Tugs Towing & Offshore Newsletter

60 years Tugboatman

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TUGS & TOWING NEWS

DAMEN TO DELIVER TWO ASD TUGS 3010 ICE TO NORWAY'S BOA GROUP

On February 20th Damen Shipyards Group signed a contract with BOA Group for two ASD Tugs 3010 ICE. Due to Damen's practice of constructing vessels in series for stock, the tugs were already under construction at the time of order and will be delivered later this year. BOA's fleet consists of specialised offshore vessels, semi-submersible barges and harbour tugs. The order for these two Damen tugs is a part of the Norwegian company's strategic fleet renewal and aims at modernising the fleet while lowering fuel consumption. *Sustainable renewal* BOA CEO and shipowner Ole Torberg Bjørnevik explains, "There are a number of advantages to reducing the fuel consumption of our vessels. For one, it lowers costs, which helps us become more competitive. Crucially, it also allows us to pursue our goals of increased sustainability." In this, BOA is aligned with Damen, which has set itself the goal to become the most sustainable maritime solutions provider. To ensure that the tugs met the requirements of BOA, Damen worked closely with its client, considering its operational profile in great detail. BOA serves multiple ports, some of which are a considerable distance from one another, requiring up to 10 hours steaming, followed by harbour assistance. *Considering all options* "To ensure a good match, we considered a wide range of tugs, from various shipbuilders. I am confident that we have found the right vessel with Damen. The ASD Tug 3010 ICE represents the complete package for us. It's got the fuel economy, the right draught, ice classification and availability of spare parts. It was very important for us that we had something that was proven – and with Damen you certainly get something proven," says BOA Fleet Director Tugs and Salvage Eskil Bjørnevik. The two tugs will feature a range of options that ensure their suitability to BOA's needs. This includes a Heila HLRM 65 - 4s crane with 3.3 ton lifting capacity at 12.65 metres, an aft winch, a modular oil recovery system, and a shore heating system. The vessels will be the first Damen newbuilds in BOA's fleet. The two family-owned companies have, however, enjoyed a close relationship for many years already. This includes BOA's

repeated utilisation of Damen Shiprepair & Conversion yards. An example of this is the recent extension of the **Boabarge 33** undertaken by Damen Shiprepair Rotterdam in preparation for BOA's scope in a contract with TM Edison in Belgium. *In keeping with tradition* In keeping with company tradition, the tugs will receive names associated with Norse mythology. They are to be named **BOA Hugin** and **BOA Munin** (thought and memory, respectively, in Old Norse) for the two ravens said to fly around the world gathering information for Odin. Damen Sales Manager for Scandinavia Martin Verstraaten says, "It has been a pleasure to be in contact with such a knowledgeable client. I'm very pleased that we have been able to find a solution that matches BOA's wide-ranging operational profile. It's been quite a journey assessing the requirements and the possible solutions, but it's gone smoothly and always been filled with warmth. I'm looking forward to the continued development of our relationship in the future." *(PR)*

ASD TUG BUILT TO ENHANCE SCOTTISH TOWAGE AND DOCKING

UK provider of ship handling, docking and manoeuvring services Clyde Marine Services has acquired a new ASD tug, built and designed by Damen Shipyards, to enhance the fleet it operates on the River Clyde and in harbours and docks near Glasgow, Scotland. **CMS Thunderer** will soon leave the Netherlands for its voyage to Scotland after final commissioning work in the Rotterdam area. According to local reports, it was built to Damen's ASD Tug 2312 design with a bollard pull ahead of 70 tonnes, a

bollard pull astern of 65 tonnes and equipment for ship towing and mooring, fire-fighting and oil pollution control. This 23-m, 497-gt vessel has a beam of 12 m, a hull depth of 4 m and a draught of 6 m. Its propulsion consists of twin Caterpillar 3512C TA HD/D main engines, each with a total power of 3,804 kW at 1,800 rpm, turning one azimuth thruster, providing **CMS Thunderer** with a free sailing speed of 12 knots. Clyde Marine Services' main focus of operations covers the river from Glasgow to the Firth of Clyde, although contracts frequently extend to the islands, lochs and harbours on the west coast of Scotland. It operates a fleet of three ASD tugs, 2015-built CMS Warrior, plus 2019-built CMS Wrestler and Boxer, and conventional tug, 2000-built, 17-m Bruiser. In February 2023, tugboat Biter capsized with the loss of crew while manoeuvring 2,112-gt, 72-m Hebridean Princess cruise ship into a dock for maintenance on the Clyde off Greenock, Scotland. *(Source: Riviera by Martyn Wingrove; Photo: Nico Giltay)*

FIRST ELECTRIC POWERED EMISSIONS-FREE ELECTRA TUG FOR SANMAR'S OWN FLEET LAUNCHED

Sanmar is celebrating the launching of the first ground-breaking electric battery-powered ElectRA tug for its own fleet, which provides towage, ship assist and escorting services at six ports around Turkiye. She will be the seventh (7th) electric battery tug delivered from Sanmar Shipyards within a year. Five off them already operating in Vancouver, Canada and the sixth is currently on the way heading to her new home in Norway. Based on the exclusive-to-Sanmar ElectRA 2300SX design from Canadian naval architects Robert Allan Ltd, the powerful and highly manoeuvrable new tug has been named **DINAMO 2023**. **DINAMO 2023** belongs to new era of pioneering emissions-free tugboats being built by Sanmar to protect the environment and create a sustainable tug industry. This has been achieved with no loss of performance or power with DINAMO 2023, for example, being able to

achieve a minimum of 70 tonnes of bollard pull ahead while operating on battery power. The ElectRA 2300SX has been designed to accommodate a large battery capacity to enable it to achieve a high bollard pull in a flush deck design, with the option to maintain some backup diesel generator capacity. Measuring 23.4m LOA, with a moulded breadth of 11.85m and moulded depth of 5.16m, DINAMO 2023 will join the SANMAR fleet of more than 30 tugs with an average age of less than three years. Chairman of the Board of Sanmar Shipyards, Ali Gürün said: "We have received a huge amount of interest in the ElectRA Series from operators around the world. Doing everything, we can towards protecting our planet is of paramount importance and we are, of course, delighted to see the first emissions free tugboat in our own fleet. This is a milestone moment for us." *(PR)*

CAFIMAR EXPANDS FLEET THROUGH NEWBUILDS

Three newbuild tugboats were added to the fleet in 2023 and another is scheduled to enter service this year, as port and terminal business grows. Italian tug owner Cafimar had a positive year in 2023, when it modernised its fleet through newbuild purchases after winning a long-term contract to support towage in ports and terminals in northwest Sicily. The Naples-headquartered group acquired newbuildings from Damen Shipyards, Sanmar Shipyards and Med Marine in 2023. These operate in the Palermo-Termini Imerese-Trapani-Porto Empedocle-Gela ports and harbours after it gained a 15-year concession to provide towage services, following a European tender. These fleet additions came after Cafimar purchased a harbour tug in 2022, Cafimar managing director Gian Paolo Russo tells International Tug & Salvage. "In September 2022, we acquired **Cala Azzurra**, a secondhand 2002-built twin-screw tug with FiFi1 [fire-fighting system] and 65 tonnes of bollard pull, which since has been working in tandem with our barge **Vega 25** on a long-term project," says Mr Russo. "2023 was a busy year as we took delivery in March of **Matador** from Damen and in April we bought 2012-built, 90 m by 27 m flat top barge, **Mizar 20**. "In August, **Blasco**, named in honour of our beloved captain Gianni Blasco, was delivered from Sanmar, and in September we took delivery of **Zu Pasquale**, dedicated to our captain Scinicariello, who left us many years ago, from Med Marine." **Matador** is an azimuth stern drive (ASD), 33-m, 449-gt tug built by Damen in China to its ASD 3212 design, with a beam of 12 m, a bollard pull of 82 tonnes and a FiFi1 fire-fighting system. Sanmar built 32-m, 497-gt **Blasco** as a low-emissions escort tug to Robert Allan Ltd's RAstar 3200X design with a bollard pull of 82 tonnes, a beam of 13 m and propulsion compliant with IMO Tier III standards for minimal NOx emissions. **Zu Pasquale**, a 25-m, 363-gt tugboat was built by Med Marine as a MED-A2575-series tug at Eregli Shipyard, in the Zonguldak region of Turkey, to Robert Allan Ltd's RAmparts 2500W design with a beam of 12 m. It is an ASD tug with a depth of around 5 m, a draught of 6 m, a speed of 11 knots, a bollard pull of 75 tonnes, a FiFi1-class fire-fighting system and accommodation for seven crew. While **Zu Pasquale** is operating in the Sicilian ports, Matador and Blasco are dedicated to terminal and offshore activities. "In 2024, while thinking about our next move, we are awaiting delivery from Sanmar of **Pellegron**, sister vessel to

