

ugs

# owing & Offshore Newsletter

60  
years  
Tugboatman



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

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## TUGS & TOWING NEWS.

### SANMAR DELIVERS TWO ENVIRONMENTAL-FRIENDLY TUGS TO RIMORCHIATORI MEDITERRANEI GROUP



Sanmar has delivered two new-build tugs from its best-selling Boğaçay Series to returning client the Italy-headquartered Rimorchiatori Mediterranei Group, the largest tug operator in the Mediterranean.

**ORTIGIA**, known as **BOĞAÇAY LX** while under construction, has joined Rimorchiatori operations at the Port of Syracuse in Sicily, together with **AUGUSTA**

Italy's main oil port and centre for petro-chemical refinery operations, while **SANVITALE**, previously known as **BOĞAÇAY LXIV** and delivered this year, will work initially also in Sicily. **ORTIGIA**, which was delivered in the final week of 2023, was the third tugboat delivered to the ports of Augusta and Syracuse within a year, joining the Sanmar-built tugs **CITTA DI AUGUSTA** and **CITTA DI SIRACUSA**. Based on the exclusive-to-Sanmar RAmports 2400-SX MKII design from Canadian naval architects Robert Allan Ltd, the environmentally-friendly **ORTIGIA** is powered by two high-speed, electronically-controlled CAT 3512E marine diesel main engines which meet stringent IMO Tier III emissions standards and each produce 1,901 kW at 1,800 rev/min, to achieve a bollard pull of at least 60 tons and a free running speed of 12.5 knots. The more powerful **SANVITALE**, which is also based on the RAmports 2400-SX MKII design, can achieve a bollard pull of at least 70 tons over the stern and is also IMO Tier III emissions regulations compliant. It too has a free running speed of 12.5 knots. Both tugs, measure 24.4m length overall with a 12m beam, least moulded depth of 4.5m and a navigational draft of approximately 5.45m, and have accommodation for a crew of up to seven people. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: “The design and construction of **ORTIGIA** and **SANVITALE** mark the high point so far in the on-going development of this extremely popular range of multi-purpose tugs, using advanced technology to ensure that they are our most eco-friendly to date.” Alberto Dellepiane, Managing Director Italy of Rimorchiatori Mediterranei commented: “always happy to deal with a reliable partner as Sanmar; with those two new tugs our Company continues on his path toward safer more efficient and greener operations “. (PR)

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*VB BUCÉFALO, NEW ADDITION OF BOLUDA TOWAGE*

From the TugMalta fleet, the powerful Valencian shipping group Boluda Towage, a world leader in the sector, has acquired the tug “**Spinola**”, which will become part of its fleet with the new name “**VB Bucéfalo**”. The aforementioned ship is stranded at the Navantia San Fernando shipyard (Cádiz). This is a notable tugboat in its category. Tractor type AVT/70, built at Astilleros Armón Navia and in service since 2009, has a pulling power of 81 tons



powered by two MAK 8M25 engines that total 7,180 horsepower and drive Voith Schneider propellers. It is also equipped with three auxiliary motors of 150 kW each. Of 701 gross tons and 300 tons of dead weight, it measures 36.65 m in length, 13.60 m in width and 6.60 m in draft. IMO code 9495258. (Source: Puente de Mando; Photo: Sydney Sinclair)

*1983 – SCHELDESTROOM V.M.T. 900 '83 / 50 YEARS VAN WIJNGAARDEN MARINE SERVICES B.V.!*

The Scheldt is a 350 kilometer long river that rises in the French municipality of Gouy in the north of France and flows through Belgium and the southwestern Netherlands to the North Sea. Her first name was Scaldis, in a Roman text from the 1st century BC. Another name was Scala. The largest port on the Scheldt is the port of Antwerp. The mouth of the

Scheldt was of strategic importance even before the Romans. *History* The relationship between Van Mill shipyard and Van Wijngaarden Marine Services appears to be working exceptionally well. Van Mill regularly built vessels for their own account. Of these, Van Wijngaarden Marine Services receives a number of vessels in so-called 'fulltime management', such as the 'V.M.T. 82', the 'V.M.T. 83' and the 'V.M.T. 900'. The first project for the V.M.T. 900 was a landing of pipelines from the sea for the NAM gas treating station in March, 1983, near Callantsoog. As a result, the ship regularly called at the port of Den Helder. When the project came to its end in July '83, Van Wijngaarden Marine Services purchased the ship and renamed it **Scheldeestroom** / yardnumber 129. The picture is made by Gertjan van Wijngaarden, during his active career with the Dutch Royal Navy, as a member of Hr. Ms. Buyskes, from dock 10. With a historic view of 'the Palace' in the background. This view is now obscured by the Peterson Supply Base. (PR)

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MULTIPURPOSE WORKBOAT WADDENSTROOM DP2



## EMISSIONS-REDUCTION TECHNOLOGY INTRODUCED IN NEW TUG DESIGNS

Naval architects and tug builders are incorporating green propulsion technology in the latest tug designs to cut emissions. Damen Shipyards incorporated several green innovations into its compact harbour tug design to minimise its environmental impact and reduce noise.

The Dutch shipbuilder introduced a new compact



harbour tug design for manoeuvring vessels in small harbours with limited space. This 18-m azimuth stern drive (ASD) tug design is the latest vessel in its compact product line, with high manoeuvrability in tight harbours, less emissions, but with a limited bollard pull. Damen used technologies from other compact tugs and focused on safety when designing ASD Tug 1810, with a beam of 10 m, 30 tonnes of bollard pull ahead and 28 tonnes bollard pull astern. For its compact tug range, Damen developed an electric power generation system to complement main engines, with one shaft generator fitted to each power train, and a back-up diesel generator. This compares with a



typical arrangement featuring two diesel generator sets. Ideally, these tugs will use shore power when alongside a quay, but where there is no connection to the grid, the back-up generator can be used. “The system draws on power from the main engines to create electricity. With this, there is no requirement for a third diesel engine to provide electrical power when the vessel is sailing,” says Damen product portfolio manager for tugs Siebe Cieraad. “This provides several benefits. It results in reduced fuel consumption and emissions, improving the vessel’s sustainability performance. “It also reduces the amount of maintenance that is typically carried out on a conventional generator. Crucially, this configuration enables Damen to produce a more compact design.” These tugs can also be built with an inhouse-developed exhaust gas aftertreatment solution, based on a selective catalytic reduction (SCR) unit and urea tank supplied by Damen to remove NOx from exhaust gases. These can be fitted in the existing exhaust silencers and enable operators to comply with IMO Tier III emissions standards. These ASD 1810 tugs are delivered with all the necessary equipment to be remotely connected to Damen’s Triton internet-of-things solution. “With this, it becomes possible to closely monitor the vessel’s performance,” says Mr Cieraad. Triton can help determine the optimal speed and route for reducing fuel consumption and emissions. Damen is also developing zero-emissions, carbon-neutral versions of its compact ASD tugs. “The aim of the compact tugs is to serve the needs of today’s ports and harbours. That means addressing multiple questions in a single platform,” says Mr Cieraad. “Such vessels need increasing amounts of power, situated in increasingly compact vessels, with no compromise on safety and reliability, while advancing maritime sustainability.” Damen’s ASD 1810 tugs have a closed-loop cooling system in which fresh water runs in a series of channels on the underside, radiating engineroom heat away from the vessel. “As such, no seawater enters the vessel and the internal system is protected from the abrasiveness of salt water,” says Mr Cieraad. “As a result, it becomes possible to reduce docking intervals by up to seven years.” The hull has a patented Damen Twin Fin skeg for additional stability and manoeuvrability. The tug has clutter-free decks without potential tripping hazards. Most of the items conventionally found on deck have been incorporated into the deckhouse and bulwark. This includes the Damen Marine Components winch installed in the deckhouse so that towing operations both fore and aft can be undertaken with a single winch. “In addition to protecting the crew, this also helps protect the equipment,” says Mr Cieraad. “With the winch placed in this location, it is afforded shelter from the elements, minimising maintenance needs.” Uzmar Shipyard is building one of the most powerful hybrid tugs for Norwegian owner Buksér og Berging with integrated propulsion, controls and electrical systems from Berg Propulsion. This newbuild is being built to Robert Allan Ltd’s RAmpage 4100BB-H design with 120



tonnes of bollard pull for operations in the North Sea. “It will showcase our role as an integrator of electric propulsion technology and a supplier of high-performance propulsion equipment,” says Berg Propulsion general manager for Europe and Americas, Jörgen Karlsson. “We have been contracted to provide the full electrical power and control package,

plus twin MTA834CP azimuth thrusters and one MTT114CP bow thruster.” Berg will supply the full electrical power and control package, including the electric motors, drives, main switchboard, power management system, alarm monitoring system, control system and mode selector. “Switching

