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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

SVITZER EXPANDS OPERATIONS TO THE PORT OF SALVADOR/ARATU



Svitzer announced this Monday (27) that it has expanded its presence in Brazil to offer operations and services in the Port of Salvador, Aratu and terminals in Baía de Todos os Santos. The towing subsidiary of the Maersk group has positioned two high-powered tugs to serve its customer base in the region. According to the company, the **Svitzer Jamil Darian** and the **Svitzer Zoe**, are modern Svitzer tugs that will bring new possibilities for more

complex maneuvers and assistance of different sizes of ships in the Port of Salvador and Aratu. The port support company highlighted that the new port location increases the company's reach and ability to offer high quality towage services to its customers in the region. To serve the port in Bahia, Svitzer hired a total of 12 crew members, who underwent training in accordance with the company's international standards, focusing on navigation safety in ports. The general director of Svitzer Brasil, Daniel Reedt Cohen, highlighted that the expansion to the ports of Salvador and Aratu is another important milestone in the growth strategy in Brazil. “Brazil continues to grow in its role as a key player in the global trade ecosystem, with the consequent increase in port activity. Svitzer is dedicated to its role in the supply chain and serving customers in the region. With this latest entry in Salvador and Aratu, we strengthen our coverage on the Brazilian coast and presence in the country”, he said. Svitzer recently announced a new construction program comprising 6 new tugboats, the first of which was delivered and commissioned in the Port of Pecém (CE) earlier this month. With the new construction program, Svitzer intends to continue to expand its coverage on the Brazilian coast in the coming years. Svitzer has been operating in Brazil since 2015 and is now present in 8 ports in the country. (Source: *Portosenavios*)

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LYTTELTON

Lyttelton (Imo 5215519) was completed during 1906 by Ferguson Brothers under yard number 174 at their Newark Shipyard at Port Glasgow as the **Canterbury** for the then Lyttelton Harbour Board. In 1971 she was retired from service following the introduction of the diesel tug **Canterbury**. Fortunately she was saved from the scrap yard by a group of enthusiasts assisted by many local business companies. The Tug



Lyttelton Preservation Society was formed on the 12th of June 1973 and the tug made her first public cruise on 4th of November 1973. As well as regular cruises around the harbour she has been the venue for weddings, ash scatterings, parties and many other celebrations over the years. The preservation society are now looking at ways to reduce her emissions and one of the options currently being considered is the preheating of her boiler by electricity. She has a length of 38.10 mtrs a beam of 7.65 mtrs and a draft of 3.50 mtrs. The tug is maintained and operated by fully qualified and competent Society members as well as by other members who have been able to gain experience in seafaring ways through their membership in the Society. Each year she has to undergo a very stringent survey by qualified surveyors to obtain the passenger certificate necessary for us to operate. Finance for maintenance and running expenses amounts to many thousands of dollars each year and these are raised solely by the money received from various sponsoring organisations and charitable trusts, passenger fares and charter trips plus a small amount in membership subscriptions. The Tug 'Lyttelton' Preservation Society promote public interest in the vessel and make it possible for passengers to travel on it by means of public cruises and chartered voyages around the Banks Peninsula area. Society members from all walks of life maintain and crew the Tug on a voluntary basis and membership of the society is open to anyone with an interest in the vessel. We encourage members of the public to visit the vessel at Lyttelton, and to consider helping us to preserve and protect this fine old vessel so that it may be enjoyed by generations to come. *(Photo: Alan Calvert)*

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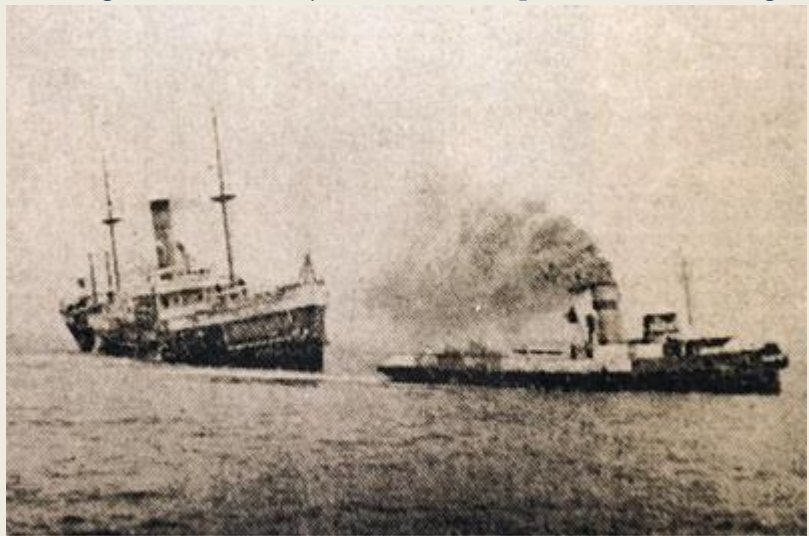
THE FIRST TUGBOAT OF THE LEVANTE NAVAL UNION (1930)



In February 1929, Compañía Valenciana de Remolcadores contracted the construction of the “**Ángela Comes**” tugboat with the Unión Naval de Levante shipyard, which was the first in the history of the aforementioned factory. The keel was laid on January 31, 1930, the following August 10 it was launched and on September 25 of that year it was delivered to its owner, after carrying out the official sea trials, in which it reached a speed of 10.15 knots. It

was preceded by the ship “**F. Montenegro**”, delivered in June 1929 to the Huelva Port Works Board, although it was not a tugboat in the strict sense, since its main task consisted of transporting cars and 102 passengers, as well as technical assistance to the light buoys. Huelva canal and trailer when necessary. After the construction of the “**Ángela Comes**” tugboat, the Navy contracted a batch of six tugboats numbered **R-11** to **R-16** during the Second Republic, which were delivered on May 30, 1935, five months after the first of them would have been raised. After the civil war, in March 1946 it delivered the tugboats “**Vila**” and “**Orellana**”, built at the request of the Junta de Obras del Puerto de Sevilla. There was a long delay in the completion of these ships, since they were hired in March 1941 and both were laid the keel the following March, and were launched in July 1942. In January 1942, the Navy again went to Unión Naval de Levante for the construction of four 300-horsepower tugboats, numbered **RP-34** to **RP-37**, which were also delivered with a notable delay, between May 1946 and July 1947, respectively, due to difficulties in supplying equipment. Over the years, Unión Naval de Levante would build tugboats at the Vulcano shipyard in Barcelona and such specialized activity would return when the Valencian shipyard became the property of Vicente Boluda. Stage in which, between tugboats, barges and oil tankers for bunkering, half of the total number of ships that were born in this historic factory throughout its entire existence took shape. Returning to our protagonist, which we can well consider the first tugboat built in the Unión Naval de Levante shipyard –construction number 16–, it was a vessel of 105 gross tons and 45 dead weight tons, with a displacement of 195 tons at full load in a hull of 26.15 m overall length –24.40 m length between

perpendiculars—, 5.50 m beam, 3.12 m depth and 2.70 m draft. It was propelled by an alternative triple expansion machine, manufactured in 1919 by Alexander Hermanos in Barcelona, with 450 horsepower, which took steam from a cylindrical boiler and allowed it to maintain a speed of ten knots. It was equipped with a fire pump, which allowed it to launch a flow of 60 tons per hour through the corresponding monitor. The reader can find a very complete technical description in the magazine "Naval Engineering". Without us being able to specify a date, the tugboat "[Ángela Comes](#)" became the property of AUCONA, manned by personnel from the Trasmediterránea Company, whose password was raised on the top and the chimney painted in yellow and red. We also do not have the information on his discharge, so if any of our kind readers can provide it to us, he will be well received. We have evidence of the presence of this ship in the ports of Valencia, Barcelona and Cádiz, where she spent most of her seafaring life. In February 1943, she took part in the refloating of the Spanish-flagged ship "[Alcatraz](#)", known in Cádiz "as the rice boat". In March of that same year, he helped the tugboat "[Matagorda](#)", which ran aground in the waters of the Cadiz bay, with 500 shipyard workers returning to their homes. In April 1945 he had an outstanding participation in the refloating of the ship "[Capitán Segarra](#)" (picture above), after it ran aground in the Los Cochinos shoal. In October 1953, the first



class Naval Merit Cross with a white badge was awarded to Juan Moreno Rodríguez, skipper of the tugboat "[Ángela Comes](#)". On January 20, 1958, he participated in the work of extinction of the fire declared on board the ship "[Ciudad de Valencia](#)", when it was docked in the port of Cádiz requisitioned by the Ministry of the Army for the transport of war material destined for Spanish troops from the Ifni-Sahara war. (Source: *Puente de Mando*)

