

ugs

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60
years
Tugboatman



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TUGS & TOWING NEWS.

SCAFI E RIMORCHIATORI MEDITERRANEI CELEBRATE A LAUNCH AND TWO BAPTISMS



All three new tugs have a Bollard pull of 70 tons and were built by the Turkish shipyard Medmarine. Rimorchiatori Mediterraneo and Scafi, two Italian groups active in port towing, celebrated equally important moments for their respective fleets. The Genoa company 100% controlled by MSC has announced its “first new construction for Greece. After the tug **Iraklis Z**, our joint venture Nemeca Z welcomes another tug to the fleet, **Dias Z**” we read in a post from Rimorchiatori Mediterraneo. “This powerful new

build will be delivered by Medmarine (Turkey) this month for our Piraeus operations. The unit is a Rampart 2,500W ASD and boasts a 70 tonne Bollard pull, powered by two MTU engines of 1,920 KW each. The ship is also equipped with a firefighting system I”. The MSC Group towing company concluded by saying: “With this addition, Nemeca Z continues its fleet renewal program to provide the Greek port with the highest level of quality and reliability in towing services. Welcome **Dias Z**!”. Nemeca Z is a Greek shipping company active in the towing sector controlled by Fintowage, a joint venture created in 2020 by the Italian companies Rimorchiatori Mediterranei, Fratelli Neri and Cafimar, and participated by the Zouros group. Another important (double) baptism ceremony took place in Rijeka, Croatia, where the company Jadranski pomorski servis doo Rijeka, a subsidiary of the Scafi group since 2016, publicly presented the last two new entries which marked the expansion of its fleet. This investment plan was foreseen in the renewal for another 10 years (signed in 2020) of the towing service concession in the port of Rijeka. “With a ceremony we welcomed the new Moretto and Gea constructions at the Karolina pier in Rijeka” announced the Scafi company, which also added: “With the arrival of these two new tugboats and the announcement of a third tugboat that will join the fleet in the autumn, our investment in the tugboat fleet this year amounts to more than 20 million euros and will lead to the creation of 18 new jobs.” Various personalities were present at the baptism ceremony, including the vice-president of the Croatian government and minister of the Sea, Transport and Infrastructure, Oleg Butković, the mayor of the city of Rijeka, Marko Filipović, the deputy governor of the Primorsko-goranska region, Petar Mamula, the director of the Rijeka Port

Authority, Denis Vukorepa, the executive director of JPS, Nedjeljko Kapetanović, and Paolo Visco for the Hull Group. Part of the RAmports 2500W series, Gea and Moretto are tugboats built by the Turkish shipyard Medmarine and have a fixed point pulling capacity of 70 tonnes. (*Source: Shipping Italy*)

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50TH RAMPARTS 3200-CL TUG DELIVERED BY CHEOY LEE SHIPYARDS LTD.

With the successful delivery of the [M.T. Joymoni](#) to Mongla Port Authority, Bangladesh, Cheoy Lee Shipyards Ltd. has reached a significant milestone. This latest tug is the 50th RAmports 3200-CL to be completed, and it represents more than a decade of evolution and refinement in tug design. There are vessels operating for clients such as Svitzer, Boluda, SAAM, PSA, KOTUG, and Ocean Sparkle/Adani. The RAmports



3200-CL is operating in regions all over the world, including Asia-Pacific, Africa, Europe, Middle East, North and South America. The RAmports 3200-CL was designed by Robert Allan Ltd. in 2008 exclusively for Cheoy Lee Shipyards Ltd., with the first tug, Ocean Pioneer, delivered to Ocean Sparkle in India in 2011. Based on the popular RAmports series, the hull form was developed to provide a high performance, multi-function tug in a shallow draft configuration, with bollard pull of up to 85 tonnes. Over the years, there have been some significant changes to rules and regulations that have required updates to the design. These include IMO MLC Crew accommodation requirements, supporting structure in way of towing systems, and towing stability criteria, etc. The RAmports 3200-CL design has been kept current and is compliant with all these new standards, and with 50 vessels in service, owners can be confident of the tug's suitability for many operating scenarios. The carefully developed design has shown its flexibility to suit operators' preferences. Harbour service, terminal towage, escorting and offshore support can all be performed comfortably by this exceptional tug. All major engine manufacturers, Z-drive suppliers, deck machinery makers,

etc. can be fitted, allowing full customization for every owner's needs. *(Source: Robert Allan Ltd.)*

VIKING ENERGY WELCOMING CEREMONY



Today we held the welcoming ceremony for our latest commercial vessel, **Viking Energy**. She was blessed by her



new guardian, Jenny Marek-Murray, our Chief Financial Officer. Jenny is a guardian rather than a godmother as the ship hasn't been renamed. Did you know, a ship godmother is a civilian (typically a woman) who is invited to sponsor a new ship. It's believed that feminine energy brings good luck and protection for future sailings. *(PR)*

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SHIPYARD TAKES THE LEAD IN ZERO-EMISSIONS TUG BUILDING



The towage industry undergoing a revolution in newbuild deliveries, with electric-powered tugs and those ready for alternative fuels entering service in 2024. Sanmar Shipyards, a sponsor of the International Tug & Salvage Convention, Exhibition & Awards 2024, is a leader in the field of environmentally friendly tugboats.

It has been a decade of innovation, with a promise of much more to come. Sanmar has produced the most battery-powered, zero-emissions tugs, six to date, and several tugs using LNG fuel, including the

world's first in 2014. Robert Allan Ltd provides exclusive designs to the Turkish shipbuilder and tug owner, including the ElectRA series of battery-powered tugs. Sanmar chairman of the board Ali Gürün said the sixth of these ElectRA tugs, **BB Electra**, was delivered to its owner Norway's Buksér og Berging in March 2024. "We have delivered three electric tugs and two LNG dual-fuel escort tugs to HaiSea Marine and two ElectRA tugs to SAAM Towage," said Mr Gürün. "Apart from these, we have delivered and are still delivering almost a dozen other tugs to owners around the world." Sanmar also launched the first ElectRA tug for its own fleet operating in Turkey in February, and started constructing two methanol-fuelled escort tugs for Kotug Canada, based on RAsalvor 4400 DFM design of Robert Allan Ltd. Mr Gürün said the shipbuilder has garnered more interest for electric tugs and already has five more ElectRA tugs in the orderbook for delivery in 2025. "Sanmar is leading this move to greener, cleaner, sustainable operations with a new generation of emissions-free tugs such as the ElectRA series of harbour tugs and our joint project to build the world's first methanol-fuelled tugboats.

ITS offers us an ideal opportunity for us to share this strategic vision." During ITS 2024, Sanmar Shipyards director of research and development Tamer Geçkin will present the latest decarbonisation technologies and fuels, including energy storage solutions, LNG, methanol, ammonia and hydrogen. He will consider risk management for alternate fuels and battery



systems, automation and autonomous technology familiarisation, requirements for crew training and the need for human intervention and improvisation. Sanmar will sponsor the ITS Lifetime Achievement Award 2024, which is presented to an individual who has made a contribution of outstanding significance to the international tug and salvage industry during their lifetime. At ITS 2022, Robert Allan Ltd executive chairman Robert Allan received this prestigious award at the finale of the ITS Gala Dinner & Awards ceremony. "Providing support for, and having our company name and brand associated with this prestigious event at the beating heart of the tug and salvage industry, is all the more important as we enter a new era of technological advances, brought about by the need to protect our planet's environment," said Mr Gürün. "Importantly for us, ITS also provides numerous opportunities for informal relaxed face-to-face networking by top executives and experts from around world, all gathered in one place with a common purpose of exchanging ideas and highlighting opportunities. The attendee list reads like a Who's Who of the tug and salvage business." Mr Gürün continued, "For us, ITS represents a golden opportunity to reach our target audience while they are gathered in and around one venue, and focused on specific important issues. Sponsorship puts us at the heart of this community, emphasising our commitment to a collaborative way of working that benefits us all. "At each ITS, major deals are signed and new technological advances are shared and celebrated, but we find that it is often the seeds that are sown and the conversations that are started in those face-to-face conversations that are the most important. "ITS is an opportunity that should be embraced, one where new business relationships are formed and existing ones renewed and developed. It is a unique opportunity and once again we plan to take maximum advantage of it."

