

25th Volume, No. 19 **1963** – **"60 years tugboatman" – 2023** Dated 06 March 2024 Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News Distribution twice a week 21.250+

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TUGS & TOWING NEWS

FORMER BREMERHAVEN OCEAN-GOING TUG TRAVELING "DOWN UNDER" AS A LUXURY YACHT



Former employees of the Schichau shipyard still recognize the silhouette of the 87.6 meter long luxury yacht "Arctic P" as the former German ocean-going tug "Arctic", which was built over 55 years ago at the shipyard at the then location at the New Harbor in Bremerhaven. But today the ship with its oversized radar mast and large satellite systems no longer tows damaged ships or oil platforms through the world's oceans, but instead serves as a floating vacation paradise for an Australian

millionaire. The shipspotter Paul Miller from Auckland, New Zealand, sent current photos of the unique yacht to Northern Germany. With a bollard pull of 179 tons and tension wires with a breaking strength of 380 tons, the two deep-sea tugs "Oceanic" and the sister ship "Arctic," built at the Schichau shipyard in 1969, were the most powerful and powerful salvage tugs in the world at the time. These were used for the Hamburg-based Bugsier shipping company. The need for such powerful tugboats arose because the Suez Canal was closed to shipping by Egypt for the second time in 1967 as a result of the Six-Day War. This meant that for several years all crude oil transports from the Arab oil producing areas towards Europe and America had to go around the southern tip of Africa, the Cape of Good Hope. The Hamburg-based Bugsier shipping company, led by shipowner Schuchmann, recognized at the time that the tankers, which were becoming ever larger at the time, needed much larger salvage tugs in the event of an accident. At that time, there were already orders for transfers for drilling rigs in offshore oil production that was just developing, for example in the North Sea. The "Oceanic" and the "Arctic" were stationed along the tanker route at the southern tip of Africa for a long time. In 1972, for example, the "Arctic", built with an ice-reinforced hull, took over the towing of the cruise ship "Lindblad Explorer", which ran aground in Antarctica. In the mid-80s, the ship received two new Deutz main engines from the shipyard with an output of 4853 kW each. But even at this point there was less and less employment for the two deep-sea tugs. Technical improvements in shipbuilding led to fewer and fewer accidents and thus a reduced need for salvage tugs. The increased use of so-called anchor pulling tugs in the offshore industry also resulted in longer and longer downtimes for ships. At the beginning of the 1990s, the "Oceanic" and "Arctic" were launched for longer periods in Bremerhaven at the so-called Schuchmannpier in Kaiserhafen I. The Australian billionaire Kerry Packer then acquired the tug from the Bugsier shipping company via an Irish investment company and had it converted into a private yacht at Malta Shipyards in 1994 based on the design of Kusch Yachts. After completion, the former tug now bears the name "Arctic **P**". In the years that followed, the yacht was repeatedly rebuilt and will now have, among other things, a 4D cinema with surround sound and vibrating chairs, a heated beach house pool protected from the elements, a fully equipped fitness studio, a library and a professional diving center. After Kerry Packer's death in 2005, her daughter, Australian businesswoman and philanthropist Gretel Packer, acquired the yacht in a settlement with her brother James Packer. This can accommodate up to 12 guests and 25 crew members. The maximum speed of the "Arctic P" is stated to be 18 knots and the cruising speed is 15 knots. Due to its history as a salvage tug, this yacht also has a few designrelated special features compared to today's classic yachts. It has a 1,400,000 liter fuel tank but also an ice-reinforced hull. In 2013, the "Arcitc P" sailed towards the South Pole and was closest to it than all previous ships. Most recently, the "Arctic P" was 677 nautical miles from the South Pole in Antarctica and thus secured an entry in the Guinness Book of Records. Incidentally, the "Arctic P" is not the only former Bugsier recovery tug that now operates as a yacht on the world's oceans. In 1993, the former "Simson", also built in 1973 at the Schichau shipyard in Bremerhaven, was sold through the Hamburg yacht agency Claus Kusch to a Swiss industrialist, who had the tug converted into a yacht in Malta. The 77.7 meter long ship now operates under the name "Lone Ranger" and has been docked at Blohm + Voss in Hamburg several times in the past for renovation work. The former "Oceanic", sister ship of the "Arctic", which was chartered to the federal government as an emergency tug for use in the North Sea from March 1996, was initially sold by Bugsier eleven years ago to a Turkish shipping company under the name "Osman Khan". The tug has been lying in a shipyard in Malta for eight years now, waiting for a yacht conversion, which has already been announced several times. But so far observers have not been able to see any renovation work there. (Source: Weser maritime News)



THE FRENCH NAVY WILL HAVE TO FIND OTHER TUGBOATS AFTER PIRIOU STOPS PRODUCTION

It is reported by Le Marin that the delivery of the RP30/RPC30 port tugs was "stopped at the request

of the Piriou shipyard due to increased costs", according to the French Navy. Only four units were

delivered out of the twenty planned. On April 30, 2020, Piriou won a contract for twenty RP30/RPC30 steel-hulled port and coastal tugs for the French Navy. A contract split, as is often the case, into several tranches: the firm tranche only included four units, and it was after the delivery of this first tranche, in the fall of 2023, that the program was stopped at the request of Piriou in due to increased costs, explains the navy. *(Source: Le Marin)*



EN AVANT 26 WILL ARRIVE SOON



Our new beautiful tug **En Avant 26** was seen during trials at the Damen shipyards, Song Cam in Vietnam. The tug at this moment is underway to the Muller Dordrecht and expected in May. The **En Avant 26** is a Damen ASD 3212, Seagoing Escorting Tugboat with her 90 tons bollard pull she can operate offshore as well as in port. Her deck lay-out is outfitted for offshore operations such has

towing pins, tuggers, wooden deck and crashrails. Like her sister the En Avant 25 she is also outfitted for fire fighting (FIFI-1) with 2400 m3/hr. Furthermore equipped with the latest technical gadgets, whereby the engine room is outfitted regarding the last environmental terms. Because of her ASD propulsion, her maneuverability is excellent for operating also in port. She is able to assist over the stern as well as her forecastle. The Tug&Barge specialist from Holland. Is a family-owned independent marine service provider based in Dordrecht, The Netherlands. For more than 100 years they have been transporting the world's heaviest cargoes and largest abnormal loads. *(Photo: FB)*



SVITZER ROCHA PEDRO TUG DEPLOYED TO SUPPORT LNG OPERATIONS AT FSRU TERMINALS IN BRAZIL

The Svitzer Rocha Pedro is the fifth tugboat built by the Brazilian shipyard Rio Maguari. Its delivery is strategic to supporting the safe berthing of LNG vessels in Brazil. The vessel is equipped with an external firefighting system, FIFI-1, specialized for safe operations with LNG carriers. Given their size and complexity, maneuvering LNG vessels, which are among the world's largest ships, can be difficult and require precision,



calling for the use of highly trained personnel for safe and efficient towing. "Svitzer is committed to protecting the Brazilian coast and providing safe and reliable services. Tugboats equipped with FIFI-1 ensure that we have the ideal tool to navigate the complexities of LNG and FSRU operations safely and efficiently. We are pleased to support the growing demands of Brazil's energy landscape," says Daniel Reedtz Cohen, General Manager of Svitzer in Brazil. The **Svitzer Rocha Pedro** is an ASD tug from the 2300 Rampart Series, equipped with FIFI-1, a speed of up to 13 knots, a total length of 23.2 meters, and a bollard pull of 70T. By the end of 2024, the company will maintain 22 tugboats in Brazil, including the six vessels added to the fleet since the beginning of 2023. Two of the newly added tugboats have FIFI-1 capabilities. *(Source: Datamar News)*

CMS THUNDERER



The Damen newbuild ASD TUG 2312 CMS Thunderer intended for Clyde Marine Services, UK 'shifted' today from the Waalhaven in Rotterdam via the Dordtsche Kil to Stellendam for the final work. Pictures of the passage of Puttershoek on the Oude Maas. The Basic Functions of this type are towing, mooring, oil pollution control and firefighting operations. The standard specifications are Length overall 22.81 m; Beam

overall 12.03 m; Depth at sides 4.40 m; Draught aft 5.60 m; Displacement (98% consumables) 491 t; Scantlings Hull 10 mm, sheerstrake 15 mm. She has 2 Caterpillar 3512C TA HD/D main engines

with a total power of 3,804 bkW (5,102 bhp) at 1,800 rpm. She performed a free sailing speed of 12.4 knots a bollard pull ahead of 70 tons and a bollard pull astern of 65 tons. *(Source & Photo: Nico Giltay)*