Blasco, which was ordered after selling our Civitavecchia to Nemeca Z, now renamed Iraklis Z," says Mr Russo. "Further movement will hopefully come, as we are not finished yet." Cafimar is not only involved in harbour support, but also a considerable player in ocean and deepsea towage and terminal operations. It operates 13 vessels in Italian ports where Cafimar and its subsidiaries hold concessions, and six tugs provide ship support in terminals. "With the arrival of Pellegron this will hopefully become seven," says Mr Russo. Cafimar also has three tugs and two flat-top barges providing deepsea towage in the Mediterranean and provides two vessels to Castalia, which delivers anti-pollution services in Italy. "While with port activities it is more difficult to catch new opportunities, on deepsea towage we believe that, through a professional and competitive approach, new opportunities can always be captured, not only in the Mediterranean, but also in the Middle East and West Africa, which are now both very active," he adds. "We are constantly trying to increase our offshore and terminal activities, which are mainly focused in the Mediterranean for deepsea towage, Red Sea and Middle East for terminal activities, and are now also employing vessels in West Africa." Cafimar is part owner of Greek tug operator Nemeca Z with Rimorchiatori Mediterranei, Fratelli Neri and Zouros Group, which operates tugs in Piraeus port. "Nemeca Z not only increased its presence in Piraeus by acquiring new clients such as MSC, but in 2023, it also took over from Zouros Group the operations in Thessaloniki Port, completing the acquisition process that began in 2020," says Mr Russo. "Nemeca Z can be proudly identified as one of the four major tug operators in Greece with a modern fleet of more than 10 tugs." There is rising interest in Italy for reducing port and maritime emissions by investing in technology and operating more efficiently. Tug owners are encouraged to respond positively to these trends to improve the environmental footprint of harbour and terminal operations without affecting safety and ship manoeuvring. "We follow the development of technologies, and we are sensitive of our impact on the environment," says Mr Russo. "All the new tugs are IMO Tier 3 compliant, and during its last drydocking, we installed a ballast water management system on barge Mizar 20." New tugs have selective catalytic reduction units to capture NOx emissions from the exhaust of the two main diesel-burning engines. These solutions help tug owners overcome environmental and technical challenges, while its seafarers and onshore personnel enable these owners to provide operational support to shipping. "There are challenges every day, but at Cafimar, we think performance is the key to overcoming these challenges, and behind this performance there is a team of professional and dedicated people who try to give their best everyday 24/7," says Mr Russo. "We own tugs like many other companies, so what makes us different and possibly better than others is our performance and the relationships we establish with our clients." As 2024 unfolds, Cafimar will increase its fleet for its terminal and deepsea towage business, gain more projects and work in its focus regions, and reduce its fleet emissions in ports. *(Source: Riviera by Martyn Wingrove)*

MAIN IRON WORKS DELIVERS THREE NEW TOWBOATS TO INGRAM MARINE

On March 7, Ingram Marine Group, Nashville, Tenn., held a special christening ceremony for three new 69'x30' vessels: the **Patrick L. Morton**, **Teresa Sprouse**, and **Gary L. Holman**. Each vessel is named after a distinguished, long-term Ingram associate and built at Main Iron Works, Houma, La. These are the sixth, seventh, and eighth new vessels built in a series of 10 ordered by Ingram Marine Group. They are four-decked, welded steel, USCG Subchapter M-compliant towboats designed by Ingram Marine Group, Main Iron Works, and Ashraf Degedy, PE. The new towboats are outfitted with twin Caterpillar Marine tier 3 diesel engines and Reintjes gearboxes, John Deer generators, and Michigan Wheel propellers. "**Patrick**, **Teresa**, and **Gary** have nearly 100 years of combined experience, and their longevity and depth of experience are amazing examples of 'The Ingram Way,' Orrin Ingram, chairman of Ingram Marine Group and CEO of Ingram Industries, said in a statement announcing the new deliveries. "They have all made such significant contributions over their time with us. They have tremendous work ethic, treat others with respect, and are terrific leaders. Each is absolutely deserving of this recognition, and I'm proud to celebrate with them and their loved ones today." The live-aboard vessels feature a 33' eye level and have capacities of 12,000 gals. of fuel and 4,600 gals. potable water. "Christening a vessel is one of the highest honors we can bestow, and Patrick, Teresa, and Gary have each earned this special distinction," said John Roberts, president & CEO of Ingram Marine Group. "All three are highly respected by their peers professionally and in their communities outside of work. Not only have they seen great success in their own careers, they have supported and mentored many others along the way. The christenings of these vessels is well-deserved." The **Patrick L. Morton** is named in honor of Ingram's associate vice president of logistics and customer service. Ingram Marine Group photos. The Patrick L. Morton is named in honor of Ingram's associate vice president of logistics and customer service. Patrick Morton joined Ingram in 1997 and, over the years, has been a cornerstone leader in the company's Reserve, La., office. Working in vessel operations as well as logistics and customer service, he is known for his steady leadership and kind nature. Morton is actively involved in the maritime community, including The Greater New Orleans Barge Fleeting Association, The Gulf Intracoastal Canal Association and The United Way of St. John. Patrick is also a dedicated family man and has been married to his wife

Tammy for more than 35 years. They share three children: Matthew, Michael and Maggie. The **Teresa Sprouse** is dedicated to our associate vice president of financial planning, analysis & reporting. Teresa Sprouse has served Ingram for more than 35 years, beginning her career as a senior accountant for Ingram Book Co. She transferred to Ingram Industries in 1999 before coming to Ingram Barge Co. in 2007. Sprouse is known throughout the Nashville office for her friendly smile and unwavering support of her team and colleagues. She is the proud mother of her daughter, Kayla, and son, Jordan, and has been blessed with seven grandchildren. Sprouse is also a very active member of her church community. The **Gary L. Holman** is named after Ingram's vice president of barge maintenance. Growing up in a small river town in Western Kentucky, he became fascinated with the marine industry at a young age and was drawn to Ingram's vessels. Just over 36 years ago, Gary joined Ingram as a welder. Over the years, his strong work ethic and natural ability to build teams up found him taking on various leadership roles, including barge inspector, manager, general manager and director of barge maintenance. He wears many different hats within the company and continues to serve as a mentor to many. Outside of work, Holman is a family man. He and his wife, Cindy, are the proud parents of Garett, who is also an Ingram associate and grandparents to Harper and Brayden. *(Source: Workboat.com)*

SEA RESCUERS WILL RECEIVE NEW UNITS - FIND OUT THE DETAILS

Purchases of a new multi-purpose rescue vessel, six other units, modernization of operating vessels and expansion of sea rescue stations - these include, among others: plans of the Maritime Search and Rescue Service until 2028 - informed the head of SAR Sebastian Kluska during the Maritime Economy and Inland Navigation Committee on March 6. On Wednesday, the Parliamentary Maritime Economy and Inland Navigation Committee discussed the functioning of the sea rescue system and its upcoming investment plans until 2028. Over the next four years, over PLN 660 million will be allocated for investments and modernization. Director of the Maritime Search and Rescue Service (SAR), Sebastian Kluska, stated that the Maritime Service was seeking a modernization program to strengthen the basic pillars of rescuers' work. " This is the construction of a new multi-purpose rescue ship. We have already announced a tender for a feasibility study and documentation. It is also the purchase of six ships tentatively named **SAR 2000**, i.e. successors of the **SAR 1500** rescue ships, which are used, " Kluska said, adding that in tender documentation is prepared during the procedure. The Maritime Search and Rescue Service also plans to purchase two specialized boats for the Vistula Lagoon and the Szczecin Lagoon (tender documentation has been prepared regarding the purchases). Further investments concern the purchase of specialized boats to combat oil pollution in sheltered and shallow waters and the modernization of the **Kapitan Poinc** ship with an integrated pollution collection system, lifting equipment and a new rescue boat. According to Director Kluska, the investments will also concern the modernization of the **Czesław II** ship and **SAR 3000** ships, the construction of a new coordination center in Gdynia with office facilities, and the modernization and deepening of the quay in the port of Hel. It is also planned to expand rescue stations in Kołobrzeg, Dziwnów, Trzebież and modernize five rescue stations in Świnoujście, Ustka, Łeba, Hel and Tolkmicko. Rescuers also plan, among other things, purchases of operational vehicles and trucks for shore stations, drones with cameras and suits for rescuers. Director Kluska also added that the Maritime Search and Rescue Service is constantly requesting an increase in the number of positions at shore rescue stations. " This is the plan until at least 2028, " concluded Kluska. As he said, the value of funding from EU projects is PLN 550 million and approximately PLN 100 million from the Polish budget. Currently, over 300 employees and rescuers work in the Maritime Search and Rescue Service. Details of the plans presented by the head of the SAR Service can be found in the video rebroadcast of the meeting of the Maritime Economy and Inland Navigation Committee of March 6 this year. It included consideration of information on the remuneration of local maritime administration employees and information on the functioning of the maritime rescue system (current status, diagnosis, barriers and limitations, necessary legislative and infrastructural activities). *(Source: PortalMorski; Photo: Piotr B. Stareńczak)*

