Tugs Towing & Offshore Newsletter

60 years Tugboatman

Worldwide Tug & OSV News
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Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

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MIDWEEK–EDITION

TUGS & TOWING NEWS

LOCAL CONTENT SECRETARIAT LEADERSHIP VISITS KOTUG'S SD POWER, REINFORCING COMMITMENT TO BUILDING GUYANESE CAPABILITIES

KOTUG Guyana, a local subsidiary of KOTUG International, a leading maritime service provider known for its innovative towage solutions, recently welcomed Dr. Martin Pertab, Director of the Local Content Secretariat (LCS), and his team aboard the **SD Power**, a state-of-the-art Offshore Terminal tug, at the Guyana Shore Base in Georgetown. This visit underscores the ongoing partnership between the LCS and major contractors in the oil and gas sector, emphasising KOTUG's dedication to supporting operations in Guyana. The **SD Power** is one of the five Offshore Terminal Tugs under KOTUG Guyana's fleet, actively contributing to the maritime operations essential to the oil and gas industry. All tugs are equipped with Azimuth Stern Drive ('ASD') and Dynamic Positioning Class 2 ('DP-2') along with double-ended control ability with winches placed forward and aft on the vessel. The engagement provided the LCS with an opportunity to observe KOTUG's operations firsthand and to engage directly with the personnel driving these critical services. Dr. Pertab highlighted the visit's purpose as a step towards strengthening collaborations and understanding the unique challenges and opportunities present in the industry. "Our visit today is a testament to our belief in the power of partnership. Working closely with leaders in the oil and gas sector, like KOTUG, allows us to directly contribute to the development of local content and ensure a sustainable future for Guyana," Dr. Pertab commented. In response to the visit, Willem Van Woercom, Corporate Operations Director of KOTUG Guyana, expressed the company's commitment to fostering local talent and resources. "We are honoured to host the LCS team and showcase our efforts in integrating local content into our operations. KOTUG is committed to providing exceptional maritime services and building and nurturing the capabilities of our Guyanese team members. Our plan to steadily increase the number

of local professionals in our operations is a testament to this commitment. We see great value in collaborating with the LCS and other local stakeholders to drive forward mutual goals of development and prosperity," stated Van Woercom. The visit facilitated interactions between the LCS delegation and key Guyanese team members onboard, including Hemchand Deosaran, Operations Manager; Stanley Ramsammy, Port Engineer; and Chief Mate Reynard Ramsaroop of the **SD Power**. These engagements highlighted the valuable contributions of local professionals to KOTUG's operations and their pivotal role in the industry's success in Guyana. Currently, there are 27 Guyanese supporting KOTUG's operations, with plans to increase this number and continue leveraging local goods and services, further solidifying KOTUG's investment in Guyana's growth. *(PR)*

THE COURT, AT THE REQUEST OF SAKHALIN ENERGY, CANCELED THE ARREST OF FOUR SVITZER TUGS

A year ago, Svitzer announced the planned relocation of ships from the territorial waters of the Russian Federation. The Arbitration Court of the Sakhalin Region granted the petition of Sakhalin Energy LLC (the operator of the Sakhalin-2 project) to cancel interim measures in the form of arrest imposed on four tugboats of the Dutch

company Svitzer, as follows from the entry in the case file on the Electronic Justice portal. “To cancel the interim measures taken by the Arbitration Court of the Sakhalin Region by the court’s ruling dated April 24, 2023... The ruling can be appealed to the Fifth Arbitration Court of Appeal through the Arbitration Court of the Sakhalin Region,” the court’s ruling said. As IAA PortNews reported , a year ago, arbitration, also at the request of Sakhalin Energy, seized the Svitzer tugs, which are used in the implementation of the Sakhalin-2 project: **Svitzer Aniva**, **Svitzer Sakhalin**, **Svitzer Busse** ", **"Svitzer Korsakov**" (owner - Svitzer Sakhalin, operator - LLC "Svitzer Sakhalin Terminal Touage"). At the same time, the captain of the seaport of Korsakov was prohibited from carrying out any registration actions in the registers of the seaport in relation to these vessels. The arrested tugs were transferred to the storage of Sip Management LLC with the opportunity to use them. The court's ruling then explained that in September 2012, Sakhalin Energy Investment Company Ltd. (formerly the operator of the Sakhalin-2 project) and Switzer Sakhalin Terminal Touage LLC entered into a tugboat charter agreement. However, on April 17, 2023, Svitzer Sakhalin notified the immediate suspension of the contract due to force majeure, citing a letter received from Svitzer regarding the planned termination of bareboat charters, reflagging of vessels and their redeployment from the territorial waters of the Russian Federation. The court explained the use of interim measures by the future claims of Sakhalin Energy to invalidate Svitzer’s unilateral refusal from the contract. Sakhalin Energy LLC as the operator of the Sakhalin-2 project began work on August 19, 2022. The transfer of the rights, responsibilities and personnel of Sakhalin Energy to the new structure was ensured in accordance with the Decree of the Government of the Russian Federation “On measures to implement the Decree of the President of the Russian Federation of June 30, 2022 No. 416.” Before this, the operator of Sakhalin-2 was Sakhalin Energy, registered in Bermuda, 50% plus one share of which belongs to Gazprom, 27.5% shares of Shell, as well as Mitsui & Co (12.5%) and Mitsubishi (10%). Sakhalin-2, operated under a production sharing agreement since 1994, is Russia's first LNG plant, producing about 11.5 million tons per year. As part of the project, the Piltun-Astokhskoye and Lunskoye fields of the Sakhalin sea shelf are being developed. *(Source: PortNews)*

SVITZER PUBLISHES PROSPECTUS RELATED TO LISTING ON NASDAQ COPENHAGEN

Today, 22nd March 2024, Svitzer A/S (Svitzer) has published a prospectus forming the basis for admission to trading and official listing of the shares of Svitzer Group A/S (Svitzer Group) on Nasdaq

Copenhagen, following the expected demerger of A.P. Møller - Mærsk A/S' (APMM) towage and marine services activities. The demerger is subject to approval at APMM's Extraordinary General Meeting convened to be held on 26 April 2024. *Retail investor event* APMM will be hosting an information meeting for its retail shareholders, where Svitzer's management will present the Svitzer business. The meeting will be held on 8 April 2024 from 4:30-6:00 p.m. CEST at Comwell Copenhagen Portside, Alexandriagade 1, 2150 Copenhagen. APMM shareholders can sign up via the shareholder portal on www.investor.maersk. Last day for sign up is 4 April 2024. *(PR)*

