or new purposes. This sustainable approach not only extends the useful life of existing hulls but also offers significant advantages regarding the vessels' time to market. The cutting-edge design and capabilities of the '**Windpiper'** will enable Boskalis to meet the increasing demands of its clients while upholding the highest standards of safety and environmental stewardship. *(PR-Boskalis)*

'WORLD'S LARGEST' PILING VESSEL DELIVERED IN CHINA

Shanghai Zhenhua Heavy Industries (ZPMC) has delivered a new piling vessel to China Communications Construction Corporation (CCCC), which plans to use it for deep-sea bridge and offshore wind farm construction. The vessel, named **Erhang Changqing** and delivered on 5 January, was developed by CCCC Second Harbor Engineering Company, which says the new vessel has the tallest pile frame, the biggest pile lifting capacity, the longest pile driving length and the strongest wind and wave resistance in the world. **Erhang Changqing** is 130.5 metres long, 40.8 metres wide and has a draught of 8.4 metres. It features a 150-metre tall pile frame and a 385-tonne main hydraulic cylinder with a diameter of nearly 2 metres and a total length of 28 metres, providing a thrust of 5,000 tonnes, according to ZPMC. The new vessel can install pile foundations with a maximum weight of 700 tonnes and a diameter of 7 meters. According to CCCC Second Harbor Engineering Company, **Erhang Changqing** has an environmentally-friendly and intelligent design, with a hybrid power system including energy storage batteries, combined with permanent magnet motors. *(Source: Offshore Wind)*

HEEREMA TO BUILD NEW FLOAT-OVER BARGE FOR TENNET'S 2GW PROGRAM OFFSHORE PLATFORMS



Heerema Marine Contractors is pleased to announce the signing of a contract with TenneT for the delivery of a new float-over barge, tailored to install the more than 30,000 mT 2GW Offshore Substations (OSS) crucial for the expansion of the Dutch and German electricity grids. At Heerema, we are proud to play a key role in accelerating the energy transition. Our new float-over barge will be a vital asset in the installation of ultra heavy topsides, such as TenneT's 2GW topsides, supporting the expansion of renewable energy capacity and reinforcing our commitment to innovation and sustainability in the maritime and energy sectors.

Arno Schroor, Project Director at Heerema: "To ensure the best installation methods for our clients, Heerema is committed to ingenuity. This project perfectly aligns with our commitment to innovation and supports TenneT's efforts to expand the North Sea electricity grid for renewable energy. It represents a significant advancement in sustainable energy, and we are proud to add this exceptional asset to our portfolio." This significant project is part of TenneT's ambitious investment strategy aimed at enhancing the energy infrastructure in the North Sea. Dick Lagerweij, Dick Lagerweij, responsible for the 2GW Transport and Installation contracts at TenneT: "The Dutch and German governments, on the basis of European climate goals and the desire to become more independent from fossil fuel, have tasked TenneT to expand the national power grids in support of offshore wind energy. TenneT's 2GW program is based on standardisation and long-term agreements which allow contractors to invest in time to support and de-risks the program. Vital part of the 2GW grid connections are the DC (Direct Current) offshore power Converters, of which TenneT is planning to install more than 14 in the North Sea. We welcome the investments of Heerema in barges in support of Transport and Installation of these DC Converters." *(PR-Heerema)*

ZITON BOLSTERS JACKUP FLEET

Danish shipowner and offshore wind specialist Ziton has expanded its fleet of operations and maintenance jackup vessels. The company, acquired by a fund advised by Australia's Macquarie Asset Management last year, is adding the 2011-built unit named Wind Discovery for an undisclosed sum, taking its fleet to six dedicated O&M jackups. "This addition strengthens our position as a trusted service provider in the offshore wind sector with the largest fleet of operational jack-up vessels," said Thorsten Jalk, CEO of Ziton. The **Wind Discovery** was built in China for MPI Offshore and initially went by the name **MPI Discovery** before it was taken over by Jan De Nul in 2018 and renamed **Taillevent**. The Belgian marine contractor sold the vessel in 2021 to a Chinese buyer for

work in the Asian market, where it operated as Hui Hai Yi Hao. Ziton said the vessel would go on a charter with an unnamed "large customer" in the second quarter of 2025. *(Source: Splash24/7)*