seamlessly between operating modes, Berg's propulsion control package will be decisive in the tug's superior responsiveness and continuously optimised energy efficiency," says Mr Karlsson. "Options comprise power mode, mechanical mode, standby and eco mode." During power mode, this vessel's two main engines and generator sets will share load requirements, managed by Berg's MPC800A unit. Mechanical mode includes a power take-off unit, while eco mode includes electric power from the gensets, while the main thrusters are run via power take-in motors, with the main engines disengaged. Buksér og Berging chief executive Vetle Sverdrup expects this 41-m vessel to be completed ready to enter the fleet in December 2024. "Berg's integrated hybrid system and automation solutions have been chosen for their ability to optimise tug efficiency and operational flexibility in a single package," he says. In addition, Berg will carry out hardware-in-the-loop tests of the electrical integration, the automation system and associated equipment at its production facility before it conducts factory acceptance tests. "Such an extensive test will eliminate any interface issues before delivering products to the yard, which will optimise time management during the ship acceptance tests and the harbour acceptance tests," says Berg Propulsion Eurasia general manager Mustafa Müslüm. Berg Propulsion was also involved in designing and integrating propulsion controls in bridge systems and other human-machine interfaces. "We are paying special attention to developing interfaces which make vessel operations easier," says Mr Karlsson. "In the tug segment, our marine information display is proving especially effective in optimising vessel performance." It uses predefined operating modes that automatically enhance efficiency and clearly displays information to support better decision making in the wheelhouse. Mr Karlsson says Berg is expanding its engine and motor offerings to accommodate wider power and speed ranges. "The market continues to focus on the greater contribution hybrid and electric solutions can make to improving vessel efficiency," he says. "The trends are well known, but the potential to enhance performance across the tug sector is nonetheless exciting: electrification, alternative fuels, fleet management, remote monitoring and analytics and anomaly detection - to name a few." *(Source: Riviera by Martyn Wingrove)*

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## METHANOL-TO-HYDROGEN-FUELLED TOWBOAT: A CLEAR PATH TO REDUCING EMISSIONS

Groundbreaking towboat design ditches the diesel in favour of fuel cell and battery technology to be IMO 2030 compliant, cutting CO<sub>2</sub> emissions, and reducing EPA-regulated emissions by 99%. Decarbonising the towboat sector and using hydrogen as a fuel poses substantial technical and operational issues, but a new first-of-a-kind vessel under construction in Louisiana provides a compelling solution to both challenges. **Hydrogen One**, a traditional-looking Mississippi towboat with some futuristic flair and innovative technology embodies that solution. The steel-hulled

towboat is being built by Maritime Partners, a Metairie, Louisiana-based owner that was formed in 2015 by Bick Brooks and Austin Perry, and has a fleet of about 1,600 vessels, including towboats, tank and hopper barges, and nine product tankers and one shuttle tanker that operate in US Jones Act service. Unlike the traditional towboats that have been built by Maritime Partners and leased to operators, Hydrogen One is not designed with either a diesel main engine or auxiliary generator. Instead, the towboat's propulsion and auxiliary power will come from electricity generated using methanol-to-hydrogen reformer technology in combination with fuel cells and batteries. **Hydrogen One** will use e1 Marine's methanol reformer technology to generate hydrogen on demand, eliminating the need to store compressed or liquefied hydrogen—both of which would be impractical for a vessel of this size. Designed by Seattle-based naval architectural and marine engineering firm Elliott Bay Design Group in

co-operation with Maritime Partners, **Hydrogen One** is under construction at Intracoastal Iron Works in Bourg, Louisiana. ABB will provide the electrical propulsion plant for the vessel. This includes ABB Onboard DC Grid, Z-drives, transformers, fuel cells and the power and energy management system. e1



Marine, a partnership of Maritime Partners, Element 1 Corp and Ardmore Shipping, holds the exclusive global licence for the marine application of the technology. The rationale behind pioneering this methanol to hydrogen technology is simple. “We can have a lower emissions profile using the technology, there’s a clear path to a reduction in emissions and even a further path for more reductions depending on the fuel type,” says Maritime Partners vice president of business development and government affairs, Beau Berthelot. The use of methanol-to-hydrogen generators demonstrates a 99% reduction in EPA-regulated emissions. Specifically, this includes a 91% reduction in carbon monoxide and a 100% reduction in NOx and PM emissions when compared with diesel engines. When it is delivered in 2025, **Hydrogen One** will be IMO 2030-compliant, meet all requirements of the US Coast Guard’s Subchapter M regulations, and be operated by ACBL. Expectations are that the vessel will have the capability to perform a two 30,000-bbl barge tow from Houston to New Orleans and possibly Baton Rouge, a route of about 885 km. Mr Berthelot notes grey methanol — produced from natural gas — can be readily found as there are three major fuel producers along the route. This provides a certainty of supply and visibility in pricing — both of which are unknowns when devising business cases for other alternative fuels. Using grey methanol, an almost 30% reduction in CO2 emissions is achievable as compared with a diesel engine, depending on the efficiency of the fuel cell, he says. “And when we add methanol of a different shade, even greater greenhouse gas emissions reductions are possible.” Using methanol as a hydrogen carrier allows the technology to fit in a standard-sized towboat hull, creating a business case for its use. “I can get nine times the amount of hydrogen in the same space using methanol as I can get using compressed hydrogen,” points out Mr Berthelot. Compressed hydrogen would create uncertainty around supply and require a larger towboat. Using power from the hydrogen fuel cell and battery, the towboat will have the equivalent of 2,000-hp vessel, with a light ship speed of 10 knots and towing speed of 6-7 knots. **Hydrogen One** will have an overall length of about 30 m, beam of 13 m, and draught of around 3 m. If powered using compressed hydrogen, the towboat would have to grow to



60 m, with a beam of 16 m; not only too large for operating on the intracoastal waterway, but Mississippi towboats this size would usually have 10,000 hp and be used in 40+ barge tows. Maritime Partners is “putting its money where its mouth is,” says Mr Berthelot. While it believes strongly in the methanol-to-hydrogen technology, Mr Berthelot stresses that Maritime Partners is fuel agnostic. “We will build anything that anybody wants to run on the water, own it and lease it back to you” he concludes. *(Source: Riviera by John Snyder)*

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## MED MARINE AND SVS MARITIME SIGNED CONTRACT FOR MED-A2575 SERIES TUG



MED MARINE and SVS Maritime owned by Vernicos Scaff Group, signed a contract for the construction and delivery of a MED-A2575 series tug on March 7, 2024. The RAmports 2500W series tug is scheduled to be delivered to her owner in Greece in September 2024. This powerful tug will be the second newbuilding for Vernicos Scaff Group by MED MARINE's Eregli Shipyard. The MED-A2575 series tug, measuring 25 meters in length and boasting a 75-ton bollard pull capacity, is equipped to meet Class FIFI-1 requirements.

This powerful RAmports 2500W series tug is constructed as a multi-purpose tug, working off a forward winch for ship handling, towing, pushing, mooring, firefighting facilities and also equipped with an aft towing hook and a capstan. Ms. Melis Ucuncu, Business Development Director at MED MARINE, commented “As Med Marine, our ambition is to meet the growing demands of our customers. We are thrilled to have SVS Maritime on board. We are proud that our commitment to quality has been recognized by our clients.” *Technical specifications of the tugboat:* Length: 25,20 m; Width: 12 m; Depth: 4.60 m; Draft: 5.75 m; Gross Tonnage: <400; Bollard pull: 75 tons; Speed: 12 knots; Crew: 8 people. *(PR)*

## HAISEA MARINE'S FLOATING TUGBOAT BASE MARKS A MILESTONE

The fleet of ultra green tugboats built for Canada's HaiSea Marine will operate from a purpose-designed and built floating tugboat operations base. When we last reported on the project in August last year, its concrete foundation had just been poured. Now, as shown in the time-lapse video, the new floating facility has been named and blessed by the Haisla Nation, which is the majority partner in HaiSea Marine (with Seaspan ULC as minority partner) and is now ready to be transported up the Douglas



Channel to Kitimat, B.C., where it will be based to support HaiSea's operations in support of LNG Canada's Kitimat LNG terminal. "Zewén" is the Haisla word for the coho salmon and is now also the name of HaiSea's operations and maintenance facility. The location where the Zewén floating tugboat base will be secured in Kitimat inspired the name from Haisla Nation Hereditary Chief, Basil Grant. His family has been fishing for coho in that exact spot for generations. Now the site will carry a new legacy as the home base for HaiSea's fleet. *floating base* Zewén is a floating operations and maintenance building and was purpose-built and designed to withstand the extreme tidal range in the Kitimat region. It was also designed to be welcoming and inclusive of all genders with a focus on comfort, privacy, and overall well-being. It features a large workshop, common areas, a gym, and will also accommodate up to eight shore-based personnel to use during working hours. The floating tugboat base was built by Pacific Marine Construction on Wei Wai Kum territory in Campbell River, B.C. To celebrate its naming and unveiling, HaiSea was joined by representatives from Haisla Nation, Wei Wai Kum Nation, and LNG Canada inside the Zewén's warehouse. "When HaiSea was still in



the idea and planning phase, we challenged Seaspan to create something different; an environmentally friendly tugboat fleet to ply our waters; job opportunities for Haisla Nation members and our local First Nations neighbors; and lastly, we wanted diversity and inclusion to be part of HaiSea's culture," said Chief Crystal Smith, Elected Chief Councillor, Haisla Nation. "As we celebrate the naming of the Zewén facility, it is clear that our shared vision of diversity, inclusion, and environmental innovation is coming to fruition." "As a modern marine start-up, we were able to develop HaiSea from the ground-up in true partnership with the Haisla Nation, and with feedback from our mariners," said Jordan Pechie, senior vice president, Seaspan Marine Transportation. "We had the remarkable opportunity to build our culture and our assets, like the Zewén, to support an inclusive and diverse team. Zewén features single enclosed bathrooms and changing rooms, which in 2024 is the baseline expectation but it's revolutionary for a centuries-old industry that was not built for everyone. The unveiling and naming of Zewén is a



celebration of how we are doing things differently and is a testament to our efforts in designing welcoming and inclusive workspaces at sea and on shore.” “It has been an honor to be part of this project and complete the construction of the Zewén facility for Haisea Marine,” said Pacific Marine Construction president Cory Handyside. “There was a lot of learning, innovation, and team. Watch the YopuTube video [HERE](#) (Source: MarineLog)

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## SANMAR DELIVERS 6TH BATTERY ELECTRIC POWER TUGBOAT TO NORWEGIAN OPERATOR.