(Source: Riviera by Martyn Wingrove)

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The **Lingestroom**, based on the design of Mr. C. van Gelder, tugboat **VMT 84** was built by Van Mill Scheepswerf and Machinefabriek BV / Bno. 132. *History* With this ship, Van Wijngaarden Marine Services adds a new, multipurpose tugboat to its fleet. Without having sailed the **VMT 84**, the vessel was immediately

rented bareboat for five years (1984-1989) by Van Wijngaarden Marine Services and put into service as **Lingestroom**. As the **Dintelstroom** and the **Scheldestroom**, the **Lingestroom** was suitable to be equipped with the so-called 'crew cabin' for the transport of 38 people. (PR)

TOWING EXERCISE OF THE VESSELS "CARNOTA" AND "SAR GAVIA"

Within the navalization and readiness process of the multipurpose ship "**Carnota**" (A 61) that will conclude with the full incorporation next June, a towing exercise has been carried out with the rescue ship "**SAR Gavia**", of Maritime Rescue. The aim is to standardize procedures and advance training in the use of the capabilities of the aforementioned ship, the Navy reports. (Source: Puente de Mando; Photo: Navy)



NORWEGIAN TUG VIVAX VISITING



On Saturday, March 16, the Norwegian tug **Vivax** of Østensjø Rederi from Haugesund unexpectedly entered Den Helder and moored at one of the small jetties behind the Blue Port Center. In addition to sea towing and harbor towing work, the 32 meter long **Vivax** can also carry out escort and salvage work. In addition, the tug is also used as a firefighting vessel and for cleaning up oil spills in the event of an

emergency. The **Vivax**, in technical terms called an azimuth reverse tractor tug, was delivered in 2008 by the Turkish Sanmar Denizcilik shipyard. The tug's power is 4,800 kW and its pulling power is 90 tons. Free sailing it can reach a speed of 14.5 knots. The Vivax left for sea again on Monday, with the British Sean field as its destination. (Source: www.maritiemdenhelder.eu)

WILSON SONS CARRIES OUT UNPRECEDENTED DOCKING OF AN ALUMINUM SHIP AT ITS GUARUJÁ SHIPYARD.

At its shipyard in Guarujá (São Paulo), Wilson Sons docked the **Aqua Helix** — Fast Crew Supplier (FCS) class 7011 — operated by the shipping company CMM Costa Offshore. With cutting-edge technology, the ship results from a collaboration between CMM, Damen, Ampelmann and Internacional Marítima. She underwent scheduled maintenance for the first time in Brazil. “We have chosen Wilson Sons for its structure, security and quality of services. **Aqua**



Helix is owned by three companies. The collaboration between Wilson Sons and Damen, which represents more than 90 vessels built and delivered, was key in deciding where to dock the ship,” said CMM CEO Christophe Vancauwenbergh. Unlike other vessels, the **Aqua Helix**, built by Damen in 2021, docks annually due to its primary passenger transport function. Intended for the offshore energy industry, the ship is an alternative to transporting oil platform crews by helicopter, as it can transport a greater number of people over longer distances, which translates into lower costs and greater operational efficiency. The vessel has a length overall (LOA) of 73.65 meters, 11.01 meters

beam and 105 tons. She operates in Aracaju (Sergipe), in the Sergipe-Alagoas basin (SEAL), and has the capacity to transport 120 passengers. Its aluminum superstructure and hull not only offer greater speed (up to 40 knots) but also a lightweight and durable structure. This requires specific precaution in the docking process, to ensure the integrity of the structure and materials. Docking services included structural repairs, treatment and painting, to ensure Aqua Helix can continue to operate safely and efficiently. The decoupling of [Aqua Helix](#) was supported by another Wilson Sons business unit, the Towage division. The tugboats [WS Castor](#) and the recently named [WS Dorado](#), which began operating earlier this month, carried out the maneuver. The tugs are part of a project that includes the construction of six more sustainable tugs at the company's shipyard in Guarujá. Five of them have been delivered since July 2022 ([WS Centaurus](#), [WS Orion](#), [WS Rosalvo](#), [WS Castor](#) and [WS Dorado](#)), and the last will be baptized at the end of this year. The tugs have 90 tons of bollard pull and are the first in Brazil to follow the IMO TIER III standard established by the International Maritime Organization. An innovative hull design leads to a reduction in greenhouse gas emissions and an estimated 14% decrease in fossil fuel consumption, supporting the improvement of air quality in the ports where they operate. (Source: *PortalPortuario*)

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BOLUDA TOWAGE SAFELY ASSISTED BRITISH ROYAL NAVY AIRCRAFT CARRIER HMS PRINCE OF WALES IN THE PORT OF ROTTERDAM



Tuesday 19 March 2024 marked the arrival of the Royal Navy aircraft carrier [HMS Prince of Wales](#) (R09) in the port of Rotterdam. The aircraft carrier returned from the massive NATO Exercise Steadfast Defender in the North Sea near Norway, which took place in February and March. Britain's biggest warship joined the international Amphibious Task Group in one of the most important military exercises in a generation. Upon successful completion of the exercise, the crew required a port visit. The careful embarkation process was hosted by Rhenus Logistics at its deep sea terminal

Maasvlakte Rotterdam. Boluda Towage was excited and honoured to be part of this special occasion, and welcomed the HMS Prince of Wales with a ceremonial water salute. The tugs **VB Tiger**, **VB Kracht**, **VB Hudson**, and **VB Schelde** safely assisted the aircraft carrier to its berthing place. Each special transport has its challenges, which require a well-thought-out approach. Ahead of the aircraft carrier's arrival, various meetings were held with the different partners concerned. Amongst Tow Masters of Boluda Towage, representatives of local agencies, Port Authorities, Pilots, and Linesmen discussed the procedures, required preparations, outline responsibilities, communications, operational restrictions and safety aspects of the towage assistance. For example, the aircraft carrier's shape and hull structure required special towing and mooring operations, and therefore the tug's mast had to be folded. With its extensive and diverse fleet, Boluda Towage was able to provide tugs with foldable masts. During the operation, two tow masters of Boluda Towage streamlined the coordination between the four harbour tugs and the pilots. Thanks to professional performance and smooth cooperation between all teams involved, this specialized operation was carried out safely. (PR)

LEAD MARINE CONTRACTORS OPERATES TUG DELA



The hull of the Damen shoalbuster **DELA** (Imo 9444663) was built in 2007 at the Damen Shipyard Kozle – Poland under yard number 1115 and final outfitted at Damen Shipyards Hardinxveld BV – Hardinxveld-Giessendam under yard number 1582.. She was spotted in Willemstad and has been working on the Caribbean Island of Curaçao for a long time for the rigs that comes to repair. The ship belongs to owners in Trinidad. LEAD Marine Contractors Limited is a marine contractor and marine equipment supplier based in

Castries, St. Lucia, with a branch and operational office at Chaguaramas in Trinidad & Tobago, W.I. The Damen built Shoalbuster 2308 has a length of 23.35 mtrs a beam of 8.00 mtrs Minimum Draft of 1.90 mtrs a Operating Draft of 2.00 mtrs a Maximum Draft of 2.20 mtrs a Minimum Air Draft of 6.60 mtrs and a Maximum Air Draft 13.50 mtrs. She has gross tonnage of 123 tons and a net tonnage of 37 tons. The two Caterpillar 3412 DTTA main engines develops a total output of 1,264 kW (1,696 bhp) and performed a bollard pull of 23.9 tons and a max free sailing speed of 10.5 knots and a economic free sailing speed of 7 knots. The shoalbuster was build as **Odin** and delivered to ST Marine support Vof – Harlingen. In 2010 she was managed by Seacontractors BV (Johan van Beek & Xander Schanssema) – Vlissingen and renamed **Sea Echo**. In 2018 she was up for sale. Recently she was delivered in her new livery to LEAD Marine as **Dela**. (Photo: John Smit)