BOLUDA TOWAGE HELPS BARGES EXIT EUROPEAN PORTS



Tugboats and tow masters provided key support while towing the Baltic Eagle substation and the world's largest barge. Boluda Towage tugs carried out two towage projects in northern Europe late 2022 and early 2023, with its vessels and tow masters assisting barges, pilots and oceangoing tugs to transport assets supporting offshore energy

projects. On 2 February 2023, a convoy with the offshore substation Baltic Eagle departed from Antwerp, Belgium along the River Scheldt to the German offshore windfarm in the Baltic Sea. Boluda

harbour tugs **VB Pearl** and **VB Emerald** safely assisted the convoy when leaving the port. Baltic Eagle – 50 m in height, 30 m in width and weighing 4,550 tonnes – was loaded onto barge **H-406** and required manoeuvring assistance and towage before leaving the port safely. Oceangoing tug Pacific Discovery provided the main towage for this barge and substation load and **VB Pearl** and **VB Emerald** helped it to manoeuvre out of the dock and the harbour. Prior to the convoy's departure, meetings were held with the partners concerned, including representatives of Heerema Marine Contractors, Port Authority of Antwerp-Bruges, pilots, linesmen, dock-pilots, tow masters and crew. They discussed the procedures and safety aspects of the towage assistance from the initial berth inside the Antwerp docks till the sailing on the River Scheldt. Challenges with this tow came from the narrow passage at the Lillo bridge and the entrance and departure from the Zandvliet lock, with operational restrictions which required special preparations, procedures, communications and safe operations. During the operation, two Boluda tow masters streamlined the co-ordination between the two harbour tugs, pilots and the leading oceangoing tug, which led to the successful handling of the convoy. The Baltic Eagle will be located in the Baltic Sea, 28 km off the northeast coast of the German island of Rügen, in Mecklenburg-West Pomerania. In Q4 2022, four Boluda Towage tugboats helped the arrival and departure of the world's largest barge, Heerema Marine Contractors **H-851**, in the port of Flushing, the Netherlands. **H-851**, with a length of 260 m and width of 63 m, arrived 7 October 2022. It departed Flushing 7 December to set sail for Malaysia to participate in an offshore platform floatover project. Because of its size, towage operations involved two Boluda tow masters and a fleet of harbour tugs to assist the leading oceangoing tug. Smooth co-operation between all teams involved contributed to the successful handling of barge **H-851**. Prior to its arrival and departure, meetings were held with representatives of Heerema Marine Contractors, pilots, linesmen, and tow masters, to discuss the procedures and safety aspects of the inward towage assistance and the berthing operation at the Heerema fabrication yard. This resulted in an overview of the required preparations, the actual operation, procedures, outlined responsibilities, communications and operational restrictions within the port of Flushing. In January 2023, Dutch owner Seacontractors safely delivered a large superyacht in Turkey using Shoalbuster 2709 vessel **MTS Valiant**. This has a bollard pull of 40 tonnes, increased stability and an operating draught of 2.6 m. After this project, this 2008-built tug was mobilised to Oman to pick up a split-hopper barge and tow it to Mexico. Multraship Towage & Salvage assisted a jack-up drilling rig out of the Port of Esbjerg, January 2023, as it was mobilised to the Nini West field for the Greensand pilot carbon-storage project. **Multratug 20** helped anchor handling tugs move Noble Resolve from the dock and into the Danish North Sea for its onward tow. During Q4 2022, Multraship's tugs helped Dutch Marine Contractors and Boskalis to load two jack-up rigs and a barge on to heavy-load vessel Triumph in the Netherlands before they were shipped to west Africa. *(Source: Riviera by Martyn Wingrove)*

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“VB Fos”, FROM THE BOLUDA FLEET IN MAURITANIA, IN ASTICAN

In the port of Las Palmas de Gran Canaria is the tugboat “**VB Fos**”, which has arrived from the Mauritanian base of Boluda Towage to pass the corresponding grounding in ASTICAN. She is a remarkable ship in her category, Japanese built, with a propulsion plant of 6,900 horsepower and a draft power of 89 tons. With 659 gross tons and 344 deadweight tons, it measures 36 m in length, 13 m in width and 5.20 m in draft. IMO code 9483657.

(Source: Puente de Mando;
Photo: Nicolás Arocha)



MONUMENTAL TUGBOAT ON THE SLOPE OF THE MUSEUM HARBOUR



There is another eye-catcher on the slipway of Museumhaven

Willemsoord. It is the monumental motor tugboat **Nes**, which is equipped with a striking icebreaker bow. The over 16 meter long tug was launched in 1937 as **Ens** at shipyard G. Bijlsma & Zn from Wartena under yard number 370. The **Ens** has known several owners since then. In 1988 the tug

was given its current name **Nes** and from 1990 the Frisian town of Tirns has been its home port. The tug was recently purchased by Lia and Kees Oud, who have already camped in Museumhaven Willemsoord with another tug. Last week they dried their newly purchased **Nes** on the slope for inspection. The propulsion of the tug consists of a 150 hp MWM main engine. In 1994 another engine Deutsche Werke from 1941, with an output of 100 bhp, replaced the MWM engine. The tug has a length of 16.57 mtrs a beam of 4.25 mtrs and a depth of 1.80 mtrs (Source: www.maritiemdenhelder.eu)

EMS TUG BACK IN DEN HELDER

After a stay in German waters, the motor tugboat **Ems Tug** of Ems Offshore Service from Leer

returned to Den Helder on Thursday 23 February to moor at the Het Nieuwe Werk quay. Our harbor has been the operating base for this 27-metre-long Damen Shoalbuster 2711 on several occasions. Special about this Ems Tug, built in 2019, is its shallow draft of 2.50 metres, which means that the tug can carry out work just below the coast. The tug, which sails under the flag of Madeira, has a bollard pull of over 45 tons and can reach a speed of 12 knots free sailing. (Source: www.maritiemdenhelder.eu)



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ACCIDENTS – SALVAGE NEWS

SALVORS USE HELICOPTER TO DEFUEL GROUNDED YACHT ON MAUI



Salvors have successfully defueled the luxury yacht that ran aground in Maui's Honolua Bay, and salvage operations are ongoing. Last Monday, the 94-foot yacht **Nakoa** grounded on the north side of Maui's Honolua Bay, a state-protected marine sanctuary. The owner told local media that the yacht's mooring line parted early Monday morning in a "freak accident,"

resulting in the boat drifting ashore. The yacht released diesel into the water Tuesday when the bilge pumps activated, the owner told the AP. An initial refloat attempt was not successful, and the owner notified state and federal authorities that he was unable to pay for defueling, officials told local media. The U.S. Coast Guard federalized the pollution response effort and used the Oil Spill Liability Trust Fund to hire in a remediation contractor. Over the course of the week, the pollution-response team removed nearly 500 gallons of petroleum and 14 marine batteries from the vessel, without

further incident. The contractor, Sea Engineering, pumped the yacht's fuel into 55-gallon drums on the stern. A helicopter operator then flew the drums off the yacht using a line, landing them in an open area nearby for retrieval and removal by truck. According to the U.S. Coast Guard, the operation took three days. It proceeded slowly because the boat was listing and the fuel pooled up in each segment of the tank baffles, according to Maui Now. With defueling completed, the federal responsibility for pollution-abatement is over and responsibility for wreck removal lies with the State of Hawaii's Department of Land and Natural Resources. The department has hired a second contractor, Visionary Marine, to remove the vessel beginning Sunday. The total salvage cost is expected to exceed \$450,000, and the state plans to bill the owner for the expense. The owner could potentially face additional fines in connection with the grounding, given its location in a marine sanctuary. (Source: *Marex*)

POLICE SCOTLAND DIVERS RECOVER BODIES OF TWO MEN FROM FIRTH OF CLYDE

Discovery comes after tugboat, believed to have crew of two, capsized while towing cruise ship. Divers involved in an underwater search after a tugboat capsized have recovered two bodies. Police Scotland has confirmed the bodies of two men were recovered off Custom House Quay at about 1.40pm on Saturday. The news comes a day after the boat, said to have been towing the cruise ship MV **Hebridean Princess**, sank in



the Firth of Clyde near Greenock, Inverclyde, sparking a search and rescue operation. The police, the coastguard and RNLI were called to the scene after the vessel went under water at the Custom House Quay on Friday. Efforts resumed at 8am on Saturday, with divers later recovering two bodies. It had been understood that two people were onboard when the boat capsized. Witnesses told the Scottish Sun that the boat disappeared under the water just after 4pm on Friday. An onlooker said: "We were here at about 3.45pm and noticed an upturned rusty hull in the water. "There were a few small crafts round about the tug and then the coastguard turned up and they were tapping on the hull and shouting loudly. "It was a massive emergency response. At first I thought it was a training exercise, but then it became obvious they were urgently trying to establish if anyone was under the boat." On Friday evening, a coastguard spokesperson said rescue teams from Helensburgh and Greenock had been scrambled, along with a lifeboat from Helensburgh RNLI and the coastguard helicopter from Prestwick. The spokesperson added: "Multiple vessels on the Clyde in the vicinity of the incident also responded, including an MoD police vessel." Police Scotland confirmed on Friday that officers from the force's dive and marine unit and air support unit had been involved in the search operation. Formal identification is yet to take place but the next of kin of both crew members who had been reported missing have been contacted. Ch Insp Damian Kane, local area commander, said: "Our thoughts are with the families and friends of the men at this difficult time and I would ask that their privacy is respected. "I would like to thank the local community for their patience and support as searches were ongoing and as we continue to carry out our inquiries." (Source: *The Guardian*; Photo: *Jane Barlow/PA*)

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MARTYRS OF ÜSKÜDAR FERRY DISASTER WILL BE REMEMBERED WITH PRAYERS IN 65TH YEAR