Sanmar has delivered one of its game-changing ElectRA Series battery electric powered tugboats to environmentally-conscious Norway-headquartered operator Buksér og Berging, where it will be based at the Port of Oslo. Named **BB ELECTRA** by its new owners, the tug is based on the exclusive-to-Sanmar ElectRA 2200 SX design from Canadian naval architects Robert Allan Ltd and is the



eighth tug that Sanmar has delivered to Buksér og Berging. With an overall length of 22.2m excluding fenders, moulded breadth of 10.84m and least moulded depth of 4.4m, **BB ELECTRA** has 1.718 kWh of battery power. It can achieve a bollard pull ahead of 45 tons and a speed of 11.8 knots. Its Caterpillar C32 IMO Tier III compliant switchable marine generator set provides 940 eKW at 1.800 rev/min and deck equipment includes a DMT TW-E250kN fore winch, Data Hidrolik DTH 50-120P tow hook, Palfinger PK11001MC deck crane and Data Hidrolik DTC 4000 EP-L rope reel. BB ELECTRA, which has accommodation for a crew of three, is Buksér og Berging's first eco-friendly electric-powered no emissions tug, but the operator already has a well-deserved reputation for being environmentally-aware, with previous deliveries from Sanmar including the Tier III emissions compliant sister escort tugs **BAMSE** and **BOB**, and **BORGOY** and **BOKN**, the world's first two purely LNG-fuelled tugboats. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: “Buksér og Berging, quite rightly, have very exacting demands when it comes to protecting the environment that they work in and we are more than happy to provide a new generation of environmentally-

friendly tugboats that more than meet their requirements. We are also always delighted when an existing client comes back or more.” (PR)

## LANDFALL IS EXPANDING IT'S FLEET



Landfall is expanding it's fleet with a fantastic shallow draft multipurpose workboat with a Bollard Pull of 37,2 T. The two strong HEILA marine deck cranes with a maximum lift capacity of 10,0 tons(m) at 16,5 meters, the waterfall double drum towing/anchor handling winches of 50 and 100 tons. *Wind Lass* The “**WIND LASS**”, built in 2011, is a shallow draft multipurpose workboat of 26,00 by 11,50 meters. The twin Caterpillar engines delivering 1.902 kW which results in 37,2 tons bollard

pull. In combination with the minimal draft, the Hydraulically driven 200 kW & 360° bow thruster and triple fixed pitch propellers in Optima nozzles, gives the vessel maximum maneuverability. The two strong HEILA marine deck cranes fwd and aft with a maximum lift capacity of 12,3 tons(m) at 15,0 meters, the waterfall double drum towing/anchor handling winches of 50 and 100 tons (pull), a 8 tons tugger winch, additional spud poles 2x 15 meters and a maximum clear deck area, makes the vessel more than multifunctional and definitely one of a kind. All deck equipment is running on biodegradable lubricant oil. Options for seabed levelling/dredging operations are an Aft Portal A-frame for ploughing, of 1x 60t SWL or 2x 30t SWL. (PR)

## FLEET EXPANDING WITH ANCHOR HANDLING TUGS AND WORKBOATS

We are thrilled to announce that Landfall's fleet of anchor handling tugs and workboats has expanded with the versatile Hybridcat 2611/workboat “**LEON-H**”. The “**LEON-H**” has an ultra shallow draught of 1.00-1.50 meter (min-max) and is hybrid powered including additional battery-container on deck. The “**LEON-H**” delivery and christening is in a few weeks. *Leon-H* The “**LEON-H**”, built in 2024, is a Hybridcat WERFT2411e and ultra shallow



draft multipurpose workboat of 23,95 by 11,46 meters. The twin Scania engines delivering 930 kW




supported by two electric driven e-motors of 450 kW, which results in 15,0 tons bollard pull. In combination with the minimal draft of 1,00-1,50 meters, the Hydraulically driven 200 BHP bow thruster and double fixed pitch propellers in nozzles, gives the vessel maximum manoeuvrability. The two strong HEILA marine deck cranes fwd and aft with a maximum lift capacity of 7,70 tons(m) at 16,39 meters and 7,85 tons(m) at 14,42 meters, the double drum towing/anchor handling winch of 50 tons (pull), a 10 and 12 tons tugger winches, option for spud poles 2x Ø 610 mm and a maximum clear deck area, makes the vessel more than multifunctional and definitely one of a kind. Options for seabed levelling/dredging operations are an Aft Portal A-frame for ploughing. (PR)

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## TRAINING SIMULATOR SUITE INAUGURATED IN SHARJAH, UAE



Sharjah Maritime Academy has invested in the latest maritime and offshore training simulators as it strives to become a regional leader in maritime studies, teaching and research. Wärtsilä has supplied its latest simulator technology to the academy, including full and part mission bridge and engineering simulators for training ship crew, offshore personnel and tug masters. This

advanced simulation facility was inaugurated this year as the academy develops into a global maritime centre for training, innovation and research. “Our aim is to create both a scientific and practical environment for students and to provide the capabilities that qualify them to reach the highest standards of competence in the field of maritime transport,” said Sharjah Maritime Academy chancellor Hashim Abdullah bin Sharhan Al Zaabi. “For this, we need the latest simulator technology to enable us to conduct training to the highest international standard and offer a platform for collaboration with other leading maritime organisations.” Wärtsilä delivered a suite of navigation, engineering, communications and vessel traffic services simulators including full mission, part task and classroom trainers for all levels of training and research. This includes two full-mission navigational bridge simulators with 360° visualisation, offshore-specific bridge systems, and the first installation of Wärtsilä’s new simulation bridge equipment configuration which represents the very latest and highest digital navigation operational standards. Software packages included modelling and content creation tools to enable the maritime faculty team to offer a complete range of services to clients. Wärtsilä said the advanced simulation facility also features the world’s first commercial maritime mixed reality chromakey vessel handling application in the form of two integrated offshore



vessel and tug simulators with a motion platform for absolute immersion in the synthetic learning environment. “We are supporting Sharjah Maritime Academy’s vision of establishing a maritime centre of excellence, and to deliver world-class teaching, professional development, and life-long learning to students, graduates and future maritime leaders,” said Wärtsilä Marine general manager for global simulation sales Neil Bennett. “As our industry’s digital and decarbonisation transformation gathers pace, facilities such as this can lead the development of new training standards and methodologies using the latest simulation technologies.” The simulation facility was inaugurated by head of the emirate of Sharjah and member of the Federal Supreme Council of the UAE and Sharjah Maritime Academy chairman Sheikh Sultan bin Muhammad Al-Qasimi in February 2024. *(Source: Riviera by Martyn Wingrove)*

## ACCIDENTS – SALVAGE NEWS

### *BULK CARRIER WITH 23 CREW HIJACKED OFF SOMALIA*


A Bangladesh-flagged bulk carrier **Abdullah** with 23 crew was boarded in the Indian Ocean Tuesday by suspected Somali pirates some 600 nautical miles east of Mogadishu. The United Kingdom Maritime Trade Operations (UKMTO) said it had received reports from the “company security officer” of multiple armed persons boarding and taking control of the ship. In a




separate note, maritime security specialist Ambrey said the operation was carried out from one small and one large craft. One of the hostages, Atiq Ullah Khan – the chief officer of the **Abdullah**, was able to send an audio message to his wife. According to Bangladeshi media, the pirates are under orders to kill the crew members one by one if they are not paid. The message also said that the sooner the pirates got the payment, the sooner they would release the hostages. The chief officer was also able to tell his mother they were all locked in a cabin surrounded by 50 pirates and on their way to Somalia, some two and a half days away. The 2015-built supramax of SR Shipping and part of the Kabir Steel Re-Rolling Mills (KSRM) Group in Bangladesh was carrying coal from Maputo, Mozambique, to Hamriya, UAE. Ambrey had previously observed the ship altering course to the southeast and increasing speed, which was later on reduced to one knot and also advised other ships to “stay well clear of this position”. The most recent UKMTO update said that the crew are unharmed and that there are 22 unauthorised armed persons onboard. Piracy was rampant off Somalia for a four-year period from 2008, but then it went dormant for about five years. Earlier this month, the Maritime Security Centre Horn of Africa (MSCHOA) reported an unnamed hijacked fishing dhow departing Somalia with 11 armed persons onboard. In January, Liberian-flagged

capsize **Lila Norfolk** was boarded by armed men some 460 nautical miles off Somalia but subsequently rescued by the Indian Navy. (Source: *Splash24/7*)