SANMAR DELIVERS COMPACT HARBOUR TUG TO FRENCH PORT

Sanmar has delivered a compact RAscal 1500 ASD tug designed for high performance at a competitive cost to new customer CCI Bayonne Pays Basque, which manages the Port of Bayonne in France. Based on the RAscal 1500 design series from Canadian naval architects Robert Allan Ltd, **GÖKSU V** is 14.95m long with a moulded breadth of 8.30m and a least moulded depth and

navigational draft of 3m. It can achieve 16 tons of bollard pull and a speed of 10 knots. **GÖKSU V** is an ASD tug that has been specifically designed and developed for ship-handling in modern, but typically smaller harbour and port operations. The forward winch also serves emergency towing over the stern as a pipe tunnel runs underneath the wheelhouse. With a crew of up to four people, its tank capacities include 20m³ of fuel oil and 2m³ of fresh water. For its delivery journey, it was loaded onto a heavy-lift vessel at Haydarpaşa port near Istanbul, Türkiye, for the voyage to the Port of Bayonne, which saw a 12.2 per cent increase in traffic during 2023. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: “**GÖKSU V** is part of a series of tugs which could almost have been designed with needs of clients such as CCI Bayonne Pays Basque in mind. Compact and robust, it benefits from great manoeuvrability. We are delighted that the wide range of tugs that we offer has once again resulted in us being able to meet the specific needs of a first-time customer.” (PR)



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ACCIDENTS – SALVAGE NEWS

EVERGREEN CONTAINERSHIP AND SMALLER BULKER COLLIDE OFF CHINA

Chinese officials released details on a collision between an Evergreen containership and a local bulk carrier. The accident last week required the evacuation of the crew from the smaller bulker which was severely damaged and remains under investigation. The Qingdao Maritime Affairs Bureau reported that the **Ever Lucid** (105,000 dwt) was outbound from Qingdao after departing on March 13. The vessel was heading to Shanghai but on the morning of March 14 collided with the bulker **Huahai 78** off the port of Qingdao. No one was injured aboard either vessel despite significant damage to the bulker. The vessel, which is 289 feet (88 meters) in length, started taking on water flooding its engine room. The bridge of the vessel was also severely damaged leaving the vessel unable to navigate. The local authorities reported that an immediate evacuation was required of the vessel. The 12 crewmembers were transferred to the **Ever Lucid** to wait for transfer to shore. The bulker was taking on water but it stabilized and remained afloat. It however was severely listing.

After analyzing the condition of the vessel, the maritime authorities said the decision was made to



begin towing the ship to port taking advantage of the good weather and calm seas. It took two tugs and two escort boats nearly 18 hours to get the bulker to port. The vessel was docked on March 15 in Qingdao. The [Ever Lucid](#), registered in Taiwan and operating on a route between China and Asia to Vancouver, Canada and Tacoma, Washington, suffered only minor damage to its bow. Built in 2014, the vessel has a capacity of 8,500 TEU and is 1,099 feet (335 meters) in length. The

containership was taken into the anchorage off the port for the investigation. The containership also remains in Qingdao. No details were released on the possible causes of the accident. Pictures appear to show hazy conditions which might have limited visibility but the reports cited good weather conditions in the area. (Source: Marex)

EIGHT DEAD AFTER SOUTH KOREAN TANKER CAPSIZES OFF JAPAN

Coastguard says chemical tanker was carrying 980 tonnes of acrylic acid but no leaks reported. Eight people died after a South Korean-flagged tanker capsized in rough seas off Japan, the coastguard said. "They were confirmed dead at a hospital," a spokesperson told AFP on Wednesday. One other person was in a non-life-threatening condition while two others remained missing. The coastguard had said previously that nine people



were rescued from the stricken ship but gave no indication of their condition. The chemicals tanker had 11 people onboard, including two South Koreans, eight Indonesians and one Chinese, the coastguard said. The tanker was carrying 980 tonnes of acrylic acid, but there were no leaks reported, Japan's Kyodo news agency reported, citing the coastguard. Footage from the Japanese broadcaster NHK earlier showed the overturned red hull of the ship as well as a life raft, as a coastguard ship negotiated heavy waves and a helicopter flew overhead. The ship had been at anchor due to rough weather near the island of Mutsure, off Japan's south-western coast not far from Kitakyushu port. With waves as high as 3.5 metres (11ft), the crew notified the coastguard early on Wednesday that the vessel was tilting and requested help, NHK said. The Japan Coast Guard received the rescue call

shortly after 7am (22:00 GMT on Tuesday) saying that the ship was “tilting, please help us”, the spokesperson said. NHK named the vessel as the **Keoyoung Sun**, which the specialist website VesselFinder said was a chemical and oil products tanker built in 1996, measuring 69 metres (226ft) in length. The ship’s operator declined to comment. Japan was being buffeted by strong winds on Wednesday with high waves and heavy snow forecast, especially along mountainous areas. Gusts of up to 126km (78 miles) an hour were expected in several areas, NHK reported, with winds intensifying, mainly in western and eastern Japan owing to a low pressure system. The



Meteorological Agency warned people to be alert for gusty winds, high waves, heavy snow and even lightning strikes and tornadoes. South Korea’s foreign ministry said it had dispatched an embassy official to the site and was in “close communication with related organisations”. Earlier this month, a South Korean fishing boat carrying nine crew, including seven Indonesians, capsized off the

country’s southern coast, leaving six missing. The South Korean president, Yoon Suk Yeol, had ordered the relevant authorities to “do their best to save lives by mobilising all available personnel and equipment, including navy and fishing boats”, his office said in a statement. The Yonhap news agency said patrol boats, navy vessels, and aircraft had been deployed for the continuing search efforts. Watch the YouTube video [HERE](#) (Source: The Guardian)

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KOOLE CHALLENGES EXPORT BAN: NO WASTE IN FORMER FREMANTLE HIGHWAY

There is absolutely no waste on board the Floor, the former **Fremantle Highway** car carrier. This is what financial director Jurgen Treffers of owner Koole Contractors says. However, his position is diametrically opposed to that of the Human Environment and Transport Inspectorate (ILT), which does not give Koole permission to transfer the ship 'with waste' to China. *Summary proceedings will be filed in the court in The Hague on Friday, March 22.* The **Fremantle Highway** burned out in the

North Sea above the Wadden Islands. Koole bought the wreck, had it towed to Rotterdam to empty and clean it and renamed it **Floor**. Now Koole wants to have it taken to China on a heavy cargo ship. ILT wants to ban that trip because there is allegedly waste in the ship and says that Koole should and could have known that. However, according to Koole, these are materials that are melted down in China for reuse. *Melt down* "We support the circular economy," says Treffers. "The ship has been completely cleaned, stripped of all car wrecks and other pollution caused by the fire. The first five decks, including the engine room, suffered no damage at all. The engines are in good condition and are started regularly. And yes, it doesn't look good on top yet. But there are no harmful substances there either. Made from material that can be melted down and reused. We really don't understand what ILT is referring to. And also how we could have known that we would not get permission. I know how many ships go to China every year for repairs. We don't understand it and had no choice but to go to court." *Reputation* Treffers continues: "We had representatives from NK Class and the Panamanian classification society here and they stated that the ship was easily repairable. An IHM, an inventory of hazardous substances, has also been drawn up, and nothing has emerged that indicates waste. This ship is so young that problems with asbestos do not occur. And no, I absolutely do not believe that the ILT thinks that we will turn port on the way to China and end up on a demolition beach in Bangladesh. Then our reputation as a salvage company will be ruined and people will go to prison. This has been proven in the past. This ship is still way too good. And I've said it before, it would be gross destruction of capital at a time when there is a great need for car carriers. At this point we have no choice but to wait and see how the court rules." The ILT could not be reached for comment. (Source: Schuttevaer by Willem de Niet translate by Google)