MULTRASHIP: NAVIGATING CHALLENGING DEVELOPMENTS TO REACH NET ZERO

Managing director Leendert Muller explains key challenges in minimising its environmental impact through effective salvage and using alternative fuels. Speaking with Multraship Towage & Salvage managing director Leendert Muller, it is clear the demand for the Dutch company's services is robust and growing. With its geographically expanded footprint, Multraship continues to be a significant player in the tug and salvage industry. Talking about what has kept the company busy over the past year and discussing how the industry can overcome the challenges ahead, Capt Muller is reflective and positive about all that is to come. "We are fortunate to have had a very busy year in 2023. Our business has grown to meet additional customer and project requirements, and as such, we invested in additional vessels and have grown our team both at sea and onshore," he tells Riviera Maritime Media. Multraship ordered three azimuth stern drive (ASD) tugs from Damen Shipyards to be constructed in Vietnam and delivered in 2024. "**Multratug 34** – an ASD 2813 tug with 85 tonnes bollard pull – has already been delivered and is in service in Oman," says Capt Muller. "The other two, **Multratug 35** and **Multratug 36**, will be delivered within the next three months. These will be 32-m tugs built to ASD 3212 design with a bollard pull of 88 tonnes, for deepsea and coastal towage, salvage and other operations," he explains. Demand for Multraship's services has been driven primarily by project requirements but is also a reflection of Multraship's continued efforts to maintain a high-quality, diverse fleet that enables it to service both complex and routine harbour and sea towage requirements as well as salvage and emergency response incidents. Capt Muller notes salvage incidents have reduced globally, largely because advancements in navigation and communications technology, training and regulations have improved onboard safety. However, the challenge for salvors is in ensuring they are equipped and able to respond to high-impact incidents. "Building the right fleet and the operational capabilities to anticipate more high-impact incidents must be a priority for the industry," he says. *Maritime emergencies* The **Fremantle Highway** incident, for which Multraship acted as co-contractors with Smit, is a prime example of the need to

continue to invest in resources and expert personnel, he adds. “We have ever-larger vessels and more complex cases where, by sheer scale and cargo-carrying capacity, the risks and impacts these vessels pose are greater. We must be prepared and supported to respond.” Throughout H2 2023, Multraship was in the news frequently regarding salvaging **Fremantle Highway** - a car carrier carrying 3,700 cars that caught fire while passing north of the Dutch island of Ameland in July 2023. During the initial firefighting response, Multraship and Smit were chosen as co-contractors for the salvage operation using Lloyd’s Standard Form of Salvage Agreement (LOF 2020), a rarity these days. The teams from Multraship and Smit worked with various specialists to help extinguish the flames and stabilise the vessel. To prevent further damage to the vessel, it was crucial to carry out firefighting and boundary cooling with expertise and create a strategic plan, Capt Muller explains. This plan ensured the structural integrity and stability of the vessel was not compromised, and the cargo, bunkers, and fire-fighting water on board was safely contained before it could be brought to a port of refuge to carefully remove the bunkers, contaminated fire-fighting water and as much cargo as possible. “As joint salvors, we have the right equipment and expertise, strong relationships with all the relevant authorities and a near-unmatched knowledge of the local area. This made the difference in how quickly we were able to respond,” says Capt Muller. From an environmental perspective, the site of the fire was a major concern. The Wadden Sea region, spanning the Netherlands, Denmark and Germany, is a UNESCO World Heritage Site, home to 10,000 aquatic and terrestrial species. Notably, it previously saw the **MSC Zoe** container ship disaster in 2019, with 297 containers lost overboard in rough seas. “The towage to Eemshaven was extremely complex and challenging, and made more difficult with unfavourable weather conditions,” says Capt Muller. “I am tremendously proud of the expertise and teamwork displayed by the salvors, regional and local maritime and safety authorities, as well as all other specialists and sub-contractors who worked so well together. In my view, this served as a reminder to industry about how crucial salvors are and how important our role is in ensuring safety and good environmental stewardship,” he adds. Apart from the salvage operation of **Fremantle Highway**, Multraship carried out numerous successful salvage operations over the past year, including freeing stranded tugboat **Oceaan II** from Zandvoort beach in the Netherlands; rescuing the abandoned pilot swath Perseus, just before grounding on the Dutch North Sea coast; and assisting in salvaging the tanker Torm Loke in Flushing Sloe Harbour. Furthermore, a significant and complex operation Multraship and LM Diving Service conducted in partnership successfully lifted the barge **Jogo 4** in the Upper Scheldt in Belgium. *Environmental challenges* On questions about what lies ahead for tug and salvage companies, Capt Muller thinks the biggest challenges affecting all vessel owners and operators is getting to net zero by 2050 and making sure there is the right mix of talent and experience within the organisation. “I am certain we will get to net zero, but only if industry works together,” he says. “Reducing emissions is a global concern that requires collaboration between the maritime community, governments and other sectors.” He says the towage sector should discuss these challenges with all stakeholders to get the best business solutions for the industry. “This means having fuelling solutions that meet the unique practical requirements of tugs and their operational requirements,” Capt Muller says. “Electric tugs might be suitable for harbour

towage, but they are not an option for sea towage due to the power requirements, for example, so we need to look at the full spectrum of towage and salvage solutions and services and adapt our fleets accordingly." There is still much to learn about future fuels and the overall emissions of the options coming online. "Most of these are still in the testing phase and we are working with some customers to test lower-emissions alternative fuels, including B-50 biofuel," says Capt Muller. This is made up of 50% hydrotreated vegetable oil (HVO) renewable fuel, and 50% ultra-low sulphur marine gasoil. "This is suitable, given that it is available where it is needed and does not require any special handling requirements, but it is not suitable across our entire fleet," he adds. As a company, Multraship has long been committed to working with partners and peers through its participation on the board of the International Salvage Union and European Tug Owners Association, as well as representation on various other membership boards. "Making sure we can share our expertise and insights not only on tug and salvage issues but on the bigger-picture issues and how it will affect our sector is important to us," says Capt Muller. "After all, we can only achieve net zero if we bring along every aspect and every vessel. Crucially, we need to make sure we invest in the people, skills and technologies that will enable us to get there, and this too requires companies to promote maritime careers and deliver on making those careers attractive propositions," he concludes. *(Source: Riviera by Martyn Wingrove)*

THE NEW SAN VITALE WAS DELIVERED BY SANMAR TO RIMORCHIATORI MEDITERRANEI

The tugboat freshly built and transferred from Turkey has just been delivered to Sicily in the port of Milazzo. Another tugboat built by the Turkish shipyard Sanmar is ready to join the Mediterranean Tug fleet. This was announced by the MSC group company itself, which wrote in a post: "Welcome to **San Vitale**! We are thrilled to announce the latest addition to our fleet: the **San Vitale** tugboat. Equipped with the latest technological innovations available, this tug will not only enhance our commitment to greater

efficiency and sustainability but will also allow us to tackle a wide range of operations at sea, always ensuring maximum safety and reliability." According to what SHIPPING ITALY has learned, this new entry has just arrived from Turkey where it was built by the Sanmar shipyard (hull n.316). Having left Yalova at the end of February, it arrived in the port of Milazzo in recent days to become part of the Rimorchiatori Augusta Srl company which operates in the Sicilian areas of Augusta, Syracuse, Catania, Pozzallo, Milazzo and Messina. *(Source: Shipping Italy)*

ELECTRIC POWER, TERMINAL FIRE-FIGHTING INFLUENCE TUG ORDERS

Tugs are being fitted with FiFi1 fire-fighting systems and pumps driven by electric motors. As electric-powered tugs are ordered, designed and built, low-emissions power units are being ordered to drive off-ship fire-fighting system pumps. Increasing numbers of tugs are being built with external fire-fighting systems in FiFi1 or FiFi-E classes, also known as FiFi capability, to tackle blazes on vessels and infrastructure in harbours and terminals. Some are supplied with dedicated small engines or generators, or power can come from a main diesel engine to run the pump that drives pressurised water and foam mixes to the monitors on the deck. According to Fire Fighting Systems (FFS) sales director for marine Espen Sveberg, pumps on electric tugs are driven by power from permanent magnet (PM) motors or power take-off (PTO) units on generator sets. “The number of electrical tugs has increased. We have delivered equipment for both Damen’s **Sparky** tug and Robert Allan’s **ElectRA tugs**.” Damen delivered its first battery powered tug, **Sparky**, to Ports of Auckland, New Zealand in 2022. Sanmar Shipyards is currently the only builder producing electric-powered tugs of ElectRA design. “The FiFi pumps are driven with PM motors, or in some cases, the FiFi pumps are run from a PTO on the emergency gensets on board,” says Mr Sveberg. “It looks like electrical tugs will continue to be a solution moving forward, hence we have received more and more inquiries for these kinds of tugs.” The type, class and arrangement of fire-fighting systems is determined by the owner, naval architect and shipyard with increasing engagement with the product supplier. “When designing tugs, the shipowner evaluates the use of a fire-fighting system and tug location,” Mr Sveberg explains. “We are often involved and co-operate with the owner, shipyards and designers to find the best solution for the vessel. This is a free-of-charge service our engineering and sales team provide.” FFS has decades of experience in supplying FiFi systems, having delivered equipment for 5,711 vessels as of 1 February 2024. “2023 was another hectic year for FFS as the order list shows we increased order income by 47% between 2022 and 2023 and increased the staff with 17 employees,” says Mr Sveberg. “Most of the orders are for newbuilding tugs but we are receiving more orders for newbuilding projects and retrofits of anchor handling tugs [AHTS] and platform supply vessels.” All the orders and deliveries for tugs and AHTS vessels have been of FiFi capability, FiFi1 or FiFi2 class, with FiFi3 only used on large, dedicated fireboats. “60-70% of all FFS deliveries for tugs are FiFi1 as tugs are considered first-response vessels,” Mr Sveberg continues. “These vessels are equipped with water spray protection for cooling the tug’s surfaces to enable close operations during early stages of firefighting and rescue operations.” During a larger fire,