392 people who were martyred in the ferry disaster on March 1, 1958 will be commemorated with a ceremony to be held in Gölcük on the 65th anniversary of the disaster. The pain of the Üsküdar Ferry disaster, the deadliest civilian shipwreck in the history of the Republic of Turkey, remains fresh in Kocaeli despite the passing years. 392 people who lost their lives on the **Üsküdar** Ferry, which sank off the Derince offshore due to strong winds during the İzmit-Gölcük

expedition on March 1, 1958, will be commemorated with prayers in the program organized by the Gölcük Municipality. The program, which will be organized by the Municipality of Gölcük to commemorate those who lost their lives in the disaster on the 65th anniversary of the great disaster, will start at 10:00 on March 1 at Üsküdar Martyrs' Cemetery. The program will start with the presentation of a wreath, and after the protocol speeches, the program will continue with the recitation of the Holy Quran, and prayers will be offered for those who lost their lives. In the continuation of the program, Mevlid-i Şerif will be read at 13.45 at the Tevfik Hodja Mosque. Gölcük Mayor Ali Yıldırım Sezer said in a statement, "The date of March 1 is a day that causes sadness in our hearts and leaves us all with sadness. I wish God's mercy to our martyrs who lost their lives in the **Üsküdar** Ferry disaster 65 years ago, and I wish patience to their families and relatives. (Source: *Deniz Haber*)

TWO TAIWANESE DISTANT-WATER FISHING CREWS GO MISSING IN ONE WEEK

Taiwan's fishing community has lost two distant-water crews in a week, one off Mauritius and the

other off Palau. On February 18, the Pingtung-based tuna longliner **Sheng Feng 128** ceased transmitting AIS and VMS at a position about 400 nm to the northwest of Palau's Malakal Island. Taiwan called for assistance from nearby coastal states, as well as the U.S. Coast Guard, which deployed long-range search aircraft to assist. Five nearby Taiwanese fishing vessels joined in as well. As of Monday, the **Sheng Feng 128** has not been found. The



government of the Philippines announced that its coast guard will be joining the search this week. Manila has deployed a Cessna patrol plane, and its coast guard bases on the eastern side of the archipelago will conduct a search in case the fishing vessel has drifted into Philippine waters. Taiwan has also dispatched two of its own coast guard vessels to assist the search. On February 23, the Kaohsiung-based fishing vessel Lien Sheng Fa lost contact in the Indian Ocean some 225 nm northeast of Rodrigues, an island at the eastern edge of Mauritius' territory. The named storm Cyclone Freddy was passing through the same region at the time. Taiwanese authorities contacted nearby fishing vessels to launch a search, and they asked for help from the Mauritius National Search and Rescue Center as well. The Mauritian coast guard vessel CGS Barracuda eventually found the upturned hull of the Lien Sheng Fa, and the crew sent down a dive team to inspect the wreck on Sunday. The vessel's identity was confirmed, but her Taiwanese captain and 15 Indonesian crewmembers remain missing. (Source: *Marex*)

TOWBOAT PILOT FAILED TO REPORT BRIDGE STRIKE -NTSB



A Louisiana towboat struck and damaged a bridge in 2021, but the vessel's pilot never reported it to authorities, the National Transportation Safety Board (NTSB) said. In the early morning hours of Dec. 23, 2021, the 86-foot-long **Miss Mollye D**, then operated by Deloach Marine Services (DMS), was pushing six hopper barges on the

Intracoastal Waterway to New Orleans, when the pilot lost control of the tow. While navigating the channel, the 676 foot long tow, began to swing to port. When the pilot realized the tow was not positioned well, he put the engines in reverse. The tow then struck the bridge, which ran parallel to the waterway. The pilot told investigators he initially did not see the bridge, nor did he know the tow struck the bridge. Track of the **Miss Mollye D**, shown in yellow, as it pushed the tow before the striking. Photo is not from the time of the striking. Vessels shown moored along the northern bank are typical for the waterway. (Source: *Google Earth; Annotated by NTSB*). When the tow struck the

bridge, water, electrical and gas lines along the bridge ruptured, triggering alarms at the utility providers. Workers sent to investigate found the bridge damaged and reported it to the U.S. Coast Guard. Video from a forward-looking camera on the [Miss Mollye D](#) captured a vehicle passing over the bridge with visible lights before the contact. In addition, the sudden loss of speed and the visual indication of the barges pitching up would have been clear indicators of the bridge strike. According to NTSB investigators, based on the evidence, it is apparent the pilot was aware the tow hit the bridge, but he did not report the striking to the relief captain or to the U.S. Coast Guard. Federal regulations require the operator of a vessel involved in an unintended bridge strike to immediately notify the nearest U.S. Coast Guard office. The bridge, which does not cross a navigable waterway, was closed to traffic following the contact. The south lane of the bridge remains closed until repairs can be made. Repairs to the bridge were estimated at \$2 million. No injuries were reported. The NTSB determined the probable cause of the contact of the [Miss Mollye D](#) tow with the Route 182 bridge was a loss of control of the tow by the pilot at the helm of the towing vessel, likely due to impairment by factors such as fatigue or drug use. "This casualty underscores the importance of reporting bridge strikes and other casualties immediately after they occur," the report said. "Traffic over the bridge was not stopped until the utility workers found the damage, hours after the casualty occurred." The bridge could have failed or severed gas and electric lines could have ignited a fire in the time between the striking and the finding of the damage. (Source: [MarineLink](#))

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ENGINE ROOM FIRE ON 'ALGOMA DISCOVERY' IN WINTER LAY-UP

A fire was reported Monday morning just after 9:00 a.m. EST aboard the wintering [Algoma Discovery](#) in the city of Port Colborne, Ontario. Fire crews and EMS were dispatched to the wharf along the Welland Canal for a fire in the engine room of the Canadian-flagged bulk carrier, which broke out during routine winter maintenance activities. Upon arrival, fire officials found the crew had disembarked and were without injury. Heavy smoke was reported to fill the engine room and a small fire was encountered by crews. The ship's suppression system reportedly activated, as expected. As firefighters boarded the ship using an aerial ladder to access the stern, others were preparing a water supply from the canal. Smoke could be seen billowing from the ship's stack not long after crews had arrived. The situation was reported under control as ventilation was taking place around 10:30 a.m. The ship has been tied up in Port Colborne since early January for winter lay-up. Familiar with issues, [Algoma Discovery](#) also experienced a fire onboard during its 2012 winter lay-up while in

Hamilton, Ontario. In 2013, the ship collided with the lock gate in Beauharnois. And, prior to the conclusion of the 2022 Seaway shipping season, the ship was faced with a grounding east of Trois-Rivières, Quebec. [Algoma Discovery](#) is owned by Algoma Central Corporation. Michael Folsom is founder of The Seaway Ship Watchers Network, publisher of The Ship Watcher and the Downbound Discussions podcast covering St. Lawrence Seaway shipping news and information. (Source: gCaptain)



REMEMBER TODAY

S.S. RODNEY – 13TH FEBRUARY 1938 – 85 YEARS AGO



19 died when the [Rodney](#) ferry capsized as people rushed to farewell US warship [Louisville](#). THERE was a festive atmosphere on Sydney Harbour as USS [Louisville](#) made its way toward the heads. The ship, commanded by Captain Robert Mathewson, had been in Sydney for 18 days as part of a goodwill tour that included celebrations for the sesquicentenary of the arrival of

the First Fleet. As the heavy cruiser departed the harbour for Melbourne, thousands of Sydneysiders turned out to watch — many of them women who had entertained the American sailors during their time ashore. Among the many vessels accompanying the [Louisville](#) was a small ferry, the [Rodney](#), the newest in a fleet owned by local ferry operator Charles Rosman. For a shilling Rosman, who was at the wheel of his boat that day, offered people the chance to follow the cruiser down the harbour. It was the day before Valentine's day — February 13, 1938. A police band aboard the launch [Cambrai](#) played Auld Lang Syne and, feeling the emotion of the moment, the women aboard the [Rodney](#) waved to sweethearts on the American navy ship. But although [Rodney](#) was licensed to carry 211 passengers — 60 on the top deck and 151 on the lower — many passengers on the lower deck, ignoring the crew's pleas to stay below, climbed upstairs. More than a hundred crowded on the upper deck, making the ferry top heavy. As the ferry passed the [Louisville](#), the passengers moved to one side causing the ferry to list. Sailors aboard the [Louisville](#) could see the disaster about to happen but were powerless to do anything. One told his friend, "It will be just too bad if she tries to turn." Not long after the words left his mouth the [Rodney](#) tried to turn near Bradleys Head, and wobbled precariously in the wash of the [Louisville](#). The ferry began to capsize and the passengers spilt into the water as the boat rolled over and sank. It was all over in a matter of seconds, but 85 years ago, 19 people lost their lives in a tragedy that shocked Sydney. Especially as it came a week after five people

lost their lives in the surf at Bondi. But Rosman was no cowboy. His father had made a living carrying passengers across the harbour, but died when Rosman was just 16. His mother took over but it was Rosman who had built up the business when he and his brother James took over from their mother in the late '20s. Rosman saw opportunities to expand the business. He ferried workers to the Cockatoo Island naval dockyards and was the transport of choice from Balmain for the men who worked on the Sydney Harbour Bridge. Even when the bridge opened, cutting deeply into most ferry businesses, Rosman managed to keep his fleet going. Events such as the visit of the [Louisville](#) usually provided opportunities for making money from charters or special voyages, but this time things went horribly wrong. When the [Rodney](#) capsized a nearby ferry gave the four horn blasts emergency signal and other nearby vessels sprang into action. Several sailors from the [Louisville](#) dived into the waters before Capt Mathewson sounded action stations as life preservers and boats were quickly lowered toward the stricken passengers. Members of the police band aboard the [Cambrai](#) also jumped in to rescue people thrown from the ferry. Many couldn't be revived as the passengers on the lower deck were trapped below. Ferry crews, sailors, police and the owners of other pleasure craft combined to pull people from the water. More than