EAGER BUYERS SCOOP UP VALUABLE AHTS ASSETS IN LIVELY S&P ACTIVITY

Boskalis proves to be an 'aggressive' cash buyer, reeling in ALP Maritime Services, while others snag older AHTS vessels to bolster their fleets. Early 2024 has been marked by some significant consolidation and S&P activity in the anchor-handling tug (AHT) and anchor-handling tug supply vessel (AHTS) sector. Altera Infrastructure became a pure-play shuttle tanker and floating production, storage and offloading (FPSO) company, following its sale of ALP Maritime Services and its fleet of AHTs to Dutch vessel owner Boskalis. As we previously reported, ALP's fleet are powerful and versatile dynamic positioning class-2 vessels, which are designed for long-distance towing and anchor handling with bollard pulls of more than 200 tonnes. While ALP Maritime Services calls the vessels in its fleet "anchor-handling salvage tugs," they can support everything from towing infrastructure for offshore windfarm projects to mooring and positioning floating, production, storage and offloading (FPSO) vessels, to responding to emergency operations. Meanwhile, the sale by Altera Infrastructure will help it gear up for emerging opportunities in carbon capture and storage, including the Stella Maria CCS project in the North Sea. In its latest offshore analysis, shipbroker Fearnleys characterised the acquisition by Boskalis as "significant," adding "this is merely the latest in a string of moves made by Boskalis, which overall has played the down-cycle well and added multiple high-capacity units." Previous acquisitions by Boskalis have included the former **BOA Sub C**, **Boka DaVinci**, **Apache II** and **North Ocean 105**. "With the latest addition of eight AHTSs, we see Boskalis has been one of the most aggressive cash buyers in the S&P market and is well positioned to benefit from the strengthening market balance," said Fearnleys. Both Solstad Offshore and Maersk Supply Service have also further rationalised their fleets, selling older tonnage to eager buyers. *"Boskalis has been one of the most aggressive cash-buyers in the S&P market"* This should have a positive effect on a strengthening market. Fearnleys noted buoyant average day rates being recorded in the AHTS segment in the Norwegian North Sea. The shipbrokers said day rates averaged more than Nrk800,000 (US$75,300) during February, more than twice the levels seen in the same months in 2023. "A large contributor to this elevated figure was the number of fixtures concluded at or above Nrk1M (US$94,200), of which there were few last year. In a similar fashion, average day rates for AHTS on the UK side also came in quite strong at £55,000 (US$70,000) for the month of February," it said. Seabrokers explained that 2024 began in the favour of charterers but shifted in February due to "periods of severely limited vessel availability on the spot market. That led to rate spikes in February

as high as Nrk1.5M (US$146,410) in the Norwegian sector, and £105,000 (US$132,850) in the UK market." Average utilisation rates were 94% in the UK and Norwegian sectors of the North Sea for both OSVs and offshore construction vessels (OCVs), according to VesselsValue data. The UK-based ship valuation firm reported 503 OSVs and 202 OCVs were active during February. Only 12 OSVs and 32 OCVs were laid up in the market. The market is extremely tight for largest AHTS vessels (>16,000 bhp). During Raymond James 45th Annual Institutional Investor Conference in March, Tidewater reported average leading-edge rates of US$37,899 for these type vessels for Q4 2023. Globally, 153 large AHTSs are active, with an average age of 13.2 years. Just nine others are in lay-up, with an average age of 19.7 years. *ALP Maritime Services anchor-handling salvage tugs fleet*

Vessel	Length OA (m)	Beam (m)	kW	Bollard pull (mt)	Yr built	Shipyard
ALP Striker	88.5	21	18,000	312	2016	Niigata Shipbuilding
ALP Defender	88.5	21	18,000	306	2017	Niigata Shipbuilding
ALP Keeper	88.5	21	18,000	302	2016	Niigata Shipbuilding
ALP Sweeper	88.5	21	18,000	303	2017	Niigata Shipbuilding
ALP Centre	74.3	20.9	18,000	297	2010	Mützelfeldtwerft Yard
ALP Guard	74.3	20.9	18,000	284	2010	Mützelfeldtwerft Yard
ALP Winger	65	18.5	14,000	208	2007	Mützelfeldtwerft Yard
ALP Forward	65	18.5	14,000	219	2008	Mützelfeldtwerft Yard

(Source: Riviera by John Snyder)

ITS 2024: INDUSTRY CONVENTION HEADS TO DUBAI

Tug owners, operators, managers, builders and designers will present the latest tug technolgy at the 27th International Tug & Salvage Convention, Exhibition & Awards in Dubai. The 27th International Tug & Salvage Convention, Exhibition & Awards, proudly presented in association with Caterpillar, is gearing up for its grand showcase from 21-23 May 2024 in Dubai. This event marks a significant gathering of the tug, towage, and salvage community, strategically chosen to unfold in Dubai, a vibrant global business destination and a prominent maritime hub. Dubai's unique position as a centre for global business and maritime logistics, coupled with its status as a gateway

into established and emerging markets, makes it the ideal destination for the industry's premier event. Riviera Maritime Media is honoured to bring together professionals from the tug, towage and salvage sectors for an engaging platform to network, socialise, and delve into the latest industry advancements. ITS 2024 will span three days, encompassing a dynamic conference programme with dedicated sessions covering business challenges, operational advancements, decarbonisation, safety, technology developments, salvage and wreck removal challenges. Deep dive into case studies from recent high-profile maritime emergencies. Understand what it takes to ready fleets and crew for alternate fuels such as ammonia and hydrogen as the path towards zero emissions comes into focus. Hear exclusive operational experience on battery-powered tugs exceeding expectations. Industry leaders will shape this comprehensive programme, featuring technical papers, roundtable debates, keynote addresses, exclusive interviews and audience participation through polls and Q&As. The extensive exhibition will offer opportunities to showcase expertise and meet clients during coffee breaks, lunches and between-conference events, fostering valuable connections. Social events hosted by sponsors including receptions, tug presentations, hospitality areas, partner programmes and late night parties, will provide ample networking opportunities. A highlight of the social programme is the ITS Gala Dinner and ITS Awards on 23 May 2024, where outstanding vessels, operators, innovators, and professionals will be celebrated for their contributions to safety, sustainability, and operational excellence. ITS Award winners, selected by industry peers, stand as a testament to operational excellence. Tickets and passes for ITS Dubai 2024 are available at four levels: general access to the exhibition, bronze level for the ITS Gala Dinner, silver level with the ITS 2024 networking and hospitality pass, and gold level offering access to the complete ITS convention experience. Limited sponsorship and exhibiting opportunities are available for companies and brands looking to align with the world's largest gathering of tug, towage and salvage experts. Whether launching a new product, entering a new market sector, increasing market share, or improving brand awareness, sponsorship offers an unparalleled opportunity to engage with the target audience in focused surroundings. The 26th ITS Convention in Istanbul brought together over 1,200 visitors from 50 countries in 2022. As a truly international event held biennially in different maritime hubs since 1969, over 9,000 delegates and 1,250 exhibitors from more than 60 countries have participated. Reconnect with old friends and make new connections during the popular partner and social programmes. Reconnect with old friends and make new connections during the popular partner and social programmes. Purchase your pass to this global industry event using this link.

THE NEW IMAGE OF THE AUXILIARY TUG Y 127, FORMER "NAVIA"

Metalships & Docks has completed the exterior painting work on the tug **Y 127** of the Naval Train of the Navy, which we see in the images provided by the shipyard for Puentedemando.com . This is the former "**Navia**" (IMO 9184471), acquired from Remolques Gijoneses and in service since 1998. Next, it will be the turn of the ship **C-785** (IMO 9819179), acquired from Astilleros Armón, type ASD, with a pulling power of 50 tons, built in 2020 and which was originally destined for an Algerian

shipowner (next Y-128). The Navy has awarded the Metalships & Docks shipyard a contract worth

800,000 euros for the beaching and commissioning of two Naval Train tugboats, which will be numbered Y-127 and Y-128. The first has an amount of 460,000 euros and the second, 340,000 euros, according to the award published in the BOE. Both tugboats, acquired in the course of 2023 by the Navy in Asturias, were docked at the Ferrol arsenal until their transfer to the Vigo estuary. An operation, according to what was revealed at the time, closed at 10.2 million euros. *(Source: Puente de Mando; Photo: Metalships & Docks)*