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**ULTIMATE  
SHIPHANDLING**

*By Rotatug*

### *THE TUG “PICACHO”, SUNK IN LAS PALMAS*



The veteran tugboat “**Picacho**” has sunk in its prolonged mooring in the port of Las Palmas de Gran Canaria, maritime media report. The Maritime Captaincy and the Port Authority have established the appropriate measures for this type of situation. The aforementioned tugboat was moored and out of service since the Cáster Marítimo company entered the bankruptcy phase. In

June 2016, when he was heading to Huelva and was about 110 miles NE of Lanzarote, he suffered a breakdown that forced him to ask for help from Salvamento Marítimo. Twelve hours later she managed to arrive at the port of Arrecife in Lanzarote to carry out repairs. Of 91 gross tons, it measures 22.12 m in length, 5.67 m in width and 3.11 m in depth. She is powered by a Caterpillar engine and has a pulling power of 10 tons. (Source: *Puente de Mando*)

### *TAIWAN AND CHINA LAUNCH RESCUE OPERATION AFTER BOAT CAPSIZES NEAR SENSITIVE ISLANDS*

Taiwan dispatched coast guard boats on Thursday to join a rescue mission at China's request after a fishing vessel capsized near the Taiwan-controlled Kinmen islands, amid heightened tension in the sensitive Taiwan Strait. China claims democratically-governed Taiwan as its own territory, over the island's strong objections, and has stepped up military activities near it in recent years, with almost daily incursions into air defence identification zones. Authorities on both sides sent the rescue boats after a Chinese fishing vessel capsized in the early hours, Taiwan's coast guard said in a statement, adding that two people were missing, though two had been rescued and two bodies retrieved. Coast guard chief Chou Mei-wu told a parliamentary committee the boats were sent after Chinese authorities sought help, adding that such requests were common, with 119 people rescued in such efforts over the past three years or so. "The waters are narrow around the Kinmen-Xiamen (area) and

co-operation between Taiwan and China is very important," he said, referring to the neighbours' cities that face each other across the strait. Taiwan sent four coast guard vessels and its Chinese counterpart six to participate in the rescue effort, the coast guard said. Last month, China's coast guard began regular patrols around the Kinmen islands close to its coast, after two Chinese nationals died while trying to flee Taiwan's coast guard after their boat entered prohibited waters. The Chinese fishing boat capsized



about 1.07 nautical miles west of Taiwan's Dongding island, the coast guard said, with armed forces stationed there also engaging in the rescue, but did not elaborate. In a statement, Taiwan's Kinmen defence command said it had not received any request from Chinese authorities to search the island, but added that any survivors found would be handed to the coast guard. Last week, Taiwan's top China policy-making body urged its giant neighbour not to change the "status quo" around the waters there by sending coast guard boats into restricted areas, saying tension should be "controllable". (Source: MarineLink; Photo: © alexhitrov)

## BY THE END OF 2024, RUSSIA PLANS TO DISPOSE OF 213 SUNKEN SHIPS



By the end of 2024, it is planned to dispose of 213 sunken ships as part of the federal project "General Cleaning". Such data are provided in the message of Rosmorrechflot dated March 13. According to the agency, in 2022 and 2023, 131 ships were raised and disposed of as part of the project in six constituent entities of the Russian Federation. Previously, 213 vessels were identified in the Far Eastern

Federal District. Sunken ships entail environmental risks and interfere with shipping, the agency notes. (Source: Sudostroenie; Photo: Rosmorrechflot)

## WAITING TIME FOR THE REFLOATING OF THE SHIP "ALBIZ"

Maritime Rescue reports that this afternoon's attempt, at high tide, to try to free the Spanish flag ship



“**Albiz**” from the spit of sand where it is stranded in the Eo estuary, being very close to the dock of the port of Ribadeo, it has not worked. The operation is directed by Portos de Galicia and both the shipowner and the insurer will have to present a refloating plan to the Burela Maritime Captaincy and hire private means to lighten it and put it in drafts that allow an attempt to remove it with tugboats. The condition of the vessel is safe and there are no environmental risks, adds Salvamento Marítimo. *(Source: Puente de Mando; Photo: Maritime Rescue)*




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## OFFSHORE NEWS

### TOTALENERGIES RENEWS CONTRACT FOR BIBBY WAVEMASTER 1 SOV'S SERVICES

Bibby Marine has secured a three-year contract extension with long-standing client TotalEnergies EP Nederland for its 'walk-to-work' service operation vessel (SOV) **Bibby WaveMaster 1**. The three-year charter extension will begin in the first quarter of 2025, and the vessel will be deployed on the Dutch continental shelf in the Southern North Sea. The SOV will continue to accommodate and transport service engineers and maintenance personnel, supporting gas production activities across some 15 offshore production platforms. The 'seasonal contract' will start in the middle of the first quarter of each year and extend to some 180-220 days annually. Capable of accommodating up to 90 people, the vessel is likely to complete around 1,400 gangway connections and transfer more than 19,000 personnel each season, according to Bibby Marine. "We are absolutely thrilled that TotalEnergies have chosen to show continued faith in our services by extending our working relationship to 2027."

TotalEnergies is a longstanding client of Bibby Marine, and the trust they have placed in us by



executing this extension is testament to the dedication, quality and hard work of our offshore crew and onshore support teams,” said Kevin Brown, Head of Commercial and Contracts at Bibby Marine. “The **Bibby WaveMaster 1** was designed and built specially for our operations in 2017 and is an integral part of our offshore operations. By extending out contract through 2027, we are providing our workforce with reliable quarters and supportive crew, enabling

them to carry out their day-to-day activities safely, efficiently and comfortably,” added Viestarts Rutenbergs, Managing Director of TotalEnergies EP Nederland. *(Source: MarineLink)*

## *U.S. PROMOTES TUG-AND-BARGE OPTION TO DELIVER AID TO GAZA*

The Biden administration is quietly pushing for a commercial tug-and-barge operation to fill the need for aid delivery to Gaza, where famine looms amidst ongoing conflict between Israel and Hamas. The Biden administration is dispatching five U.S. Army landing craft and 1,000 personnel to waters off Gaza to prepare a temporary pier structure. Once built, the floating pier will transfer truckload deliveries



from sealift ships directly to the beach. While effective at scale, the Joint Logistics Over The Shore (JLOTS) pier and related operations will take as long as two months to prepare, and the UN is expected to declare a famine in Gaza before the end of this week. Humanitarian advocates say that the civilian population needs an immediate solution, including an easing of Israel's border crossing restrictions. To fill the gap, U.S. officials are working on a tug-and-barge delivery option that could start running in as little as one month, well before the JLOTS operation. Since Gaza lacks a functioning commercial port, a rudimentary receiving terminal would have to be dredged out along the shore, Reuters reported. At peak capacity, this would be enough to handle about 40 percent of Gaza's pre-conflict aid cargo volume. This commercial initiative would not be U.S.-funded, but the arrangements are being set up by a U.S.-linked humanitarian aid consultancy, government sources told Reuters. Jamie McGoldrick, UN aid coordinator for the Occupied Palestinian Territory,



confirmed this and said that Qatar and the UAE are supporting the plan. The idea has precedent: humanitarian aid group World Central Kitchen launched a tug-and-barge sealift operation from Cyprus to Gaza on Monday with an initial consignment of 200 tonnes of food. The group is building a jetty out of rubble for offloading the cargo, and has acknowledged that it is a high-risk effort for a nonprofit to undertake. It has backing from the UAE government, which provided some of the aid cargo for the first delivery. *(Source: Marex)*

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## STICKER SHOCK: PRICE OF PSV NEWBUILDINGS UP 68% SINCE 2016



OSV owners looking to build new vessels will have to pay substantially more, as shipyard prices have surged over the last eight years. OSV owners contemplating ordering a newbuild platform supply vessel (PSV) may be in for some sticker-price shock, according to the latest available data from Clarksons Research. The newbuilding price for a large

PSV, classed as 4,500 dwt, is US\$53.6M as of early March, according to the maritime intelligence service's China Weekly. This represents a rise of 68% in the last eight years, when such a vessel could have been ordered for US\$31.4M in 2016. Other classes tracked by Clarksons have risen, too, but not nearly as much. Medium-size PSVs of 3,200 dwt can be ordered at US\$29.1M, an increase of 54%, and a large anchor-handling tug supply (AHTS) vessel, classified as having at least 200 tonnes of bollard pull, at US\$63.6M, up 48% since 2016. Meanwhile, the price for a medium AHTS, with 120 tonnes of bollard pull, is US\$21M — a modest 5% increase over 2016. Overall, just one offshore vessel has been ordered in China in 2024. Last year, Chinese shipyards took in orders for 41 offshore vessels.