100 people were sent in ambulances to the Sydney and St Vincent's hospitals. The final death toll was not known until after the ferry was raised from the bottom of the harbour and the bodies of those trapped below were recovered. In all, 19 people died — 17 were women, one was a man and the other was a seven-year-old boy. Identification of the victims had been difficult because many had flocked aboard in casual summer clothing, with little more than the jewellery they were wearing as a means of identification. An inquiry into the disaster found Rosman negligent and his captain's ticket was suspended for three years. But he continued to operate his ferry business well into the 1970s. The [Rodney](#) was later seized to pay for damages awarded to one of the passengers. It was sold, refitted and continued life as the [Regis](#) and, then later, as the [Regalia](#). (Source: *The Daily Telegraph*)

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OFFSHORE NEWS

SINGAPOREAN FIRM TO REFURBISH AND SELL NINE NEWLY-PURCHASED VESSELS



Singapore's offshore services provider Kim Heng has entered into Memoranda of Agreement (MoA) for the acquisition of nine vessels for a total consideration of approximately \$9.28 million. Ruhm Mazu Sdn Bhd, a 49 per cent owned indirect subsidiary of Kim Heng, entered into agreements to purchase

four anchor handling tug supply (AHTS) vessels, three offshore support vessels, one 400 pax accommodation barge, and one special service offshore support vessel. With the acquisition, the company said it will be able to position and meet the growing demands from the marine and offshore and the renewables sector. The vessels will be refurbished at Kim Heng's two shipyards, Pandan and Penjuru, and onsold for profits and/or chartered out to generate charter revenue. According to the Singaporean company, refurbishment of the vessels at its own facilities enables the group to maximize the utilization of the two shipyards. The consideration will be funded by a combination of internal resources and bank borrowings. Kim Heng's fleet currently comprises seven AHTSs, three AHTs, five tugs, 22 barges and three fast crafts. *(Source: Offshore Energy)*

THE "GEO BARENTS" OF THE NGO DOCTORS WITHOUT BORDERS IMMOBILIZED IN ITALY

The Italian authorities have ordered the administrative detention for 20 days of the rescue ship **Geo Barents** of the NGO Médecins sans frontières (MSF), and are demanding a fine of between 2,000 and 10,000 euros. "The Italian authorities came on board the ship and informed our team that the ship was detained and that a fine would be applied," the NGO Doctors of the World said on Friday February 24. "We are currently evaluating what legal actions we can take to challenge." » The **Geo Barents** had completed its last rescue mission on February 17, disembarking 48 rescued people in the port of Ancona. The port



authorities criticized the NGO for not having shared "all the required information concerning [his] last trip". The receivership took place on Thursday the 23rd, while the ship was in Sicily, just hours after parliament passed Giorgia Meloni's government's controversial new rules on rescuing migrants, AFP reports. The new law requires humanitarian vessels to carry out only one rescue at a time, which aid organizations say increases the risk of death in the central Mediterranean, which is considered to be the most perilous crossing in the world for migrants. (*Source: Le Marin*)

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SURVEY FOR SOUTHERN NORTH SEA GAS PROJECT SET FOR APRIL



On 23rd February, at 08h00 in the morning, the American oceanographic research ship **Roger Revelle** (IMO 9075228) arrived off Cape Town, after a South Atlantic transit voyage that had begun in Punta Arenas, in Chile on 1st February. She entered Cape Town harbour and proceeded straight to berth 705, the outermost layup berth, located just outside the Ben Schoeman dock. It was almost a sign that Transnet were under instructions to keep her as far

away as possible, despite berths

closer to the City being available. Built in 1996 by Halter Marine Incorporated at Gulfport, in the American state of Mississippi, '**Roger Revelle**' is 83 metres in length and has a displacement of 3,512 tons. As with the majority of modern research vessels, she has diesel-electric propulsion and is powered by two Caterpillar 3516 16 cylinder 4 stroke main engines producing 2,816 bhp (2,100 kW) each. These provide power to two General Electric motors providing 2,237 kW to drive two LIPS Z-Drive azimuth thrusters for a service cruising speed of 12 knots. Her auxiliary machinery includes two Caterpillar C32 generators providing 940 kW each. For added manoeuvrability '**Roger Revelle**' has a bow azimuth ZF thruster providing 880 kW. Together with her azimuth propulsion thrusters, this gives '**Roger Revelle**' a dynamic positioning classification of DP2, which is controlled by a Kongsberg DP-OS1 system. The DP system takes readings from 2 DGPS units, 2 Gyros, a GPS Attitude Position sensor, an Acoustic Positioning sensor, and a wind monitoring system. As an oceanographic research vessel, she is extremely well equipped, as one would expect from an American vessel. She has a one of a kind Hydrographic Doppler, long range, dual frequency, Sonar

System (HDSS), which is used to measure current shear in high resolution. She also has a Deep water, multibeam, echosounding, seabed mapping system, capable of working in water depths of up to 12,000 metres, and displaying in either bathymetry, or sidescan sonar modes. She also has a singlebeam echosounder, a sub bottom profiler, an Acoustic Doppler current profiler, and a multifunction XBT launcher. Unusually for a research vessel, **'Roger Revelle'** has a scientific X-Band radar, used to measure oceanic surface wave properties. All of her transducers are not mounted in the hull, which is the norm, but instead they are all mounted on a separate gondola, which is mounted 2 metres below the hull, and thus below the noise and disturbances that the hull creates as it moves through the water. Her aft working deck has an area of 378 m², and is equipped with a Fritz-Culler 'A Frame' over the stern, with a safe working load of 12 tons. She also has a North American MCT-1565 deck crane, and a Morgan HIAB deck crane to assist in the movement of scientific equipment. For overside operations **'Roger Revelle'** has a dual storage trawl winch, with one drum holding 15,000 metres of trawl wire, and the other drum holding 10,000 metres of electromechanical cable. She has two hydrographic winches, one holding 10,000 metres of hydrographic wire, and the other holding 10,000 metres of 3-core electromechanical cable. She also has a CTD winch holding 10,000 metres of 3-core electromechanical cable. She operates with a crew of 22 persons, and can carry a scientific complement of 37 persons. She has laboratory space of 372 m², which includes a main dry

lab, a wet lab, a hydro lab, an analytical lab, and a computer lab. She is able to carry up to 8 TEU on deck for additional laboratory, or equipment, space. There are also two large, walk-in, scientific specimen freezers. She has an endurance of 60 days and 15,000 nautical miles, and a reduced endurance of 52 days if operated continuously at her service speed of 12 knots. Owned by the US Navy, **'Roger Revelle'** is operated by the Scripps Institution of



Oceanography, of the University of California, at San Diego (UCSD). She is managed by the University National Oceanographic Laboratory System (UNOLS), as a shared facility under a charter agreement from the US Office of Naval Research, and is available to any US federal, state, and other agencies. She receives funding for her research from the National Science Foundation (NSF).

As a US Navy owned vessel, although civilian operated, **'Roger Revelle'** has a pennant number of AGOR-24, which she does not display on her hull. She is the second of a class of four Global Class of Oceanographic Research Vessels. Two other vessels in the class, 'Thomas G. Thomson AGOR-23', and 'Ronald H. Brown R-104', have both visited South Africa in the past. She is named after the Oceanographer Roger Revelle (1909-1991), who was an oceanographer with the US Navy in World War 2, and who planned the Office of Naval Research after the war. He was deeply involved in the growth of oceanography, and the development of the Scripps Institution of Oceanography, being instrumental for its expansion due to the planned programme of US oceanographic research in the International Geophysical Year, which led to the signing of the Antarctic Treaty. He was the first President of the Scientific Committee on Oceanic Research (SCOR), of the International Scientific Council. The voyage that terminated in Cape Town was a transit scientific cruise, with eight days set aside for localised scientific activities. The transit research included that on the spatial patterns of seabirds in the South Atlantic current, as well as carrying out seabed mapping whilst underway, and

using the transit to calibrate her sonars. The major research carried out by ‘**Roger Revelle**’ on this voyage was to study the interaction between the Bouvet hotspot, and the southern mid-Atlantic ridge, located at 55° South. Surveys were also carried out on a 180 kilometre long segment, where there is a thermal anomaly of the mid-Atlantic ridge, located between 50° South and 52° South. She finished the cruise by spending two days off the Agulhas Bank pre-surveying the area for her next cruise. She is due to sail from Cape Town on 5th March, on a cruise quantifying the interocean exchange in an area known as the Cape Cauldron, of the western Agulhas Bank, which is a hotspot of Agulhas Current eddy kinetic energy. Studies and satellite data suggest that Agulhas Current leakage,



i.e. the movement of Indian Ocean waters into the South Atlantic, is increasing with climate change. Agulhas Current leakage also impacts the adjacent West Coast Benguela Current upwelling system, with increasing eddy kinetic energy, which is expected to flush more nutrients and organisms further offshore, thus causing a reduction in the productivity of this important South African fishery. This

cruise of ‘**Roger Revelle**’ will terminate back in Cape Town on 30th March. Following that, her final departure from Cape Town will take place on 7th April, when ‘**Roger Revelle**’ will embark on a Western Indian Ocean Marine Science Association (WIOMSA) research cruise, as part of the ongoing Second International Indian Ocean Expedition (IIOE-2). This cruise will conduct experiments within the East Madagascar Current (EMC), and also in the Deep Madagascar Basin (DMB). It will examine pathways after the EMC separates from the continental shelf near the southern tip of Madagascar, and whether it turns east into the Madagascar Basin, or it turns west into the Mozambique Basin, or both. As a sign of how American scientific funding benefits African nations, this cruise will support, and fund the participation on ‘**Roger Revelle**’ of six undergraduate Malagasy marine students, including a Malagasy marine scientist in the research cruises.