these vessels can move into the fire, pick up people from the water and start initial firefighting. “80% of the tugs with the FiFi1 notation also have foam fire-fighting capability for petroleum-based products or hydrocarbon fuels, even if this is not required by class.” For the remaining 30-40% of FFS deliveries for tugs, the systems are smaller with the FiFi capability notation. “These systems are for smaller areas like marinas for leisure craft and smaller harbours where the fires are not that big,” says Mr Sveberg. Typical FiFi capability systems have water flow capacity ranging from 300 m3/hr to 1,200 m3/hr and the throw length of monitors is 80-100 m, enough to extinguish smaller fires. FFS has developed several new solutions for this segment. “We now have small, portable units for installation on deck with a compact close-coupled diesel engine and pump.” Another trend Mr Sveberg identified is increasing interest in installing FiFi2 class systems on tugs. In the past, these have been installed for special project newbuildings to serve at gas and oil terminals where there is need for large-flow, fire-fighting capabilities. FiFi2 systems are for long duration operations with at least 96 hours continuous fire-fighting capacity. These vessels can throw water more than 200 m at 7,200 m3/hr while staying a safe distance from the blaze and tackling the fire for days. Turkish fire-fighting system provider Marsis has also seen demand for FiFi units for electric-powered tugs, as well as a higher demand for newbuild tugs with diesel engines. It supplied FiFi1 systems to four newbuild tugs built in Turkey to Navtek Naval Technologies designs, including three **ZeeTug 30** vessels. These were built and delivered to Gisas Shipbuilding with an overall length of 19 m and 30 tonnes of bollard pull. Marsis also supplied the first **ZeeTug 45** tug, with 45 tonnes of bollard pull and an overall length of 26 m. Jason Engineering has supplied a FiFi2 class system for a new vessel built by MetalCraft Marine Inc for Kuwait Fire Force. **Monjed 2**, a 25-m FireCat, has two Jason OGF 250x350 fire pumps with a combined capacity of supplying 2,400 m3/hr of water and foam mixes to a series of deck hydrants and six remotely operable fire-fighting monitor cannons, which each have an individual capacity of up to 600 m3/hr. Two of these monitors are fitted to telescopic masts, which allow them to be raised high above the surrounding water level for enhanced firefighting. The fire pumps are directly coupled to the main engines, enabling **Monjed 2** to travel up to 15 knots, while the fire-fighting system remains fully operational. *(Source: Riviera by Martyn Wingrove)*

SMIT LAMNALCO RUMOURED TO BE STAYING IN-HOUSE

With a cash position of €769 million (US$841 million) and only €246 million (US$269 million) in debt, Boskalis is well-placed to snap up further assets. However, its next acquisition will probably be an off-market deal. Thirteen months ago, Spanish towage operator Boluda announced the acquisition of Boskalis’ joint offshore terminal towage company Smit-Lamnalco, held 50 per cent by Boskalis and 50 per cent by the Saudi Arabian Rezayat Group, where the second-generation family owners were looking to exit. Smit Lamnalco is the world’s fifth largest towage operator and employs around 1,600 people and owns 111 vessels. Boluda is the number one towage operator worldwide with over 600 tugs

working in 148 ports, it claims. Today, that deal has still not closed. Sources report that there have been delays in the disposal of Smit Lamnalco's remaining tugs in Russia, not the easiest transaction to accomplish but still a condition precedent for Boluda's financing. So, the deal is stalled, and insiders suggest that Boskalis may simply buy out the Reyazat Group and bring Smit Lamnalco on board as a wholly-owned subsidiary.

(Source: Baird)

SAAM CLOSES 2023 WITH HISTORIC EARNINGS OF US$ 501 MILLION

SAAM reported net income of US$ 501 million in 2023, representing its best-ever results thanks to the sale of its port and logistics assets to Hapag-Lloyd, which generated a net gain of US$ 422 million. Sales for the year totaled US$ 540 million and EBITDA was US$ 160 million, surpassing the prior year by 17% and 9%, respectively. "The sale of our port terminal and inland logistics operations leaves us in a solid position to move forward on the path we have set for ourselves: to lead the consolidation process in the towage industry and grow in air cargo logistics services. Likewise, throughout 2023 our continuing operations posted solid results and we were able to continue our path of growth," said SAAM's CEO, Macario Valdés. SAAM Towage operates in 13 countries and almost 100 ports in the Americas, making it the industry's leading operator in the region, and Aerosan operates at eight airports in Chile, Colombia and Ecuador. The company also reported that the Board of Directors agreed to propose to shareholders at the annual general meeting a dividend of US$ 125 million, in addition to the interim dividend distributed in January 2024. In total, the two dividends are equivalent to 50% of net income for the period and, if approved, will be the largest dividend distributed in the company's history. *Breakdown by division and 2023 milestones* At SAAM Towage, maneuvers were up 12% with respect to 2022, mainly due to increased activity in almost all markets, the reactivation of the cruise market, new service agreements and growing operations in Brazil and Peru. Time charter days—associated with dedicated towage services at oil, gas and mining terminals—grew by 8%, mostly because of increased activity in Brazil. At Aerosan, tons handled increased 5% thanks to higher export volumes as a result of new operations in Ecuador and increased activity in Chile and Colombia. Milestones for 2023 include purchasing 21 tug to provide services in Brazil; incorporating into SAAM Towage's fleet its first electric tugs, which are already in Canada; acquiring Pertraly, an airport cargo management company in Ecuador; renewing the concession to operate in the Santiago (Chile) export terminal for 5

more years; and expanding the cargo capacity of Aerosan's warehouses in Bogota. In addition, SAAM was selected for the Dow Jones Sustainability Index Chile for the eighth consecutive year and the MILA Pacific Alliance Select for the sixth straight year. Other recent developments include the confirmation by Humphreys and Feller Rate of the company's "Category AA" rating with a "Stable" outlook, a strategic alliance signed with Avianca Cargo to handle its export and import cargo at the Santiago airport, and an alliance with ENAP to operate the first electric tug in Chile. *(PR)*

ACCIDENTS – SALVAGE NEWS

ONE ADDITIONAL PERSON MISSING FROM TONGYEONG ABALONE FISHING BOAT FOUND... 3 PEOPLE FOUND ON BOARD DIED

On the morning of the 9th, the Tongyeong Coast Guard discovered one additional person among the nine people missing in the fishing boat capsize accident that occurred off Yokjido, Tongyeong-si, Gyeongsangnam-do. The three people found on board in the morning were pronounced dead. According to the Tongyeong Coast Guard, a patrol vessel discovered a missing person, believed to be a foreigner, in the sea about 7 nautical miles (13 km) away from the accident site at around 3:15 pm on this day. It is said that this missing person was rescued while unconscious. Rescue workers found three missing people in the ship this morning. Three sailors were found unconscious inside the overturned fishing boat, including one person near the entrance to the crew room at around 8:40 a.m., and two people near the entrance to the crew room and the wheelhouse around 9:27 and 9:52 am. They have all been declared dead. Earlier, at around 6:29 a.m. on this day, a 20-ton longline fishing boat shipped from Jeju Island capsized in the sea 37 nautical miles south of Yokjido, Tongyeong, Gyeongsangnam-do. There were nine people on this fishing boat, including

two Korean sailors and seven Indonesian sailors. The Coast Guard continues to search for the missing people, focusing on the capsized ship and the accident area, by mobilizing rescue workers, patrol ships, naval ships, and aircraft. *(Source: m.khan by reporter Kang Yeon-joo)*

UKRAINIAN AIR FORCE STRIKES RUSSIAN VESSEL ON DNIPRO ESTUARY

On Monday, Ukraine's air force carried out a strike on a Russian-occupied merchant ship that has been grounded on the Dnipro Estuary for months. The Ukrainian military claims that the vessel has been in use as a listening post by Russian forces; Russia has not confirmed the attack. The force of the blast appeared to send a lifeboat soaring skyward, and it tumbled back into the water off the starboard side. The unnamed ship is located on a spit that extends from the north side of the Crimean Peninsula, an area held by Russia since 2014. Naval analyst H.I. Sutton dates the vessel's presence at the grounding site back to early June 2023. The strike is the latest in a long and growing list of Ukrainian attacks on Russian vessels, from corvettes to landing ships to the occasional submarine, cruiser or tanker. According to UK intelligence, Ukrainian maritime strike capability has pushed the Russian Navy out of the western half of the Black Sea, ensuring the security of merchant traffic to and from the port of Odesa. Over the weekend, Russian state media reported that the commander in chief of the Russian Navy has been removed and replaced with a new commander, Adm. Aleksandr Moiseev. At the regional level, the Black Sea Fleet has had three commanders in two years. Watch the video HERE *(Source: Marex)*