DELAWARE, US WIND SIGN USD 128 MILLION WORTH OF AGREEMENTS

Delaware Governor John Carney and officials from the state's Department of Natural Resources and Environmental Control (DNREC) have signed three agreements valued at more than USD 128 million (approximately EUR 123 million) with US Wind, which recently received federal approval for its Maryland offshore wind development that will power the Delmarva Peninsula. The Delaware state government and US Wind started negotiations on the agreements in late 2023. Now finalised, the state contracts are said to bring renewable energy, community and lease benefits to Delaware and its residents. US Wind has entered into a contract with DNREC's State Energy Office to provide 150,000 renewable energy credits (RECs) each year, estimated at a total of USD 76 million (approx. EUR 73 million) over the two projects' lifespan, which will be transferred to Delaware utilities to help them meet clean energy requirements, thus lowering customer bills. Furthermore, the developer will fund coastal waterway dredging, clean energy workforce training, environmental scholarships, and resiliency and capital projects at state parks under an agreement worth USD 40 million (approx. EUR 38 million) over 20 years. US Wind has also signed a lease with Delaware State Parks for underground access for power transmission cables at Delaware Seashore State Parks, with lease payments that will total more than USD 12 million (approx. EUR 11.5 million) over 25 years. The signing of the state agreements comes as US Wind received the required federal and state environmental and permit approvals in December 2024, including DNREC's approvals that allow US Wind to land power cables underneath 3R's Beach parking lot in the Delaware Seashore State Park and route them under the Indian River Bay to connect to the regional electrical grid at Delmarva Power and Light's Indian River substation in Dagsboro, Delaware. "With the recent federal and state project approvals, we are ready to reap the environmental, health, workforce, energy cost and community benefits from this needed transition to renewable energy", said Governor Carney. "Delawareans will benefit in numerous ways from this important agreement." US Wind's Construction and Operation Plan (COP) which was greenlighted by the US Bureau of Ocean Energy Management (BOEM) in December 2024, covers the full planned buildout of the company's lease area off Maryland, which could have around 2 GW of installed offshore wind capacity. The entire project consists of three planned phases. The first two phases, the 300 MW MarWin and the 800 MW Momentum Wind, already have offshore renewable energy certificates from the State of Maryland. *(Source: Offshore Wind)*

DREDGING NEWS

HID DELIVERS CSD500 TO CHINA HARBOR GROUP

Shandong Haohai Dredging Equipment Co. Ltd (HID Dredging) delivered its HID CSD500 model cutter suction dredger (CSD) to China Harbor Group recently. According to HID, this piece of equipment comes with a full dredge package, including a 2000m discharge pipes, spare parts, and crew training. The cutter suction dredger 500 (20 inch) is a dismountable dredger with an integrated dredge pump and drive system. "This makes the dredger efficient and compact, allowing for easy transportation and high production rates," said HID. Also, CSD500 has a shallow draft of 1.4m. This is due to its three pontoon design – one central and two on the sides. The pontoons provide the floating capacity, allowing the dredger to easily operate in inshore and offshore waters. *(Source: Dredging Today)*

JAN DE NUL VIDEO: WORKING PRINCIPLES OF BACKHOE DREDGER

Jan De Nul has released a beautiful video named 'Working principles of a Backhoe Dredger'. A backhoe dredger is a pontoon which is equipped with a hydraulic excavator that excavates the soil and discharges it into a split hopper barge. This crane pontoon is equipped with a hydraulic excavator. Three spuds stabilise and secure the pontoon. The machine

excavates the soil and discharges it into a split hopper barge that is moored alongside the pontoon. The split hopper barge unloads the soil at the deposit area. Watch the YouTube video HERE *(Source: Dredging Today)*

DREDGING UNDERWAY AT PORT OF CAEN

Dredging operations at Saint-Pierre Dock, situated at the heart of Caen city center, are currently underway, Ports of Normandy said. Dredging operations in the dock and its access canal are scheduled for the winter of 2024–25 with the extraction of approximately 30,000 m³ of sediment. The dredged material will be decontaminated and set to be used it for landscaping works. According to the Port, this work is expected to continue until the end of February. *(Source: Dredging Today)*

JAN DE NUL VIDEO: WORKING PRINCIPLES OF WATER INJECTION DREDGERS

Jan De Nul has just released this amazing video named 'Working principles of a Water Injection Dredger'. Water Injection Dredgers (WIDs) are smaller than traditional dredgers, which makes them very manoeuvrable. With their limited draught, they are ideal for executing maintenance dredging works in smaller harbors. Watch the YouTube video HERE *(Source: Dredging Today)*