A WORKBOAT'S MOST VITAL EQUIPMENT PACKAGE IS ITS PROPULSION SYSTEM

According to Merriam Webster, the word propulsion comes from the Latin word propellere, meaning "to push or thrust forward, compel to go forward." Whatever the workboat, it must be able to thrust forward, be compelled to go forward. Otherwise, the boat is just a large metal object floating in the water. Luckily for workboat owners, there are many methods of propulsion available propellers, azimuth thrusters, Z-drives and L-drives, waterjets, controllable pitch



propellers (CPP), tunnel thrusters, outdrive propulsion units — to name a few. *HUNDESTED PROPELLER* Hundested Propeller has operated out of Seattle for over 35 years. A couple of years ago the company went looking for a dealer that could sell its products on the East Coast. That's how AB-Marine in Providence, R.I., got involved. "Hundested is one of the first to pioneer the controllable pitch propeller technology," said Brendon Prior, one of AB-Marine's founders. "They were looking for someone to handle their equipment on the East Coast. That's us." Prior said a CPP has blades that can be rotated around its long axis to change the blade pitch. With its pitch varied to absorb the maximum engine power, the CPP is efficient for the full range of rotational speeds (RPM), operational conditions (load), and vessel speed. The result is reduced fuel consumption, reduced emissions, and less noise. Commercial vessels need more power when they are fully loaded than when they're empty. By adjusting the propeller to the optimal pitch, the engine can operate at maximum power without overloading the system. At lower than maximum vessel speed, fuel consumption can be considerably reduced, and cruising range extended by lowering the engine RPM while increasing the propeller pitch to maintain the required vessel speed. When maneuvering a vessel with CP propellers, the engines will be on a fixed RPM. Only the pitch is changed, providing instant acceleration, quicker speed from a standstill, and more effective deceleration, making stopping quicker and safer. AB-Marine sells controllable pitch (CP) systems for a variety of workboats such as ferries, tugs, coastal towing vessels, fireboats, and small tankers. "Among the CP systems we've installed are on a ferry in Miami, a ferry in Massachusetts, a sludge boat in New York and a fireboat in New York," said Prior. "The controllable pitch system is like changing gears in a car. The most important points are the controllability, fuel efficiency, and reliability." Hundested's CP gearboxes are designed and produced in house with built-in pitch control for the propeller. The hydraulic system of all CP gearboxes includes a double oil pump. One pump is utilized exclusively for the pitch control and the other is utilized for the clutch, a possible shaft brake, and lubrication. The gearboxes are manufactured for vessels from 300 hp to 4,500 hp, depending on engine RPM and the reduction ratio. All sizes have ground, case-hardened, helical gear wheels. "A lot of people don't know about controllable pitch," said Prior. "People who do have it, love it." Depending on what you want to do, you increase or decrease the pitch. Prior said many of the bigger, slower workboats have their CPPs in nozzles. "With controllable pitch, you can fine tune your maneuverability and usually increase your fuel efficiency by 30 percent, leaving your engine at cruise speed," he said. STEERPROP Late last year, Finlandbased Steerprop was chosen to supply advanced ice-class bowthrusters to the Canadian coast guard's new polar icebreaker. The ship is being designed and built at Seaspan Shipyards. When completed, the ship will be one of the most powerful icebreakers in the world. The 492'×92' multimission icebreaker will have a displacement of 27,876 metric tons and accommodate up to 100 people. With a Polar Class 2 (PC2) rating, the second highest ice class according to the International Association of Classification Societies (IACS), it will be able to operate in more difficult ice conditions (including in multiyear ice) and for longer periods than any other Canadian icebreaker. "The Arctic conditions require extreme reliability — reliability is always the most important thing. Our R and D has always taken this kind of ultimate dependability to be the foundation of everything we do," said Steerprop's Juho Rekola, director, sales and project management. "The propulsion system must be able to perform, day in and day out." Steerprop will equip the polar icebreaker with two arctic tunnel thrusters specially designed to meet the most demanding ice conditions, even without the protection of tunnel



grids. This will be Steerprop's first delivery of this type of icestrengthened tunnel thruster. The delivery package also includes a bridge control system and an offline oil filtering system. Steerprop said it has designed an optimal solution for the scope and profile operational of the icebreaker based the on company's decades-long experience of delivering iceclassed solutions, and "fit for purpose" resolve. In addition to optimizing operational performance, the fully integrated

propulsion solution will be designed to increase reliability and safety, while reducing lifecycle costs and keeping maintenance requirements at a minimum. *ZF MARINE* ZF Marine announced in November the launch of the latest product in its azimuth thruster (AT) series, the ZF AT 90. The new, well-mounted, Z-drive thruster is compatible with a wide range of commercial vessels, supporting

max power of 1,978 kW/2,651 hp, increasing the power and thrust capabilities of its AT series. Fully customizable to nearly any hull shape or vessel profile, the ZF AT 90 is designed to be one of the most flexible products on the market. It also supports auto-trolling. In combination with ZF's ThrusterCommand, the system is designed to ensure precise and efficient propulsion control, ZF said. The ZF AT 90 can be used as part of a hybrid or fully electric system, requiring reduced engine power during vessel operation, full electric sailing, dynamic positioning, and slow cruising while in electric mode, and more, ZF said. "Whether a client is operating vessels in the inland waterways or has tugboats, ferries or any number of specialty vessels, such as dredgers, the ZF AT 90 offers significant advantages," said ZF's product manager, Walter Fienco. SCHOTTEL In January, Washburn & Doughty, East Boothbay, Maine, delivered the 93'×38' tug Grace McAllister to New York-based McAllister Towing. Main propulsion comes from two Caterpillar 3516E Tier 4 engines delivering a total of 6,770 hp to twin Schottel SRP 490 Z-drive units, giving the tug a bollard pull of 85 metric tons. Schottel's RudderPropeller (SRP) is a 360° steerable Z-drive designed to combine maximum maneuverability and bollard pull with course stability during free sailing, always providing powerful thrust in the chosen direction, according to Schottel. The company said it has installed more than 15,000 SRP systems in low- to medium-speed vessels. The main distinguishing feature of the SRP is its combination of propulsion unit and azimuth steering, making a rudder superfluous and converting engine power into maximum thrust. (Source: Workboat by Ken Hocke)

Advertisement



MULTI-FUNCTION DISPLAYS UNVEILED FOR TUGBOATS AND WORKBOATS

Furuno Electric has introduced a series of rugged multi-function displays (MFDs) for tugboats and workboats. It developed a series of NavNet TZtouchXL screens to display radar, electronic charts and sonar on wheelhouse workstations. Three large MFDs are included in the range, TZT16X with a 40-cm screen, TZT22X at 56 cm and TZT24X with a 61-cm display for use even in adverse



conditions. Compact displays available for small workboats - TZT10X with a 25-cm screen and TZT13X with a 33-cm display. Furuno's all-glass MFDs come with a RotoKey control knob and TZtouchXL touchscreen user interface, plus edge-swipe functions and customisable quick pages. They are powered by a hexacore processor for rapid response while monitoring critical data. When

connected to a Furuno DRS Radar, two safety features are unlocked - Risk Visualizer for 360° visual representation of approaching objects causing a collision risk around the vessel, and AI Avoidance Route to plot safe routes around hazards, which can be sent to a Furuno NAVpilot series autopilot. "Dynamic icons are automatically created for targets with the highest probability of collision, ensuring the captain has the information they need to maintain safe distances when passing," said Furuno. NavNet TZtouchXL displays support tugboat and workboat navigation tools, displaying automatic identification system (AIS) information and autopilot, along with new chart plotting features from TZ MAPS charts. These charts come with full vector capabilities for clarity and detailed navigation, and customisable colour palettes and chart object visualisation. Tugboat and workboat operators are given a TimeZero account to manage their data, including backups and retrieval from the cloud of operational information. *(Source: Riviera by Martyn Wingrove)*

How to use an assist tug



This month we get to the how-to part of using an assist boat. Keep in mind that I'm offering the perspective of a conventional tug operator, moving barges that are un-ballasted when not carrying cargo. There is still applicability to ATBs, however. The single biggest mistake that I see being made, over many years, is the distinct tendency to put the assist tug at the bow (or working bow) of the tow as the default setting when docking and getting

underway. The idea is that the assist tug will push or pull their end of the tow while the primary tug twists the other end towards or away from the dock. Seldom do these forces at each end of the barge equal each other, and the primary tug is usually hammering the engines hard to twist the barge, particularly when loaded. The assist tug must be stopped and re-started frequently as it gets its end out ahead of the other. It usually winds up looking like a see-saw in action, often takes a lot longer than it needs to, is harder on the equipment, wastes fuel, and increases the likelihood of something going wrong. The solution is simple: don't do it. Don't fight physics. Don't work against yourself. In the vast majority of cases you will be better served by putting the assist tug as close to the center of mass of the combined tow and let it handle the pushing or pulling towards or away from the dock or pier. The primary tug can easily handle a little light twisting, one way or the other, to keep the barge flat relative to the dock. This method really shines when the assist tug is a tractor, whose power and maneuverability will easily overpower the primary tug when they're at the other end of the barge. I train mates to instead default to using the assist tug in the center of mass on probably 90+% of jobs, and that they should have to legitimately talk themselves out of it due to unusual circumstances before doing it differently. Once you try it, you'll never look back. (Source: Workboat by Joel Milton)