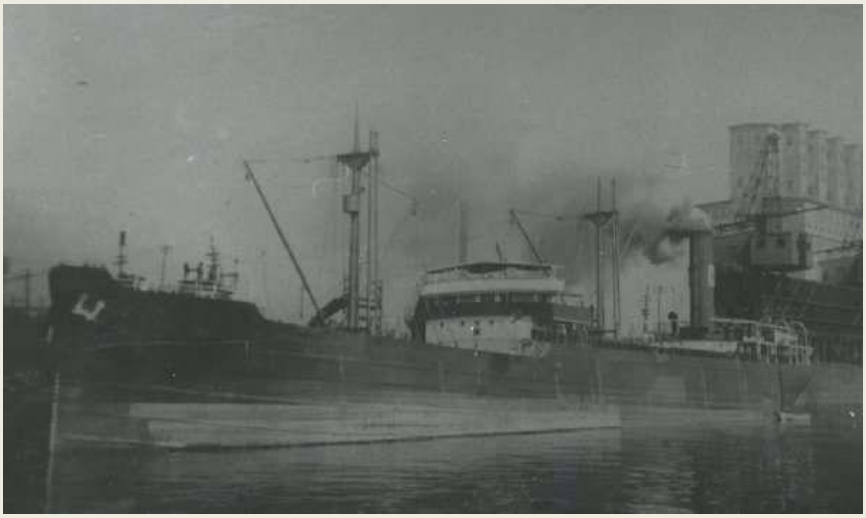
TREMENDOUS GAP! THIS IS WHAT A CONFERRY LOOKED LIKE AFTER A TUGBOAT COLLIDED WITH IT

A tugboat accidentally collided with a vessel belonging to the Venezuelan company Conferry, leaving a tremendous dent in its side. The video of the accident went viral on social networks. According to information circulating on social networks, the tugboat's engines would have been turned off while docking the ferry at the dock, causing damage to the hull on the starboard side (right). The collision of the tugboat with the **Virgen del**

Valle II, the only operational Conferry vessel, would leave the company without another ship that can make the connection between the state of Nueva Esparta and the mainland. The event would have occurred on Thursday the 7th, according to what was published by the rescuer Jocobo Vidarte on his social networks. *Tugboat Accidentally Hit Conferry* According to the Costa del Sol portal, the boat is out of service for Holy Week; important holiday date for internal tourism that arrives on the island of Margarita. In the audio of one of the videos it is possible to hear that the tugboat was being operated with a single engine when it collided with the vessel. A female voice says that it's a good thing he had only one engine running, because if not, Conferry's ship would reach the mainland. By the end of December 2023, the news outlet Noticias de Aqui reported that the **Virgen del Valle II** had already been inoperative for five months, leaving private companies to transport food, food, medicine and other supplies from the mainland to the state of Nueva Esparta. The **Virgen del Valle II** was incorporated into the Conferry fleet in August 2013. It was built in 2001 by Austal Ships' Australian shipyards and was originally named **Euroferrys Pacifica**. Watch the video HERE. *(Source: ACN by Paula Bauer)*

REMEMBER TODAY

S.S. WEGADESK – 13 MARCH 1918



Wegadesk was a steam cargo ship built in 1908 by the Burmeister & Wain of Copenhagen for A. F. Klaveness & Co of Sandefjord. Her name means Northern Lights in Mi'kmaq language. The ship was primarily employed as an ore and coal carrier during her career. *Design and construction* **Wegadesk** was laid down at Burmeister & Wain shipyard in Copenhagen and launched on 11 April 1908 (yard number 264), with Mrs. Asmundsen Skaal, wife of the shipyard president being the sponsor. After successful completion of sea trials **Wegadesk** was handed over to her owners on May 14. The ship was specially designed for ore and coal

transportation between North America and Europe. As built, the ship was 360 feet 0 inches (109.73 m) long (between perpendiculars) and 51 feet 8 inches (15.75 m) abeam, a mean draft of 28 feet 3 inches (8.61 m). **Wegadesk** was assessed at 4,271 GRT, 2,387 NRT and 7,318 DWT. The vessel had a steel hull, and a single 413 nhp triple-expansion steam engine, with cylinders of 26-inch (66 cm), 42-inch (110 cm), and 70-inch (180 cm) diameter with a 48-inch (120 cm) stroke, that drove a single screw propeller, and moved the ship at up to 12.5 knots (14.4 mph; 23.2 km/h). *Sinking* **Wegadesk** departed Baltimore for her final journey on 22 February 1918 with a cargo of general goods and some metals destined for a variety of customers in Genoa. Following the protocol established by the British authorities, the ship had to call first at Gibraltar for inspection. The ship was under command of Captain Hans Hansen and had a crew of 30 men. The journey was uneventful until the morning of 10 March, when a lookout on the vessel spotted a ship with a long foremast around 10:30 in an approximate position 34°51'N 12°07'W. The ship turned out to be a German submarine. The U-boat approached **Wegadesk** to within a half a mile and fired several shots ordering her to stop. The crew complied, stopped the engines and lowered the lifeboats and abandoned the vessel and started rowing away. The submarine followed the crew, and ordered Captain Hansen to bring the ship papers on board the U-boat, and after their examination, a 14-man prize crew went aboard **Wegadesk**. The ship's crew was ordered back on board to help to transfer about 50 tons of copper and brass onto the German submarine. Besides that, food supplies, navigational instruments, tools and a few other things were taken from the ship. The transfer took several days and was finished in the afternoon of 13 March. The prize crew then planted several scuttling charges on board **Wegadesk** and fired them. An explosion was heard a few minutes later and the freighter quickly sank. Due to deteriorating weather conditions, the submarine quickly departed the area, and the ship's crew was left on their own. After two days of rowing, they safely reached the Moroccan coast around a town of Saphi on 15 March. It was later discovered that the German submarine Deutschland (**U-155**) was responsible for the ship's sinking. *(Source: Wikipedia)*

OFFSHORE NEWS

CELEBRATING THE ARRIVAL OF K.J. GARDNER: ENHANCING OIL SPILL RESPONSE IN CANADA'S WEST COAST

On 28 February, KOTUG Canada proudly joined hands with Western Canada Marine Response Corporation (WCMRC) and Sc'ianew First Nations to celebrate the arrival of the **K.J. Gardner**, the largest spill response vessel in Canada, to its permanent home at the new base in Beecher Bay, Vancouver Island. This significant milestone signifies the realisation of a collaboration initiated in November 2021, wherein WCMRC and KOTUG Canada partnered to provide and manage a dedicated OSV, equipped for continuous 24/7 oil spill response services. Designed to protect the Salish Sea including Haro Strait and Juan de Fuca Strait, this OSV stands as a substantial enhancement of Canada's West Coast oil spill response capacity. At 245 feet with 1,000

tonnes of oil storage capacity, the **K.J. Gardner** emerges as the flagship of the WCMRC fleet. Its arrival empowers WCMRC to launch a large-scale response within six hours anywhere along the shipping lanes, bolstering environmental protection efforts significantly. KOTUG Canada is honoured to undertake the operation of this vessel, working hand in hand with the Sc'ianew First Nation, fostering a synergy that underlines our commitment to responsible marine practices and Indigenous partnerships. View the CTV News item on the arrival HERE *(PR)*

HARVEY GULF UPGRADING LIQUID MUD TANKS ON FIVE OSVS

Offshore vessel owner Harvey Gulf International Marine announced it is modifying its fleet of five dual fuel liquefied natural gas (LNG)/diesel electric powered offshore supply vessels (OSV). A key enhancement includes the segregation of Liquid Mud tanks into six isolated independent tank systems, each equipped with dedicated pumping, valve, loading, and discharging systems with zero chance of cross contamination. The first vessel to undergo these modifications, the 310' DP2 **Harvey Liberty**, has undergone successful transformation, with sister vessels **Harvey Power**, **Harvey Energy**, **Harvey Freedom**, and **Harvey America** set to follow suit. Central to the conversion process are the installation of six pumps and multiple isolation flanges for each set of liquid mud tanks. These isolation flanges effectively separate the original fill and discharge lines from the newly installed pumps and deck discharges to allow six different products with zero chance of cross contamination. Innovatively, the Liquid Mud tanks are configured to maximize flexibility and efficiency. For instance, the Liquid Mud tanks #1 port and #1 starboard share a pump, allowing for simultaneous product addition and complete isolation from the original system. Similarly, Liquid Mud tanks #3, #4, and #5 on both port and starboard sides are individually equipped with dedicated pumps, enabling the isolation of separate products. Moreover, each vessel can independently isolate the Liquid Mud tank #2 port and starboard sides, each with its own pump, adding further versatility to the system and facilitating the handling of additional products. (Source: Offshore Engineer)

BLYSTAD PSV FIXED TO SHELL FOR A YEAR

Blystad Group's platform supply vessel **Songa Commander** has secured employment with Shell in the UK North Sea. Brokers are reporting the 2010-built unit under the management of Remøy Shipping has been fixed for one year at £25,500 ($32,600) per day. Norwegian shipowner and investor Arne Blystad picked up the 4,900 dwt vessel from Havila Shipping in November last year. *(Source: Splash24/7)*