**Newbuild orders** The biggest newbuilding news so far this year has been coming out of Norway. Eidesvik Offshore has taken a majority stake in a newbuild construction support vessel (CSV) on order at Sefine Shipyard in Turkey. The 100-m CSV will be owned by the joint venture Eidesvik Agalas, with delivery in Q1 2026, after which it will go on charter for three to five years with Reach Subsea. The JV has options to build four sister CSVs. Equipped with methanol dual-fuel, battery-hybrid propulsion, the next-generation CSV will have an estimated price tag of US\$87.8M, according to Seabrokers. In 2023, Hercules Supply ordered an 88-m, multipurpose support vessel from Fujian Maiwei Shipyard for delivery in Q4 2025. The MPSV is based on a Z 4423 design from Breeze Ship Design. Hercules holds options to build two sister vessels.

**Malaysian owners take deliveries** Two



AHTS vessels were handed over to Malaysian OSV owners this year. In January, Singapore-based Vallianz Offshore Marine took delivery of the newbuild 10,800-bhp AHTS vessel **Vallianz Titan**. Following its delivery from Muhibbah Marine Engineering Sdn Bhd on 17 January, the AHTS was fixed for a charter in southeast Asia. Seabrokers reported the vessel had been relocated to Thailand and was working for Thai energy company PTTEP. “**Vallianz Titan** now holds the distinction of being the 11th AHTS in our Asia fleet, boasting the largest capacity horsepower,” wrote Vallianz in a social media post. Built to Bureau Veritas class, the 3,232-gt vessel has an overall length of 73 m, beam of 18.2 m, depth of 7.5 m and draught of 5.5 m. The dynamic positioning class-2 OSV has a service speed of 13 knots. Singapore-listed Vallianz Holdings controls a diverse offshore fleet of anchor-handling tug and AHTS vessels, PSVs, accommodation support barges, utility and multipurpose support vessels. Meanwhile, the medium-sized AHTS vessel **SK Purpose** was delivered to Kuala Lumpur-based SKOM by China’s Fujian Baima in February, according to Clarksons. *(Source: Riviera by John Snyder)*

### THE SECOND AUCTION OF THE BS-42 “PUNTA SALINAS” IS DESERTED

The second auction of the veteran rescue ship “**Punta Salinas**” (BS-42) has been deserted. There have been no bidders for a starting price of 1,054,172 euros requested by Salvamento Marítimo, so there will be a third call and then a buyer may appear for this 42-year-old veteran, who remains moored and with a reduced crew in the port of Passion fruit. It is noted that the vessel has an expired seaworthiness certificate and whoever buys it, if a buyer appears, will have to take charge "where it is and as it is. Built in Huelva Shipyards and in service since 1982, it is a ship of 1,171 gross tons in a hull 62 m long, 11 m wide and 5 m draft. Two diesel engines allow it to maintain a speed of 16 knots. *(Source: Puente de Mando; Photo: Celso Hernández)*



### SHEARWATER AWARDED 4D SURVEYS BY EQUINOR



Shearwater GeoServices has won contracts to carry out two 4D monitoring projects for Equinor. The work scope covers the Mariner field in the UK North Sea and the Heidrun field in the Norwegian Sea. The surveys should run for two months and will be carried out by the vessel **SW Amundsen** and an undershoot vessel. This will be the fourth deployment of Shearwater’s 4D

seismic monitoring Isometrix technology for Mariner, and the third for Heidrun, Shearwater said. “These projects underscore our shared ambition for pioneering and repeating production monitoring solutions, and we look forward to once more supporting Equinor in navigating towards the efficient optimisation of resources,” said Irene Waage Basili, chief executive at Shearwater. (*Source: Splash24/7*)

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### *BOLUDA TOWAGE TAKES THE RFA SHIP “DILLIGENCE” TO SCRAPPING*

The tug “[VB Hispania](#)”, from the Boluda Towage fleet, has set sail from the port of Portsmouth with the tow in its wake of the ship RFA “[Dilligence](#)” (A-132, IMO 7814448) on its way to Aliaga (Turkey), where it will be scrapped. She is, originally, an off shore vessel called “[Stena Inspector](#)”, built in Sweden, launched in January 1981 and acquired in October 1983 for her adaptation as an advanced repair vessel for the Royal Fleet Auxiliary.



Throughout its long service record, and before its acquisition, it was chartered, among other services, as naval support during the Falklands War in 1982. (*Source: Puente de Mando; Photo: LA Abbie Gadd/MODD*)

### *SUBSEA7 WINS ‘LARGE’ CONTRACT FOR WOODSIDE’S DEEPWATER OIL FIELD*

Subsea7 has secured what it describes as a “large” contract with Woodside Energy to deliver subsea installation services for a deepwater oil project in the Gulf of Mexico. The Trion project, which Woodside is developing in partnership with Pemex, involves a wet tree subsea system connected to an infield floating production unit (FPU). Under the contract defined as being between \$300 million and \$500 million, Subsea7 is in charge of the engineering, construction, and installation of the subsea

umbilicals, risers, and flowlines, as well as the associated subsea architecture. Project management



and engineering will begin immediately from the company's offices in the U.S. and Mexico, while offshore activities are expected to take place between 2026 and 2027. Craig Broussard, Vice President for Subsea7 Gulf of Mexico, said: "This award acknowledges our strong partnership with Woodside globally. With our experience in the Gulf of

Mexico and proven track record, we can deliver innovative, reliable, fast-tracked solutions that create value for our clients. We are proud to be a part of Woodside and Pemex's first deepwater development in Mexico." The Trion field is located approximately 30 kilometers south of the U.S./Mexico border and 180 kilometers away from the Mexican coastline, at a water depth of 2,600 meters. The FID for the project was revealed in June 2023 and in August Woodside received a stamp of approval from the Mexican regulator for the field development plan (FDP). The Mexican Ministry for Energy gave its approval for the social impact assessment of the project this February. The project will be developed through an FPU with an oil production capacity of 100,000 barrels per day, which will be connected to an FSO vessel with a capacity of 950,000 barrels of oil. HD Hyundai Heavy Industries recently awarded a commissioning contract for the FPU to Houston-based Gate Energy, while Wood will deliver the detailed topside design work for the FPU project. The forecasted total capital expenditure for Trion is \$7.2 billion out of which \$4.8 billion is Woodside's share including capital carry of Pemex of approximately \$460 million. The first oil is targeted for 2028. *(Source: Offshore Energy)*

## SIEM OFFSHORE FIRMS UP LONG-TERM PSV CONTRACTS IN BRAZIL

Siem Offshore has sealed new deals with TotalEnergies for two platform supply vessels operating in Brazil. The 2013-built **Siem Atlas** and 2014-built **Siem Giant** have been fixed from June this year for an undisclosed sum in direct continuation of their current employment with the French energy major. The 4,700 dwt **Siem Giant** will be on hire for three years, with the operator securing options for up to four more years, while the sister vessel



the **Siem Atlas** has been contracted for nine months with options attached until the end of the second quarter of 2027. Both PSVs have been working for TotalEnergies' Brazilian branch for several years. The most recent extension was awarded last June. *(Source: Splash24/7)*



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### EFCA PATROL VESSEL ARRIVES IN DUBLIN PORT FOR ADVISORY COUNCIL ANNIVERSARY



The patrol vessel “**Ocean Protector**”, chartered by the European Fisheries Control Agency, has arrived in Dublin Port for the 20 year NWWAC and PELAC anniversary. One of the three EFCA offshore patrol vessels (OPVs), the **Ocean Protector**, has arrived in Dublin port and will open its doors tomorrow morning, Friday 15 March, welcoming dignitaries invited to the 20th anniversary of the North Western Waters Advisory

Council and the Pelagic Advisory Council. The OPV **Ocean Protector** is one of the three inspection platforms chartered by EFCA, supporting Member States in the different EFCA joint deployment plans and other coast guard functions, such as search and rescue situations, maritime surveillance and pollution response. Its deployment enhances the EU capacity to improve the effectiveness of fisheries control operations in the EU and beyond. The Chairs of the two Advisory Councils, Emiel Brouckaert and Sean O'Donoghue, expressed their gratitude to EFCA for their initiative and collaboration in bringing the vessel to Dublin Port for this momentous occasion. The presence of the Ocean Protector serves as a symbol of the enduring collaboration between EFCA and the Advisory Councils, highlighting the strides made in safeguarding Europe's fisheries resources and promoting responsible fishing practices. the fishing daily advertise with us NWWAC looks back on productive year, and ahead to a work plan reflecting the biggest North Western Waters fisheries issues in years Ecosystem-Based Fisheries Management NWWAC fisheries chart 2023 NWWAC response regulation questionnaire PelAC has called on the Director-General of DG MARE to urgently call a benchmark meeting for Western horse mackerel in 2023 PelAC requests for the opportunity to convey its views on energy transition at the European Commission High-Level Conference PelAc ecosystem-based fisheries management The celebration of the 20-year anniversary event of the North Western Waters Advisory Council and the Pelagic Advisory Council is taking place today, 14 March, in Dublin Castle

with an event in which the Advisory Councils will look back over the past 20 years of existence and the role of stakeholder voices in European fisheries' governance. Stakeholders and decision makers will have the opportunity to celebrate the work of the ACs over the past two decades and aiming at developing a positive roadmap for the future within the scope of regionalisation in reaching the objectives of the Common Fisheries Policy. The tour of the OPV **Ocean Protector** will conclude the NWWAC and PelAC anniversary celebration, offering guests an informal and pleasant opportunity to close their visit to Dublin. *(Source: The Fishing Daily)*