LEARN THE VERNACULAR

In this installment of assist-tug work, I will cover some terminology, and the use thereof. Strict standardization of terminology is always the "gold standard" but proves to be elusive, whether you have a conventional tug or a Z-drive tractor helping you. So be careful what you ask for. Typical usage with conventional tugs usually starts with the term "clutch" (ahead

or astern, with either or both engines) which will yield the minimum power available when the engine controls are engaged to the detents. Need less than that? Modify it with "in-and-outs" or "little bumps." Z-drive tractors are different. When you ask for power, ahead or astern, the operator swings the drives accordingly, and more power can be delivered via increasing azimuth-angles, rpm's, or some combination of both. Many tractor operators are trained using "minimum" as the command that is the functional equivalent of "clutch." You will get your best results by adopting and using the term. And the tractor-equivalent for "in-and-outs" is called "feathering." Between "clutch" or "minimum" and "hooked up" the amount of power is generally described using fractions, and your mileage may vary greatly. If you know the general handling characteristics and horsepower or bollard-pull of your assist tug, you should have a fair idea of what that will translate into power-wise, but it also depends greatly on the operator of the assist tug and what they interpret those power levels to be. For tractors in North America and the Caribbean, the officially suggested terms are "dead slow" (10%), "easy" (25%), "half" (50%) and "full" (100%). The reality is that it's far more art than science between the control stops. Ask for power, see what happens, and adjust accordingly. Being observant and quick-to-adjust is a prerequisite to doing this job effectively, whether assisting or being assisted. An old favorite that I learned from a captain from Boston brings some needed humanity into it. Wanting more power, he would good-naturedly bark "Gimme some more pizza!" In the context of the circumstances, working with someone he knew well, there was no doubt about what he meant. *(Source: Workboat by Joel Milton)*

NEW RUSSIAN TUG ON TRIALS

A new Russian tug named **Izhorets** was spotted on trails. After passing all the necessary tests, the tugboat will be handed over to the state customer and will be included in the Baltic Fleet. The vessels of the project 90600 are designed to carry out towing and service operations in the port, on raids and coastal areas corresponding to the navigation area R3, and to aground ships and ships, extinguishing fires on ships and coastal structures. Tugboat body length – 25.4 meters, width – 8.8 meters, draft – 3.9 meters. Load on mooring – at least 23 tons. The vessel is equipped with two screw columns with an adjustable step. The speed – is about 11.5 knots. The crew – 8 people. *(Photo: Wim Plokker)*

SVITZER TARGETS METHANOL-FUELLED MAN 175DF-M ENGINE FOR TUG APPLICATION

Field-test agreement planned for methanol-fuelled tug with MAN 175D. MAN Energy Solutions and Svitzer have signed a Memorandum of Understanding (MoU) focused on the development of a

methanol-fuelled version of the MAN 175D engine. Designated 175DF-M (Dual Fuel-Methanol), the MoU targets the finalisation of a field-test agreement based on which a dual-fuel engine and plant equipment will be installed on board one of Svitzer's newbuild tugs. Kasper Karlsen, Chief Operating Officer at Svitzer, said: "At Svitzer, we've set ambitious yet realistic, long-term targets to decarbonise our operations. In 2023 alone, we reduced the CO2 intensity of our global fleet by 24% and we're committed to making further progress through the use of low-carbon fuels like methanol, innovative engine technologies, and continuous changes of behaviour. The MoU signed with MAN represents an exciting opportunity to jointly secure valuable field experience focusing on the use of dual-fuel methanol engines within our fleet." Svitzer has a long-standing relationship with MAN Energy Solutions, especially recently with the MAN 175D engine. In 2023, Svitzer selected the high-performance MAN 175D engines for its new TRAnsverse tug design. Ben Andres, Head of Medium- and High-Speed, MAN Energy Solutions, said: "We are very happy to enter into this agreement with such a high-profile operator as Svitzer. We are convinced that Svitzer is the right partner to start this common project with because we both have highly ambitious goals for decarbonisation and to maximally reduce our CO2 footprint. We therefore welcome this excellent opportunity to continue our cooperation with such an important 175D customer and look forward to the benefits it will bring for both parties." Alexander Knafl, Senior Vice President, MAN Energy Solutions, said: "Svitzer has been working on its own low-emission concept for some time and this agreement brings this to the next level. Thus, the agreed timeline serves both companies' targets very well. Svitzer's tug operation is an excellent candidate for the field-testing of our newly developed MAN 175DF-M engine and I look forward to a close collaboration." The next phase leading to the signing of the field-test agreement will focus on details of the fuel-supply system, engine-room design, exhaust after-treatment and engine-performance optimisation. *(PR)*

ANOTHER TRACTOR TUG SPOTTED IN DEN HELDER

After the arrival of the **Vivax** earlier this week, a tractor tug moored in the Helderse harbor last

Tuesday. It was the 34.5 meter long **Fairplay-33** from Fairplay Towage Group from Hamburg. A sturdy tug, with a pulling power of 75 tons, which had recently moved Valaris 120 in the British sector of the North Sea oil rig. In addition to towing and recovery, the **Fairplay-33**, built in 2006, can also be used for escort services and as a firefighting vessel. The tug still sails under the Portuguese flag and has Madeira as its home port. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

ROXANE Z VISITS ACTA JIFMAR

Once again a work boat from Jifmar Offshore Services visits Den Helder. This time it is the Eurocarrier **Roxane Z** that has Marseille as its home port. This 34 meter long work boat has recently worked from Eemshaven and from there sailed to the Acta Jifmar yard in the Koopvaardersbinnenhaven.
The **Roxane Z** was delivered in 2015 by the Neptune shipyard in Aalst. The working deck is 236 square meters and the pulling force is 38 tons. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

ACCIDENTS – SALVAGE NEWS

TWO CREWMEMBERS KILLED IN "INCIDENT" ON HOLLAND AMERICA CRUISE SHIP

Two crewmembers were killed last week aboard a Holland America cruise ship in the Bahamas, the line has confirmed. On Friday, as the cruise ship **Nieuw Amsterdam** was calling at the port of Half Moon Cay in the Bahamas, two unnamed crewmembers were killed in "an incident," the line said. No further information was provided, except that the incident occurred in an engineering space. The authorities have been notified, and the Bahamas Maritime Authority is the lead agency for the

investigation. Counseling is available for affected personnel, the cruise line said. “All of us at Holland America Line are deeply saddened by this incident and our thoughts and prayers are with our team members’ families at this difficult time,” the line said in a statement. “The safety, security and welfare of all guests and crew are the company’s absolute priority.” ABC News reports that the two crewmembers were killed by an accidental steam release, though this has not been publicly confirmed by Holland America. **Nieuw Amsterdam** has resumed her commercial itinerary in the Bahamas. *(Source: Marex)*

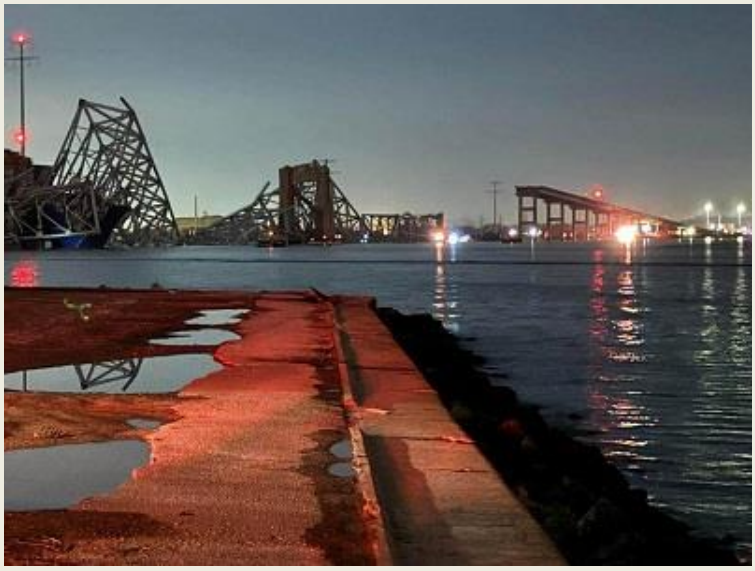
CONTAINER VESSEL SANKT PETERSBURG AGROUND