India Launches 'Ocean Grace' Tug, Pioneers Green Maritime Future with Aatmanirbhar Bharat Vision On 2nd March 2024, India celebrated a landmark achievement in maritime sustainability and self-

reliance with the virtual inauguration of the 'Ocean Grace', a state-of-the-art 60T bollard pull tug, by Union Minister of Ports, Shipping and Waterways (MoPSW) & AYUSH, Sarbananda Sonowal. This initiative, part of the ambitious Green Tug Transition Programme (GTTP), marks a significant stride towards achieving 'Aatmanirbhar Bharat' and underscores India's



commitment to a greener maritime sector by 2030. Green Tug Transition Programme The GTTP aims to transform the Indian maritime sector by introducing eco-friendly tugs, with a target of converting at least 50% of all tugs into green tugs by 2030. This groundbreaking initiative aligns with the global push towards reducing greenhouse gas emissions and promoting sustainable maritime practices. The 'Ocean Grace', developed by Cochin Shipyard Limited under the direction of the MoPSW, embodies this vision with its advanced engineering, including NIGATA main engines and Power Z-Peller ZP Propulsion technology, ensuring efficient and reliable assistance to large maritime vessels. Strides towards Maritime Sustainability The unveiling of the 'Ocean Grace' is a testament to India's capabilities in indigenous shipbuilding and its dedication to maritime sustainability. By adopting advanced technologies and prioritizing green energy sources, India not only enhances its maritime capabilities but also contributes significantly to global efforts in combating climate change. This initiative is part of a broader vision under the Maritime Amrit Kaal Vision 2047, which includes comprehensive plans to reduce emissions, develop cutting-edge technology vessels, and achieve sustainable maritime practices. The Role of Sagarmala Programme in Supporting Maritime Ambitions Parallel to the GTTP, the Sagarmala Programme in Odisha exemplifies India's holistic approach to maritime development, focusing on infrastructural development along coastal areas. This programme encompasses a wide range of initiatives, from fisheries and skill development to tourism and urban water transportation, further reinforcing India's commitment to building a sustainable and selfreliant maritime infrastructure. The launch of the 'Ocean Grace' not only marks a significant milestone in India's journey towards a greener and more self-sufficient maritime sector but also heralds a new era of innovation and environmental stewardship in Indian waters. As India continues to navigate the path of sustainable maritime development, the 'Ocean Grace' stands as a beacon of progress, embodying the nation's aspirations towards achieving maritime excellence and environmental sustainability. (Source: BNN Breaking)



BOLUDA EXPANDS FLEET IN GERMANY WITH "VB TRAGE"



After a four-week transfer from Turkey, the current new acquisition from the Spanish tugboat shipping company Boluda Towage, the tug "VB Trage", arrived at the Heise pier in the Bremerhaven fishing port. According to a statement from the shipping company, this tug with a bollard pull of 80 tons is intended for services in LNG operations in The Germany. powerful tug,

which is equipped with a Fi-Fi-1 fire extinguishing system, will probably be used at the German LNG terminals. The "**VB Trage**" is a Ramparts 2400 SX from the Turkish Sanmar shipyard. The 24.4 meter long and 11.25 meter wide ASD tug (Azimuth Stern Drive) was built there in 2022 under the name "**Bogacay XLVII**". The tug represents the most technologically advanced and environmentally friendly version of the series to date, as the shipyard has now announced. The unit is equipped with a powerful Caterpillar main engine type 3512C and the travel speed is 12.5 knots. The "**VB Trage**" offers space for a crew of up to six people and holds 74,200 liters of fuel and 10,800 liters of fresh water. The unit's main fire pump is driven by a flexible coupling forward of the main engine on the port side and delivers approximately 2700 cubic meters per hour to fight fires. Boluda has a fleet of around 600 tugboats worldwide. *(Source: THB; Photo: Eckardt)*

BOLUDA IN EXCLUSIVE NEGOTIATIONS TO BUY LES ABEILLES

The Econocom group has announced that it has entered into exclusive negotiations with the Spanish towage and shipping group Boluda with a view to selling 100% of its shares in the firm Les Abeilles to this group. The bodies representing staff will be consulted about the planned sale in the coming days. This transaction is scheduled for completion in the second quarter of 2024 and it remains subject to the agreements being finalised



and the condition precedents that usually apply to this type of transaction, including approval from French authorities. This sale will reinforce Econocom's solid financial structure with a view to its strategic plan One Econocom being applied over the 2024–2028 period. This plan was announced in mid-November and includes self-financing of Econocom's future organic and external growth. The Econocom group bought the firm Les Abeilles in 2020. At the end of 2023, Les Abeilles was reclassified as an 'asset held for sale', pursuant to the IFRS 5 standard and in line with the strategic

directions of the One Econocom plan. Jean-Louis Bouchard, Chairman and Managing Director of Econocom, said: 'We are delighted with this transaction with the Boluda group, a global leader in towage. Through this sale, Les Abeilles will enjoy support from a major player to develop in the future. The sale will take place as part of our plan to sell certain assets that are not strategic for our core business, which we announced in mid-November as part of our strategic plan One Econocom for the 2024–2028 period.' Samira Draoua, Chairwoman of Les Abeilles, added: 'Ever since we acquired Les Abeilles in September 2020, we have been keen to strengthen and develop this flagship firm in French maritime activities. We bought and launched two of the world's most powerful tugboats (Abeille Méditerranée and Abeille Normandie). We have also diversified our activities through Abeille Horizon and reinforced our expertise by creating the Abeilles International training school. Through this sale to Boluda, Les Abeilles will be able to pursue and speed up this course.' Vicente Boluda Fos, Chairman of Boluda, added: 'Our group has been present in France since 2007 and is deeply rooted there. Our commitment to French employment and growth has always been a prominent characteristic of our identity. Boluda is a family group that is over a hundred years old. Today, the group has reached a key moment in its history by becoming an undisputed global leader in towage. The arrival of Les Abeilles, with its operational expertise, in our group is a new stage in this growth.' (Source: ActusNews)



ACCIDENTS – SALVAGE NEWS

The fire on the icebreaker "Ermak" has been localized



Almost 50 firefighters are involved the fire in extinguishing. The fire on the icebreaker "Ermak" in the Big Port of St. Petersburg has been localized, the press service of the regional Main Directorate of the Ministry of Emergency Situations reports. "The ship was on fire over an area of 20 square meters. m. At 16:00 the fire was localized. There were no reports of casualties," the statement said. As PortNews reported, a report

of a fire on the icebreaker Ermak was received on February 29 at 11:23 Moscow time. 12 units of equipment and 46 personnel from the Ministry of Emergency Situations were involved in extinguishing the fire. According to the North-Western Transport Prosecutor's Office, the fire occurred in a storage room on the first deck; welding work was being carried out on the ship at that time. The icebreaker "Ermak" was built in 1974 at the Wartsila shipyard (Helsinki, Finland) by order of Sudoimport. The icebreaker was actively used to guide ships along the Northern Sea Route (NSR), as well as as part of scientific research. In 2024, the ship should be scrapped: Leader LLC (Bataysk, Rostov region) was recognized as the winner of the corresponding purchase by FSUE "Rosmorport". According to the contract, the cost of the work is estimated at 155 million rubles. *(Source: PortNews)*

RUBYMAR'S SINKING POSES 'MAJOR ENVIRONMENTAL CRISIS' IN THE RED SEA

The Red Sea shipping crisis has entered a new chapter with the sinking of the **Rubymar** bulk carrier early on Saturday morning. The insurance situation regarding the Lebanese-owned, Greek-managed, Belize-registered ship remains unclear. The vessel has become the first constructive total loss since the Houthis from Yemen started their campaign against merchant shipping five months ago in solidarity with



Hamas's ongoing war with Israel. The ship was struck by missiles fired by Yemen's Houthi rebels on February 18 forcing the crew to evacuate. The ship creates a triple threat to the Red Sea - with its bunker fuel already creating a 30 km slick, its cargo of fertiliser posing a potential ecological disaster, and the wreck itself becoming a hazard to other ships passing by. The ship was carrying 21,000 metric tons of ammonium phosphate sulphate fertiliser when it was struck last month. Ahmed Awad Bin Mubarak, the prime minister of Yemen's internationally recognised government, called the ship's sinking "an unprecedented environmental disaster." "It's a new disaster for our country and our people," he wrote on X. "Without immediate action, this situation could escalate into a major environmental crisis. As well as any further leaks of fuel oil from the engines, the sinking of the vessel could further breach the hull, allowing water to get in contact with the thousands of tonnes of fertilizer, which could then be released into the Red Sea and disrupt the balance of the marine ecosystems, triggering cascading effects throughout the food web," commented Julien Jreissati, a programme director at Greenpeace. The dire security situation in the southern Red Sea and the Gulf of Aden has also seen the suspension of the dismantling of the FSO Safer, a 48-year-old, decaying tanker that the United Nations has been attempting to move. Splash has repeatedly reported on the UN's operation to remove the FSO Safer from Yemeni waters. Last year, the UN bought a Euronav tanker and was able to empty the rusting, abandoned FSO Safer's cargo of 1.14m barrels of crude oil. However, since then the security situation in the region has deteriorated dramatically. Thanks to the insecure environment around Yemen, combined with a fundraising shortfall, the operation to tow the ship to a place to be scrapped has had to be put on hold. In total, some 60 ships have been targeted by the Houthis in the five months since Israel went to war with Hamas. (Source: Splash24/7)