LEASK MARINE WRAPS UP DEBRIS REMOVAL AT ARDERSIER PORT

Leask Marine has successfully completed debris removal works for Ardersier Port in Scotland. "Leask Marine were delighted that Haventus (the Port's owner) put their trust in our team to support their shared vision to return the Port of Ardersier into a fully working commercial port," the company said in its latest project update. The Leask team spent the 2024 summer season

performing a UXO and debris clearing campaign with their marine spread consisting of vessel and barge fitted with excavators, hoppers, graders, and metal detectors to remove any potential debris ahead of the dredging campaign in 2025. "With access via sea and road to more than 450 acres, an initial >650 meters of quay and a naturally sheltered harbor, Ardersier Port offers a prime location for optimized and efficient operations," said Haventus. *(Source: Dredging Today)*

YARD NEWS

JANA MARINE ORDERS MORE ACCOMMODATION JACKUPS IN CHINA

Saudi Arabia's Jana Marine Services has returned to CSSC Wuhan Marine Machinery Plant for a pair of new accommodation jackup vessels. The newbuilds will comply with the relevant management system and design and construction standards of Saudi Aramco for operations in the Persian Gulf after completion. Jana Marine had earlier placed orders for multiple living support platforms at the same yard, two of which, the Jana 503 and Jana 504, were delivered in the first half of 2024. No price or delivery dates have been

revealed for the latest order. *(Source: Splash24/7)*

VARD JOINS NUPROSHIP NUCLEAR PROPULSION PROJECT

Fincantieri Group's Norwegian-headquartered Vard subsidiary is collaborating with the Norwegian University of Science and Technology in Ålesund, Norway, and other key stakeholders in the groundbreaking NuProShip I project, which explores nuclear propulsion for the maritime sector. NuProShip, short for "Nuclear Propulsion in Shipping," will evaluate fourth-generation nuclear reactor technologies for their viability in commercial shipping applications. In this project, an extensive assessment of 99 companies developing advanced reactor technologies led to the selection of three promising reactor types: Kairos Power (U.S.A.): Fluoride high-temperature molten salt reactor using TRISO fuel particles, designed for robust and efficient operation. Ultrasafe (U.S.A.): Helium-cooled gas reactor, also employing TRISO fuel particles, known for their resilience and safety in extreme conditions. Blykalla (Sweden): Lead-cooled reactor concept utilizing uranium oxide as fuel, offering high efficiency with advanced cooling mechanisms. The TRISO (TRi-structural ISOtropic) fuel particles playing a crucial role in two of these reactor types are characterized by the U.S. Department of Energy as: "the most robust nuclear fuel on earth." TRISO technology in fact, says Vard, is renowned as one of the most resilient nuclear fuel types available today. Alongside Vard, the NuProShip project is supported by prominent partners, including DNV, the Norwegian Maritime Administration, ship owner Knutsen Tankers, and the Spanish nuclear consultancy IDOM. Vard's primary contribution involves integrating these reactor systems into various vessel types, assessing the technical challenges to enable the future commercial use of nuclear-powered ships. NuProShip I, which concludes on December 31, 2024, will transition into the NuProShip II project, a two-year initiative to further refine solutions for nuclear propulsion in maritime applications. This second one will expand the consortium to include insurance companies, a critical step for evaluating the business viability of nuclear technology in the shipping industry. The NuProShip projects are funded by the Research Council of Norway, underscoring Norway's commitment to innovation and sustainable solutions in maritime propulsion technology. *(Source: MarineLog)*

DAMEN DELIVERS FCS 3307 PATROL TO HOMELAND INTEGRATED OFFSHORE SERVICES IN NIGERIA

Damen Shipyards Cape Town recently delivered an FCS 3307 patrol vessel to Homeland Integrated Offshore Services Ltd. (Homeland IOSL) in Nigeria. This vessel, on charter with an international energy company, will perform offshore patrol duties to enhance the security of personnel, assets, and the environment in Nigerian maritime territories. This delivery marks the tenth Damen vessel to join the Homeland fleet, reflecting ongoing fleet expansion efforts. Homeland IOSL reaffirmed its confidence in Damen by signing a contract for this vessel last year. Damen's approach of building

vessels in series and keeping them in stock allows for rapid delivery of proven products to its clients.