The container vessel **Sankt Petersburg** (Imo 9936484) with call sign 5LJW5 and Indian registered Shipping, was reported leaving St. Petersburg run aground at buoy No. 19 in Kronstadt on Sunday 24 March 2024. The Kapitan Shchetinina class vessel home ported Monrovia. She was built in 2023 by Zhoushan Changhong International Shipyard Co. Ltd. Under yard number CHB082. *(Source & Photo: Wim Plokker)*

KEGM SAVED THE BULK CARRIER

The **Lila Piraeus** bulk carrier, which had a machinery malfunction, was rescued by the teams of Çanakkale VTS Center and Coastal Safety General Directorate. The 179m-long bulk cargo ship named **Lila Piraeus**, which had an engine malfunction in front of Karakova in the Dardanelles while sailing from Russia to Egypt, was moored to the Dark Port under the coordination of our Çanakkale VTS Center, accompanied by Pilot Captains and **KURTARMA-14** tugboat. *(Source: HaberDenizde)*

BALTIMORE BRIDGE HIT BY SHIP – MAJOR COLLAPSE



The most severe US bridge allision since the Tampa Skyway Bridge disaster in 1980 happened in the early hours of the morning while the ship was under pilotage. Here are the details we have so far. By Katrina Nicholas (Bloomberg) A major commuter bridge in Baltimore collapsed after being rammed by a container ship, causing vehicles to plunge into the water and threatening chaos at one of the most important ports on the US East Coast. The Maryland Transportation Authority issued an alert on X telling drivers not to use Interstate 695. Kevin Cartwright of the Baltimore City Fire Department described it as “a mass casualty, multi-agency incident” in an audio interview with CNN, adding as many as 20 people could be in the water. The disaster at the Francis Scott Key Bridge happened early Tuesday. It’s likely to cause huge disruption — both for shipping at one of the busiest ports on the US East Coast and on the roads — now that a key link has been severed on the major highway encircling Baltimore. The vessel is the **Dali**, which sails under the flag of Singapore. The 32,000-ton ship was built in 2015. A London-based spokesman for Synergy Marine, its manager, said the Dali had around 4,900 containers on board at the time. Company executives were traveling to the site to assess the situation. The bridge allows commercial ships to enter the Port of Baltimore, one of the top ports in the US in terms of volume and value of cargoes. It is the largest US port for handling cars and light trucks. At least 21 ships are in waters to the west of the collapsed bridge. About half of them are tugs. There also at least three bulk carriers, one vehicles carrier and a small tanker. An extended shutdown is going to bring chaos for travelers just ahead of the Easter holiday weekend on the already clogged corridor between

New York and Washington, DC. The Baltimore port handled 847,158 autos and light trucks in 2023, the most of any US port for the thirteenth straight year, according to a state of Maryland website. The port also handled large volumes of imported sugar, gypsum and coffee, as well as exported coal. The Dali was carrying containers from East Asia to the US East Coast via the Panama Canal. It can haul the equivalent of about 9,700 steel boxes, about half the size of the industry's largest ships. It arrived at the Seagirt Marine Terminal in Baltimore on March 24 after delivering to the Port of New York /New Jersey, and had offloaded a small amount of containers before attempting its return journey to Asia early Tuesday morning. *(Source: gCaptain By Katrina Nicholas © 2024 Bloomberg L.P.)*

TURKISH SHIP HAS BEEN STRANDED FOR A WEEK

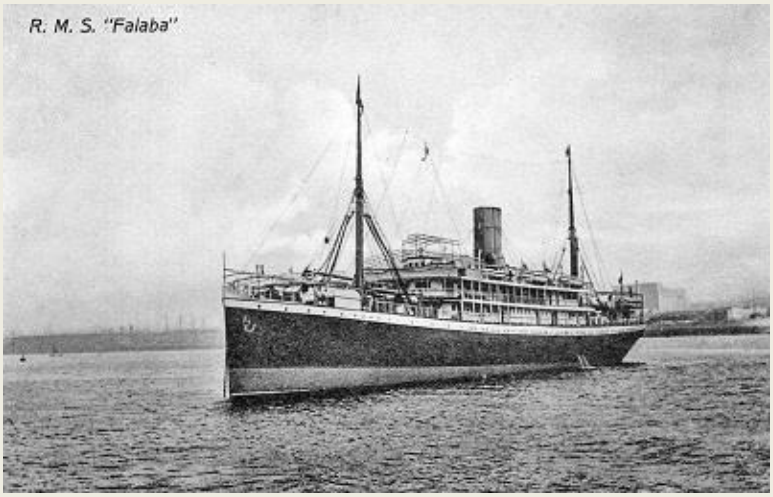
The cargo ship **Lady Zehra**, owned by GN Group, ran aground in Egypt. It was reported that the general cargo ship named **Lady Zehra** in the GN Group fleet ran aground in the shallow area while trying to enter Egypt's Alexandria Port. According to the news of Turkishstraits , it is estimated that the reason why rescue efforts could not be started despite the passage of six days was that the Egyptian authorities demanded a large amount of rescue fee. The 31734 dwt ship is 171.59 meters long and 27 meters wide. *(Source: HaberDenizde)*

REMEMBER TODAY

S.S. FALABA – 28 MARCH 1915

SS **Falaba** was a British cargo liner. She was built in Scotland in 1906 and sunk by a U-boat in the North Atlantic in 1915. The sinking killed more than 100 people, provoking outrage in both the United Kingdom and United States. She was the first of two Elder Dempster Lines ships that were named after the town of **Falaba** in Sierra Leone. The second was a motor ship that was built in 1962, sold and renamed in 1978, and scrapped in 1984. *Building and identification* In 1905 Elder, Dempster