SUNKEN HISTORIC FISHING BOAT IS LEAKING FUEL OFF MAINE'S COAST



Harpswell officials are working to raise a historic 83-foot fishing boat that's been leaking oil in the New Meadows River after it was sunk by one of the twin storms that hit Maine's coast in January. But it's unclear who would pay for that work or how quickly it happen. It's could also questionable whether a new owner would be able to save the boat once it's recovered, although a relative of its original owner is making a longshot effort to do so. Derelict boats appear to be a

growing problem along sections of Maine's coast. There's been an uptick in old vessels being abandoned in Portland Harbor. For now, Harpswell is trying to get Cyrus Cleary, the owner of the sardine carrier, to pay for its recovery, so as to avoid forcing local taxpayers to foot the bill. On Thursday night, the Select Board is considering whether to declare the vessel abandoned and give Cleary 15 days to remove it — failing which, he could face civil or criminal penalties. "Ultimately, it should fall on the owner," said Harpswell Harbormaster Paul Plummer. But in an interview, Cleary said he doesn't think he's responsible for all the costs of removing the boat and has disagreed with U.S. Coast Guard officials on how to get it out. If he doesn't fully cooperate, the town could have to resort to plan B, which is appealing to the Coast Guard to fund the recovery — although it's not clear that agency can afford the work either. In the meantime, the Coast Guard has removed some of the fuel that's come out of the sunken vessel, with the help of the waste disposal contractor Clean Harbors, but the pollution is expected to persist. "Clean Harbors went down with a diver and a suction, sucked out what [oil] they could, but then it got too dangerous," Plummer said. "They thought they got a lot of it. They came back a couple days later and said, 'Oh jeez, it's still sheening, so we need to do something." First built in 1949 by Newbert & Wallace in Thomaston, the Jacob Pike was a refrigerated vessel used to fish for and transport sardines. After the collapse of Maine's sardine industry in the 1950s, the vessel was used to transport lobster, then pogies. After it retired from fishing duty, it passed through several owners before Cleary bought it last summer with the goal of restoring it. However, Cleary said that his health took a downturn that forced him to pause the work, leaving the vessel anchored in the river for months. While Cleary said that he had been checking on the aging boat to ensure it could stay afloat, it sank to the bottom during the first of the January

storms, and he expects it to keep releasing oil that has seeped into its wooden hull. But it's not clear how much Cleary will help with the removal. He said that he initially bought materials necessary to refloat the boat so it could be removed from the river and fixed up, but that the Coast Guard didn't approve his plan. By Jan. 18, the Coast Guard had taken over the work of cleaning up the oil, and after some disagreements with the agency, Cleary said that he has ignored all other requests to deal with it. He also said he's not responsible for all the recovery costs and is prepared to fight Harpswell's efforts to get him to pay for them. "The harbormaster ... had a sheriff's deputy deliver a letter demanding that I submit a written plan on how I'm going to get the boat out of there within six

days," Cleary said. "And my response was, 'Sorry, Coast Guard's doing that."" Meanwhile, the Northern New England sector of the Coast Guard is looking into options for floating the Jacob **Pike**, but the agency typically only has funding to recover one vessel per year, according to Plummer. Once it has been floated and water has been pumped out, officials would also



have to get someone to claim the boat, either to restore or scrap it. While it's a big undertaking, there is one family that's trying to help. The sardine carrier was originally built for a man named Moses B. Pike, who named it after his father. At the time, it was reportedly the second refrigerated sardine carrier on the East Coast. Now, Pike's great-grandson, Sumner Rugh, is working to find a museum or sponsor to fund the work. Rugh, a student at the U.S. Merchant Marine Academy in New York, expects it could cost \$50,000 to float the Jacob Pike and up to \$1.5 million to restore it. He's selling t-shirts and mugs with the vessel's likeness to raise awareness. "It had a very storied career, and it's unfortunate to see it end like this," Rugh said. "I'm doing everything I can to make sure that maybe this isn't the final straw." *(Source: Bangor Daily News)*

TOBAGO OIL SPILL TUG "SOLO CREED" BELONGED TO PANAMANIAN FIRM WITH HISTORY OF MOVING VENEZUELAN OIL



The tugboat behind an ongoing oil spill off the Tobago coast, which has spiralled into a regional environmental crisis, belonged to a director at a network of Panamanian companies with a history of transporting oil from Venezuela, according to documents unearthed by Bellingcat and the Trinidad and Tobago Guardian that have been validated by the Zanzibar Maritime Authority. Open sources, which include port and legal records, also raise

questions about whether the now-capsized barge leaking fuel off Tobago, which the tugboat was transporting, was in any condition to carry oil on the open sea. Court records described the vessel as "presenting water leaks" and requiring "pumping services" to prevent it from sinking just months before its final, ill-fated voyage. Bellingcat previously revealed the identity of the barge, formerly known as the Gulfstream, and traced its final journey using satellite imagery, showing that it began leaking oil days before it was found stranded. Last month, the Trinidad and Tobago Ministry of National Security stated that the tug, named Solo Creed, and the barge were bound for Guyana, which shares a sea border with Trinidad and Tobago. A report by News Source Guyana last week claimed the cargo was bound for Guyana Power and Light, which said it "wishes to unequivocally state that the Company is not related to this unfortunate incident." Documents also reveal a flurry of activity by entities associated with the two vessels shortly after the barge capsized and was abandoned. Paperwork for a new registered owner of the tugboat was issued in Zanzibar just days after the spill. One day after the two vessels were named publicly, a letter was sent to Trinidad and Tobago authorities on behalf of a Nigerian man who says he owns them, though his claims contradict open source evidence. Trinidad and Tobago authorities have asked the owner of the vessels to come forward and claim responsibility for the spill, which has reached hundreds of miles into the Caribbean Sea, but no party has yet to be publicly identified. (Source: Bellincat)



KAGOSHIMA FISHING BOAT STRANDED OFF IZU ISLANDS; 24 RESCUED, 1 KILLED

Around 5 p.m. on the 3rd, the tuna fishing boat "Fukuei Maru No. 8" from Ichikikushikino City, Kagoshima Prefecture, was unable to sail due to engine trouble at sea approximately 4 kilometers northwest of Kozushima in the Izu Islands, Tokyo. The fishing boat was swept toward Kozushima and ran aground on the north side of the island. Twenty-four of the 25 sailors were rescued from



15/33

the ship by helicopter on the morning of the 4th, but one person was thrown overboard and later found washed up on the shore of Kozushima. According to the 3rd Regional Coast Guard Headquarters, the ship's first engineer, Shoichi Sasaki (67), from Kesennuma City, Miyagi Prefecture, was confirmed dead. The 24 people's injuries do not appear to be life-threatening. There were five Japanese and 20 Indonesians on board the fishing boat. She left port around 11 a.m. on the 3rd and became unsailable at 5 p.m. The fishing boat was tilted approximately 45 degrees to the right as the water continued to flood, and at around 4:45 a.m. on the 4th, the captain contacted the Shimoda Coast Guard: ``One crew member fell due to the shaking of the boat and was thrown overboard.'' I was contacted. *(Source: Mainichi)*

FISHING VESSEL RUNS AGROUND ON MOLHE LESTE BEACH IN PENICHE



A fishing vessel, with six people on board, ran aground this morning on Molhe Leste beach, in the municipality of Peniche, and the causes behind this occurrence unknown. are Following an alert at 02:00, informing that the fishing vessel was stranded, with six crew members on board, members of the Peniche Maritime Police Local Command. nautical resources and crew from the Salvage Station were immediately called to the scene. lives of Peniche, as well as elements of

the Civil Protection and Volunteer Firefighters of Peniche. Upon arrival at the location, it was found that the vessel was stranded 30 meters from the beach and that the crew managed to get out of it by their own means, having been assisted on site and transported to a hospital unit. Due to the weather conditions that were being felt, the vessel's objects, as well as several wreckages, ended up on the beach, with members of the Peniche City Council, with the support of Civil Protection and members of the vessel's owner, carrying out the recovery operations. cleaning. The vessel's owner was contacted to present a removal plan, and is awaiting the arrival of an expert at the scene. So far, no signs of pollution have been recorded and the Central Criminal Investigation Unit of the Maritime Police will record images to assess the risk of pollution, until the vessel is removed. The Peniche Maritime Police Local Command is at the scene taking care of the incident. *(Source: National Maritime Authority)*