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This funded project will also be organizing a two week summer school in Madagascar for marine science undergraduates. The proposed research will be a US contribution to the 2nd International Indian Ocean Expedition (IIOE-2). The cruise will terminate in Port Louis, in Mauritius on 13th

May. Later this year, **'Roger Revelle'** is expected to return Cape Town, when she arrives from Fremantle in Western Australia. She is due to sail from Fremantle on 21st July, to conduct an ongoing GO-SHIP research cruise along the 32° South meridian. The cruise will be a hydrography cruise on oceanic carbon and tracers, which is part of the climate change research into the acidification of the oceans. This GO-SHIP cruise will also be part of the Sampling Quantitative Internal Wave Distributions (SQUID) research programme. The SQUID portion of the cruise will deploy eight EM-APEX profiling float buoys. These buoys will conduct profiling of sub-surface ocean waves, and will be programmed to sink to specific depths to collect internal wave data, before returning to the surface and transmitting the data, via satellite, before sinking once more into the depths of the Indian Ocean. This will be the first of a planned programme of six SQUID cruises, with each cruise deploying eight EM-APEX buoys in the Indian Ocean. The programme will be conducted over a period of three years. On this first combined GO-SHIP and SQUID cruise, **'Roger Revelle'** is expected to arrive back in Cape Town on 13th September. *(Source: Africa Ports & Ships by Jay Gates; Photos: Dockrat)*

SUBSEA 7 AND AKER SOLUTIONS SCORE WITH AZULE ENERGY OFF ANGOLA

Subsea 7 and Aker Solutions have both won contracts from Azule Energy, a BP and Eni joint venture, for the Agogo Integrated West Hub development offshore Angola. Subsea 7's contract, worth between \$300m and \$500m, includes the transport and installation of approximately 98 km of flexible pipes, 30 km of umbilicals and associated subsea structures in water



depths of around 1,700 m. Project management and engineering have commenced and will be managed from Subsea 7's offices in Angola, France, the UK and Portugal. Fabrication will take place at the Sonamet yard in Lobito. Offshore operations are planned between Q4 2024 and Q4 2025. Meanwhile, Aker Solutions will provide dynamic and static subsea umbilicals for the project in a separate deal worth between NOK0.5bn (\$48.3m) and NOK1.5bn (\$150m). The contract includes the engineering, manufacturing and delivery of a complete umbilical system as well as ancillary equipment and services. The umbilicals will be manufactured at Aker Solutions' site in Moss, Norway, with deliveries in Q2 of 2024. *(Source: Splash24/7)*

HORNBECK BUYS SIX OSVs FROM EDISON CHOUDEST

Covington, La.-based offshore vessel owner Hornbeck Offshore Services has reached a deal to acquire six offshore supply vessels (OSV) from an affiliate of its peer Edison Chouest Offshore. Hornbeck announced Monday it entered into a definitive vessel purchase agreement with Edison Chouest's Nautical Solutions to buy the "high-spec new generation" OSVs for an undisclosed cash price. Each of the vessels are U.S.-flagged, Jones Act-qualified, 280 class DP-2 OSVs with capacities of circa 4,750 DWT, the company said. Hornbeck said it expects to take serial deliveries of all six vessels over the

next 12 to 15 months, based on certain conditions. Todd Hornbeck, the company's president and



chief executive officer, said, "We are very excited about this additional acquisition, which continues our growth strategy for the benefit of our employees, oilfield and non-oilfield customers and other constituents. We continue to explore our strategic plans for additional growth and business diversification initiatives as we look to the future." Hornbeck has been growing its fleet, having purchased 10 OSVs from Edison Chouest in January 2022 and another three from the U.S.

Department of Transportation's Maritime Administration (MARAD) in February 2022. (Source: *MarineLink*)

SIMON MØKSTER FIXES PSV TO EQUINOR

Norwegian shipowner Simon Møkster Shipping has won a new contract from Equinor for its platform supply vessel **Stril Pioner**. The 2003-built vessel has been fixed to Norwegian energy major for six months. The deal comes with options, which have not been specified. The LNG dual-fuel vessel has been on contract with Equinor for many years supporting its logistic operations. (Source: *Splash24/7*)



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FS CRATHES BACK IN SNS POOL



The Cypriot-flagged **FS Crathes** of Fletcher Supply Vessels at Aberdeen is back. The 73.6 meter long, diesel-electrically powered supply unit has once again been chartered by pool manager Peterson Den Helder for deployment in the Southern North Sea (SNS) Pool. Now for a period of six months. This brings the fleet of this pool to ten suppliers. The **FS Crathes**,

delivered in 2008 by the Norwegian STX Europe yard in Aukra, has become a well-known appearance in Den Helder because the supplier has already been active several times within the fleet of the SNS Pool operating from our port. The **FS Crathes** is propelled by two MAK 6M25 diesels, each good for 2,690 hp, and is the replacement for the **Olympic Electra** that has returned to Norway. The Fletcher fleet currently has 14 suppliers. (Source: www.maritiendenhelder.eu)

U.S. MARINE CORPS CONVERTS OSV INTO A STERN LANDING CRAFT TESTBED

The U.S. Marine Corps is about to get its hands on a vessel testbed for a stern-ramp landing craft. Trials with the new design will inform the service's plans for its future shore-to-shore connector, the Landing Ship Medium. Last year, Military Sealift Command contracted with Hornbeck to transform the commercial OSV **HOS**



Resolution into a "Stern Landing Vessel" for USMC conceptual testing. **HOS Resolution** began life as a 2,750 dwt DP2 OSV with twin CPPs and a 12-foot draft. To make her into a testbed for a stern landing craft, a shipyard in Louisiana is adding a large articulated loading ramp, plus skegs, hull reinforcements, and jackup leg stabilizers, according to USNI. The **HOS Resolution** is nearly done with shipyard conversion and should begin evaluation by the Marine Corps Warfighting Lab and Military Sealift Command soon, according to Defense One. After that, it will head for San Diego in the spring for a series of experiments and tests. As a testbed, **HOS Resolution** is a bit smaller than the Marine Corps' vision for its proposed Landing Ship Medium (LSM), which will carry 75 Marines and their gear. However, the OSV-based scale model will give the service an early taste of what it can accomplish with the design; **HOS Revolution** may well be the largest beach landing vessel ever built with a stern-facing ramp, and perhaps the sole example with jackup legs. The project appears to be behind schedule: last year, Navy Times reported that the testbed vessel would deliver in summer 2022 and would go to the operational 3rd Marine Littoral Regiment for trials. It will now deliver in

spring 2023 and will go to the experimental Marine Corps Warfighting Lab. The LSM is key to the USMC's strategy to disperse small combat groups of Marines on far-flung islands in the Pacific, where they could target enemy warships and aircraft. However, the program has been a source of friction between the Navy and Marine Corps. The Navy would like to build a small number of well-armed, high-spec LAWs; the USMC has insisted on a requirement of 35 lightly-armed, inexpensive LAWs. This month, the USMC dropped its demand for 35 hulls and downgraded its formal requirement to nine. A stern ramp beach landing craft is a rare vessel class, and known examples appear to be less than 500 dwt in size. The Marine Corps has other technical options. A competing proposal from Austal USA would use a bow door and forward ramp arrangement, much like the Landing Ship Tank (LST) of WWII. The Navy solicited about one dozen preliminary designs for the LSM, and after downselecting last year, there are a total of five concept design contracts running. Both bow and stern ramp arrangements are allowable under the requirement. *(Source: Marex)*

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THE SWEDISH VIKING SUPPLY SHIPS PREDICTS A STRONGER YEAR IN 2023 AFTER A DECLINE IN THE FOURTH QUARTER



Offshore shipping company Viking Supply Ships expects a stronger market in 2023, although a "fragile economic climate" creates uncertainty. Viking Supply Ships chose to put one of its ships in storage during the fourth quarter, when the market went down. The offshore company's three other vessels had a turnover of SEK 83 million, compared to SEK 86 million in the same quarter of 2021, Viking Supply Ships writes in its accounts. *The net loss decreased* With the lower

turnover, the net loss fell to SEK 55 million from a deficit of SEK 27 million the previous year. There was more tonnage on the market during the fourth quarter and generally lower activity, which led to weaker utilization of the Swedish shipping company's fleet of offshore vessels. - Russia's war against Ukraine, increasing focus on energy security and a fragile economic climate affected the offshore market in 2022, writes the shipping company's CEO Trond Myklebust in the report. Year 2023 will

be "marginally better" However, he expects that later this year there will be more activity in the North Sea offshore market, driven by "an increasing number of active rigs on both the Norwegian and UK shelves. We are also seeing increased demand from project work." 2023 is therefore expected to be "marginally" better than 2022 at Viking Supply Ships. For the full report click [HERE](#) (Source: *Viking Supply Ships*)