Shipping Ltd ordered a pair of cargo and passenger liners from Alexander Stephen and Sons of Linthouse in Glasgow. Yard number 413 was launched on 23 May as **Fulani**, but then bought by Compagnie Maritime Belge and completed as Albertville. Yard number 414 was launched on 22 August as **Falaba**, and completed for Elder, Dempster as planned. **Falaba's** registered length was 300.5 ft (91.6 m), her beam was 47.4 ft (14.4 m) and her depth was 22.9 ft (7.0 m). Her tonnages were 4,806 GRT and 3,011 NRT. She had berths for 210 passengers: 138 in first class, and 72 in second class. Elder, Dempster registered **Falaba** in Liverpool. Her UK official number was 124000 and her code letters were HJGF. By 1911 she was equipped for wireless telegraphy, supplied and operated by the Marconi Company. By 1913 her call sign MZK. In 1911 Elder, Dempster bought Albertville and renamed her **Elmina**. *Loss and rescue* On the afternoon of 27 March 1915 **Falaba** left Liverpool for West Africa carrying 151 passengers and 95 crew. They included 30 British Army officers on their way to prepare for the Kamerun campaign, and 70 Colonial Service officers. Her cargo included 13 tons of cartridges and gunpowder. *The White Star Liner Cymric* **Falaba** left the Mersey estuary just after the White Star Liner **Cymric**, and at 19:00 hrs the two ships dropped their pilots to the same cutter off Holyhead. The ships parted in the Irish Sea, as **Cymric** headed for Fastnet and **Falaba** made for Las Palmas. The next day **Falaba** sighted a submarine in St George's Channel 38 nautical miles (70 km) west of the Smalls Lighthouse. The submarine was flying the White Ensign, but as it closed on her, it replaced it with the ensign of the Imperial German Navy, and signalled "Stop and abandon ship". The submarine was **U-28**. **Falaba's** Master, Captain Frederick J Davis, ordered "full ahead", which increased her speed to 15 knots (28 km/h). **Falaba** also fired distress rockets. **U-28** gave chase at 16 knots (30 km/h) for a quarter of an hour, and ordered "Stop or I will fire". **Falaba** hove to, and **U-28** told her "You have ten minutes". **Falaba's** Chief Officer ordered the Marconi wireless operator to transmit a distress signal. It said "Submarine alongside. Am putting off passengers in boats." **Cymric** was one of the ships that received the signal, and was no more than 15 nautical miles (28 km) away, but Admiralty standing orders forbade her to put herself at risk by going to assist. A few minutes later, **Cymric's** Marconi operator heard Royal Navy warships answering **Falaba's** signal. **Falaba** began abandoning ship. After 23 minutes, before she had launched all her lifeboats, smoke was sighted on the horizon. **U-28** fired one torpedo from a range of only 100 yards, hitting **Falaba's** engine room, and causing her to sink within ten minutes at position 51°30'N 06°36'W. The explosion also capsized the first two lifeboats that had been launched, throwing many people into the water. One survivor said that about 50 people were standing on **Falaba's** poop when the torpedo struck, and he believed that all of them were killed. He said that he was with about 40 people in a lifeboat, but it was leaking badly, and within about 20 minutes it filled with water and capsized. **Falaba's** wireless operator described being in a lifeboat "but almost as soon as it touched the water it began to sink, a part of the side having burst through". A passenger with a piece of rope held the crack together as well as he could, but water poured in and soon we were up to our waists in water." He added that a member of the crew was washed away from the swamped lifeboat. 111 people were killed, including Captain Davis. Some survivors, including the Second Engineer, alleged that about a dozen of **U-28's** crew were on deck, laughing at the victims, and making no effort to rescue anyone. The German government rejected such accusations as



"shameless lies". One British passenger took photographs aboard **Falaba** while the passengers and crew were abandoning ship. The film in his camera survived, although he was in the water for an hour before being rescued. The Daily Mirror published his photographs. Two drifters, Eileen Emma and Wenlock, rescued survivors, and towed the lifeboats to safety. Eight people, including Captain Davis, died of hypothermia after being rescued.[6][16] Survivors were landed in Milford Haven, Wales. *Thrasher incident* The victims included a US citizen, Leon Thrasher, from Massachusetts, who was a mechanical engineer travelling to Sekondi to work for a British mining company in Gold Coast (now Ghana). His death caused diplomatic tension between the United States and Germany that became known as the Thrasher incident. *Other consequences* **Falaba** was unarmed. Shipmasters and their trade union, the Mercantile Marine Service Association, responded to her loss by calling for UK merchant ships to be defensively armed. At the end of March, Dr Bernhard Dernburg, a German former Colonial Minister who was living in the United States, said that Germany had given "ample warning" on 18 February that persons traveling on any British ship would be in danger. He called **U-28's** actions "perfectly justifiable", because **Falaba** did not heave to when ordered. A few days later, in an official message to the German Embassy in Washington, the German government also stressed that it had given due warning, and held the British government responsible for the loss of British vessels and neutral passengers. On 6 April a German statement that was described as a "semi-official account" criticised **Falaba** for spending 15 minutes speeding away from **U-28** instead of heaving to, and pointed out that when **Falaba** did finally obey the order, **U-28** did not fire its torpedo until after 23 minutes, and then only because of the approach of vessels, which it feared were Allied warships. The German statement reasoned that **Falaba's** officers and men should have used the 15 minutes of the chase to prepare her lifeboats for launching. It alleged that when they did launch her lifeboats, it was "in an unseamanlike manner", and that "They failed to give assistance, which was possible, to passengers struggling in the water." A German communiqué drafted at the end of May 1915 complained that the UK had advised its merchant ships to disguise themselves by flying the flag of a neutral country, and to try to ram enemy submarines. U-boats were therefore entitled to torpedo merchant ships in self-defence. *Inquiry* John Bigham, 1st Viscount Mersey On 20 May 1915 an official inquiry by the Board of Marine Arbitration was opened in London. John Bigham, 1st Viscount Mersey, President of the Probate, Divorce and Admiralty Division of the High Court, presided. The Solicitor General for England and Wales, Stanley Buckmaster, represented the Board of Trade. Some survivors told the inquiry that the lifeboats were "rotten", and that some of them were damaged when being launched. Counsel for Elder, Dempster denied that the boats were unseaworthy. When the inquiry concluded on 8 July, Lord Mersey said he was satisfied that those witnesses were "mistaken", and the damage was not due to neglect by **Falaba's** officers or crew. He declared that "The cargo was an ordinary one", and he dismissed the presence of 13 tons of cartridges and gunpowder as "no more than is usually carried in peace time". He found the officers and men of **U-28** "exclusively" responsible for the loss of life. *(Source: Wikipedia)*

OFFSHORE NEWS

VIKING SUPPLY OPTS OUT OF PSVS

In the platform supply vessel (PSV) sector, Viking Supply Ships (VSS) has sold its interests in two vessels, after terminating its management agreements for **Cooper Viking** and **Coey Viking**. VSS said it executed a 'put option' on the shares in the vessel ownership companies. "The put option is regulated in the shareholders agreement between Viking Supply Ships and the company managed by Borealis Maritime, and the shares will be sold based on the market price of the two PSVs, to be decided by two designated shipbrokers," the company said. Both 89-m, 5,500-dwt PSVs were built by Remontowa Shipbuilding in Gdansk and delivered in 2021. VSS said it expects to book a gain of approximately US$8.5M and a cash release of approximately US$17.5M. The transaction was expected to close by Q2 2024. *(Source: Riviera by John Snyder)*

SPANISH YARD STARTS SEA TRIALS OF NEW LARGE RESCUE VESSEL

Spain's Zamakona Yards has begun conducting sea trials of a new large rescue ship ordered by Spanish maritime search and rescue organisation Salvamento Maritimo. The vessel has been named **Heroinas de Salvora** ("Heroines of Salvora") in honour of Cipriana Oujo Maneiro, Josefa Parada, and María Fernández Oujo. The three women, then aged only 24, 16 and 14, respectively, sailed out on a small boat and succesfully rescued 58 of the 271 passengers and crew of the steamship **Santa Isabel** shortly after it sank just off Spain's Salvora island on January 2, 1921. Heroinas de Salvora has a length of 82.35 metres, a beam of 18 metres, and accommodations for 16 crewmembers and 24 additional personnel. Notable features include a DP2 system, firefighting gear, equipment for cleaning up oil spills, a large open aft deck, two knuckle jib boom cranes from Melcal, and flight deck and hangar facilities for use with unmanned aerial vehicles. The propulsion system will deliver a bollard pull of approximately

200 tonnes, making the vessel suitable for deep-sea towing in addition to other emergency response roles. *(Source: Baird)*