THE NUMBERS IN BLUE BREATH HAVE BEEN ANNOUNCED

With the 'Blue Breath Project' initiated by Garanti BBVA in the Marmara Sea in cooperation with DenizTemiz Association / **TURMEPA**, 200 tons of waste were collected in 2 years. Prioritizing the fight against the climate crisis within the scope of its sustainability strategy, Garanti BBVA's "Blue Breath Project", launched in the Marmara Sea in cooperation with DenizTemiz Association / **TURMEPA**, to reduce and prevent marine pollution, continues without slowing down. Within the scope of the project, 200 tons of solid and liquid waste, equal to the daily production of approximately 177 thousand people, were collected between September 2021 and December 2023. The waste collected by the sea vacuum cleaner, which collected 2 solid wastes in the Marmara Sea, 1 liquid waste in Adrasan and 1 solid and liquid waste in Van, was recycled. Within the scope of the project, training is also given to secondary school students and teachers on the importance of the seas, the protection of the marine ecosystem and individual responsibilities for sustainable water resources, in order to raise awareness about marine cleanliness. Within the scope of the education program from September 2021 to the end of December 2023, 3,553 teachers and 63,612 students were reached from 273 schools in Kocaeli, Bursa, Istanbul, Tekirdağ, Balıkesir, Çanakkale and Tatvan. Robotic coding and production skills training prepared with zero waste philosophy is provided to students with the Blue Breath bus, and workshops are organized. During the same

period, 3,291 students and 248 teachers from 167 schools in Kocaeli, Bursa, Istanbul, Tekirdağ,



Çanakkale, Balıkesir and Yalova were trained with the mobile bus. In the "Blue Detectives" leg of the project, zero waste training is organized for high school students and students are encouraged to develop projects aimed at marine pollution. Blue Detective candidates raise awareness by mentoring their peers. 271 students from 15 schools have participated in the Blue Detectives leg of Blue Breath since September 2021. Starting from 2024, Garanti BBVA and **TURMEPA** will take the Blue Breath Project beyond sea cleaning efforts and initiate

long-term scientific protection and monitoring studies to rehabilitate the marine ecosystem. Within the scope of scientific protection and monitoring studies, various studies will be carried out to protect Saros Bay and to protect and monitor seagrass meadows in the Göcek region. (Source: *Haber Denizde*)

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ADMIRAL BLACK BURNED

Two tour boats were reduced to ashes by a fire in Alanya district of Antalya. According to the information obtained by HaberDenizi.com, a fire broke out on two tour boats, **Admiral Black** and **Baba**, tied to the pier in Alanya in the morning. As the fire grew in a short time, firefighters arrived at the scene. The boat named **Baba** was pulled out by the Coast Guard after the



fire was extinguished. After the boat named **Baba**, which was completely burned, the extinguishing efforts for the boat named **Admiral Black** also ended. Boats that were in danger of the flames spreading during the fire set out to sea to get away from the area. One of the burning boats, **Admiral Black**, stood out with its unique, quasi-pirate ship style. As reported that a judicial investigation was launched by the Alanya Chief Public Prosecutor's Office regarding the fire that broke out on two boats in the Alanya district of Antalya in the morning. It was stated that one person on the boat was injured in the fire and was under treatment. In the fire that broke out on two tour boats named **Baba-A** and **Admiral Black** in Alanya Port at around 06.30 in the morning, fire brigades from the land and 3 teams from the Coast Guard Antalya Group Command from the sea intervened by ensuring environmental safety. While two boats were reduced to ashes in the fire, it was reported that one person on the boat was injured and was being treated in a private hospital. On the other hand, it was stated that a judicial investigation was launched by the Alanya Chief Public Prosecutor's Office regarding the fire in both boats. It was reported that the total value of the boats was approximately 50 million liras. (Source: *Haber Denizde*)

BLEAK FUTURE FOR SB WILFRED ON THE THAMES

The **SB Wilfred** sunk at her moorings at Temple Pier on Victoria Embankment, London on 4 January



2024 and is now facing an uncertain future. Over the next week plans were put in place to refloat her. The lifting operation began on Sunday 14 January and involved teams of divers, tugs, and cranes working with the Port of London Authority. Wilfred was built by J Piper of East Greenwich in 1926 as a Thames sailing barge. From 1926 to 1949, she worked in the sand and ballast trade out of Dawson Wharf, Greenwich. She was converted into a motor barge in 1938. In 1953, she was re-named

Stargate and sold to Rochester Trading Co. In 1970, she passed into private ownership. In 1983 her name was changed back to **Wilfred** and she was refurbished in 1991 to start a new life as **El Barco Latino**, a static restaurant ship moored at Temple Pier. During this time she also became the home to *Penya Blaugrana London*, a supporters club for fans of Barcelona FC. A decision has yet to be taken as to whether or not this is the end for **Wilfred**, only two years away from reaching her centenary in 2026. (Source: *Ships Monthly*)

OFFSHORE NEWS

REACH SUBSEA EXTENDS VESSEL CHARTER AND ORDERS TWO ROVS

Norwegian offshore services player Reach Subsea has extended the charter deal for the multipurpose offshore vessel **Olympic Taurus** and ordered two new ROVs from Kystdesign. The Olympic Subsea-owned vessel started a project for Reach Subsea under a 100-day deal in January this year. The deal

included extension options for a total of four years. The company stated that a two-year extension was exercised and that it would retain options for two one-year extensions. Reach Subsea also ordered two new Constructor-type ROVs from Kystdesign with delivery in May 2024. The ROVs will be financed through an equipment leasing frame agreement. The Constructor is a heavy-duty ROV designed for carrying and operating large tools and modules with a depth rating of 3,000 meters. Following delivery, the ROVs will be mobilised onto the Reach Subsea fleet. “With a solid backlog and substantial tender pipeline for the coming periods, we are enhancing our capacity to capitalize on the rapidly advancing global subsea market. The addition of the two new Constructor ROVs not only enhances our fleet’s flexibility but also bolsters our capability to efficiently execute a diverse range of underwater tasks,” said Jostein Alendal, CEO of Reach Subsea. *(Source: Splash24/7)*



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By Rotartug

ASCO SCORES \$25M CONTRACT EXTENSION HAT-TRICK



Energy logistics player ASCO has won three contract extensions worth more than \$25m in total. The Aberdeen-based group has seen long-standing clients, Centrica Energy Storage, TotalEnergies and BP renew contracts for up to three years each. ASCO has been appointed by BP and TotalEnergies to support each operator across the North East of Scotland leveraging its service lines from quayside

operations, materials management, ship agency, road transport, aviation and environmental services.

Centrica Energy Storage has also re-appointed the logistics provider for support to its onshore and offshore operations, maintenance and project activities. Under the multi-million-pound contract, ASCO will manage services from Centrica's multiple UK facilities comprising manned and unmanned offshore platforms and also support Centrica as it looks to invest up to £2bn over the coming decade to redevelop the Rough field and make it hydrogen-ready. "This trio of major contract extensions is a testament to the high calibre of service we have provided to these three clients. These partnerships demonstrate the value ASCO provides with our services in the UK energy sector," said Fraser Stewart, ASCO chief commercial officer. These most recent agreements come after news that ASCO, acquired by UK private equity firm Endless in 2023, has pledged to grow significantly over the next five years, both domestically and globally. This follows a successful year for the company, during which it added new clients, broadened its scope of services and sectoral assistance, and entered new markets.