## **FORTESCUE GREEN PIONEER COMPLETES LANDMARK AMMONIA FUEL TRIAL**

The ship that grabbed headlines at COP28 in Dubai is back in the news. The **Fortescue Green Pioneer**, a platform supply vessel, has successfully conducted the world's first use of ammonia fuel, in combination with diesel in the combustion process. The vessel was loaded with liquid ammonia from the existing ammonia facility at Vopak Banyan Terminal on Jurong Island in Singapore for the fuel



trial. The **Fortescue Green Pioneer** started its journey towards becoming the world's first ocean-going ammonia-powered vessel in 2022 when Fortescue successfully converted a four-stroke engine to run on ammonia. The ship then went in for conversion at Seatrium's Benoi yard in Singapore last year with two of its four engines switched to ammonia ones. *Only green is green. Anything else is made from fossil fuels* It then headed to Dubai, to COP28, albeit with diesel fuel. At the UN green summit Fortescue boss Andrew Forrest hit out at the slow pace of change for authorities to approve. "At the moment the regulatory landscape does not allow for ammonia ships to operate," Forrest said at the time. The fuel trial conducted this year in Singapore over a period of seven weeks included rigorous testing of the **Fortescue Green Pioneer's** ammonia storage systems, associated piping, gas fuel delivery system, retrofitted engines, and seaworthiness. The three tonnes of liquid ammonia used for the fuel trial was supplied by Vopak. A second tranche of three tonnes of liquid ammonia will be loaded for the **Fortescue Green Pioneer** to conduct further tests and trials over the next few weeks. "The successful conduct of this ammonia fuel trial on board the **Fortescue Green Pioneer** marks a significant milestone in Singapore's multi-fuel bunkering capability development to support the digitalisation, decarbonisation, and manpower development for international shipping," stated a release from the Maritime and Port Authority (MPA) of Singapore. MPA and Fortescue will present key learning points from the trials at suitable platforms in the future with many shipyards in Asia now engaged in the construction of ammonia-powered newbuilds. Forrest, Fortescue's chairman, said, "Australia and Singapore are nations for whom the seas are our lifeblood and Fortescue has seen firsthand the willingness of Singapore to lead the world in taking brave, innovative action to build green ammonia shipping. My message to the Singaporean government is only green is green. Anything else is made from fossil fuels." As he did at COP 28 in Dubai, Forrest once again called on the world's ports to get on with setting "fair, safe and stringent" fuel standards for green ammonia.

“We must push to see global emitters paying fair carbon prices for heavy fuels used in traditional shipping. These prices must provide clear investment signals to drive green investment,” Forrest argued. (Source: *Splash24/7*)

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## MUSEUM NEWS

### VAREN MET VOIGHT-SCHIEDER-SLEEPBOOT KAN IN HET NATIONAAL SLEEPVAART MUSEUM



Altijd al willen ervaren hoe het is om met een Voith Schneider-aandrijving te varen? Dat kan in het Nationaal Sleepvaart Museum in Maassluis met de in eigen beheer ontwikkelde Voith Schneider-vaarsimulator. Een Voith-Schneider-propeller is een uniek aandrijfsysteem voor havensleepboten en andere vaartuigen die met name in beperkt vaarwater snel en veilig

moeten kunnen manoeuvreren. Voortstuwing en besturing zijn samengebracht in roterende bladen, die verticaal onder het schip draaien, waardoor de stuwkracht in elke gewenste richting kan worden gericht. De eerste Nederlandse Voith-Schneider-sleepboot was in 1958 de **Jan Goedkoop Jr**, die werd ingezet in de Amsterdamse haven. In 1961 kwamen in Rotterdam de kleine **Europa** en **Azië** in dienst, gevolgd door de 3000 pk sterke Puntboot-serie waaronder de **Varnebank** van de Nieuwe Rotterdamse Sleepdienst. Ook Sleepdienst Muller en Multraship hebben in de loop van de tijd diverse Voith-Schneiders in dienst gehad. In 1971-'72 de **Kamperland** (ex **Hutton Cross**) die vervolgens 10 jaar voor Muller België voer en recenter de **Multratug 10 en 11**.

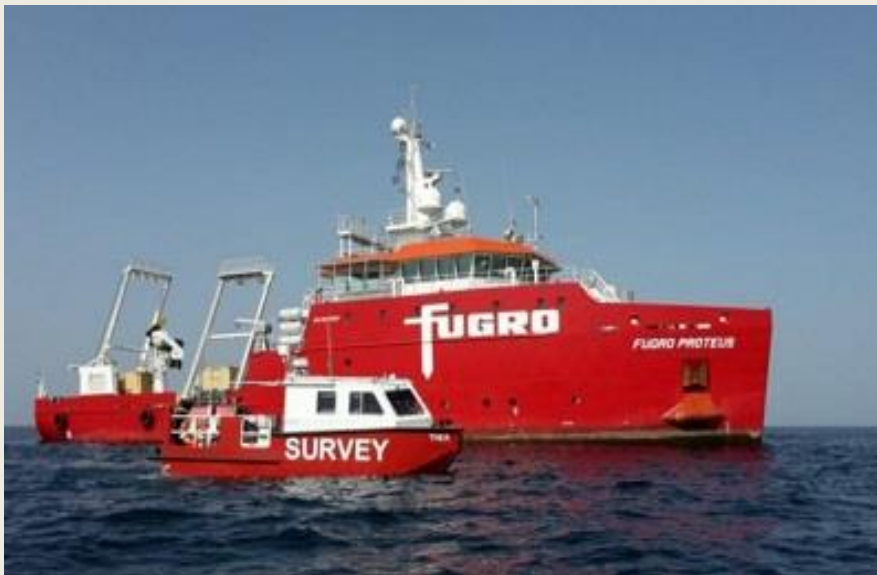




Tegenwoordig vaart Multratug met de hypermoderne Voith-Schneider Caroussel Rave Tugs **Multratug 32 en 33**. Bij Wagenborg is de offshore-bevoorradar **Kroonborg** uitgerust met VSP's om beter in positie te kunnen blijven in de directe nabijheid van offshore-platformen. *Zelf ontworpen simulator* De Voith-Schneider-simulator is door vrijwilligers van het Nationaal Sleepvaart Museum zelf ontworpen en gebouwd. 'De ondersteuning van de firma Voith Turbo BV is hierbij van onschatbare waarde geweest', aldus een woordvoerder van het museum. Het museum heeft de vaarsimulator op vrijdag 15 maart in besloten kring feestelijk in gebruik genomen. Bezoekers kunnen vanaf 16 maart varen op de simulator. (Source: *Schuttevaer bij Tessa Heerschop; Foto top NSM*)

## WINDFARM NEWS - RENEWABLES

### FUGRO EXTENDS OFFSHORE WIND MARINE SURVEY PARTNERSHIP IN VIETNAM



Dutch surveyor Fugro has extended its Memorandum of Understanding (MoU) with PTSC Geos & Subsea Services (PTSC G&S) to continue marine site surveys for offshore wind. Under the two-year agreement, Fugro's full range of marine site characterisation services and PTSC G&S's local survey capabilities will support Vietnam's growing offshore wind industry.