SOLSTAD SELLS LAID-UP AHTSS

Norway's Solstad reported it had sold two 78-m anchor handlers that had been in long-term lay up in southeast Asia in a stock exchange filing. The Norwegian owner sold the 2007-built **Far Sound**, in lay up since 2016, and the 2008-built **Far Scimitar**, in lay up since 2018. The Oslo-listed owner reported it would record a total gain on sale of the two vessels of approximately Nrk75M (US$7.1M) in Q1 2024. Denmark's Maersk Supply Service sold three 2009-built, 13,872-bhp AHTSs: **Maersk Transporter** was acquired by SPM Neel Pratap, while **Maersk Tracer** and **Maersk Tracker** were bought by Delta Logistics. According to data in the Equasis, **Maersk Tracker**, with 178 tonnes bollard pull, was renamed **Delta Titan**, while **Maersk Transporter**, with 165 tonnes bollard pull, was renamed **Delta Vanguard**. Both DP-2 class AHTSs are managed by OSM Offshore. Now owned by SPM Neel Pratap, **Maersk Tracer**, with 165 tonnes of bollard pull, has been renamed **SPM Neel Pratap 180**. "These exits effectively support the North Sea AHTS balance with three low-capacity units being permanently removed," pointed out Fearnleys. *(Source: Riviera by John Snyder)*

FUGRO COMPLETES PRIMARY PHASE IN FIRST VESSEL CONVERSION TO GREEN METHANOL FUEL

The **Fugro Pioneer** is ready to be equipped with methanol engines after successfully converting the main components on board. Using green methanol as a fuel reduces carbon emissions by more than 90% compared to conventional diesel, allowing clients to run their projects in a more sustainable manner. This vessel conversion is part of Fugro's journey to reach Net-Zero operations by 2035. There is an increased focus on sustainability in tenders for the offshore market, and as such for Fugro's clients. By embracing green methanol as a fuel, our clients are offered the significant opportunity to align their projects with environmental responsibility while maintaining operational efficiency. The geophysical vessel was converted in the Netherlands as part of the Fugro-led consortium MENENS (Methanol as Energy Step Towards Emission-free Dutch Shipping) with a grant from the Netherlands Enterprise Agency (RVO). Converting the vessel to run on green methanol, further stimulates the green methanol market. The now-completed vessel adjustments to the Fugro Pioneer allow 2 of its 4 original engines to be replaced by methanol engines, ensuring services can still be offered in regions where green methanol is not yet available. The delivery and installation of the methanol capable engines are expected in the second half of 2024. Barbara Geelen, CFO: "The methanol conversion of the Fugro Pioneer is not only a pivotal move in diminishing our vessel emissions as part of our Net Zero 2035 journey, but it also stimulates the green methanol market. We will continue to invest in innovative solutions that not only help our clients, but also support us in reaching our company objectives." *(PR)*

HAVILA SECURES MORE WORK FOR TWO VESSELS

Norwegian offshore vessel operator Havila Shipping has landed a contract extension for one platform supply vessel (PSV) and signed a new contract for another. Havila has reached an agreement with Peterson Den Helder to sign a new contract for the PSV **Havila Borg**. This will prolong the vessel's stay with the Dutch logistics company for up to 150 days, in direct continuation of the existing contract

ending in April 2024. The **Havila Borg**, which is of a Havyard 832 design, was built in 2009 at the Havyard Tomrefjord yard. The 3,787.4 DWT vessel can accommodate 23 people. The Norwegian company also got a contract extension with TotalEnergies EP Denmark for the PSV **Havila Fanø** until the end of June 2024. The previous six-month extension was secured in April 2023. The 2010-built **Havila Fanø** is of Havyard 832 CD design and was constructed at the Havyard Leirvik yard. The vessel can accommodate 35 people and comes with a DWT of 3,879 tonnes. The company also recently won more work with Equinor, while Reach Subsea extended the charter for one of Havila's inspection, maintenance, repair (IMR), survey, and construction vessels. *(Source: Offshore Energy)*

ASSIGNMENT FOR GOLDEN ENERGY OFFSHORE VESSEL PROLONGED

Norwegian vessel owner and operator Golden Energy Offshore Services (GEOS) has secured a contract extension for one of its multi-purpose support vessels (MPSVs). The company's MPSV **Energy Empress** has been hired for six additional months. The vessel was originally chartered in August 2022, followed by a six-month extension in August 2023 for a mission in the Caribbean. The latest extension, which is also the last option available to the undisclosed charterer, means firm employment for the vessel until October 24, 2024. The 2019-built MPSV **Energy Empress** is of an Ulstein PX121 H design and can accommodate 30 people. Even though the name of the contracting company has not been revealed, BP/Delta is listed as the current charterer on the GEOS website. The latest assignment comes after the Norwegian operator announced its fleet expansion with four platform supply vessels (PSVs) and one safety and standby vessel (SSV) last August. This year, the company secured new contracts for PSVs **Energy Passion** and **Energy Paradise** in the North Sea and got a contract extension for PSV **Energy Swan** with Repsol Norge. *(Source: Offshore Energy)*

REPSOL PROLONGS VESSEL'S GIG OFFSHORE NORWAY

Norwegian vessel owner and operator Golden Energy Offshore Services (GEOS) has secured a contract extension for one of its platform supply vessels (PSVs) with Repsol Norge, a subsidiary of Spain's Repsol. While announcing the PSV **Energy Swan's** prolonged stay with Repsol Norge, Golden Energy Offshore pointed out that the two-month extension would be in direct continuation of the existing charter contract from 2023 when the PSV was chartered for a firm period of two months with optional two plus two months, representing a total of four months of options. No financial details were disclosed. However, the company did reveal that the large-size PSV **Energy Swan** will be available for new charters from May 1, 2024, as all options under the Repsol Norge charter have now been exercised. The 2005-built **Energy Swan** is a large PSV/pipe carrier of an ST 216 design and can accommodate 28 people. Golden Energy Offshore recently took steps to enlarge its fleet of offshore supply vessels, by inking a binding memorandum of agreements for the acquisition of four PSVs and one safety and standby vessel (SSV) from subsidiaries of the Netherlands' Vroon Holding for a total consideration of $94 million. The extension with Repsol comes shortly after the Norwegian vessel owner found more work for two platform supply vessels in the North Sea. *(Source: Offshore Energy)*

FUGRO MERIDAN ON NIEUWEDIEPKADE

Survey vessels from engineering firm Fugro from Leidschendam keep coming to Den Helder. On Saturday, March 23, it was the turn of the **Fugro Meridan**, which moored at the Nieuwediepkade early in the morning. This 72.5 meter long ship had come to Den Helder from Amsterdam via IJmuiden. After being launched in 1982 as a seismic research vessel under the name **Rig Seismic**, the ship has been sailing under its current name since 2004. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

SWEDISH MARITIME ADMINISTRATION ACQUIRES MEDIUM ICEBREAKER FROM NORWAY

The Swedish Maritime Administration (SMA) has purchased a medium icebreaker originally built and operated in Norway. The 18-year-old **Polar Circle** measures 74 by 17 metres, putting it between the

SMA's small icebreaker **Ale** and the administration's larger **Atle**-class vessels. The purchase of the vessel was completed following a series of thorough inspections and test sailings in the Gulf of Bothnia. The acquisition of **Polar Circle** was done following the earlier than anticipated onset of winter in Sweden. This then resulted in longer waiting times for merchant shipping to transit the country's waters. The SMA said that, without its fleet of icebreakers, the country's ports would risk having to be closed for up to 130 days a year. **Polar Circle** will be reflagged to Sweden and will be fitted with new equipment prior to being commissioned into Swedish service during the next icebreaking season. The SMA remarked that the vessel will then sail under a new name. *(Source: Baird)*

MUSEUM NEWS

TROTS OM HIERAAN TE MOGEN MEEWERKEN

Trots om hieraan te mogen meewerken. Vier maanden lang 24/7 vrijwilligers aan boord. Subsidieaanvragen maken, planning van beschikbare vrijwilligers, faciliteren bij inkoop en vervoer, financiële overzichten voor de penningmeester en projectleider. Een monsterproject. Maar zo gaaf om te kunnen doen! Een schip dat alles al heeft. Een roemrijk verleden. Een prachtige oude dag als museumschip. Een vrijwillige bemanning die haar in de watten legt. Een enorme schare supporters in de vorm van donateurs, sponsoren en passagiers.