(Source: Splash24/7)

BOLLINGER SHIPYARD DELIVERS US COAST GUARD CUTTER DAVID DUREN (FRC 1156) TO U.S. COAST GUARD

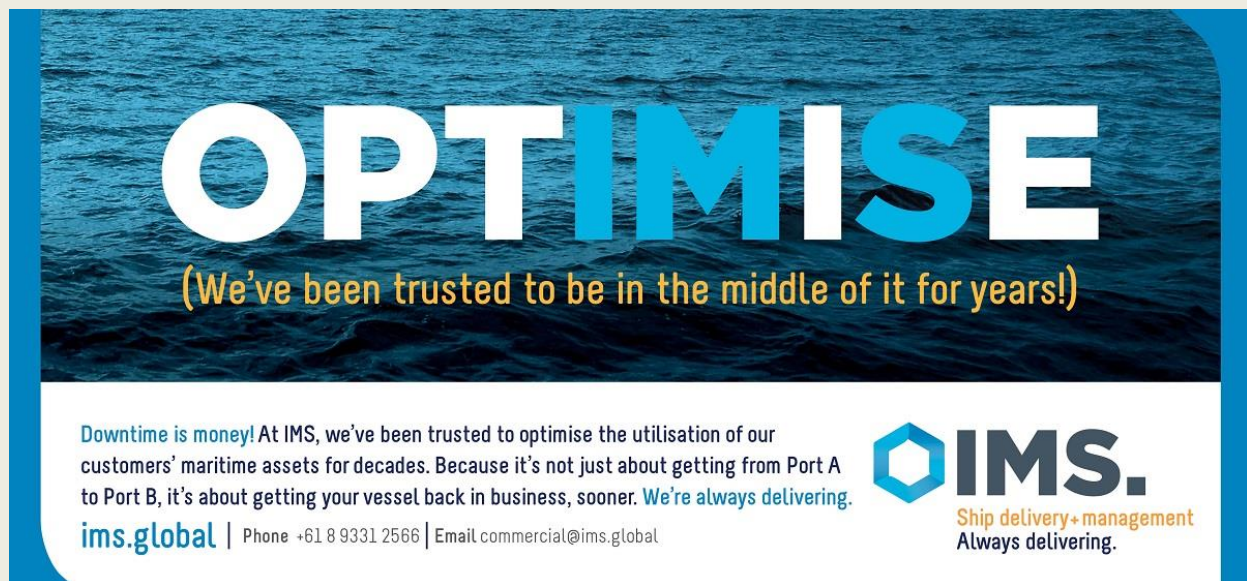
USCGC David Duren is the first of three FRCs to be homeported in Astoria, OR. Bollinger Shipyards ("Bollinger") recently delivered the **USCGC David Duren** to the U.S. Coast Guard in Key West, Florida. This is the 182nd vessel Bollinger has delivered to the U.S. Coast Guard over a 35-year period and the 56th Fast Response Cutter ("FRC") delivered under the current program. "We're incredibly proud to deliver the **USCGC David Duren**, the first of three Fast Response Cutters to be homeported in Astoria,



Oregon," said Bollinger President & CEO Ben Bordelon. "We're confident that pound for pound, the quality and capabilities of the FRC platform are unmatched and that this vessel will outperform its mission requirements and expectations in the challenging conditions where it will operate in the Pacific Northwest. Our unique experience building for the Coast Guard is unparalleled and has shown time and time again that we successfully deliver the highest quality vessels on a reliable, aggressive production schedule. We look forward to continuing our historic partnership with the U.S. Coast Guard." The **USCGC David Duren** will be the first of three FRCs to be homeported in Sector Columbia River, which is known as "The Protectors of the Pacific Northwest." The sector is responsible for coastal safety, security, and environmental protection, as well as protecting and securing vital infrastructure, rescuing mariners in peril at sea, enforcing federal law, maintaining navigable waterways, and responding to all hazards impacting the maritime transportation system along the Oregon coast. As the U.S. Congress continues to debate Fiscal Year 2024 government funding, the future of the Fast Response Cutter Program remains uncertain. While the House Homeland Security Appropriations Bill included funding for four new FRCs, the Senate bill did not include funding for any new vessels. The prospect for a year-long Continuing Resolution (CR) at last

year's funding level introduces a critical level of uncertainty, as funding levels continue to lag behind the meteoric rise in raw material and input costs. The Coast Guard's Fiscal Year 2025 Budget to Congress includes procuring two more FRCs to provide increased Coast Guard presence and engagement with allied and partner countries in the Indo-Pacific region. Last year, Adm. Linda Fagan, the Commandant of the U.S. Coast Guard, said, "The Indo-Pacific is clearly a consequential region for America's future. The United States Indo-Pacific Strategy identifies an expanded role for the U.S. Coast Guard as a top Administration priority as we seek to ensure a region that is free and open. The U.S. Coast Guard will continue its long history of operational presence in the region with additional cutter patrols and deployable specialized forces." Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. Boatswain's Mate Master Chief David N. Duren was one of the most iconic figures in the history of Coast Guard surfmen. Considered perhaps the finest boat driver in the history of the modern Coast Guard, he is remembered by his shipmates and mentees not only for his expertise in seamanship, but also for his leadership and character. Between 1979 and 1983, Duren deployed on search and rescue cases more frequently than any other officer-in-charge and, in one year, executed over 250 cases. During this tour, Duren received two Coast Guard Medals for exceptional heroism, and the Douglas A. Munro Inspirational Leadership Award. Perhaps more remarkable was the fact that the personnel under his watch at Depoe Bay earned a total of 24 medals and awards. Watch the YouTube video [HERE](#) (PR)

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CABLE LAYING SHIP – ISAAC NEWTON

Another Red Sea diversion, but in the reverse direction, has made the long voyage around the Cape sea route, and given the casual maritime observer the opportunity of setting eyes on yet another vessel that would not ordinarily be seen in South African waters. By now the same casual maritime observers will be coming to the realisation that the offshore Wind Power industry is a massive worldwide undertaking, but sadly not in South Africa. There are three kinds of cable layers. One is the type that most folk associate with cables, those which lay submarine communications cables. The second type is the one that supports the offshore oil and gas industry, laying control cables and umbilicals to subsea structures. Both of these have been seen regularly in South African ports, with the Western Cape having a permanent cable repair vessel on local standby for the past five decades. The third type of cable layer is the one that lays power cables, and is associated with the offshore

electricity industry, mostly the Wind power industry. As with the offshore oil and gas industry, who



build bespoke sophisticated vessels that specialise only in those construction and maintenance elements that are present in the oil and gas industry, so it would not surprise anyone to learn that the wind power industry also build vessels that are unique to their needs. On 14th March, at 15:00 in the afternoon, the cable laying vessel '**Isaac Newton**' (IMO 9707297) arrived off Cape Town, from Zeebrugge in Belgium, and entered Cape Town harbour. She

proceeded into the Duncan Dock and went alongside the Landing Wall, which along with her voyage details, gave a good indication that she was a Red Sea diversion, and in for bunkers. Shortly after tying up, the arrival alongside of the harbour bunker tanker '**Lipuma**' confirmed that her call was indeed one for bunkers. Built in in 2015 by Uljanik Brodogradiliste DD shipyard at Pula in Croatia, '**Isaac Newton**' is 141 metres in length and has a deadweight of 13,433 tons. She is a diesel electric vessel, and has four MAN-B&W 9L27/38 nine cylinder, four stroke generators producing 11,880 kW for both propulsion and domestic requirements. Propulsion power is transferred to two Schottel SRP3030 azimuth thrusters producing 3,000 kW each, to give a transit speed of 12.5 knots. Her auxiliary machinery includes a single MAN-B&W D2842 LE201 emergency generator providing 585 kW. She has two Alfa Laval Aalborg EXV boilers, and a single Alfa Laval Aalborg TFO boiler. For added manoeuvrability she has two Schottel STT5 bow transverse thrusters providing 1,500 kW each, a retractable Schottel SRP510R bow mounted azimuth thruster providing 2,000 kW, and a single Schottel STT5 stern transverse thruster providing 1,500 kW. Her extensive fit of thrusters gives her a dynamic positioning classification of DP2. She is the largest cable laying vessel of her kind in the world, and she is fitted with two cable carousels. She has a below deck carousel with a cable carrying capacity of 5,000 tons, and an above deck carousel with a cable carrying capacity of 7,400 tons. For her overside operations she has an actively heave compensated aft deck crane, with a lifting capacity

of 50 tons, and a working operating depth of 200 metres, plus an actively heave compensated forward deck crane, with a lifting capacity of 25 tons, and a working operating depth of 200 metres. For her cable operations '**Isaac Newton**' has a bollard pull of 100 tons, and provides accommodation for 75 persons, comprising her marine crew, and her cable laying crew. For her offshore logistic needs, and crew change requirements, she is fitted with a forward, raised, helideck with a diameter of 23



metres, which allows the largest offshore helicopter, the Sikorsky S-92A, to utilise her helideck.