The FCS 3307 Patrol is equipped with Damen's advanced Sea Axe hull technology, which allows it to cut through water at remarkably high speeds, ensuring safety, stability, and comfort for the crew, alongside enhanced maneuverability, and fuel efficiency. The vessel also features a spacious aft deck, facilitating the transfer of cargo to offshore facilities. Dr. Louis Ekere, CEO of Homeland IOSL said, "Together with Damen as a strategic partner, Homeland IOSL is dedicated to surpassing client expectations through stringent regulatory compliance and adherence to original equipment manufacturer (OEM) guidelines. We also employ top-tier personnel to support our operations while maintaining the highest QHSE standards." *Tailored solutions* "The recently delivered vessel includes custom features such as ballistic protection in the wheelhouse and messroom area. It also features an electronic fuel monitoring system (EFMS), to allow the operators to monitor fuel use in real time, taking steps to address inefficiencies and reduce fuel consumption and emissions. Homeland IOSL's FCS 3307 Patrol comes equipped with a night vision camera and a daughter craft to enhance its operational capabilities around the clock. In addition to the vessel, Damen is providing extensive aftersales support including crew training and a comprehensive spare parts package. Homeland IOSL also benefits from access to Damen's technical facilities, which support both scheduled and unscheduled services to maximise vessel uptime. *(PR-Damen)*

WORKBOAT TOURS SNOW & COMPANY

Before the Pacific Marine Expo opened in late November, WorkBoat visited with Snow & Company, a Seattle-based shipyard located on the Lake Washington Ship Canal off Puget Sound's Shishole Bay. Shipyard president Brett Snow provided an update on the company's projects during a tour of the facilities. The company is currently building 30'x15'x6' Workboat Medium vessels for the Navy, wrapping up an initial 23-boat order, with an expected completion date of early 2025. Hull number 21 was under construction during the visit. That contract has grown to a $53,934,225 FFP IDIQ contract to procure up to 53 of the vessels. The Workboat Mediums provide naval shore installations

and are capable of meeting various port operations and barrier tending requirements. Through ZF

W340 gears, twin Cummins QSL9-SW engines generate 286 bhp at 1,800 rpm each, offering 16,000 lbs of bollard thrust (in forward). The workboats assist barges, submarines, and other naval vessels; open and close security barriers; and tow and push floating port operation support equipment. Additional shipyard projects underway at Snow & Co. included a 178'x68' barge for waterfront neighbour Western Towboat, the second of two pilot boats for the Crescent River Port Pilots' Association, New Orleans (since launched on Dec. 8), a strategically sized 25'11" fully electric tug, various maintenance and repairs on Navy tugs, and aluminium prototype constructions for local mariculture farms. The shipyard's main building, originally a steel fabrication shop, later became home to an aluminium boat builder before Snow & Co. took it over six years ago. The facility's character reflects its century-long history, blending the old with the new, as evidenced by their 1942 steam-powered crane. The unique asset was acquired by Snow & Co. three years ago and is capable of handling 75-ton lifts for vessel launches, as well as recovery projects on Puget Sound. The shipyard maintains and operates the crane using knowledge gained through years of hands-on learning, under the guidance of crane engineer and operator Eric Rasmussen. The WorkBoat crew never witnessed the crane in action, though one could imagine the experience of hearing the steam-powered machinery chugging along during a vessel launch. Since relocating its operations into the current facility, Snow & Co. has expanded significantly, growing from 25 employees to 77. The facility includes separate bays for aluminium and steel vessel construction. While Snow noted aluminium work has slowed recently, steel work has surged. The shipyard's production has adapted to the fluctuating demand, with notable steel projects including repowers of small Navy boats and maintenance on Coast Guard-operated vessels. Snow said that the yard's experienced welders are versatile between metals, switching between aluminium and steel projects as demand dictates. The final unique project that Snow & Co. is working on is a 25'11" battery powered push tug destined for California. Strategically, at that length, the vessel does not fall under U.S. Coast Guard Subchapter M (Sub M) regulations, thus simplifying the design and certification process. The prototype is being developed as a battery-powered boat. As the technology scales to larger vessels, future iterations will require Sub M compliance with more complex regulations. *(Source: Workboat by Ben Hayden)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Powerful Sanmar-built tug joins her sister working in Croatia*
   - *Damen delivers Shoalbuster 3209 to Caspian Offshore Construction*
   - *Med Marine set to expand its fleet with the launch of the MED-A2360 Tugboat*
   - *Busy eight months of successful operations for Europe's first fully electric tug*
   - *Damen RSD Tug 2513 named Med Aldebaran in Tug Malta ceremony*
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)
3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem (new)*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*
   - *SCRA - Casablanca by Jasiu van Haarlem*

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