Een schip dat niets te wensen heeft zou je bijna nadenken. Er was echter nog één ding dat hoog op de wensenlijst stond van het bestuur van de **Elbe** en haar vrijwilligers: een houten achterdek zoals destijds bij de nieuwbouw was aangebracht. Dat leek zowel financieel als fysiek een bijna onmogelijke opgave. Maar na 10 vaarseizoenen en eindeloze verkenningen van materialen en technieken is het gelukt om de Elbe in haar 65e levensjaar een prachtig gerestaureerd dek terug te geven. Met dank aan het Fonds Schiedam Vlaardingen e.o. en Stichting De Groot Fonds en met onze eigen restauratiereserves konden we dit financieel voor elkaar krijgen. Technisch hadden Scheepstimmerbedrijf IJtama B.V., Boogaerdt Hout, Den Breejen schilders en Damen Maaskant er alle vertrouwen in om dit uit te voeren. Vier maanden lang is er keihard gewerkt door onze vrijwilligers, samen met alle specialisten. Er is een tent gebouwd door Travhydro Services B.V. Vervolgens is het dek gestraald en voorzien van een speciale onderlaag. Ruim 1,5 km aan FSC gekeurde houten balken is als een legpuzzel op het dek gelegd, tussen prachtige kantstukken en daarna met 3.000 gelaste bouten en moeren vastgezet. Op traditionele wijze zijn daarna met katoen en pek de naden gebreeuwd. Vervolgens is het geheel geschuurd, geschuurd, en geschuurd. Ondertussen bijgestaan door onze vrijwilligers die het hout aan boord hebben gesjouwd, 24 uur per dag aan boord waren om te zorgen dat de werkplek schoon, heel en veilig was, en in eigen beheer al het staalwerk dat benodigd was hebben hersteld. En ook de houten bovendekken hebben een complete restauratie ondergaan. Het resultaat is meer dan prachtig. Onvoorstelbaar, nooit gedacht en toch gelukt, om de laatste nog varende authentieke zeesleper van Smit haar originele uiterlijk terug te geven. Meer dan trots vaart de **Elbe** morgen terug naar de haven van Maassluis, volgeboekt met passagiers, onder wie vele betrokken donateurs. De restauratie van de **Elbe** is voltooid, maar het werk aan een schip is nooit klaar. Een verslag van de restauratie volgt de komende dagen op onze Facebookpagina. *(PR)*

HET KAN: MET PASEN EEN SLEEPBOOT BESTUREN

Hoe het voelt om met een sleepboot te varen is mogelijk in het Nationaal Sleepvaart Museum op de gloednieuwe vaarsimulator. Midden tussen de scheepsmodellen aan de haven van Maassluis, met uitzicht op de stoomsleepboot Furie kan iedereen het uitproberen. En het is levensecht. De vaarsimulator heeft een Voith-Schneider sleepboot die speciaal is ontwikkeld om in nauwvaarwater en kleine havens goed te kunnen manoeuvreren. Er moet een ingewikkeld parcours in korte tijd worden afgelegd zonder brokken te maken. Dat blijkt niet eenvoudig Ook kan je testen of je met de pont Maassluis-Rozenburg overweg kunt. Deze heeft Voith Schneiders propellers onder het voor en achterschip als voortstuwing. De sterke eb en vloedstroming op het Scheur bemoeilijkt ook het varen met het autoveer op de simulator of je nu een ervaren varensman bent of niet. Het Nationaal sleepvaart Museum is geopend van woensdag t/m zondag van 12.00 uur tot 16.00. De suppoosten van het Museum maken iedereen graag wegwijs op de simulator. De oorsprong van de simulator is een computerspelletje ontvangen van de firma Voith dat voornamelijk bedoelt was om te laten zien hoe een Voith Schneider proppeller functioneert. Het spelletje had echter niet veel mogelijkheden en twee vrijwilligers van het Sleepvaartmuseum Hans van der Pennen en Kees Koree zijn aan de slag gegaan om er een volwaardige vaarsimulator van te maken. Op de

simulator moest de stuurman óók te maken krijgen met wind en stroming terwijl een ingewikkelde manoeuvre uitgevoerd wordt in een kleine haven zodat het uitdaging blijft om het goed te doen. Na twee jaar experimenteren is dat gelukt. Met de hulp van Voith Turbo Drive B.V., die ook originele bedieningsorganen ter beschikking heeft gesteld is een levensechte simulator ontworpen. Dat het goed gelukt is blijkt uit dat zelfs ervaren Voigt Schneider bestuurders het een moeite vinden om zonder missers de simulatieopdracht te uit te voeren. De eerste Voith Schneider sleepboot in Nederland werd in 1958 door Goedkoop in Amsterdam in de vaart gebracht. Dit was de **Jan Goedkoop jr.**. In 1961 Smit volgde met de kleine Europa en **Azie** die speciaal waren gebouwd om tankers in nieuwe Botlek en Europoort havens moesten gaan assisteren. Deze voldeden goed zodat een serie van sleepboten van 3000 pk volgde die allen naar een zandbank werden genoemd. In Zeeland en Antwerpen voer de Firma Muller in de vorige eeuw met de Voith Schneider sleepboot **Kamperland**. De techniek heeft niet stilgestaan. Op basis van de mede door Multraship ontwikkelde carrousel sleepboot is de Carrousel Rave Tug ontworpen die met Voith Schneider propellers is uitgerust. Voorbeelden hiervan zijn de **Multratug 32** en **Multratug 33** uit 2018. Ook het offshore schip **Kroonborg** van Rederij Wagenborg heeft Voith Schneider Propellers. *(PR)*

WINDFARM NEWS - RENEWABLES

INTER-ARRAY CABLE INSTALLATION COMPLETED AT NEART NA GAOITHE OFFSHORE WIND FARM

Cable burial activities at the inter-array routes within the Neart na Gaoithe offshore wind farm site have been completed, following the wrap-up of cable installation works in January. The pre-lay grapnel run (PLGR) along the inter-array cable (IAC) routes was completed in November 2023 by the vessel **Pacific Discovery**. The PGLR work started in March last year and DEME's vessel **Viking Neptun** installed the first batch of IACs in May 2023. **Viking Neptun** completed the inter-array cable installation on 7 January this year, with DEME's Living Stone commencing cable burial work the day after. Both vessels have now left the offshore wind farm site, according to the latest Notice to Mariners from the Neart na Gaoithe project team. The IAC termination and testing works, which are currently underway and are being performed by the Normand Navigator vessel, are expected to continue until May 2024. The 450 MW Neart na Gaoithe offshore wind farm, located some 15 kilometres off the coast of Fife in Scotland, is expected to produce its first power this year. The first of its 54 Siemens Gamesa 8 MW wind turbines was installed in July 2023. Neart na Gaoithe is owned by the joint venture between EDF Renewables and ESB. *(Source: Offshore Wind)*