Nominally owned by Vasco SA, of Luxembourg, 'Isaac Newton' is properly owned by European Dredging Co. SA, of Capellen in Luxembourg, and she is operated by Jan de Nul Luxembourg SA, also of Capellen, who are a subsidiary company of the Jan de Nul Group of Hofstade-Aalst in Belgium, and whose houseflag she displays on her exhaust funnel casing. She is managed by Dredging and Maritime Management SA, also of Capellen. Prior to her current positioning voyage to her next contract, 'Isaac Newton' was operating off the coast of the US State of Massachusetts, and laid 130 nautical miles of inter array cables between the 62 General Electric (GE) Heliade-X wind turbines, that go to make up the 800 MW Vineyard Wind 1 wind farm, which is located 15 nautical miles off the famous Martha's Vineyard. She operated between September and November 2023 on this cable laying contract, connecting the wind turbines to the offshore field substation. Before this 'Isaac Newton' was active in July 2023 laying the 33 nautical mile long export cable from the Hollandse Kust (West Alpha) wind farm offshore substation to the receiving station ashore. In 2021 'Isaac Newton' laid 114 nautical miles of inter array cables between the Hollandse Kust (Noord) wind farm, and the Hollandse Kust (West Alpha) wind farm. The 700 MW output from the West Alpha wind farm is scheduled to become fully operational in 2026, and will provide 3% of the current daily electricity consumption in Holland. Together with the 700 MW output from the Noord wind farm, they will provide sufficient electricity to provide power to 1.4 million homes in Holland. As well as conducting cable laying for offshore wind farms, 'Isaac Newton' has also been utilised for laying electrical transmission lines linking the Greek island of Crete, with the Greek mainland of the Peloponnese region. In 2020 she connected the two with a 74 nautical mile long HV interconnector cable, laid in water depths as deep as 900 metres.

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Anyone who has ever smoked a pipe will know of the wonderfully aromatic smell of a pipe when the tobacco used was Cherry flavoured Borkumriff tobacco. In 2019 'Isaac Newton' had completed a cable repair to the export cable that connects the offshore DolWin Alpha substation, which connects the output of the three Borkumriff wind farms, to the German mainland. In June 2023, just before she had moved on to complete the work on the West Alpha wind farm, she had again been working in the German Bight area, and had laid a short 20 nautical mile long cable linking the output of two further wind farms to the German mainland. Whilst most oil and gas field rigs produce their own power requirements with either diesel generators, or jet turbines, back in April 2019, 'Isaac Newton' laid the power cable installation that connected the Nasr field development project of the Abu Dhabi state owned national oil company ADNOC. The development included the installation of 30 nautical miles of infield power cables, to connect the platforms of the Nasr Field complex, and 24 nautical miles of export power cables to enable the Nasr Field to draw power from the existing power generation facilities at the Umm Shaif Super-Complex, and Das Island. Back in Cape Town, and after only 18 hours alongside, 'Isaac Newton' had completed her uplift of bunkers from 'Lipuma', her stores, and her fresh provisions. At 09:00 in the morning of 15th March, she sailed from Cape Town, bound for Abu Dhabi in the UAE. Again, a voyage from Belgium to the UAE would suit a Suez Canal

transit, thus indicating that such an important asset as **'Isaac Newton'** was not to be risked with a passage past the Houthi menace. Her passage to Abu Dhabi is to undertake further power cable laying operations for the ADNOC oil and gas facilities. On this occasion, the contract is scheduled to reduce carbon emissions from the offshore oil and gas fields of ADNOC by more than 30%. The contract is known as the 'Lightning Project' by ADNOC, and it will connect Abu Dhabi's onshore electricity grid to all of ADNOC's offshore production facilities. Two cable clusters will be laid, with one connecting Das Island to shore, and which will comprise three 73 nautical mile long cables. The second cluster will connect Al Ghallan island to shore, and will comprise four 68 nautical mile long cables. The commissioning of the project is scheduled for 2025. The total cost of the Lightning Project cable laying operation is US\$725 million (ZAR13.74 billion), with the whole project being US\$3 billion (ZAR56.87 billion). In 2025, on completion of this project **'Isaac Newton'** is scheduled to return to the North Sea, and the United Kingdom, where she will undertake cable laying operations for the



Hornsea 3 wind farm development, which is located 87 nautical miles off the coast of Yorkshire. She will lay 189 nautical miles of both inter array, and export, cables back to the mainland for connection to the UK National Grid. The Hornsea 3 wind farm will produce 2.9 GW of electricity, making it the largest single wind farm in the world. Taken together with the existing Hornsea 1 wind farm, and the Hornsea 2 wind farm, the entire Hornsea wind farm development will produce a total

of 5.4 GW of electricity, making it the largest wind farm development in the world. For the nomenclature aficionado, and for scientific history buffs, **'Isaac Newton'** is named after the great English Polymath, who lived between 1642 and 1727, and the scientist responsible for the three Newton's Laws of Motion, the Newtonian Reflecting Telescope, and Universal Gravitation, where Isaac Newton came to his conclusions on gravity when seeing an apple fall from a tree, whilst he was a Fellow of Trinity College at Cambridge University. He is buried with the Kings and Queens of England, at Westminster Abbey in London, and was the first scientist to be buried there. *(Source: African Ports & Ships by Jay Gates; Photo: Dockrat)*

GMS INKS NEW DEAL AMID STABLE VESSEL DEMAND ACROSS MARKETS

UAE-based Gulf Marine Services (GMS), a provider of self-propelled and self-elevating support vessels for the offshore oil, gas, and renewables sectors, has signed the first of a two-phase, multi-year, contract for one of its vessels in the Middle East. While the name of the vessel hired for the work has not been disclosed, the company did reveal that this will be a four-year contract. GMS also received a letter of award for the second phase of the long-term contract, which is expected to be announced once the details have been finalized. Mansour Al Alami, GMS Executive Chairman, noted: "The higher rate at which this contract has been awarded underscores the ongoing strength in demand for our vessels across the various markets in which we operate. Additionally, the contract for the project's second phase, also granted to GMS in the Letter of Award, is currently in the final

stages of processing and will be announced independently. “The two phases of this contract shall elevate our backlog to USD 463 million, representing 3.1 times our 2023 revenue and instilling greater confidence in our attainment of our targets, facilitating the ongoing buildup of shareholder value.” The company has won several new deals and extensions over the past few months. A trio of recent assignments was secured last November



for vessels operating within the region covered by the Gulf Cooperation Council (GCC). (Source: *Offshore Energy*)

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STANDARD SUPPLY OFFLOADS LAST PSV AT SECOND ATTEMPT



Oslo-listed PSV investment outfit Standard Supply has managed to offload its last ship after its first sale fell through. The Øystein Stray Spetalen-controlled company has agreed the sale of the 2007-built large PSV **Standard Supplier**. The 5,100 dwt platform supplier was part of a \$72.2m three-ship deal struck with Evangelos Marinakis-backed Capital Offshore in November,

however, its sale was canceled due to a failed delivery following ongoing repair of its azimuth thruster. The vessel is currently on hire with BP UK at about \$23,500 per day and will be delivered to an undisclosed new owner in early April for \$22.7m. Martin Nes, chairman of Standard Supply, said

the company would have about \$43m of cash on hand once the transaction is completed. Spetalen's Cyprus-based vehicle, SD Standard ETC, owns about 53% of Standard Supply. Norwegian investors Arne Blystad and Harald Moraeus-Hanssen are also among the top shareholders. (Source: *Splash24/7*)