REMEMBER TODAY

s.s. Copenhagen – 05 March 1917

SS **Copenhagen** was a North Sea passenger ferry that was built in Scotland in 1907. She was the Great Eastern Railway (GER)'s first turbine steamship. In 1916 she was requisitioned as an ambulance ship. A U-boat sank her in 1917 with the loss of six lives. *Building* Between 1907 and 1910 John Brown &

Company of Clydebank, Dumbartonshire built three ferries for the GER. Ida Hamilton, daughter of

Claud Hamilton, Chairman of launched the GER, vard number 380 on 22 October 1907 as **Copenhagen**. The ship was completed that December, and registered in 1908. Yard number 384 was launched on 26 August 1908 as Munich. Yard number 397 was launched on 25 April 1910 as St Petersburg. Each ship had three steam turbines and three screws. Each turbine drove its respective screw by direct drive. Copenhagen was the GER's first turbine ship. The



total power of her three turbines was rated at 1,200 shp, and gave her a speed of 22 knots (41 km/h). Her navigation equipment included submarine signalling. **Copenhagen's** registered length was 331.2 ft (100.9 m), her beam was 43.2 ft (13.2 m) and her depth was 17.8 ft (5.4 m). Her tonnages were 2,570 GRT and 1,092 NRT. She had berths for 320 passengers amidships in first class, and 130 in second class aft. Her first class accommodation included 100 double cabins, a 62-seat dining saloon, a ladies' room, and a smoking room. *Passenger ferry* The GER registered **Copenhagen** at Harwich. Her United Kingdom official number was 123935 and her code letters were HMFQ. Her regular route was between Harwich and Hook of Holland. By 1910 **Copenhagen** was equipped with wireless telegraphy. By 1913 her call sign was PQC. By 1914 this had been changed to GPI. *First World War* After the UK entered the First World War, **Copenhagen** at first remained on her peacetime route, and carried Belgian refugees to Britain. She was then requisitioned, at first as a troop ship. On 1 January 1916 she was reallocated as an ambulance ship. On 5 March 1917 she was steaming from Harwich to Hook of Holland when **SM UC-61** torpedoed her 8 nautical miles (15 km) east of the Noord Hinder Lightship. **Copenhagen** sank with the loss of six lives. *(Source: Wikipedia)*



OFFSHORE NEWS

LARGE ANCHOR HANDLING TUG SUPPLY (AHST) VESSEL – NORMAND SIRIUS



The offshore oil and gas industry continues unabated, and almost completely insulated from the Houthi menace of the southern Red Sea, due to the extremely limited requirement to utilise the Suez Canal when transiting North/South between any contracts, and virtually all East/West contracts being completely unaffected by the current difficulties of other operators. As always, the West Africa region provides Cape Town with a constant stream of

the specialised offshore vessels that maintain the oil and gas industry in that region. The casual maritime observer, who is also a tug lover, and who is broad minded beyond the purist view, always enjoy the arrival of the large modern offshore anchor handling tugs, who project so much power, and brute force, compared to the sadly departed 'S.A. Amandla'. If you had forgotten, 2024 is a Leap Year, and on 29th February, at 10:00 in the morning, the Multifunctional Deep Water Anchor Handling Offshore Service Vessel, or better described as a Large Anchor Handling Tug Supply (AHST) vessel 'Normand Sirius' (IMO 9659074), arrived off Cape Town, from Luba in Equatorial Guinea, and entered Cape Town harbour, proceeding into the Duncan Dock, and going alongside the Landing Wall. Her arrival was not for purposes of receiving shoreside engineering support, but a quick call for bunkers and fresh provisions. She was built in 2014, with her hull being built by the VARD Tulcea SA shipyard at Tulcea in Rumania, before being towed from the Black Sea, via the Mediterranean Sea, and around to the VARD Langsten AS shipyard at Tomrefjord in Norway, for final completion and

outfitting, 'Normand Sirius' is 87 metres in length and has a deadweight of 3,950 tons. She is a diesel electric vessel, and is powered by two Rolls-Royce Bergen B32:40L9P nine cylinder, four stroke, main engines producing 10,400 bhp (7,650 kW), and providing power to two electric motors providing 3,000 kW each to two Rolls-Royce RR121XFS/4E-B controllable pitch propellers, for a service speed of 12 knots, and an intervention speed of 16 knots.



Her auxiliary machinery includes four Caterpillar 3516 generators providing 1,400 kW each, and a

single Scania DI12 emergency generator providing 224 kW. For added manoeuvrability she has a forward mounted Rolls-Royce TCNS 92/62-220 retractable azimuth thruster providing 1,500 kW, with two bow Kongsberg TT2200 DP transverse thrusters providing 1,000 kW each, and two stern Kongsberg TT2200 DP transverse thrusters providing 1,000 kW each. She is fitted with a large Remote Operated Vehicle (ROV) hangar on her starboard side, and her extensive fit of thrusters gives 'Normand Sirius' a Dynamic Positioning classification of DP2, with her DP system provided by Rolls-Royce. She has an Ice classification of ICE C, which allows her to operate in first year Baltic Sea ice with a thickness of 0.4 metres. She is equipped with two fire monitors giving her a firefighting capability of FiFi2. She has a large aft working deck area of 754 m2, able to carry a maximum load of 1,500 tons, with two deck cranes, each capable of lifting 5 tons placed on each side of the working deck. In her capacity as a supply vessel, 'Normand Sirius' has a substantial fit of cargo tanks, with tanks capable of carrying 957 m3 of fuel oil, 948 m3 of potable water, 2,417 m3 of drill water, 861 m3 of drill mud, 383 m3 of base oil, and 270 m3 of dry cement, or dry bulk cargo. One of eight sisterships, all built to a Rolls Royce UT 731 CD design, 'Normand Sirius' has accommodation for 40 persons, and was originally built for Farstad Shipping ASA, and named 'Far Sirius'. Her name was changed to 'Normand Sirius' after 2017 when Farstad merged with the Solstad Group, and she is now owned by Solstad Rederi AS, of Skudeneshavn in Norway. She is operated by Solstad Offshore ASA, and managed by Solstad Shipping AS, also of Skudeneshavn. As an AHTS she has an impressive bollard pull of 259 tons. Her dual role of a supply vessel, is linked to the decision by Solstad Offshore to sell off her complete fleet of pure Platform Supply Vessels (PSV) in March 2023. The fleet of 37 PSVs were all sold to Tidewater for US\$580 million (ZAR11.06 billion), with the completion of the sale taking place in July 2023, and which marked the exit from the PSV segment by Solstad Shipping. Her arrival in Cape Town was at the conclusion of a contract with Ocean Installer Ltd., based in West Africa, which began in October 2023, and was for the Q4 period of 2023, where she spent most of her time operating on a support contract based mainly out of Pointe Noire, operating in the Republic of Congo offshore oil and gas industry, and latterly out of Luba, in the Equatorial Guinea oil and gas industry. Ocean Installer Ltd., specialise in subsea operations. For a long period of time 'Normand Sirius' operated in the Australian oil and gas industry, and was supporting the drilling programme of the Ichthys Liquid Natural Gas (LNG) development programme. She was under contract to INPEX Operations Australia Pty., and operated on the contract out of the port of Broome in Western Australia, with the Ichthys LNG field being located some 216 nautical miles north of Broome.