THE TEAM FOR THE DEVELOPMENT OF THE R/V OCEANOGRAF SCIENTIFIC AND RESEARCH UNIT WAS ESTABLISHED

A new team of experts supervises the research, strategic and technological development of the University of Gdańsk ship r/v **Oceanograf** . The unit will ensure the appropriate use of the ship's potential, especially in the context of research cruises. " The team will coordinate activities related to the r/v **Oceanograf** ship, which on the one hand is used for scientific research and on the other hand is used for commercial activities. Our task is to find the right balance between these two spheres, with an emphasis on the scientific side " - says the team leader, Dr. Hab. Agata Weydmann-Zwolicka, prof. UG. " We want to improve the operation and use of the ship, including the equipment on board ." The r/v **Oceanograf** Scientific and Research Unit Development Team is the unit that will supervise the most important decisions regarding the UG ship. The group includes scientists from the Faculty of Oceanography and Geography of the University of Gdańsk, but also representatives of the Shipowner's Office and the Chancellery Team of the University of Gdańsk: chairwoman: Dr. Hab. Agata Weydmann-Zwolicka, prof. UG - Faculty of Oceanography and Geography; deputy chairwoman: Dr. Aleksandra Brodecka-Goluch - Faculty of Oceanography and Geography; deputy chairman: mgr inż. Łukasz Grzelak - Shipowner's Office with the r/v **Oceanograf** unit ; prof. Ph.D. Monika Normant-Saremba - Faculty of Oceanography and Geography; prof. Ph.D. Wojciech Tylmann - Faculty of Oceanography and Geography; Ewa Weronis, MA - Deputy Chancellor for Strategic Projects. "I see the potential of our

ship to implement large interdisciplinary projects that will provide unique results, which directly translates into publication opportunities and scientific strengthening of the faculty and the University of Gdańsk, " says Prof. Ph.D. Monika Normant-Saremba from the Faculty of Oceanography and Geography. " The first expedition of this type has already taken place as part of the SEA-EU alliance, during a cruise to Cadiz, and a similar venture is planned this year ." The scope of responsibilities of the new unit will include the broadly understood development of the UG r/v **Oceanograf** ship . The team is responsible for coordinating the use of the unit for scientific, research, teaching, promotional and commercial purposes. Its task is also to evaluate and approve completed cruises, give opinions on the purchase of research equipment and coordinate the rules of cooperation with external entities. " In the context of marine research at the University of Gdańsk, the r/v **Oceanograph** is an exceptionally valuable unit, which is why we want to support its best use, " says Vice-Rector for Scientific Research, Prof. Ph.D. Wiesław Laskowski, who will supervise the team's work. " Such a specialized ship belonging to the university is a phenomenon not only on a national scale, but throughout Europe ." *(Source: PortalMorski)*

GAZA AID SHIP WAITING TO SAIL FROM CYPRUS AS CHARITY BUILDS JETTY

A ship carrying tonnes of food for Gaza remained docked in a Cyprus port on Sunday as preparations were underway to launch a yet untested maritime aid route to the enclave, where the United Nations estimates a quarter of the population faces starvation. The **Open Arms**, a salvage vessel, plans to tow a barge with 200 tonnes of food, mostly funded by the UAE. The supplies were sourced by charity World Central Kitchen (WCK), which is working with Spanish non-governmental organization Proactiva Open Arms. WCK said it has another 500 tonnes of supplies in Cyprus, which will be dispatched in future missions. However, the timing on the departure for the aid was unclear. Packing the cargo was completed late on Saturday, but one source said the departure was partly contingent on creating a makeshift jetty in Gaza to facilitate deliveries since the strip has no port infrastructure. WCK is now constructing that jetty out of rubble. “I hope @WCKitchen succeeds in delivering a new way to increase the arrival of food in Gaza.. And is (sic) complicated..with so many unknowns and challenges,” WCK’s founder Jose Andres, a Michelin-

starred chef, said on social media platform X. "But we never follow a plan, we adapt! And the plan writes itself as we go. And we will find the way." The pilot project envisages taking aid directly to Gaza, which has been sealed off from the outside world since Israel began its offensive in response to an Oct. 7 attack on Israel by Hamas militants. This mission, if successful, would effectively signal the first easing of an Israeli naval blockade imposed on Gaza in 2007 after Hamas took control of the Palestinian enclave. With the humanitarian crisis in Gaza becoming increasingly desperate, international players are scrambling to find alternative routes to supply aid. The US Army has dispatched a logistics ship carrying equipment, days after U.S. President Joe Biden said the U.S. would build a temporary pier to facilitate aid deliveries. Cyprus said cargoes are to undergo security inspections in Cyprus by a team including Israel, eliminating the need for screenings at its offloading point to remove potential hold-ups in aid deliveries. *(Source: gCaptain Reporting by Michele Kambas, Stamos Prousalis and Yiannis Kourtoglou, writing by Michele Kambas; Editing by Sharon Singleton (c) Copyright Thomson Reuters 2024.)*

REM OFFSHORE SECURES NEW PSV DEAL WITH VÅR ENERGI

Norwegian offshore vessel operator Rem Offshore has been awarded a new contract by Vår Energi for its platform supply vessel **Rem Arctic**. The contract is for one year, starting in July 2024, at NOK310,000 ($29,800) with further options included, according to brokers in Norway. Vår Energi also hired the 2015-built PSV back in 2021 for one year with four six-month options attached. The vessel is set to start supply duties with compatriot well management player Well Expertise for at least two wells later this month at the same dayrate. *(Source: Splash24/7)*

ARGEO REVEALS DETAILS FOR PROJECT OFFSHORE AFRICA

Norwegian surveyor Argeo has signed a $39m contract with an international energy company for work offshore Africa. Argeo was initially awarded a conditional letter of award for the project subject to a final contract agreement. Now that the deal is formal, the company confirmed that it

will be mobilising its Argeo Venture vessel for the project upon completion of reactivation and upgrade work. The project will last some nine months which means the vessel will be busy for the remainder of 2024. "This contract affirms our capability to provide top-tier deep-water services and highlights our strong presence within the industry," said Argeo CEO Trond Figenschou Crantz. The company took delivery of the **Argeo Venture** in November of last year from compatriot offshore seismic specialist Shearwater GeoServices. It bought the vessel, formerly the **SW Bell** and **Polarcus Nadia**, from Shearwater in September 2023 for $6m in cash and about 20.1m shares in Argeo. *(Source: Splash24/7)*

PERDANA SEALS CHARTER DEALS WITH DAYANG

Malaysian OSV player Perdana Petroleum has struck a deal to charter out two vessels to fellow contractor Dayang Enterprise. The Bursa Malaysia-listed company said its subsidiary Perdana Nautika had won contracts for an anchor handling tug and supply (AHTS) vessel and one accommodation work barge worth about $2.9m for the firm period of the charters. The contracts, which have already commenced, are for 110 days, with options for an additional 50 days attached. *(Source: Splaah24/7)*

FUGRO VENTURER RETURNS FROM WEST AFRICA

After working offshore Angola for a period, the **Fugro Venturer** from engineering firm Fugro from Leidschendam has returned to the North Sea region. The almost 72 meter long survey vessel had come to Den Helder via Lisbon, where it moored at the Nieuwediepkade on Thursday evening. Just in front of the Fugro Galaxy, which had already moored here a few days earlier. The **Fugro Venturer**, built in 2017, is equipped with special underwater robots, including a Kongsberg Hugin 1000 autonomous underwater vehicle (AUV). This allows seabed research to be carried out up to a depth of 3,500 meters. *(Source: www.maritiemdenhelder.eu/ Photo: Wim Albers)*

DOF TO RECYCLE SHELL'S NORTH SEA SUBSEA INFRASTRUCTURE

DOF Group has secured a subsea engineering procurement removal and disposal (EPRD) contract with Norske Shell, a subsidiary of the UK-headquartered energy giant Shell, in the Atlantic region. DOF will deliver an integrated solution of project management, engineering, design, analysis and survey for the Knarr and Gaupe fields in the North Sea. The scope includes recovery and recycling of umbilicals, risers, rigid spools, manifolds and other subsea structures and infrastructure and will see **Skandi Hera** and **Maersk Installer** utilized over more than 100 combined days. Preparations have commenced and the project will be run from DOF's offices in Bergen and Aberdeen with offshore execution planned in Q2 and Q3 2025. The company defined the contract as substantial, meaning it has a value of between NOK 250 million and NOK 500 million ($23.9 million to $47.8 million). Mons S. Aase, CEO of DOF Group, said: "The award continues to demonstrate DOF's inhouse capability of offering turnkey solutions to our existing and new customers, building on our established capability offering in the decommissioning market." Located in the northern part of the North Sea, 50 kilometers northeast of the Snorre field, the Knarr field comprises a floating production, storage and offloading vessel (FPSO) and two subsea templates, including six wells for production and injection. The field was discovered in 2008, while production started in 2015 and

ceased in 2022. According to the formal removal resolution, decommissioning must be completed six years after the ceasing of production. The Gaupe field, discovered in 1985, is located in the central part of the North Sea, about 35 kilometers south of the Sleipner Øst field. The development concept entailed two single horizontal subsea wells tied to the Armada installation on the UK Continental Shelf (UKCS). Production started in 2012 and ceased in 2018. According to the formal removal resolution, decommissioning must be completed by the end of 2026. *(Source: Offshore Energy)*