MUSEUM NEWS

MET MANKRACHT BLIJFT DE WEER IN DE VAART

Het is de enige in de wereld van dit model, weet Loek Keuter, bemanningslid onderhoud, trots te vertellen. Hij behoort tot een enthousiaste groep veelal oud brandweermensen, die sinds 2015 in Zaandam de ruim 60 jaar oude blusboot **De Weer** in de vaart houden. Voor de foto zet hij de waterkanonnen even in werking. Een magnifiek gezicht. Paul Dijkstra, oud-



bemanningslid en nu ook vrijwilliger bij Stichting Blusboot **De Weer**, legt uit dat bij een brand de boot ongeveer 12.000 liter water per minuut kon geven. „Berucht waren de cacaobranden, wat konden die stinken, soms wel fiekies van 4 à 5 dagen”, herinnert hij zich. Inkomsten zijn altijd belangrijk voor de stichting, want bijvoorbeeld de verzekeringskosten zijn pittig. Voor een schappelijk bedrag kun je met familie of bedrijf met **De Weer** het water op. (Source: *Scheepspost*)

EVENT NEWS

VLOOTDAG HARLINGEN OP 1 APRIL



Op zaterdag 1 april 2023 viert de Harlinger Zeilvloot weer de jaarlijkse opening van haar nieuwe vaarseizoen! Deze dag, de Vlootdag van Harlingen, wordt georganiseerd door de Verenigde Bruine Zeilvaart Harlingen (VBZH) in samenwerking met BENG Evenementen. Het is een feest voor iedereen, van jong tot oud. Kom langs de zeezijde van de Zuiderhaven en ervaar de nautische sfeer en de

bruisende zeehavenstad Harlingen. **Vlootdag** Gedurende de Vlootdag kun je genieten van muziek, een grote bonte markt, kinderspelen, demonstraties en oude ambachten. Er is de mogelijkheid om de schepen te bezichtigen, te genieten van een hapje en drankje op het speciaal voor deze dag ingerichte 'Vlootdag food & drink plein' en als klap op de vuurpijl kun je meevaren met één van de schepen op het Wad. **Stap aan boord** De Harlingen zeilschepen, afgemeerd aan de kade, houden 'open schip'. Zo kunt u de schepen eens rustig van binnen bekijken. Aan boord van de schepen zijn verder nog exposities, demonstraties, koffieschenkerijen, proeverijen en nog veel meer. De informatie hierover vindt u op de diverse vlootdag-presentatieborden die door de hele stad verspreid staan. **Bonte Markt** Op de kades is een Bonte Markt met voor ieder wat wils! Variatie, een uitgebreid en origineel aanbod van kleding, antiek & curiosa, ambachtelijke, streek- en seizoensgebonden producten, woon-, decoratie – en modeaccessoires, nautische- en 2e hands (scheeps)artikelen en meer. Tijdens de markt is er muziek, straattheater en amusement die de markt extra levendig en aantrekkelijk maken. Kortom: een bruisende markt om gezellig langs te struinen en bovenal een fijne ontmoetingsplek voor iedereen! (*Source: Scheepspost*)

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14E TRADITIONS SCHIFFE TREFFEN IN LEER, 18 T/M 20 AUGUSTUS

Het treffen van Traditionele Schepen in Leer staat dit jaar in een zeer speciaal teken voor de stad Leer: de stad Leer kreeg 200 jaar geleden stadsrechten. Ook dit jaar wordt er voor een gevarieerd programma gezorgd tijdens de drie dagen van het evenement. Nederlandse schepen worden hiervoor ook nadrukkelijk uitgenodigd.



Geregistreeerde vereniging "Schipper Klottje Leer". De saamenhorigheid en de gesprekken onder de liefhebbers van traditionele schepen zijn erg belangrijk, ook met de Nederlandse vrienden. De historische schepen zullen veel geïnteresseerde bezoekers van "heinde en verre" trekken en bijdragen aan de revitalisering van onze prachtige historische binnenstad. Tegen de achtergrond van de verlening van stadsrechten 200 jaar geleden wordt duidelijk welke betekenis de haven, de schepen en de scheepvaart lang geleden hadden en nog steeds hebben voor Leer. Het zou mooi zijn als er weer veel schepen aan ons treffen deelnemen en reclame maken voor de lange en belangrijke scheepvaarttraditie in de Duits/Nederlandse regio. Via het [aanmeldingsformulier](#) kun je aangeven of

je aanwezig zult zijn op ons treffen. Stuur deze s.v.p. naar: Schipper Klottje Leer e.V., p/a Gisela Wessels, Kampstraße 19, 26789 Leer (Germany) of per E-Mail: Gisela.wessels1@ewetel.net of kontakt@schipperklottje.de. Wij nemen dan tijdig contact met je op en geven je meer informatie.
(Source: *Scheepspost*)

WINDFARM NEWS - RENEWABLES

WIND INSTALLATION VESSEL EMISSIONS REPORTING UNDER THE MICROSCOPE



Class society DNV and partners have launched a new joint industry project with the aim to establish a monitoring and reporting framework for assessing greenhouse gas (GHG) emissions in the offshore wind installation sector. Offshore wind is seen as one of the vital parts of the energy transition, with DNV's Energy Transition Outlook projecting that by 2050 it will supply some 15% of the

world's total electricity generation and grow to 50% of ocean capex. However, the class society said that this growth projection will require a massive ramp-up in the development and deployment of offshore wind installation vessels. "As the global energy transition accelerates, transparent emissions reporting is becoming an essential part of the expectations that all players in the shipping industry have to meet," said Arnstein Eknes, DNV segment director for special ships. However, Eknes added that most current metrics track transportation work, such as emissions per ton mile. "This leaves us with a gap for vessels in the offshore wind installation segment, where the types of work performed is much more complex. Our aim is to create a shared set of standards for tracking and reporting these emissions, one that covers these varied work modes, propulsion modes, and operational activities," he said. The project is expected to provide a framework that will enable contractors and operators to document vessel performance and more easily set reduction targets, according to Henning Carlsen, smart class manager – offshore classification, at DNV. "Charters and financial institutions will then be able to compare vessels on these GHG metrics and document the efficiencies in their projects. We hope that this can then feed into regulations that are better tailored to the needs of the segment and boost the industry's drive towards a greener future," he noted. The project will run through 2023 to establish a set of emissions metrics that can provide a foundation to objectively measure GHG emissions. It is expected to result in parameters and measurements of "work performed" that are appropriate for the individual ship types and common modes of operation, including DP operation, standby, transit and lifting. In addition, the project partners said they will work to develop a set of reference values that can be used as a benchmark for operations in the industry for both internal and external stakeholders – comparable to existing standards (AER, or annual efficiency ratio; CII, or carbon intensity indicator; and EEOI – energy efficiency operational index) for other ship segments. The project will focus primarily on foundation installation vessels, wind turbine installation vessels, and cable laying vessels. The partners comprise energy companies, ScottishPower Renewables, RWE, Vattenfall, Orsted, and installation companies, Jan De Nul Group, DEME, Ziton, Cadeler, Van Oord,

Fred. Olsen Windcarrier, and DNV. (Source: *Splash24/7*)

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BOSKALIS ACQUIRES MULTIDISCIPLINARY OFFSHORE WIND FARM PROJECT MORAY WEST

Boskalis has secured a multidisciplinary role in the development of the Moray West offshore wind farm in Scotland. On behalf of its client, Boskalis will carry out a large number of the activities contributing to the development of this renewable energy project in the coming 12 months. The sizable(1) contract was awarded by Ocean Winds, the 50:50 joint venture between EDP Renewables and ENGIE dedicated to



offshore wind energy. The Moray West offshore wind farm is located off the east coast of Scotland in the Moray Firth. The 882 MW wind farm will have the capacity to power up to 640,000 homes in United Kingdom. The development consists of 60 offshore wind turbines and two substations, all fixed on monopile foundations. Based on the large turbine size (14.7 megawatts) and water depth (up to 54 meters), extremely large XXL monopiles weighing up to 2,000 tons each will be required for this development. Boskalis has been able to offer its broad range of its capabilities in this project and already carried out offshore geophysical site survey that also included survey for identification of unexploded ordnance. In the coming months, Boskalis will transport a large number of the monopiles from the Far East to discharge at the port of Invergordon, near the project site. These monopiles – eight per voyage – will be transported on the heavy transport vessel [White Marlin](#). Prior to the installation of the foundations, Boskalis will carry out the seabed preparation activities by installing a layer of rock that will act as a filter and scour protection for the monopiles. Subsequently, Boskalis will deploy its DP crane vessel [Bokalift 2](#) for the installation campaign. With its 4,000-ton crane the [Bokalift 2](#) will install the monopiles using its new upending hinge and motion-compensated pile gripper. Furthermore, in addition to a very large impact hammer, Boskalis will also deploy a vibro-hammer on this project. As a part of its campaign, Boskalis will also install two substations with their

respective transition pieces. Boskalis' strategy is aimed at leveraging on key macro-economic factors which drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This project is related to the development of generating renewable energy due to climate change and increasing energy consumption. (PR)