Advertisement



In January 2017 '**Normand Sirius**' was contracted to the Conoco-Phillips oil company, to support the Barossa Field drilling campaign. The Barossa field is a combined Natural Gas and Condensate field, located 162 nautical miles, northwest of Darwin in the Northern Territory. The field output is tied back to a Floating Production Storage Offshore (FPSO) facility, which separates and processes the gas and condensate, with the condensate being exported by tanker, and the gas being sent via a 140 nautical mile long pipeline to the Darwin LNG plant. In 2014, when '**Normand Sirius**' was making her

way through the Java Sea, she came across seven Indonesian seamen in a liferaft. Their ship had sunk



ten hours earlier, with no distress call being made, and were extremely lucky to have been found, and rescued by 'Normand Sirius'. In Cape Town, after a very short ten hours alongside, and on completion of her uplift of bunkers, stores and fresh provisions, 'Normand Sirius' was ready to continue with her voyage. At 20:00 in the evening of 29th February, she

sailed from Cape Town, bound for Singapore, where she was heading to prepare for her next contract. Once more, '**Normand Sirius**' was destined for Australia. She has been awarded a 160 day contract, beginning at the start of April, Q2 2024, in support of an offshore drilling campaign in Western Australia. The contract also has a further option for an extension of 250 days beyond the confirmed contract period. *(Source: African Ports & Ships by Jay Gates; Photo's:)*

SIMON MØKSTER AGREES TO PSV EXTENSION WITH EQUINOR

Norwegian shipowner Simon Møkster Shipping has agreed to extend the charter of one of its platform supply vessels (PSV) with Equinor until the end of June 2024 plus options. The 2010-built **Stril Mermaid** has been on charter to Equinor since June last year for PSV and standby duties in the Norwegian Sea. Equinor declared a two-month option for the vessel in November that same year. The extension went into effect after



the PSV served six months in the northern part of the North Sea. Simon Møkster is the largest supplier of offshore vessels to Equinor providing services in the PSV and ERRV segments with seven vessels in operation. *(Source: Splash24/7)*

CHRISTEN SVEAAS' KISTEFOS THREATENS LAWSUIT AGAINST AKER AND SOLSTAD OFFSHORE

Norwegian investor Christen Sveaas is considering legal action against several players who were involved in the restructuring of the shipowner Solstad Offshore. Solstad Offshore, together with Kjell Inge Røkke-controlled Aker and AMSC have been informed of the possible lawsuit by Sveaas' investment vehicle Kistefos. The company is looking to claim compensation for the alleged loss incurred as a result of the refinancing in October last year. Back then Solstad Offshore struck a refinancing deal for its fleet of NOK9.7bn (\$879.5m) worth of loans with Aker, AMSC, DNB and



Eksfin in October. As a result, Solstad Maritime was set up with NOK4bn of new equity and Aker contributed at least NOK2.25bn and guaranteeing а further NOK750m, while Akerdominated AMSC, contributed the owning entity for the CSV Normand Maximus in exchange for NOK1bn of new shares in the company. The transaction gave Aker, together with the Røkke group, about 60% of the new Solstad, where 35 of Solstad

Offshore's 43 ships were transferred. The existing Solstad Offshore retained around 27% ownership of the new company, while its existing shareholders, excluding Aker, received subscription rights to participate in the NOK750m private placement of new shares, corresponding to around 13.6% stake. Sveaas came out strong against the scheme saying it involved gross discrimination of shareholders and enriched Aker at the expense of the shareholder community, describing it as "one of the riskiest transactions seen on the Oslo Stock Exchange". In December, Kistefos, as one of the largest shareholders in Solstad Offshore, demanded an extraordinary general meeting to consider legal action against the board of Solstad Offshore, and chairmen and general managers of Aker Capital and AMSC, but that was withdrawn in January this year. Reportedly, Kistefos' next move is to structure the lawsuit as a class action, which would open the door for other Solstad shareholders to join. The three companies that could get involved said in a filing that they maintain that "any such lawsuit would be without merit". *(Source: Splash24/7)*



MALAYSIA REVERSES DECISION AND ALLOWS FOREIGN SHIPS TO REPAIR SUBMARINE CABLES IN ITS WATERS

Malaysia has decided to reverse a previous decision and allow foreign ships to repair submarine cables in its waters, the transport minister said, adding that the measure could be made permanent to encourage investment in technology and support the digital economy. The government had revoked permission for international vessels to carry out such work in 2020, citing the outflow of foreign funds through freight payments and the need to develop Malaysia's shipping industry. Major technology companies, including Facebook , Google , Microsoft and Amazon , had previously requested the restoration of the cabotage exemption, due to potential delays in the repair and

maintenance of undersea cables. These rules regulate commercial maritime or activities in the waters or airspace of country. а Transport Minister Anthony Loke said the government had agreed to reinstate the exemption following discussions with international players in the technology and telecommunications "We will industry. do



everything necessary to ensure (industries) that there is certainty in terms of this policy and to attract more international investments not only in submarine cables but also in data centers," Loke said. Loke also announced other changes to Malaysia's shipping rules, including reinstating its cabotage policy on vessels sending cargo from the country's peninsula to the state of Sarawak on the island of Borneo. All local and foreign ships carrying out cargo services in Malaysian waters will also be required to apply for a domestic shipping license due to safety concerns, Loke said, adding that approval processes will be made easier. The new rules are expected to come into effect in the next two months. *(Source: PortalPortuario)*

JAN DE NUL GROUP EXTENDS CONTRACT WITH CASTOR MARINE FOR FULL FLEET HYBRID LEO AND GEO CONNECTIVITY



80+ dredgers, jack-up barges, cable installation vessels. fall-pipe rock installation vessels, multipurpose ships, heavy lift vessels, and Unmanned Survey Vessels to be served. After winning a 3-year contract for more than 80 vessels to VSAT, Iridium and VoIP in 2021, Castor Marine's connectivity contract has now been renewed by Jan De Nul Group and includes a roll-

out of Starlink to most Jan De Nul Group vessels. The experts in marine construction, civil engineering and environmental projects have expressed their continued satisfaction about and need for solid vessel connectivity on a global scale. With the addition of Starlink, the Castor Marine provided hybrid LEO GEO service is a leap forward in terms of internet speed and latency, bringing significant benefits in terms of both crew welfare and business operations for Jan De Nul Group. The installation and service contract not only comprises the VSAT, Starlink, Iridium and VoIP, but also the necessary hardware and 24/7 support services for the globally active fleet. Nils Crabeel, Vessel

Communication Manager at Jan De Nul Group, says: "In the past three years we've seen that Castor Marine delivers on its promises, which is important in building mutual trust and, of course, in daily practice where Jan De Nul regularly needs temporary project upgrades and downgrades on its vessels. We are happy with their support services. From the support desk to installation works, Castor Marine's account management is one of short lines of communications, flexible and fast response times." *Tailored solutions* Castor Marine delivers tailored connectivity solutions, with quality of services specified in detail, right down to Jan De Nul Group's VLAN level requirements. In the past three years, the fleet has experienced Castor Marine's operational and commercial flexibility in providing its global VSAT network. This makes scaling up easy – a useful feat, as each single vessel can have ad hoc, dedicated high bandwidth demands on short notice. Mark Olthuis, Director Maritime Offshore & Energy at Castor Marine, says: "We are thankful for Jan De Nul's continued trust. As a VSAT Network Operator and Authorized Starlink Reseller, we are proud that our flexible, high-bandwidth airtime solutions match the expectations of the Jan De Nul Group and its fleet and "Castor Marine is committed to providing the best possible mix of LEO and GEO connectivity services to Jan de Nul by anticipating new technologies coming available" (*PR*)



SHEARWATER SNAPS UP VOLSTAD SEISMIC DUO

Norwegian offshore seismic vessel player Shearwater GeoServices has emerged as the buyer of two ships sold by compatriot owner and operator Volstad. The Irene Waage Basili-led company has snapped up the 2008built Oceanic Endeavor and the 2010-built Geo Caspian for NOK860m (\$81.7m). Both Fosen-built ships will Shearwater's join fleet seismic of 20 vessels, while Volstad will exit the sector



with six vessels remaining in the offshore construction and dive support segments. The Bergen-based Shearwater was founded in 2016 as a joint venture by GC Rieber Shipping and Rasmussengruppen. The company's other main shareholder is SLB, formerly known as Schlumberger. *(Source: Splash24/7)*

HAVILA SHIPPING SCORES PAIR OF PSV CONTRACT EXTENSIONS



Norwegian OSV owner Havila Shipping has secured contract extensions for two of its platform supply vessels. The 2009-built Havila Borg has been fixed to energy industry logistics provider Peterson Den Helder for a period of up to 150 days from April in direct continuation of the existing contract with Peterson Offshore affiliate. The Fosnavåg-based firm has also agreed with TotalEnergies Denmark to

extend the contract for the 2010-built PSV **Havila Fanø** firming up the fixture until the end of June 2024. The Oslo-listed company, which operates 14 vessels within subsea construction, anchor handling, PSV and multi-field rescue recovery segments, said the dayrates are fixed according to the current market. *(PR)*

FLOATEL VESSEL FINDS WORK WITH NORWEGIAN OIL & GAS GIANT

Norwegian offshore accommodation provider Floatel International has won a new contract and secured an optional one for a semi-submersible support vessel, which will be used as a mobile accommodation unit off the coast of Norway, with the country's state-owned energy giant, Equinor. Floatel's new contract with Equinor is for the deployment of the **Floatel**



Superior mobile accommodation facility, which will provide accommodation and support services at the Åsgard B platform located in the Norwegian Sea on the Norwegian Continental Shelf (NCS). With a firm duration of six months, the vessel is due to kick off this assignment in March/April 2025. However, the contract comes with an extension option. In addition to the Åsgard contract award, the firm also got a hold of an optional contract with Equinor. This optional deal is for the provision of accommodation and support services at the Oseberg Field Centre in the Norwegian North Sea. If Equinor declares the option, the hire period for **Floatel Superior** will be extended by an additional five to eight months. As a result, the vessel's total assignment duration will be eleven to fourteen months, including the Åsgard project. The optional period at Oseberg is to be declared by Equinor before November 1, 2024. This subsequent engagement at Oseberg is due to begin

immediately following the completion of the project at Åsgard in early 4Q 2025. The 2010-built **Floatel Superior** is a dynamically positioned (DP-3) semi-submersible accommodation and construction support vessel constructed at the Keppel FELS yard in Singapore. This vessel, which can accommodate 440 people, received an Acknowledgement of Compliance (AoC) in 2011. Floatel has other units working off Norway. Recently, the Norwegian Ocean Industry Authority (Havtil) gave Aker BP consent to use **Floatel Endurance** on the Skarv field in the northern part of the Norwegian Sea. *(Source: Offshore Energy)*