This partnership between Fugro and PTSC G&S was set up in 2011 and is supporting the country's developing offshore wind industry and offshore wind targets announced in 2023. These include an initial target of approximately 6GW of offshore wind energy by 2030, and 70 to 91.5GW by 2050 – both critical for the country to achieve its carbon neutrality goal by 2050. "With over four decades of experience serving the Vietnamese and wider Southeast Asian market, we're pleased to be extending our agreement with Fugro so we can carry on delivering comprehensive geophysical, geotechnical, and metocean surveys to our clients across Vietnam's energy industry," said Truong Tuan Nghia, PTSC G&S director. This announcement comes one day after Corio Generation signed an MoU with a subsidiary of Vietnam Electricity – the largest state-owned power company – as part of a strategy to bring offshore wind energy to the country. Corio has already been developing a fixed-bottom wind project in Vietnam since 2019. The 3GW Binh Thuan farm started development before Corio's launch as a new brand in offshore wind in April 2022. (Source: *Splash24/7*)

### GONDAN LAUNCHES ITS FIFTH CSOV FOR EDDA WIND

Yesterday, 12th March 2024, in GONDAN Shipbuilders we celebrated the launching of the fifth Commissioning Service Operation Vessel (CSOV) for Edda Wind. This milestone took place in the resized slipway 1 of our Figueras, Castropol facility, just after the recent expansions aimed at

increasing the shipyard's production capacity. This event marks another significant step in the ongoing collaboration between GONDAN and Edda Wind. The vessel, with new building number C503 and designed by Salt Ship Design, stands out for its advanced and sustainable features. With a length of 88.3 metres and a beam of 19.7 metres, the C503 is equipped with zero-emission technology, can accommodate 120 people, and is fitted with the most modern and automated equipment. Notable features



include a 3D offset offshore crane, an offset offshore gangway with a 30-metre outreach and an integrated 26-person lift, making it ideal for complex operations in offshore wind farm maintenance. This is the fifth in a series of six vessels built by GONDAN for Edda Wind. The series consolidates GONDAN as a world leader in the construction of specialised vessels for the offshore renewable energy sector, underlining the importance of innovation and sustainability in today's maritime industry. Furthermore, the expansion of GONDAN's facilities not only reflects the company's success and growth but also its ability to adapt and respond to the growing demands of the renewable energy market. (PR)

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## MAERSK SUPPLY SERVICE FORGES US WIND PACT WITH EDISON CHOUDEST OFFSHORE

Maersk Supply Service (MSS) has teamed up with Louisiana-based OSV giant Edison Chouest Offshore (ECO) to build and operate a feeder spread that will support the Danish offshore shipowner and contractor's wind farm installation vessel newbuild in US waters. The newbuild spread is intended to ship wind turbine components or foundations to the installation site while the installation vessel remains on site. The purpose-built solution will include two tugs and two barges to be delivered in 2026. The vessels will be owned and operated by ECO and built by Bollinger Shipyards in the US. MSS said that by using US-built, owned, and flagged tugs and barges to ferry



turbine components, its locking and stabilising mechanism between the installation vessel and barge



will render the work far less dependent on weather conditions, thereby reducing the number of operating days required to install a wind farm. “Maersk Supply Service’s new installation concept can make offshore wind farm installations significantly faster with estimated efficiency gains of 30%. The partnership with ECO makes this new technology available for the US offshore wind market

enabling faster offshore wind installations in the US,” said Christian Ingerslev, CEO at Maersk Supply Service. Dino Chouest, executive vice president of ECO, added that the partnership facilitates the expansion of the company’s existing footprint in the US offshore wind industry, and its decades of offshore experience, efficiency and focus on technology could “play an important role in the further development of the US offshore wind segment”. Maersk Supply Service ordered its first wind farm turbine installation vessel at Singapore’s Seatrium for delivery into US waters in 2025 under a contract for offshore wind farms Empire 1 and 2, developed by joint venture partners Equinor and BP, and also had another deal lined up with the same duo for the Beacon Wind project, expected to start in 2028. Meanwhile, the Empire 2 project was cancelled, and Equinor and BP agreed to separately develop the Empire Wind and Beacon Wind projects, respectively. *(Source: Splash24/7)*

## DNV GIVES NOD TO FRIEDE & GOLDMAN BARGE RACK SOLUTION

The US engineering and naval architecture company, Friede & Goldman, has received the Approval in Principle (AiP) by DNV GL Noble Denton Marine Warranty Survey (MWS) for its offshore wind BargeRack solution. BargeRack is a solution designed to enhance the efficiency and safety of feeding offshore wind

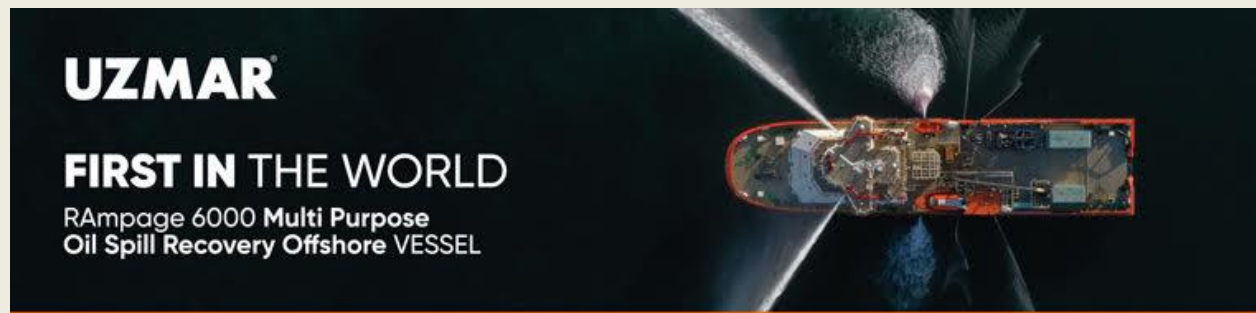


turbines, said Friede & Goldman. The Jones Act-compliant solution enables the direct lifting of wind turbine components from a fixed deck directly to the foundation, eliminating redundant handling and streamlining installation processes. BargeRack features a side-mounted configuration with an integrated deck skidding system, optimising space utilisation. The solution is engineered to accommodate most existing barges without major modifications, allowing for a broad retrofit application across the global wind turbine installation vessel (WTIV) fleet, according to the company. “We are excited to receive the DNV Marine Warranty Approval for our innovative BargeRack solution,” said Todd Allen, Director – Renewables at Friede & Goldman. “The BargeRack’s innovative



design and its ability to be installed on the existing worldwide WTIV fleet is as a true game-changer for the U.S. offshore wind industry. Now WTIVs working together with the U.S. tug and barge fleets can build U.S. offshore wind faster, safer, and more cost effective than ever.” The US company’s BargeRack WTIV design was granted AiP by the American Bureau of Shipping (ABS) at the beginning of 2022. In March of that same year, Cosco Shipping (Qidong) Offshore entered into an agreement with Friede & Goldman for a new Jones Act-compliant WTIV which will be based on the firm’s BargeRack feeder barge system. *(Source: Offshore Wind)*

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## DREDGING NEWS

### *THE APPROACH TRACK TO THE SEA PORT IN USTKA IS BEING DEEPENED*



200,000 cubic meters of excavated material will be extracted as part of the dredging of the approach track and settling tanks in the Ustka seaport. The first stage of dredging work has just begun. The excavated material will be dumped on the eastern beach in Ustka between the border of Ustka and Orzechów. The total investment cost is PLN 10 million. The work is performed by the [Hegemann](#)

V unit - a 75-meter long hopper suction dredger with a trailing dragger (TSHD) built in 2023, with a carrying capacity of 2,900 t. " On March 8, the first stage of dredging and drainage works in Ustka started, " explains Magdalena Kierzkowska, spokeswoman for the Maritime Office in Gdynia. " The excavated material collection field is the approach track and the western and eastern settling ponds of the Port of Ustka. The section intended for supply is approximately 1,000 m (from the groynes towards Orzechów, to approximately 300 m behind the stairs in Przewłoka). The planned working time for this stage is March 8-22 this year. The whole project will be completed by June 1 this year and will cost approximately PLN 10 million. The total amount of excavated material, tested and suitable for incorporation into the seashore, is approximately 200,000 m<sup>3</sup>. The work is carried out with a hopper suction dredge. with the transport of excavated material to the beach via pipelines directly to the place where the shore is supplied. The deepening of the approach fairway in Ustka is

one of many investments planned this year in ports and beaches supervised by the Maritime Office in Gdynia. In 2024, the office has been provided with financial resources for shore protection in the amount of over PLN 22 million. This budget includes: renovation of the coastal strip in Gdynia (seaside part of the Nadmorski Boulevard), reconstruction of the coastal fortification in Jastrzębia Góra, artificial power supply in Ustka and the Hel Peninsula (Władysławowo-Jurata section), technical documentation for the expansion of the system groynes in Ustka, the concept of building underwater thresholds in Gdynia Orłowo, construction and renovation of the drainage system of the coastal strip in Rozewie, renovation of the technological entrance in Rowy and Jastrzębia Góra. "Monitoring of the sea coast will also be carried out, bathymetric profiles and orthophotomaps will be made, as well as research on the current condition of the sea shore, including periodic inspection of sea shore protection structures," adds Magdalena Kierzkowska. (Source: *PortalMorski*)

### WATER INJECTION DREDGER RIJN DELIVERED TO VAN OORD

The first of the two water injection vessels (WIDs) for Van Oord was successfully delivered last week, said Kooiman Marine Group. "The finishing work was completed well before the contractual delivery date, meaning that the **Rijn** could leave the yard in Zwijndrecht last Sunday," said Kooiman. Sister ship the '**Rhône**' will also be delivered soon. Both newbuilds are equipped with a hybrid energy management



system and will be able to store energy in batteries that can be used later for propulsion and other purposes. The new dredgers will comply with IMO TIER III legislation for reducing harmful NOx emissions and take account of EU STAGE V legislation. (Source: *Dredging Today*)