DREDGING NEWS

TSHD ALBATROS AT NAPIER PORT



Napier Port has just released this amazing photo of the trailing suction hopper dredger (TSHD) [Albatros](#). The dredger is getting ready to undertake some maintenance dredging of the shipping channel and inner harbour following the cyclone. She's arriving from Port Taranaki, and will be with Napier Port for a few weeks before heading up the coast to

Gisborne. (Source: *dredging Today*)

MORE DREDGING NEEDED TO KEEP THE AMELAND – HOLWERD ROUTE OPEN

In order to keep the sail between Ameland and Holwerd at reach depth and width, Rijkswaterstaat recently began dredging of the shoals in this part of the Wadden Sea. From today, February 27th, Rijkswaterstaat will speed up operations and deploy an additional dredger on the Ameland – Holwerd fairway. According to Rijkswaterstaat, these additional measures are being taken because shipping



company Wagenborg was recently forced to cancel sailings at low tide. Despite these efforts, it is increasingly difficult to maintain the target depth of the channel with the current dredging material, the agency said. They also added that this is due to a natural process in which sediment from the water is deposited on the bottom of the Wadden Sea. As a result, the bottom rises and the mudflat channels become increasingly difficult to navigate. In addition, rapid changes in the position of the channel and sediment movements mean that the effects of the dredging work are less predictable.

(Source: *Dredging Today*)

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DEME ACHIEVES TWO RECORDS IN 2022



DEME Group has just released the full year results for the last year. According to their official statement, DEME achieved two records in 2022: an orderbook of more than 6 billion euro and an all-time high turnover at 2,655 million euro, an increase of 6% year-over-year. There was healthy demand in all segments, leading to a 285 million euro increase in orderbook compared to December 31, 2021. A series of contract awards for offshore

projects around the globe, including in new geographies, boosted the orderbook. All segments contributed to the turnover growth. Offshore Energy and Dredging & Infra delivered a 5% and 3% turnover growth, respectively and Environmental increased 24%. Dredging & Infra slightly improved its topline compared to 2021 despite challenging geopolitical conditions while Offshore Energy achieved several key milestones, including the installation of the largest ever monopile foundations installed in Europe and the completion of an offshore wind farm on a rocky seabed, both industry firsts and demonstrating DEME's technical and engineering expertise. Environmental had a busy year with large scale projects in the Benelux, France, Norway and the UK. **Highlights** – Orderbook is record strong at 6,190 million euro, up 5% compared to last year, reflecting continued healthy demand, strong market positioning and sizeable wins mainly in the Offshore Energy segment; – Group turnover grew 6% year-over-year to 2,655 million euro, with growth in all segments; – EBITDA amounted to 474 million euro, or 17.9% of sales, up from 469 million euro in 2021; – Net profit was 113 million euro compared to 115 million euro a year ago; – Capital expenditure amounted to 484 million euro, compared to 282 million euro in 2021, reflecting further expansion of DEME's fleet; – Proposal for a gross dividend of 1.5 euro per share. (Source: *Dredging Today*)

HOPPER DREDGE VIKING R WORKING IN BUNBURY

Another round of maintenance dredging works in Bunbury is underway, according to the

Department of Transport, Western Australia. Dredging, which kicked off last week, is expected to continue until mid-March. Over the course of the project, the contractor will dredge the main shipping channel and Outer and Inner Harbours at the Port of Bunbury. Taking part in the project are hopper dredge 'Viking R', plough / seabed levelling tug 'Edi' and trawler 'Amanda Verne K'. The purpose of the maintenance programme is to maximise the depth, safety and efficiency of the channels and berths within the port. Dredging works are usually undertaken twice a year at the Port of Bunbury. A trailer suction dredge removes naturally accumulated sand and silt from the shipping channel and outer harbour berths, and deposits the material at the ocean spoil ground. (Source: *Dredging Today*)



YARD NEWS

HAV DESIGN BECOMES FIRST EUROPEAN FIRM TO DESIGN SOV FOR U.S. MARKET



The Norwegian company HAV Group said Monday that its ship-design subsidiary, HAV Design, had signed a contract with Fincantieri Bay Shipbuilding to construct a newbuild service operation vessel (SOV) destined for the Coastal Virginia offshore wind project in the U.S. The ship will be built for CREST, a

partnership between the U.S. company Crowley and the Danish company ESVAGT. "The contract marks the U.S. breakthrough for HAV Design, which becomes the first European ship designer to develop an SOV for the U.S. market," HAV said. The U.S. plans to install 30 GW of offshore wind by 2030. HAV cited the American Bureau of Shipping (ABS) class society and other industry experts, who say that the offshore wind build-out in the U.S. would call for more than 100 U.S. vessels. Gisle Vinjevoll Thrane, vice president of sales at Norway-based HAV Design, said: "We have designed and developed numerous SOVs for use in demanding offshore climates, but this is the first time we are designing a vessel for the US market. We are confident in the operational benefits our vessel design brings to the table, so we believe that this contract can open the door for further work in the USA." The newbuild hybrid vessel will be HAV 832 SOV design and will be constructed by Fincantieri Bay

Shipbuilding in Sturgeon Bay, Wisconsin. The ABS-class vessel will be 88 meters long and 17.6 meters wide. It will be able to carry 20 crew members and 60 special personnel and sail under the U.S. flag. The ship will go into service in 2026. "We have designed a number of vessels, including SOVs, for ESVAGT in Europe in the past. They are highly familiar with the HAV 832 SOV design and the operational benefits it offers. We look forward to cooperating with them in the US too," adds Vinjevoll Thrane. HAV Design has not disclosed the value of its contract. Following completion, the newbuild SOV will go on charter for Dominion Energy for its 2.6 GW Coastal Virginia Offshore Wind Project which will include 176 wind turbine generators provided by Siemens Gamesa. Once online, the project is expected to provide enough electricity to power up to 660,000 households at rated wind speed. (Source: *MarineLink*)

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SWEDISH ICEBREAKER PROCEEDS TO CONSTRUCTION

The state-of-the-art icebreaker with unrivalled energy efficiency will be the first methanol-ready icebreaker in the world. The development of the next-generation Baltic assistance icebreaker has progressed to the next phase. The Aker ARC 130 S design has been finalized in close co-operation with the



Swedish Maritime Administration (SMA) and optimized for Sweden's icebreaking needs. *Selection of shipyard* The decision to construct at least two new icebreakers for Sweden was made in December 2022. The first vessel is planned to be delivered in 2026 and the second about a year later. Currently, SMA is evaluating shipyards which would have the expertise and possibility to build the vessels. This assessment should be ready in February 2023. "After that, we can send out requests for tenders and continue the dialogue with our shortlist of shipyards," says Dan Broström, project manager at SMA. "We aim to sign the agreement in September 2023 and begin construction preparations immediately." *Methanol chosen as fuel* The initial concept was prepared with the possibility of adapting the design for various alternative fuels. After Sweden selected renewable methanol as the future non-fossil fuel of its next-generation icebreakers, the design was finalized to consider the special requirements of methanol fuel and to maximize achievable autonomy time during assistance icebreaking operations. "Currently, the plan is to build the icebreaker initially for fossil-free renewable diesel oil (hydrotreated vegetable oil; HVO) with readiness to adopt methanol fuel as soon as the technology