WINDFARM NEWS - RENEWABLES

ALL FOUNDATIONS IN AT ZHONG NENG WIND FARM OFFSHORE TAIWAN



The final jacket foundation has been installed at the 298 MW Zhong Neng offshore wind farm in Taiwan, according to a social media post by Joris Hol, CEO of Zhong Neng and Fengmiao phase I Offshore Wind Farm at Copenhagen Offshore Partners. The Zhong Neng offshore wind farm, being built by a joint venture between Copenhagen Infrastructure Partners (CIP) and China Steel Corporation (CSC), features 31 iacket foundations, with the first unit

installed at the offshore site some 13 kilometres off the Changhua County in August 2023. The jacket foundations were supplied by CSC's subsidiary Sing Da Marine Structures. The developers selected CSBC-DEME Wind Engineering (CDWE) for the transportation and installation of the 31 jacket foundations and the accompanying pin piles. The foundation installation work was carried out by **Green Jade**, the first Taiwan-built offshore wind installation vessel. The offshore construction on the project started in March with the installation of pin piles for the jacket foundations, for which CDWE deployed DEME's **Apollo** vessel. The Zhong Neng offshore wind farm will comprise

31 Vestas V174-9.6 MW turbines, all of which are scheduled to be in operation in 2024. CDWE has also been selected for the transportation and installation of the wind turbines at the Taiwanese project. *(Source: Offshore Wind)*

FUGRO'S LIDAR BUOY DEPLOYED OFFSHORE LITHUANIA FOR 700 MW WIND PROJECT

Fugro has deployed one of its floating LiDAR buoys in the maritime area of Lithuania's future offshore wind farm to gather wind and meteorological measurements in the Baltic Sea, which are necessary for the development of the 700 MW project. The measuring station, which was put on a special buoy, provide will environmental monitoring data in real-time to help make decisions on developing the project, said Ignitis Renewables, the



company that is developing the offshore wind farm together with its partner Ocean Winds. "To have accurate data on prevailing wind speeds and other hydro-meteorological parameters such as wave height, direction and speed of currents, air and water temperature as well as bat activity in the maritime area of the offshore wind farm, our partner Fugro, towed one of their wind LiDAR buoy's using specialised equipment to the maritime area of the future offshore wind farm and secured it," said Dainius Stepanonis, Project Manager at Ignitis Renewables who is responsible for marine research. According to Stepanonis, all the work in the maritime area will be completed within a few days, "while the installed equipment will be left to collect and continuously transfer data remotely for at least a year, with the option, if necessary, to continue studies for a longer period". The wind speed is measured at different altitudes from 20 to 280 metres, while water parameters are measured at depths of up to four metres. These data are crucial for selecting future wind turbine models, estimating the necessary investments, designing the turbine layout and their period of operation, and assessing other important aspects, said Ignitis Renewables. Specialists conducting the studies are particularly interested in data from the winter period. According to the developer, during winter, the winds are the strongest, and meteorological conditions are at their worst. The Lithuanian Government held the auction, the country's first for an offshore wind project, last year. In July 2023, the government provisionally selected the joint venture between Ocean Winds and Ignitis Renewables. Three months later, it officially confirmed the joint venture as the developer of Lithuania's first offshore wind farm. The site where the offshore wind farm will be built is located approximately 30–36 kilometres off Lithuania's Baltic Sea coast and covers an area of approximately 120 square kilometres. The number of wind turbines to be installed at the site will be up to 55, with a maximum height of around 350 metres. The depth of the maritime area ranges from 28 to 48 metres, and the average annual wind speed there is around 9-10 m/s. All of these parameters will depend on the findings of the studies, the environmental impact assessment, adopted technologies, and other conditions, said Ignitis Renewables. Scheduled to begin operations by 2030, the offshore wind farm will have an installed capacity of 700 MW and is expected to generate up to 3 TWh of electricity annually, which would meet up to a quarter of Lithuania's current electricity demand. *(Source: Offshore Wind)*







COWI has been awarded a contract by Thistle Wind Partners (TWP), a partnership between DEME, Qair, and Aspiravi, to conduct pre-frontend engineering design (FEED) studies for the Ayre and Bowdun offshore wind farms Scotland. Under in the contract, COWI will carry out a Pre-FEED study for TWP's Ayre and Bowdun offshore wind farms, which are planned to enter construction in 2029

and produce more than 2 GW of renewable energy by 2032-2032. COWI will provide an analysis for the foundation design of each offshore wind project. The Denmark-headquartered company will deliver a comprehensive Pre-FEED study that integrates both electrical and civil design elements. The study will determine the feasibility of the development of robust electrical infrastructure, featuring inter-array cables that connect to offshore substations. The company will also bring its experience in road and railway design to support decisions on onshore wire routing and associated crossings, according to COWI. The offshore wind projects were allocated as part of the ScotWind leasing round in 2022. The 1 GW Ayre floating wind farm is located 33 kilometres to the east of Orkney, while the 1 GW Bowdun fixed-foundation project is situated 47 kilometres off the coast of Aberdeenshire. A final investment decision for both the Ayre and Bowdun offshore wind projects is planned for 2028 if consent is achieved in 2025. "Our projects have a busy year ahead with major consenting and engineering milestones ahead of them in 2024," said Ian Taylor, Project Director, Thistle Wind Partners (TWP). "We hit the first one in January with the publication of our Onshore Scoping Report for the Ayre project, and ensuring that we have robust electrical and civil designs by the end of the year will maintain the momentum. We welcome our partners at COWI on board our engineering journey as we mix fixed and floating wind technologies across these two groundbreaking projects." (Source: Offshore Wind)

CTV SISTERS AWAITING NEW WORK

They have been moored side by side for some time at the Acta **Iifmar** wharf in the Koopvaardersbinnenhaven. This is pending new work. These are the sisters Offshore Phantom and Offshore Performer. Sotransfer vessels called crew (CTVs), or fast aluminum catamarans that must transfer personnel to and from offshore wind farms. They can also be used for survey work. The two over 15 meter long vessels have



been part of the workboat fleet of Acta Marine, now Acta Jifmar, since 2015. They can accommodate twelve passengers each and reach a maximum speed of 23 knots. The Offshore Phantom has been equipped with two new Volvo Penta engines for some time that meet the IMO Tier III environmental requirements. *(Source: www.maritiemdenhelder.eu)*

DREDGING NEWS

Callan Marine christens fleet's largest cutter suction dredge



Galveston. Texas-based Marine Callan recently christened its newest fleet the 32". asset. 278.4'x72'x16' cutter suction dredge General Arnold in Corpus Christi, Texas. General Arnold will begin work on phase four of the Corpus Christi Ship Improvement Channel Project, which plans to beneficially re-use all dredged material removed

from the channel's deepening and widening. **General Arnold** was designed in-house and built by C&C Marine and Repair, Belle Chasse, La. Ships service power comes from four GE/Wabtec 16V250MDC12 EPA Tier 4 engines, generating a combined 24,000 hp and utilizing exhaust gas recirculation technology to reduce emissions to sub-Tier 4 levels. The dredge has a maximum digging depth of 97'; however, in coastal dredging applications, the addition of an Idler Barge lengthens dredge ability to 500'. Additional equipment includes one submersible pump with a 69" impeller powered by a 2,500-hp electric motor, two main deck pumps, each with an 84" impeller

and each powered by a 6,000-hp electric motor, a cutter head powered by a submersible 2,500-hp electric motor, a Christmas tree anchoring system for offshore dredging applications, and dieselelectric operation utilizing EPA Tier 4 generators. The dredge can hold 362,950 gals. of fuel, 46,873 gals. potable water, and 152,108 gals. fresh water. Additional oil capacities include 6,130 gal. lube oil, 2,870 gals. gear oil, and 6,320 dirty oil. "The General Arnold demonstrates Callan Marine's commitment to Gulf Coast dredging," said John Sullivan, CEO and managing principal of Callan Marine, in a prepared statement. "Callan Marine believes in the capital dredge market and the need for large cutter suction dredges to construct the nation's largest capital improvement projects. We are continuing to grow our fleet with the latest technology and equipment, serving our clients with safety and integrity." The vessel accommodates 34 crew, with each stateroom equipped with a thermostat, head, and set of flatscreen TVs. Crew accommodations also include a workout room, crew lounge and daily laundry service. Additional electronics include a Kronhe flow meter, an ITS density meter, and DSC VISION survey equipment. The General Arnold joins Callan Marine's existing fleet of dredges including the 32" General MacArthur, the 28" General Bradley, the 18" General Pershing, the 18" General Marshall, the 16" General Patton, the 12" General Eisenhower, and the 8" General Swing. The dredge is ABS certified Maltese Cross A1 Barge. (Source: Workboat; Photo: Callan Marine)