SHEARWATER WINS SURVEY FOR UK OFFSHORE CARBON CAPTURE AND STORAGE PROJECT

Shearwater GeoServices has been awarded a contract by Spirit Energy for a carbon capture and storage (CCS) project in the UK. It relates to Spirit Energy's license award by the UK's North Sea Transition Authority (NSTA) to repurpose the North and South Morecambe gas fields for carbon capture and storage. The so-called Morecambe net zero cluster is planned to become one of the UK's biggest carbon storage hubs. It should be able to store up to a gigaton of carbon dioxide – the equivalent of three years worth of current UK CO_2 emissions. It could initially store above 5mtpa of CO_2, scaling in time to 25mtpa. Spirit Energy said it has ambitions for the two gas fields to form the core of a green super-hub. This would explore opportunities like direct air capture, the manufacture of blue hydrogen, the production of green hydrogen, the integration of other renewable power generation facilities, and energy storage. Shearwater's six-week operation is scheduled for the summer of 2024 and will be the company's fifth CCS survey in the last two years. "By applying our innovative data collection and imaging technology to help operators gain a better understanding of their storage sites we support deployment of CCS at scale. CCS has been identified as a key mitigation measure for climate change but deployment at scale remains the challenge. We are leveraging our expertise and our marine seismic technology to meet this challenge in order to build a more sustainable future," SAID Tanya Herwanger, senior vice president of strategy and new

markets at Shearwater. *(Source: Splash24/7)*

WINDFARM NEWS - RENEWABLES

ANOTHER NORWIND OFFSHORE CSOV ORDER LANDS AT VARD'S DESK

Fincantieri-owned Vard has signed a contract with Navigare Capital Partners, in close cooperation with Norwind Offshore, for the design and construction of one tailor-made Commissioning Service Operation Vessel (CSOV). The parties have also agreed on new options for two additional vessels. Scheduled for delivery in the first quarter of 2026, the vessel is of VARD 4 19 design, developed by Vard Design in Ålesund in close collaboration with Norwind Offshore. The hull will be built in Vard Shipyards in Romania – Braila and the outfitting, commissioning, and delivery will be carried out by one of Vard's yards in Norway. The 85-metre vessel has a beam of 19.5 metres and will be equipped with a height-adjustable motion-compensated gangway with an elevator system, provided by Seasonics, a 7-tonne 3D compensated crane, and a height-adjustable boat landing system. The vessel will be installed with battery solutions and it will have accommodation for 87 persons on board. For control and monitoring of the vessel's systems, the newbuild will be equipped with Vard Electro's SeaQ Integrated Alarm System (IAS), Power Management System (PMS), and Energy Management System (EMS) to have full control of the ship's hybrid system. This is the fifth CSOV newbuild Norwind Offshore has contracted with Vard since October 2021, in addition to the conversion of a Platform Supply Vessel (PSV) to a Service Operation Vessel (SOV). "We are happy to be able to continue fleet growth by placing another order with Vard. Over the past two years, we have experienced VARD's reliability in terms of delivery time and quality and look forward to receiving another advanced offshore vessel of top quality," said Svein Leon Aure, CEO of Norwind Offshore. The first CSOV, Norwind Gale, was delivered to Norwind Offshore in June 2023. The next three vessels will be delivered in March, August, and November 2024 from Vard Brattvaag, Vard Vung Tau in Vietnam, and Vard Brattvaag, respectively. *(Source: Offshore Wind)*

NEXANS WRAPS UP MORAY WEST EXPORT CABLE PULL-IN WORK OFFSHORE SCOTLAND

France-headquartered Nexans has completed the offshore export cable pull-ins for both offshore substation platforms at the 882 MW Moray West wind farm, located in the Moray Firth in the northeast of Scotland. The cable-laying vessel **Nexans Aurora** took advantage of a recent period of favorable weather to carry out the task, according to Ocean Winds' recent social media post. The cable pull-in marks a key milestone for the project, with offshore substation platforms commissioning teams currently working on cable terminations as part of the wider commissioning tasks, supported by the team onboard the jack-up vessel Leviathan, said the company. According to Ocean Winds, a 50-50 joint venture between ENGIE and EDP Renewables, the next step will be the

upcoming energisation of the first circuit. Nexans started pull-in work on the two export cables at

the offshore site in November 2023. The cables were manufactured by the French company at its factory in Halden under a contract signed with Ocean Winds in 2021. The Moray West offshore wind farm comprises two offshore substation platforms. The first unit was installed in December 2023 by Boskalis' DP installation vessel **Bokalift 1** which also mounted the second OSP on its foundations at the beginning of this year. The substations are Siemens Energy's offshore transformer modules (OTMs), delivered under a contract secured by the consortium of Siemens Energy and Iemants, a subsidiary of Smulders. Both OTMs have been fabricated at the yard with Siemens Energy managing the fit-out of their equipment onto the OTMs from their Manchester base. Moray West, owned by Ocean Winds and minority shareholder Ignitis Group, will comprise 60 Siemens Gamesa 14.7 MW wind turbines and is scheduled to generate power in 2024 and be fully operational in 2025. *(Source: Offshore Wind)*

STRATEGIC MARINE (S) PTE LTD AND PROSPEROUS WIND SHIPPING LIMITED ANNOUNCE VESSEL DELIVERY FOR TAIWAN'S YUNLIN OFFSHORE WIND PROJECT

Strategic Marine (S) Pte Ltd and Prosperous Wind Shipping Limited, an affiliate of Pacific Radiance Ltd., have successfully delivered a cutting-edge vessel to support Taiwan's Yunlin Offshore Wind Farm. This **StratCat 27** hybrid-ready vessel, a winner of the Work Boat World awards for Best Medium Windfarm Support Vessel in 2022 and following the same award in 2023 for its first parallel hybrid variant, showcases the collaboration's commitment to advancing renewable energy through innovative maritime solutions. Owned and operated by Prosperous Wind Shipping Limited, the vessel is designed for the efficient and reliable transfer of technicians and cargo, essential for the construction, operation, and maintenance of offshore wind farms. Combining comfort, speed, and safety, the fleet is tailored to meet the specific needs of the offshore wind industry in Taiwan. Set to

commence operations at the Yunlin Offshore Wind Farm in April 2024, this vessel marks a pivotal advancement in Taiwan's renewable energy landscape, with the Yunlin project boasting an estimated contract value of around USD3 million. This venture highlights the commitment of both companies to deliver superior services that enhance both the efficiency and sustainability of offshore wind projects. Having secured a contract worth approximately USD3 million with a leading entity in the renewable energy sector, the vessel is designated to play a crucial role in wind turbine generator installation operations at the Yunlin offshore wind farm. It will operate round the clock, facilitating the transit of personnel, equipment, and cargo between the selected harbour, the installation vessel, and throughout the wind farm, thereby ensuring seamless support for the project's infrastructure development. *(PR)*

LR ISSUES PROJECT CERTIFICATE FOR CROSSWIND HOLLANDSE KUST NOORD WIND FARM

CrossWind recently received a Project Certificate from Lloyd's Register for the Hollandse Kust Noord wind farm, located 18.5 kilometres off the coast of the Netherlands. The wind farm was built by CrossWind, a joint venture between Shell and Eneco. It adds 759 MW of renewable energy to the Dutch electricity grid, powered by 69 Siemens Gamesa DD200 11MW wind turbines. With Hollandse Kust Noord, CrossWind has built a subsidy-free wind park that is expected to produce at least 3.3 TWh of electricity. This corresponds to 2.8 percent of electricity demand in the Netherlands. With the completion of Hollandse Kust Noord project, the Netherlands has achieved its target of more than 4.5 GW of offshore wind by the end of 2023. As a reputed certification body, LR were invited to provide an independent assessment of the project in accordance with the IECRE operational document (OD) for Wind farm Project Certification and the Dutch Water Decree. Tjalling de Bruin, Director of CrossWind, said: "Our philosophy is: 'We

deliver, we innovate, we share,' and that's what we did. I want to express our gratitude for the service provided by Lloyd's Register in executing the scope of our Project Certificate. We are delighted with Lloyds Register's flexibility and active involvement throughout the process. "The commitment of LR project manager Damijan Pavletic has truly made a positive impact on our project. We look forward to realising the innovations within the park that will help future wind parks always deliver electricity, even when the wind is not blowing. We look forward to sharing this knowledge to accelerate the energy transition." The scope of this project certification consisted of a project design review, followed by a series of further reviews related to manufacturing, transportation and installation, and commissioning. In accordance with IECRE OD 502, the results from each of the abovementioned modules were assessed against relevant acceptance criteria to determine whether respective Conformity Statements could be issued. Following a final review of the modules, a Project Certificate was awarded. In congratulating CrossWind on receiving this certification, Winston D'Souza, LR's Global Technical Authority for Offshore Renewables. said: "Amongst other applicable Codes and Standards for Wind energy, as this project was primarily assessed against the clauses of IECRE OD 502, the work undertaken by CrossWind to meet its requirements places them in a privileged position to embark upon a route towards a formal IECRE Project Certificate. As the only IECRE Renewable Energy Certification Body (RECB) with a scope in Wind and Marine energy, LR will continue to support Crosswind on this journey." Henk van Staalduinen, LR Service Delivery Manager for North Europe, added: "In the world's quest for cleaner energy sources, the future of Europe's energy will undoubtedly emerge from offshore renewables. For technology developers and manufacturers developing these massive wind farm projects, getting it right the first time is essential, and that's where international standards and conformity assessment systems (e.g. IEC and the IECRE) play a key role. As an experienced IECRE accepted certification body for Wind and Marine energy technologies, LR is excited to support CrossWind in providing continued business assurance for their projects in Europe." *(PR)*