### WORKING WITH NATURE IN THE PORT OF SEVILLE



The Port of Seville improves navigation, and at the same time promotes biodiversity in the Guadalquivir estuary. Each year, part of the sand extracted from the maintenance dredging of the canal is reused for the creation and conservation of wetlands for aquatic birds. These habitats, designed together with the Spanish National Research Council, are safe environments rich in

nutrients. These ecosystems are very beneficial for the rest, reproduction and breeding of the bird species in the Doñana area. There is a high level of biodiversity and variety in the wetlands, with



over 70 species of birds recorded. Some are endangered, such as the ferruginous pochard, the marbled duck, the squacco heron and the red-knobbed coot; and others are vulnerable, such as the osprey.  
(Source: *Dredging Today*)

*Advertisement*



**OVER 950 VESSELS DELIVERED**

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## GCWA STARTS NEW DREDGING CAMPAIGN

Gold Coast Waterways Authority (GCWA) has commenced a new dredging campaign in the North Channel and South Channel adjacent to the Gold Coast Seaway. The project will involve the removal of shoals through the North and South Channels, improving navigational access to Gold Coast waterways for recreational and commercial vessels. Dredged material will be deposited offshore to assist coastal protection and beneficially reused to nourish Broadwater beaches.  
(Source: *Dredging Today*)



## PD PORTS NEW DREDGER ALMOST READY FOR LAUNCHING



Neptune Marine continues to make great progress on the construction of PD Ports' new hopper dredger, the **Emerald Duchess**. The 71m long dredger will soon be launched (Q2) and put through the paces in the Netherlands. The 2,000m<sup>3</sup> TSHD has been designed and built to an exacting specification to ensure it can carry out its tasks on the Tees to the highest environmental and safety standards. Also, the new vessel has been 'future-proofed' with a number of bespoke



design features that will eventually allow carbon neutral operations. Fitted with an innovative intelligent power management system, the Emerald Duchess can swap between power from a battery pack equivalent to 10 Tesla cars and fuel made from hydrotreated vegetable oil (HVO), also known as renewable diesel. Once delivered in Q3, the Emerald Duchess will replace the Cleveland County which had served the Tees under PD Ports' conservancy team for 50 years. *(Source: Dredging Today)*

## YARD NEWS

### *HUISMAN TO SUPPLY TWO SUBSEA CRANES FOR TOYO'S NEW CABLE LAYER*

Dutch company Huisman has secured a contract to supply two subsea cranes for Toyo Construction's new cable laying vessel (CLV), being built by Norwegian shipbuilder Vard. The contract Huisman signed with Vard is for the delivery of full electric 250 mt Hybrid Boom Subsea Crane, and a 100 mt Knuckle Boom Crane that will be integrated into Toyo's CLV newbuild. The purpose-built VARD 9 15 design is expected to advance capabilities for cable-



laying and turbine foundation installation works in the Japanese offshore wind sector. Designed to meet the specific Toyo's requirements and preferences of Toyo, 250 mt Hybrid Boom Crane will undergo certification according to ClassNK regulations. It represents a proven subsea crane concept that combines the high lifting height of a conventional lattice-type boom crane with the operational advantages of a Knuckle Boom Crane. The 100 mt Knuckle Boom Crane, part of Huisman's recently launched subsea crane range for offshore construction vessels, is a subsea-rated crane, that features active heave compensation. The crane is designed to assist in subsea work and handle cargo efficiently across the deck. Both cranes will be manufactured at Huisman's production facility in Zhangzhou in China. "We are delighted with the opportunity to supply our new cable lay vessel with Huisman's state-of-the-art offshore cranes. Huisman's proven track record of manufacturing cranes of superb quality will boost our intentions to become a top-class contractor for offshore wind and other offshore construction projects," said Haruhisa Obayashi, President of Toyo Construction. "We are honored to announce our partnership with Toyo Construction as an esteemed new client in Japan. We take pride in supplying cutting-edge equipment for their multi-purpose construction vessel, empowering Toyo to excel in offshore construction in Japan and beyond," added David Roodenburg, CEO of Huisman. *(Source: MarineLink)*

### *SCHOTTEL GMBH: ROLAND SCHWANDT NEW DEPUTY CEO*

Roland Schwandt has been appointed Deputy CEO of SCHOTTEL GmbH with effect from 1 January 2024. Since joining SCHOTTEL in 2000, the graduate naval architect has acquired comprehensive and in-depth knowledge of the international maritime market. The dedicated project and sales manager

began his career working in various SCHOTTEL sales segments. After briefly managing the Tug & Offshore Energy segment, in 2018 he was entrusted with the responsibility for the global sales activities of SCHOTTEL GmbH and its now 14 subsidiaries as Vice President Sales. He worked with his predecessor Andreas Block and with Stefan Buch (VP After Sales Service) on driving the strategic expansion of the subsidiaries with regard to more customer proximity and even better quality of advice. This strategy helped to achieve SCHOTTEL's excellent position in the international market today, especially when it comes to azimuth propulsion units. Alongside his role at SCHOTTEL, Roland Schwandt is a member of the supervisory boards of sister companies and represents SCHOTTEL in the major maritime associations. At the beginning of the year, his predecessor Andreas Block went to work solely at industrial holding company SCHOTTEL Industries at his own request and will remain closely connected to the future development of SCHOTTEL GmbH. (PR)



### *THE KEEL OF A NEW PATROL VESSEL OF THE FINNISH COAST GUARD WAS LAID IN GDAŃSK ON TUESDAY*

The construction of new patrol ships of the Finnish Border Guard is proceeding according to plan, the Meyer Werft Turku shipyard announced on Wednesday, on whose behalf the Gdańsk Shipyard is building two such units, as partially equipped ones. On Tuesday, March 12, 2024, the keel laying ceremony for the ships took place. On March 12, 2024, at the "Gdańsk Shipyard" - actually and formally at the Baltic Operator shipyard in Gdańsk -



the keel laying ceremony of the ship with the shipyard construction number Meyer Turku NB-1406 took place. Representatives of the Finnish Coast Guard, the Meyer Turku Oy shipyard, the Baltic Operator shipyard and the Bureau Veritas classification society were present. The keel laying ceremony is an old tradition. Before laying the keel, the ordering party, i.e. the Finnish Coast Guard (Border Guard), and the shipyard representative place "lucky coins" under the keel, i.e. the first block set at the hull assembly site. Later, the coins will be transferred inside - to the finished ship to bring him good luck. The tradition of placing coins comes from the days of sailing ships and the custom of placing coins under the heel of the mast to bring good luck to the ship in navigation. "The offshore patrol vessels are being built at the facilities of our long-term partner shipyards under the management and in full compliance with the quality requirements of Meyer Turku. The cooperation, which started excellently, has now progressed, on schedule, to a stage where we can celebrate the achievement of one of the milestones of the traditional shipbuilding," said Tapani Pulli, deputy director general of Meyer Turku, on the occasion of the ceremony. The operational capacity of the Border Guard of Finland (Rajavartiolaitos - Gränsbevakningsväsendet) on the high seas relies largely

on the continuous operation and readiness of multi-role maritime patrol vessels. They stay at sea for approximately 330 days a year. Currently, the Finnish Border Guard has three offshore patrol vessels (OPV), of which the Turva patrol vessel introduced in 2014 is considered modern. Preparations are underway to abandon two older patrol vessels after the construction of new units in Gdańsk and Turek is completed. The first one is to be completed by the end of 2025, and the second one by the end of 2026, according to the contract. The operational capabilities of the currently built units of the Finnish Border Guard significantly exceed the capabilities of the old patrol ships. The capabilities of ships to monitor and respond as part of border protection tasks and the control and protection of territorial integrity will be significantly improved thanks to the new ships. Advanced surveillance systems and data solutions will improve the maintenance and sharing of real-time surveillance information. The new ships increase the ability to prevent serious accidents and conduct rescue



operations. All ships are immediately ready to control and deal with major environmental incidents, and the total oil spill collection capacity will be approximately twice that of today. The new units will generate low emissions and be energy efficient. (Source: PortalMorski; Photo: Meyer Yurk)

## WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - *Sanmar delivers 6th battery electric power tugboat to Norwegian operator*
  - *MED MARINE and SVS Maritime signed contract for MED-A2575 series tug*
  - *Sanmar delivers two environmental-friendly tugs to Rimorchiatori Mediterranei Group*
  - *The new San Vitale was delivered by Sanmar to Rimorchiatori Mediterranei*
  - *First electric powered emissions-free ElectRA tug for SANMAR's own fleet launched*

2. Several updates on the Broker Sales page posted last week

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

*(pls contact [jvds@towingline.com](mailto:jvds@towingline.com))*



3. Several updates on the Newsletter – Fleetlist page posted last week

- *Bennett - Rochester* by Jasiu van Haarlem (*new*)
- *Boluda – Valencia* • *Update* by Jasiu van Haarlem (*new*)
- *WUZ - Gdansk* by Jasiu van Haarlem (*new*)
- *Vroon Offshore Services* by Jasiu van Haarlem
- *Bonn & Mees - Rotterdam* by Jasiu van Haarlem

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

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