VAN OORD'S TSHD HAM 318 BUSY AT KRISHNAPATNAM PORT, INDIA

Van Oord is carrying out dredging works in the Port of Krishnapatnam, India. The depth of the port channels has to be restored after a severe cyclone, said Van Oord. To dredge the navigation channel of the port to the required depth again, the Dutch giant is deploying trailing suction hopper dredger (TSHD) In HAM **318**. total, approximately 5 million



cubic metres of material will be removed from these areas. The Port of Krishnapatnam is India's deepest port and one of South Asia's largest ports. *(Source: Dredging Today)*

BOSKALIS WIDENING SOUTHAMPTON'S WESTERN DOCKS CHANNEL

Boskalis Westminster Ltd recently commenced work on a capital dredging project within the Port of Southampton. The project, being undertaken on behalf of Associated **British** Ports (ABP), will widen a section of the existing navigation channel within the port's Western Docks by up to 46m over a length of 2,300m. The contractor will be using a combination of trailer suction dredgers and a backhoe dredger to complete the work before the mid-March



deadline, including the **MAGNOR**, **TSHD CAUSEWAY**, hopper barges **TERRAFERRE 1 and 2**, etc. In order to bring the area to full design depth, Boskalis will remove around 900,000m³ of material from the navigational channel in the Western Docks. *(Source: Dredging Today)*

HISTORIC YARD

SHIPYARD AT THE GOUDSE BOOM - NETHERLANDS



In 1585 IJsselveere was added to Oudewater. This 'new' part of Oudewater quickly developed into an industrial district. A second flour mill was built, there were two breweries, two forges, two grutterries and an oil mill. And at the Goudse the embankment bridge Boom, over the Hollandsche IJssel, there was a shipyard. In 1610, Cornelis Pieterssen was named schipmaecker in the baptismal register at the baptism of his daughter. In 1612 it was named by the city council because a street had to be created on the south side of the Hollandsche IJssel from the 'Isulbrugge' to the embankment at the 'Goudschebrugge'. Cornelis died in 1636. Pieter Cornelis Eynthoven took over the shipyard and after him Jan Willemsen Vermij and Dirck Pieters van Wijngaerden were shipbuilders here. In 1679, Dirck Pieters van

Wijngaerden took over the shipyard in Haastrecht and Pieter van Steyn bought the shipyard in Oudewater. Pieter van Steijn was active as a shipbuilder for more than thirty years. He had a number of improvements made to the yard, such as a lubrication ramp and an aisle. The Hollandsche IJssel is not a wide river: the wharf therefore had a transverse slope, parallel to the water. A number of ship types that were built at the shipyard are also mentioned in this period, such as a 'seven korff schuytje', a 'snebbeschuyt' and a 'Gouwenaer'. Yet the company was only worth 250 guilders when it was sold in 1711. Willem Pieters van Steijn, who was mentioned as a shipmaker with his father in 1709, apparently did not dare to continue the company. The new owner was Jacob Pieterse Ottoland, shipbuilder from Benschop. It is not clear whether he settled in Oudewater: as early as 1713 he sold the company to Matthijs Kelder, who was mentioned in the burgher book of Oudewater as 'shipmaker of his shipyard, born and from Benschop'. Matthijs Kelder also built 'snebbeschuyten', among other things. A 'snebbeschuyt' is a ship with a protruding prow, a 'snebbe' or 'beak'. Kelder died in 1737. His son and daughter were still minors at this time and his son would eventually start a fabric shop in Wijdstraat. Even at that time, it was really not the rule that the son succeeded the father in the profession! The new owner of the shipyard was Abraham van Leeuwen. He paid 1,215 guilders and 15 stuivers for the shipyard, a record amount. After him, Hendrik Slingerland and his son Teunis Slingerland subsequently owned the shipyard. The shipyard remained valuable: a sum of one thousand guilders was mentioned when it was sold in 1774. The

turnovers also seem to have been good. A pannebakkerpraam was delivered for 225 guilders and in 1794 Pieter Toor, the market skipper on Dordrecht and Schiedam, owed Teunis Slingerland 1200 guilders for repairs to his barge. In 1789, barracks were built along the West-IJsselkade to accommodate the billeted soldiers independently. A row of houses was demolished for the construction, but the shipyard continued to exist, at least until after 1808. The Oudewater draftsman and photographer Everhard Rahms drew the facade of the building around 1855 with the image of an axe, as was very common for a shipyard. He also noted: 'IJssel next to the barracks, formerly a shipyard'. The Original Indicative Tables of the land registry show



that the buildings were owned by 'manufacturer' Michiel van Vliet in 1832. In photos by Rahms, the transverse slope of the shipyard can still be seen, sloping towards the water. The IJsselkade must not have been built until 1880, when the Brinkers oil mill was built on this site. The facade stone has been preserved. After the closure of the shipyard at the Goudse boom, it apparently soon became apparent that Oudewater could not do without a shipyard, even if only for the maintenance of the ships of the barge skippers. Around 1850, Hendrik Stofberg started a shipyard on the south side of IJsselveere, in the buildings of the former brewery 'het Wapen van Haarlem', which had previously been used for a short time as a syrup factory. This shipyard existed until approximately 1920. *(Source: Geschiedkundige Vereniging Oudewater)*



YARD NEWS

SKAWLINK V - SKAGEN HAVN'S NEW MOVER

In December 2023, the shipping company SAGA Shipping could welcome one of the latest newbuildings from Hvide Sande Shipyard. In December 2023, Skawlink **V** was launched from Hvide Sande Shipyard and delivered to the shipping company SAGA Shipping in Skagen. The ship is intended as a modern older sister to the older Skawlink IV from 2012, which Hvide Sande

Shipyard has also delivered. It is also a supply ship, but an updated version. "The ship has become a few meters longer than the old one, and an extra propeller has been added, but otherwise it is largely the same as the Skawlink IV. It is of course also updated to the latest regulations and has updated electronic equipment. In this way, the shipping company has obtained a well-known product, but in a stronger, larger and more efficient version to carry out the core tasks," says project manager at Hvide Sande Shipyard, Sean Baden Mortensen. There is less physical work with the new ship, as there are fewer things that need to be optimized manually, and this is one of the very big advantages that the shipping company can enjoy. Like some clogs you know Skawlink V is the fourth newbuilding that Hvide Sande Shipyard delivers to SAGA Shipping, and Sean Baden Mortensen has been happy with the construction process and the continued cooperation with the shipping company. "Since the ship is a classic diesel-powered model, it is a knowledge that most shipyards have. It is something we have worked a lot with and can move well in, because we have many years of experience with it. It's like stepping into some familiar clogs, as opposed to working with alternative fuels such as methanol, batteries or hydrogen, where there are always some unknown and different challenges," says project manager Sean Baden Mortensen. Initially, there was talk of several different green measures, but due to the ship's operating profile, which is often up to 20 hours a day, the solution ended up being a traditional diesel-mechanical propulsion. "The ship is like a really big car with a really big towbar - it just doesn't work with battery operation, where there is a need to charge for longer periods. The shipowners looked a lot at green solutions, but there are not enough operating hours in a battery installation for the work the ship has to do. Therefore, the solution was a pair of modern diesel engines that meet the latest requirements for environmental emissions," says the project manager from the yard, Sean Baden Mortensen. (Source: Maritime Direct)



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Last week there have been new updates posted:

- 1. Several updates on the News page posted last week:
 - *MED MARINE successfully delivered another state-of-the-art tug to Scafi Societa' di Navigazione S.P.A.*
 - *KOTUG announces purchase of joint venture interest in KOTUG Seabulk Maritime form partner Seacor Holdings*
 - Delivery adds to the world's most environmentally-friendly tug fleet
 - SANMAR delivers third tugboat in just three months to BOLUDA TOWAGE
 - *Med Marine Celebrates Another Successful Delivery*
- 2. Several updates on the Broker Sales page posted last week.

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

(pls contact jvds@towingline.com)

- Platform Supply Vessel 'TEK-OCEAN SPIRIT' for sale (new)
- *3.* Several updates on the Newsletter Fleetlist page posted last week
 - WUZ Gdansk by Jasiu van Haarlem (new)
 - Vroon Offshore Services by Jasiu van Haarlem
 - Rebarca Barcelona by Jasiu van Haarlem
 - Suez Canal Ismalia by Jasiu van Haarlem
 - AVRA Towage Rotterdam by Jasiu van Haarlem

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