has matured and fuel availability is secured,” Broström outlines. “The harbour generators will use methanol-based MD97 fuel from the start.” However, since engine manufacturers are working tirelessly to advance the technology as fast as possible and various bio- and e-methanol plant projects are progressing in Sweden, it might well be feasible to build the icebreakers directly for biomethanol use. *Technical pioneers* The Swedish icebreakers will be the first methanol-ready and potentially the first methanol-fuelled icebreakers in the world. This continues the trend with the Baltic icebreakers as technical pioneers, the previous one being Finnish icebreaker *Polaris*, the world’s first LNG-fuelled icebreaker. When the project began, *Polaris* and two Russian icebreakers, *Aleksandr Sannikov* and *Andrey Vilkitsky*, had recently been commissioned, all being part of the Aker ARC 130 family of icebreaker designs developed by Aker Arctic. “We could benefit from the previous designs and develop them further,” says Mikael Sandström, Master mariner, nautical expert at SMA, who has been in charge of overseeing the technical details. *New hull form* There are multiple specialities which set this icebreaker design apart from its predecessors in addition to the fossil-free fuels. “The hull form is new and does not correspond to anything built before. The ice resistance is extremely low for an icebreaker of this size which improves fuel efficiency, lowers emissions, and is cost-efficient in use,” Sandström explains. “The energy storage system will also help to keep engine hours down, minimizing service costs and reducing emissions.” *Channels for Panamax vessels* Cargo vessels arriving to the Baltic Sea are growing in size. Panamax-sized vessels with a breadth of 32 metres are visiting harbours more frequently, requiring assistance during the winter navigating season. “Shipping lanes on the Bay of Bothnia are rather narrow in winter which means that a Panamax vessel beset in ice could effectively block traffic. We don’t want that to happen,” explains Broström. “At the same time, we cannot afford to use two icebreakers to assist a single ship while numerous others are in need of assistance in our freezing waters. Therefore, one icebreaker has to be able to handle one assisted vessel.” Accordingly, the new icebreakers will be able to create channels of variable widths up to 32 metres. “We had the chance to try how to make a wide ice channel with a narrower ship hull in full-scale on *Polaris*, and are confident that all vessels, even wider than 32 metres, will be taken care of,” Sandström adds. *Sharp manoeuvring* The chosen triple-azimuthing propulsion layout, already proven with *Polaris*, will ensure excellent steering capabilities. “The manoeuvring will be fast and sharp, which saves time. We will be able to turn 90 degrees and move backwards as fast as forwards, which will enable us to assist large vessels on all sides without delay,” Sandström says. “Icebreakers are bottom-heavy and roll unpleasantly if not countered with an anti-rolling system. Therefore, this was another important feature for us to add in the design. Cruise ships can have fin stabilizers, but these are not suitable for icebreakers,” he says. In order to make assistance operations safer, easier and more efficient, special attention was paid to the layout and user-friendliness of towing equipment. *Tests to verify selections* The essential features have been tested in Aker Arctic’s ice laboratory as well as in SSPA’s open water basins in Sweden to compare options and confirm results. “The competence development has been tremendous for us in Sweden, but I believe also our partners have learned from our constant questions and challenges to established procedures,” Sandström says. “We are confident that the final design meets all our expectations, and that the vessel will be as successful as we have envisioned. Through the fruitful three-party cooperation work with Aker Arctic and the Finnish Transport Infrastructure Agency we have come up with many ingenious solutions,” he adds. *State-of-the-art icebreaker* Sandström and Broström are extremely proud of the final icebreaker design and that it will meet future environmental demands. “Regardless of the fuel we use, the icebreakers have the potential to become completely fossil-free,” they say. “Also, in today’s volatile market, it is good to have two options.” Equal efficiency in operations will be achieved using either renewable diesel oil (HVO) or methanol sourced from renewable feedstock. “We are building a state-of-the-art icebreaker which combines the best technical features available today with the best renewable fuels for icebreaking. It will meet today’s

and tomorrow's needs to secure maritime traffic in the Baltic Sea, and will assist in ensuring the supply of goods in both Sweden and Finland," Broström emphasizes. (PR)

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PARTNER THE SHIPYARD HANDED OVER A PARTIALLY EQUIPPED SHIP OF THE R3 SOUTHERN ROCK PROJECT



Szczecin Partner Shipyard Sp. z o. o. handed over another partially equipped ship's hull built for its regular customers in the Netherlands - a ship adapted to carry heavy and large-size cargo, also reloaded in the ro-ro system - **Southern Rock** project R3. The main contracting party that will deliver the ship to the shipowner is the Dutch Hartman Marine Shipbuilding BV. Its subcontractor is the Neptune Shipyards shipyard,

also from the Netherlands, which commissioned the construction of a partially equipped ship to the Polish company Partner Stocznia Sp. z o. o. This is already the third partially equipped vessel (R3) delivered by the shipyard operating in Skolwin. The first vessel of the R3 project is Celtic (ship number 012, IMO 9917672), handed over to Hartman Seatrade CV on December 26, 2021. Next was the Adriatic (shipbuilding construction symbol 013, IMO 9944871) intended for the shipowner Global Seatrade BV from Tollebeek. It was launched in Poland on May 14, 2022. Sea towing to Ijmuiden ended on June 2 last year, from where local tugboats delivered the hull to the VCU TCD shipyard in Urk, where it was retrofitted and finished under the supervision of Hartman Marine Shipbuilding BV. The hull of the third R3 - **Southern Rock** - was towed from Szczecin to Ijmuiden in the Netherlands, through the Kiel Canal, by **En Avant 1** on February 13-23. The hull was then transferred to Urk in the province of Flevoland. The construction of **Southern Rock** (shipyard construction number 014, IMO 9965241) was formally commenced on October 10, 2022, and its keel was laid on November 20 last year. Launching took place on February 1 this year. When handed over to Hartman Seatrade, **Southern Rock** will become its largest ship. Type R3 vessels are ro-ro vessels

with open-top design and class notation. They are capable of transporting passenger cars and trucks, heavy wheeled equipment (e.g. construction machinery) and can take on board e.g. mobile cranes and loads on self-propelled modular transporters (SPMT). The ships in this series are intended, among others, for: for the transport of wind turbine elements, such as rotor blades, tower segments, nacels, as well as all investment and offshore cargo, as well as other heavy and bulky cargo. Continuation of equipment, finishing works and start-ups of devices and systems as well as sea trials are to be completed by about mid-June this year. **Southern Rock** has a gross tonnage of 3,636 tons and a deadweight of 4,540 tons with an overall length of 114.25 m, width of 14.00 m, draft of 5.52 m and lateral height of 10.00 m. The ship will be equipped with a 1,600 kW main propulsion engine, a 400-kilowatt bow thruster and a 300-kilowatt stern thruster. It is to reach a service speed, fully loaded, of up to 12.50 knots. Interestingly, as for such a cargo ship, the unit will be equipped with, among others: an anchor pole (spud pole) enabling rigid positioning of the vessel in waters up to 19 m deep. The ship left the Polish shipyard in a not very advanced state of equipment. The Dutch shipyard Neptune Shipyards will install: the main engine (Finnish manufacturer Wärtsilä), power generators (Sandfirden Technics), navigation and communication equipment (Radio Holland will be the integrator) and rescue and security equipment and systems (Datema Delfzijl). Still to be installed in the Netherlands are e.g. compressors, separators, pumps, ballast water treatment system, as well as hatches and davits of hatch covers. Piet Brouwer from Urk will be responsible for the installation of the electrical systems. The sanitary system and air-conditioning will be handled by the Rotterdam-based company Breeman. Flux will be responsible for the interior design of the crew quarters in terms of design and installation. (Source: PortalMorski; Photo: Hartman Marine)

FRENCH CLASSIFY GERMAN RESEARCH SHIP

The Helmholtz Center Hereon is currently having the research ship "**Coriolis**" built at the Hitzler shipyard. Bureau Veritas will classify the new building. The "**Coriolis**", which will travel from shallow estuaries to the North and Baltic Seas. It is being built at the Lauenburg shipyard under the supervision of the French classification society. Rolf Stiefel, Regional Chief Executive Marine & Offshore at Bureau Veritas.



"We are delighted to be on board with such an exciting and important project," says Rolf Stiefel, Regional Chief Executive Marine & Offshore at Bureau Veritas. The "Coriolis" has a wide range of uses, which is why the vehicle requires approval as an inland waterway and seagoing vessel. But this is not the only reason why it makes sense to involve a classification society in the planning at an early stage. »The new building is a carrier of highly innovative technologies. For example, based on the general plan, the design drawings and the specifications, we check which measures are required to obtain the relevant approvals,« continues Stiefel. In addition to membranes for filtering exhaust gases on board, a fuel cell that is fed with hydrogen is also to be used on the "**Coriolis**" – albeit not in liquid form, as is usually the case, but as a powder. In the spring of 2024, the "**Coriolis**" is to be launched and replace the research ship "**Ludwig Prandtl**". The new building will be 29.90 m long and 8 m wide with a headroom of 6.5 m and a draft of 1.6 m. The crew will consist of two to three people, while

twelve researchers can be accommodated on the ship at the same time. They can use a laboratory area of around 47 m² and an area on the working deck of 70 m². The maximum speed is 12.8 knots, the engine power is 750 kW. (Source: *Binnenschifffahrt*)

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PRELIMINARY ACCEPTANCE OF A DREDGER TOOK PLACE AT THE TSIMLYANSK SHIPBUILDING PLANT



JSC "Tsimlyansk Ship Mechanical Plant" passed the preliminary acceptance of the Ts490DA dredger, which is being built for the FBU "Administration of the Dvina-Pechora Basin". As follows from the message of the institution, the event took place on February 20. The event was held with the participation of FBU representatives under the leadership of Deputy Head Vladimir Goryaev. Based on the results of acceptance, a decision

was made to ship the dredger to Kotlas. The assembly of the dredger will be carried out on the territory of the Kotlas branch of the FBU "Administration of the Dvina-Pechora Basin". The institution also notes that a non-self-propelled small-draught dredger of a collapsible type with a hydraulic opener of project 490CA should start working in navigation in 2023. (Source: *Sudostroenie*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:

- *SAAM Towage Uruguay Reinforces Operations by Adding Portobelo Tug to Fleet*
- *Boluda Towage becomes the world's leading maritime company in the towage industry*
- *MISURATA free zone ordered new MED-A2885 class tug*
- *SANMAR Shipyards launches Haisea Marine's dual-fuel escort tug*
- *UZMAR Shipyard increased its production capacity*

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)

- *Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale*

Several updates on the Newsletter – Fleetlist page posted last week

- *BOA – Trondheim by Jasiu van Haarlem (new)*
- *GPS – Rochester by Jasiu van Haarlem*
- *Smit Lamnalco - Rotterdam by Jasiu van Haarlem*
- *Svitzer – København by Jasiu van Haarlem*
- *SAR&H – Transnet – Kaapstad-Johannesburg by Jasiu van Haarlem*

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