NORMAND MERMAID SPOTTED AT NIEUWEDIEPKADE

Last weekend, the 90-metre long **Normand Mermaid** came to Den Helder from Esbjerg and via Delfzijl to moor at the Nieuwediepkade. This so-called construction support vessel (CSV) from Solstad Offshore from Skudeneshavn has been working for engineering firm Fugro from Leidschendam for some time. The contract concluded for this runs until the second quarter of 2025. The **Normand Mermaid**, which was launched at the Norwegian Ulstein shipyard in 2002, is of the



Ulstein P103 design. The ship is equipped with a number of advanced underwater robots to carry out seabed research. Yesterday morning the **Normand Mermaid** left for sea again to conduct seabed research west of Den Helder. A large wind farm will eventually have to be constructed in the sea area concerned. (Source: www.maritiemdenhelder.eu)

WINDFARM NEWS - RENEWABLES

SULMARA WINS SURVEY CONTRACT FOR 1 GW SCOTTISH FLOATING WIND FARM



Glasgow-based subsea specialist Sulmara has been awarded a contract for the Stromar floating offshore wind farm in Scotland. Stromar is one of the world's largest proposed floating offshore developments, with a planned capacity of 1 GW. The project off Caithness in northern Scotland, around 50 km east of Wick, is being developed by a joint venture between Ørsted, BlueFloat

Energy and Renantis. Under the contract, Sulmara will utilise Vroon's 2015-built multipurpose

subsea vessel **Vos Gorgeous** to carry out a geophysical investigation across the proposed wind farm. The project is set to start in April, and the data acquired should support Stromar's engineering design work as well as its ongoing environmental assessment of the site. The news follows several Sulmara announcements this year, including the signing of a three-year deal with Atlantic Offshore to charter the multipurpose support vessel **Ocean Marlin** and the launch of its route development business. "Mobilising the **Vos Gorgeous** to carry out high-specification site characterisation is a big part of our plans for 2024, and bringing another modern, fuel-efficient vessel online to meet market demand shows how committed we are to supporting our clients' net-zero ambitions," said Michael King, head of sales at Sulmara, adding: "Having multiple vessels on charter gives us more availability and flexibility to meet our clients' high expectations, and also allows us to take on more complex projects." (Source: *Splash24/7*)

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DESIGN WORK ON THE FIRST POLISH CTV IS PROGRESSING

In October last year, Lotos Petrobaltic SA (ORLEN Group) signed a contract with the ship design and consulting office SeaTech Engineering for the first Polish project of a CTV type vessel, intended for transporting service personnel to wind farms, which can be considered an important step towards the creation of a Polish offshore wind fleets. Recently, SeaTech Engineering announced the completion of the first stage of



work on the CTV vessel design. The initial design stage has been completed, the general arrangements have been approved by the client, and the technical specification is ready and approved. The designer also informed that he had completed tests and verification of computational fluid dynamics (CFD) in the model pool at the Ship Technology Center SA, predicting the required ship power (resistance and propulsion tests). The design office is analyzing the concept of dual-fuel propulsion (methanol and diesel) in cooperation with the Wavelength Technology Center. This means that the design of this vessel will be unique - we have not had a methanol-powered CTV unit before, says SeaTech Engineering. Ultimately, it will be a hybrid version, supported by a dedicated

battery system. The designed CTV will be an aluminum catamaran with a length of approximately 30 meters, the task of which will be to transport up to 24 technicians (with five crew members) along with the necessary equipment, between the service port and the offshore wind farm. In addition, the vessel is intended to provide support to larger SOV service vessels operating in the farm area, thereby increasing turbine servicing capabilities. The ship will be designed to operate at a minimum significant wave height of $H_s = 1.75$ and to a maximum distance of 150 nautical miles from the port of refuge. Maximum speed will be set at 24 knots. *(Source: PortalMorski)*

MARCO POLO MARINE LANDS CTV DEAL WITH SIEMENS GAMESA



Singapore offshore vessel owner and operator Marco Polo Marine has, through its Taiwanese business PKR Offshore (PKRO), struck a deal with turbine maker Siemens Gamesa for the provision of crew transfer vessels in Taiwan and Korea. The long-term agreement, effective from 2024 to 2026 and with an option to extend to 2030, enables Siemens Gamesa to secure PKRO's current and future vessel

capacity for construction projects in the regions. PKRO has been providing CTVs to Siemens Gamesa since 2018, supporting the construction of various offshore wind farms in Taiwan, but the charter starting in Q4 2024 in Korea will mark the group's entry into a new market. Kelvin Teo, managing director at PKRO, said that with the accelerating growth of offshore wind, there is a pressing need for more CTVs and that the latest longer-term deal with Siemens Gamesa reaffirmed the company's ability to deliver quality vessels and operational performance in the sector. *(Source: Splash24/7)*

OEG WINS EAST ANGLIA THREE UXO CONTRACT

OEG Renewables' subsidiary Hughes Subsea has been awarded a contract to carry out an unexploded ordnance (UXO) identification and clearance campaign on the 1.4 GW East Anglia Three offshore wind farm site in the UK. The campaign is expected to last six months, commencing in mid-March and continuing until early October, utilizing the 66.4-meter-long DP2 vessel **Glomar Wave**. The offshore operations will involve the identification, investigation, and disposal of confirmed UXO



targets across an area of approximately 305 square kilometers. Hughes Subsea will deploy its work-class remotely operated vehicle (WROV) and specialist divers. The company will also be supported by another OEGR business, GEOSIGHT, which will be providing surveying and calibration services. In addition, maritime archaeologists will be enlisted to handle historic findings, and marine mammal observers (MMOs) will support the monitoring of local wildlife, said OEG Renewables. “East Anglia THREE will produce enough green electricity to power more than one million homes and it’s great to be working with Hughes Subsea on these essential works, which will clear the way for the start of offshore construction later this year,” said Matt Woollorton, SPR Project Construction Manager for East Anglia Three. Developed by ScottishPower Renewables, the East Anglia Three offshore wind farm is located 69 kilometers off the coast of Suffolk, England. The wind farm will feature 95 Siemens Gamesa 14+MW wind turbines. The project, expected to start delivering electricity in 2026, was awarded its Contract for Difference (CfD) in July 2022 from the UK Government. *(Source: Offshore Energy)*

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PURUS EMERGES AS BUYER OF EDDA WIND SOV



UK-based Purus has emerged as the buyer of service operation vessel (SOV) Oslo-listed offshore wind vessel pure play Edda Wind sold earlier this year. The Julian Proctor-led diversified owner has acquired the **Edda Passat** for an undisclosed sum, adding the 2018-built unit renamed **Purus Horizon** to its growing fleet of offshore wind support vessels. Purus, which currently lists

seven newbuilding and operational C/SOVs and nearly 30 crew transfer vessels on its website, said the latest addition would be upgraded to IMO Tier III in the second quarter of 2024 to provide large NO_x and SO_x savings, and hybridisation in the future. The company entered the offshore wind segment in 2021 with its first SOV purchase and has since acquired CTV owner HST Marine and signed up for several C/SOV newbuild projects at shipbuilders Vard and Damen. The fast-growing company, established in 2020, has been involved in various shipping segments, including ammonia,

ethane, LNG, offshore wind, carbon capture and scrubber-fitted containerships and electric ferries. (Source: *Splash24/7*)

DREDGING NEWS

INTRACOASTAL WATERWAY, MATANZAS DREDGING PROJECT ALMOST DONE

Southwind Construction of Evansville, Indiana, will soon wrap up work on the Intracoastal Waterway (IWW) maintenance dredging project in St. Johns County. Since the last fall, Southwind has been using a cutter suction dredge to deepen portions of the IWW and keep the channels open and safe for navigation. In an effort to close the breach and build up the beach, the removed material is being placed onto the Summer Haven, south of Matanzas Inlet. Beneficial placement of the dredged material along the



beach in Summer Haven is a cost effective way to keep beach quality sand in the system, and provide coastal risk reduction and cost savings. According to St. Johns County, the maintenance dredging of approximately 300,000 cubic yards of beach quality sand will be completed by May 2024. (Source: *Dredging Today*)