DREDGING NEWS

BOSKALIS COMPLETES UNIQUE OPERATION OFF THE COAST OF DAMPIER

Around 200 kilometers off the coast of Dampier in northwest Australia, Boskalis has safely completed a unique operation. At a record depth of 600 meters, Boskalis' **BOKA Tiamat** undertook excavation works at the continental slope: the steep zone where the seabed transitions from the continental shelf to the deep sea. The **BOKA Tiamat** was equipped with a specially developed grab for this purpose. Supported by a Remotely Operated Vehicle (ROV), part of the steep slope was

flattened to enable the future installation of a pipeline. Never before had Boskalis executed excavation work at such depths. The **BOKA Tiamat** had just set this 'record' when she took on her next deep-sea assignment: installing ten 17-ton concrete mattresses at a depth of 1,000 meters supported by an ROV. These mattresses serve as a steppingstone for the future pipeline, allowing it to safely cross the existing infrastructure on the seabed, reported the company. With this deep sea excavation and installation operation, Boskalis adds another unique set of skills to its long list of capabilities. *(Source: Dredging Today)*

DREDGING ALMOST DONE AT OCEAN REEF MARINA

The dredging operations at Ocean Reef Marina, in collaboration with the WA Department of Transport, are making great progress. According to the Ocean Reef Marina, the crews are on track to wrap up this phase of work in just a few weeks. Working on the project, the 22m cutter suction dredge "**Cooper II**" has encountered more hard rock deep in the marina basin, and this has meant the dredging is taking longer than anticipated. Once complete, the dredging efforts will pave the way for a diverse range of vessels to access the marina, catering to everyone from fishing enthusiasts to luxurious superyachts. *(Source: Dredging Today)*

DREDGER SOSPAN DAU GEARING UP FOR ANOTHER CAMPAIGN IN SOUTHSEA

Once again, Trailer Hopper Suction Dredger **SOSPAN DAU** will return to Portsmouth for another spectacular display of 'rainbowing' shingle onto the Southsea beach. According to KHM Portsmouth, the **SOSPAN DAU** will be performing beach recharge activities along that area of the seafront

between the Hover Port and the Southsea Rowing club building over the High tide windows on the 13 & 14 March 2024. Last year visitors had the chance to see the same dredging vessel in action replenishing the beach in front of the Pyramids. In a lot of Southsea the beach is the first line of sea defence so it is important to make sure the beach is topped up and big enough to add protection. The contractors are planning two loads of material to replenish the coastline near the Rowing Club and Hovertravel (each load lasting two hours). *(Source: Dredging Today)*

V.H.F.R. GROUP: WORK ON TSHD STRANDWAY WRAPS UP

The Boskalis' trailing suction hopper dredger (TSHD) Strandway underwent a 2.5-week drydocking project at the Damen Harlingen shipyard last week. Throughout the project, overseen by the V.H.F.R. Group, the team multitasked and provided guidance and support to the crew where necessary, assisting with various tasks, including welding and drawing preparation. V.H.F.R. Group also supervised the installation of icaf anodes and aluminum anodes, box coolers, and hydraulic engineering jobs such as replacing bottom door cylinders, etc. *(Source: Dredging Today)*

HISTORIC YARD

STOFBERG SHIPYARD - NETHERLANDS

In 1786, a certain Cornelis Stofberg was mentioned in Mijdrecht as 'boss shipmaker'. In 1793 he became owner of the shipyard in Mijdrecht. From him descends a family of shipbuilders, a branch of which settled in Oudewater. Around 1849, Hendrik Stofberg, Cornelis' grandson, came to Oudewater with his young family. He rented the site of the old brewery 'Het Wapen van Haerlem', where a syrup factory had been located in recent decades. At that time, the 'Utrecht tree' was still there, the embankment bridge over the IJssel that would be demolished in 1857. In 1852 his brother Gijsbert came to work at his shipyard. Business went well: in 1864 the shipyard became the property of Hendrik and his wife. Ships for regular shipping were built at the shipyard. The Oudewater skippers Snelleman, De Ruwe and Fritschij were regular customers. For example, on July 23, 1869, Jilles Fritschij bought a 'covered pack barge... being 20 tons in size with all its standing and running rigging, sailing trawler and anchors and other furniture, as well as the horse and harness... for two thousand two hundred guilders'. But not only skippers could go to Stofberg, farmers were also customers. Every farmer had at least one chimney to transport milk, cattle and hay. Stofberg even visited the farmers to carry out repairs. In 1879 Hendrik Stofberg died, aged 62. His widow, Geertruida Stofberg-Griffioen, continued the business under the name 'firma wed. H. Stofberg, Iron and Wooden Shipbuilding, Oudewater'. Her sons Arie, Jan and Adrianus worked at the shipyard. During this time, the steel barge 'De Vriendenfruit' was built for Jan van Dam. When Geertruida died in 1893, her three sons took over the yard. In 1913 Jan Stofberg wanted to leave the company. An inventory of the company was therefore drawn up. The house with shed, yard and land used as a shipyard and slipway was valued at 4,500 guilders. Tools and implements, the stock of wood and iron and other materials were valued at 408 guilders. Jan didn't want to stop for nothing. The shuttle ferries were abolished and road traffic became increasingly important. The roads were improved. Goods were also transported by train. The customer base for the shipyard therefore became smaller and smaller. Ultimately, the shipyard in Oudewater was closed down after an existence of approximately 70 years. *(Source: Geschiedkundige Vereniging Oudewater)*

YARD NEWS

CONCORDIA DAMEN CONTRACTED TO DELIVER A CDS2410 RIVER PUSHER TO TRANSPORTE FLUVIALES FREY BENTOS (TFF), URUGUAY

Uruguayan shipowner and operator TFF has contracted Dutch inland shipping construction yard

Concordia Damen to build a CDS2410 Shallow Draft River Pusher (2.500 HP) to expand its fleet of pushboats. TFF will use the pusher for transporting cellulose pulp from Fray Bentos to the port of Nueva Palmira. Concordia Damen has thoroughly researched the river characteristics in the region in relation to the desired operational profile of the vessel. Based on this its engineers designed the most efficient pusher considering local conditions. This resulted in a proven low draft push boat design. The 2.500 HP river pusher is a further development of these earlier pushers. The pushboat measures 24 x 10 m. Two C32 CAT engines generate a power of 894 BkW at 1800 RPM each. Fernando Perera Bruno, CEO at TFF, mentions: "We are very pleased to work with Concordia-Damen and we highly value the opportunity to grow our business with the innovative design of their low draft pusher. We are very satisfied with the engagement and current ongoing dialogue with the Concordia-Damen team." Bert Duijzer, Technical Manager at Concordia Damen, says: "We are delighted to receive the trust from a company like TFF, that delivers an exceptional level of river transportation services in Uruguay. With the design and delivery of this push boat we will meet the customer's needs and exceed their expectations. After outfitting the vessel at the yard in Werkendam, TFF superintendents will come to the Netherlands for the Sea Acceptance Trials, and the hand-over, which is estimated to take place in October of this year. *(PR)*

OFFSHORE WIND MAINTENANCE MOTHERSHIP LAUNCHED IN CHINA

China's Fujian Mawei Shipbuilding has launched a new multi-purpose vessel designed to operate as a mothership supporting activities at offshore wind farms. **MW913-1** was ordered by local operator Fujian Operation and Maintenance Technology. Upon completion, it will have an LOA of 98.7 metres, a beam of 22.8 metres, a depth of nine metres, and a DP2 system. Duties will include cable laying, submarine cable repair, and windfarm protection. **MW913-1** is classed by China Classification Society. *(Source: Baird)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *The new San Vitale was delivered by Sanmar to Rimorchiatori Mediterranei*
   - *First electric powered emissions-free ElectRA tug for SANMAR's own fleet launched*
   - *Damen to deliver two ASD Tugs 3010 ICE to Norway's BOA Group*
   - *Fifth Sanmar ElectRA tug arrives in Vancouver to join world's greenest tug fleet*
   - *MED MARINE successfully delivered another state-of-the-art tug to Scafi Societa' di Navigazione S.P.A.*
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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