BOARDING OF A DREDGE IN EL MUSÉL, ON THE WAY TO SINGAPORE



The Alvargonzález Group has managed the boarding operation in the port of El Musel of the French flag dredger “D' Artagnan” (IMO 9312963), which has arrived from La Pallice, for its transfer to Singapore aboard the cargo ship special “GPO Sapphire” (IMO 9760445). The maneuver was carried out on the docks of the expansion of the port of El Musel, where there is sufficient

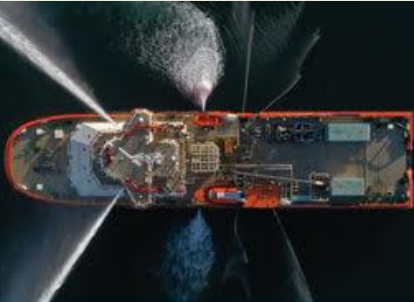
depth, with a draft of 22 m. According to the Port Authority of Gijón, it is the first time that an operation of this type has been carried out in the port of El Musel. (Source: *Puente de Mando*)

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ANNUAL DREDGING WRAPS UP AT WEST BAY AND LYME REGIS

Dorset Council said that the annual dredging works at West Bay Harbour and Lyme Regis Harbour are now complete. All equipment should be finally demobilised this week, ahead of next week's Easter break, said the Council. Every year, the accumulated sediment that has deposited over the last twelve months is removed from the navigational channels and used to build up the local beaches. According to the Council, the dredging equipment arrived at West Bay on February 12, 2024. *(Source: Dredging Today)*



CCECC SHOWCASES TSHD XIN ZI LANG 5 AT MONGLA PORT



China Civil Engineering Construction Corporation (CCECC) hosted an open day event at Mongla Port recently, showcasing their advanced trailing suction hopper dredger (TSHD) Xin Zi Lang 5. The event, started on Tuesday, aimed to raise awareness about marine engineering and share technology with the local community, Bangladesh Sangbad Sangstha BSS (the National News Agency of

Bangladesh) reports. Over 400 people, including Mongla Port Authority officials, students, and teachers from Khulna University of Engineering and Technology (KUET) participated in the event.

During the presentation, attendees toured the dredger, learning about its operation and the importance of dredging projects in maintaining smooth waterway access for commercial vessels at Mongla Upazila. The TSHD Xin Zi Lang 5, one of the most advanced dredgers in Bangladesh, arrived in 2021 and has already removed over 2.4 million cubic meters of sand from these areas, ensuring the navigability of the Pussur Channel for commercial vessels of the Mongla Port. *(Source: Dredging Today)*

TSHD SOSPAN DAU DREDGING IN SOVEREIGN HARBOUR

The trailing suction hopper dredger Sospan Dau has kicked off its next campaign, maintenance dredging of Sovereign Harbour in Eastbourne, UK. According to Premier Marinas, maintenance dredging operations in the outer harbour commenced earlier this week. “To facilitate safe and efficient navigation of the dredger to and from the dispersal site all fishing vessels are instructed to keep the dredger’s sailing route free of gear and obstructions,”



Premier Marinas said in the Notice. The amount of dredging required each year is dependent on the weather experienced the previous winter, which affects how much sediment is driven into the harbour’s entrance channel. Usually, it takes up to two weeks to complete the works and remove anywhere from 15,000 – 30,000m³ of dredged material. *(Source: Dredging Today)*

YARD NEWS

GREEN SHIPS EPSV TO FEATURE AMOGY’S AMMONIA-TO-POWER SYSTEM



Green Ships Invest has signed a contract to purchase of Amogy’s carbon-free ammonia-to-electrical power systems for a fleet of new environmentally friendly platform supply vessels (PSV). Green Ships, which is designing/procuring so-called ePSVs (electrical

PSVs), had signed a memorandum of understanding (MOU) with Amogy in October 2023. Under the newly signed contract, Green Ships Invest will design the ePSV to be equipped with 2 megawatts (MW) of clean energy capacity through the integration of ten of Amogy's pioneering 200 kilowatt (kW) ammonia-to-electrical power systems. The onboard system feeds liquid ammonia through a cracking process to create hydrogen on demand for power generation via fuel cell—without carbon emissions. Green Ships is also planning a second phase of the project, which could see Amogy's systems installed aboard two more vessels. The groundbreaking ships will be operated by Bourbon Horizon as the global PSV fleet, predominantly aged between 10 to 20 years, faces increasing pressure to comply with more stringent emissions regulations. Per Kavli, CEO of Green Ships Invest, said, "Securing this contract with Amogy marks a pivotal moment in our journey towards sustainable maritime innovation. It reinforces our commitment to leading the charge in designing and deploying vessels that not only meet but advance global emission reduction targets." Christian Berg, managing director at Amogy, said, "Our partnership with Green Ships Invest and the operational expertise of Bourbon Horizon represents a crucial milestone in Amogy's mission to decarbonize the maritime sector. This contract signifies confidence in our ammonia-to-power technology as a viable solution for the industry's urgent decarbonization needs." Green Ships' cutting-edge 82-meter ePSV design integrates Amogy's ammonia-to-electrical power system as its primary propulsion method. The vessels will also be equipped with conventional diesel generators to ensure operational reliability, allowing for 100% marine gasoil (MGO) operation if necessary. The ships will align with DNV regulations. Amogy is currently working to retrofit a 1-megawatt (MW) version of its ammonia-to-power system onto a tug at Feeney Shipyard in Kingston, N.Y. as a test run for its emissions-slashing power and generation technology in the commercial maritime sector. If all goes according to plan, Amogy said its first commercial products could be ready for deployment in early 2025. (*Source: MarineLink*)

REM OFFSHORE ORDERS ENVIRONMENTALLY-FRIENDLY, 'NEXT-GENERATION' SUBSEA VESSEL

Norwegian vessel owner Rem Offshore and Myklebust Verft have signed a contract for the construction of what they describe as a next-generation 'energy subsea construction vessel' (ESCV) with a 250 tonne crane. The vessel will be delivered in 2026 and is designed to undertake heavy construction work in the offshore wind and subsea



markets with net zero emissions. The contract also contains an option to build a second vessel. Skipsteknisk in Norway has designed a flexible platform in close cooperation with the Rem and Myklebust. The companies said the vessel's energy consumption would be half that of comparable tonnage. The vessel will have dual-fuel methanol engines in combination with battery packs. All offshore lifting equipment, including the 250-tonne crane, is electric and will regenerate power to the batteries. The working deck is in excess of 1,400 m² and is prepared for the installation of a gangway for use in offshore wind. Rem Offshore chief executive Lars Conradi Andersen said, "This is

a big milestone for Rem Offshore. We are ordering our first net zero emission vessel and taking a big step into the future. “We are looking forward to being able to offer the vessel to the market and believe that our customers will appreciate the opportunity for more efficient and sustainable operations.” Myklebust Verft chief executive Leiv Sindre Muren said, “We are very happy that Rem Offshore has chosen Myklebust Verft to build this environmentally friendly vessel. The project will have major positive ripple effects in our area.” *(Source: Riviera by David Foxwell)*

Het versturen van de Tug Towing & Offshore Newsletter heeft de afgelopen week voor wat problemen gezorgd. De oorzaak hiervan was een DOS aanval bij de verzender van de nieuwsbrief. Wij hopen dan ook dat deze nieuwsbrief U weer op de gebruikelijke dagen zult ontvangen. Mocht U een van de nieuwsbrieven missen dan kunt U deze ook downloaden via de website www.towingline.com. Excuses voor dit ongemak

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Sending the Tug Towing & Offshore Newsletter has caused some problems last week. The cause of this was a DOS attack at the sender of the newsletter. We hope that you will receive this newsletter again on the usual days. If you miss one of the newsletters, you can also download it via the website www.towingline.com. Apologies for this inconvenience

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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 environmetal-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)
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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