FIRST REACH REMOTE UNCREWED SURFACE VESSEL LAUNCHED

Reach Subsea in Norway has confirmed its first Reach Remote uncrewed surface vessel (USV) has

been launched. Reach Subsea vice president Reach Remote Bjørg Mathisen Døving said, "I am thrilled to announce we have successfully launched our first Reach Remote vessel. This is a significant milestone for Reach Subsea. We have turned our ambitions into reality. I am excited to see where this journey takes us next." The first USV, **Reach Remote 1**, will now be prepared for harbour acceptance tests and then sea trials. Reach Subsea signed a contract with Kongsberg Maritime for construction of the first two Reach Remote units in April 2022. The USVs will serve as what the company described at the time as "mobile power banks, data centres and communication modules for remotely operated vehicles (ROVs)." The USV and ROVs will both be operated remotely, from an onshore control centre. Speaking at the time that the contract was agreed, Reach Subsea chief executive Jostein Alendal said, "Reach Remote will be a game-changer for us and for the offshore industry. It will enable costs to be reduced by 20-30% and facilitate a 90-100% reduction in emissions compared with manned vessels." The Reach Remote project was developed by Reach Subsea jointly with Kongsberg Maritime and Massterly. In February 2022, Wilhelmsen made an equity investment in Reach Subsea that will assist with the commercialisation of Reach Remote. Scheduled for deployment in 2024 under the Norwegian Flag, the uncrewed vessels will undertake inspection, survey and intervention services. *(Source: Riviera by David Foxwell)*

CYAN RENEWABLES MAKES TAKEOVER OFFER FOR MMA OFFSHORE

Singapore-based offshore wind vessel pure-play Cyan Renewables has made an offer to buy 100% of shares in Perth-based OSV operator MMA Offshore. Cyan, a subsidiary of Cyan Renewables, offered to buy stakes in the Australian company for AUD 2.60 ($1.7) per share. The takeover scheme values

MMA's equity at approximately AUD 1.03bn ($671.4m), on a fully diluted basis. The offered price

share is an 11% premium to the closing share price of AUD 2.35 per MMA share on March 22 and a 91% premium to the company's net tangible assets on December 31, 2023. Cyan intends to retain MMA's workforce and utilise its assets to further expand into offshore wind support services while continuing to provide marine and subsea services to existing clients in the offshore energy and maritime industries. The MMA board has stated that it unanimously recommends that its shareholders vote in favour of the acquisition scheme in the absence of a superior proposal at a meeting set to approve the scheme. The meeting will take place between late June and mid-July 2024. For the takeover scheme to proceed, it must be approved by at least 75% of all votes cast by MMA shareholders and – unless waived by the court – a majority by the number of all MMA shareholders present and voting, in person or by proxy, at the meeting. The company board added that the takeover scheme was in the best interest of MMA shareholders and that each director of the company would vote in favour of the sale. The MMA board's rationale stems from the fact that the price per share includes a premium to the recent trading price of MMA shares and that the sale of the shares removes risks associated with operating in a cyclical industry. "There has been increased interest in MMA [since our improved earnings increased the share price by] more than 80% over the past five months. We have been in discussions with Cyan since October 2023, and the board has now reached the required level of confidence to enter the scheme implementation deed. MMA provides Cyan with exposure to Asia and Australia as it pursues equity investment to create a leading global energy transition-focused offshore marine business," said MMA chairman Ian Macliver. This is not the first acquisition Cyan Renewables has made in 2024 as it acquired a 75% stake in offshore support vessel specialist Sentinel Marine earlier this year. *(Source: Splash24/7)*

FOURTH CTV LAUNCHED FOR WINDSERVE MARINE

Senesco Marine held a launch and christening ceremony for WindServe Marine's new Jones-Act-compliant crew transfer vessel (CTV), **WindServe Explorer**. WindServe Marine, a sister company to the North Kingstown, R.I. shipbuilder—both part of the Reinauer Group—will operate the CTV to serve the U.S. offshore wind industry. The vessel is slated to enter operations at a project in the U.S. Northeast. The BMT-

designed aluminum catamaran is 27 meters long with a 9-meter beam and 1.7-meter draft. It is equipped with Volvo Penta D13 main engines (515kW at 2,300 RPM) and a Volvo Penta IPS 900 propulsion system. Its service speed is 24.5 knots, with top speed capabilities of 27 knots. The USCG Subchapter L vessel is classed by ABS and features a pair of Kohler Marine generators, Toimil T-12505M/2 forward deck crane, Hercules AAW-150 anchor windlass, First Electric automation system, Reygar BAREFleet vessel monitoring system, Starlink internet, DirecTV satellite television and KPM suspension seating. The vessel has capacity for up to 6 crew members and 24 passengers. **WindServe Explorer** is the fourth CTV in the WindServe Marine fleet, following the **WindServe Odyssey** delivered in 2020 and the **WindServe Genesis** and **WindServe Journey** delivered in 2023. The company also has two 29-meter-long CTVs on order, **WindServe Frontier** and **WindServe Spartan** *(Source: MarineLink)*

TWP HIRES RAMBOLL FOR OFFSHORE WIND FOUNDATIONS DESIGN

Thistle Wind Partners (TWP), a consortium involving DEME, Qair, and Aspiravi, has awarded Ramboll the contract for pre-FEED (Front-End Engineering Design) of the foundations for its Bowdun project. Ramboll, a global engineering and consultancy company, will take the foundation concepts for TWP's 1 GW Bowdun Offshore Wind Project to the next stage as the project progresses its pre-FEEDs throughout this year. The scope of work includes the substructure design for the Wind Turbine Generators (WTG), consisting of a base case jacket design concept for water depths up to 70 meters. In addition, the work will also consider various parallel geotechnical sensitivity assessments to advise on the future development of the wind farm. Ramboll will also provide offshore substation foundation concepts for the Bowdun project and TWP's Ayre Offshore Wind Farm. The design will contribute to establishing a full design envelope for the projects and help determine the fabrication, transport, and installation requirements at a later stage. Once this work is completed, FEED and detailed design procurement is expected to commence in the spring of next year. The news comes fast on the heels of the recent announcement by COWI that they have been awarded the contract to

produce comprehensive pre-FEED studies for the onshore and offshore electrical and civil designs for both projects. TWP started developing its projects in January 2022 after winning seabed lease options from Crown Estate Scotland for the 1 GW Ayre Offshore Wind Farm (off the coast of Orkney) and the 1 GW Bowdun Offshore Wind Farm (off the Aberdeenshire coast). "These contract announcements demonstrate the good progress we have made on the concept designs for both of our projects. Further tenders for design and engineering support will be announced on our own website and on the North Sea Transition Authority's Energy Pathfinder. "Kick-off meetings for both contracts have taken place at our headquarters in Edinburgh over the past month, and we look forward to expanding our network of suppliers as the year progresses," said Ian Taylor, Project Director at TWP. "We are excited that TWP has selected Ramboll for this key development scope of the Bowdun Offshore Wind Project. Assessing the foundations in a holistic manner and with input to the overall delivery package, including fabrication and logistics, is one of our key services on the market. "We look forward to applying these skills through our local UK team of experts and to collaborating with our project partners to bring this exciting project forward," added Tim Fischer, Global Executive Director Wind at Ramboll. *(Source: Offshore Engineer)*

DREDGING NEWS

IMPROVING NAVIGABILITY OF NEMUNAS RIVER BY WATERMASTER DREDGER NEMUNAITIS

The Watermaster dredger Nemunaitis is currently improving the navigability of the Nemunas River in Lithuania. This very important dredging program is being conducted by Druskininkai Municipality, in collaboration with the Inland Waterways Authority. The dredging operations on a 17.7 km stretch of the river are set to enhance the transport and connectivity, said Susisiekimo ministerija. Dredging project started in autumn 2023, targeting completion by summer 2025. *(Source: Dredging Today)*

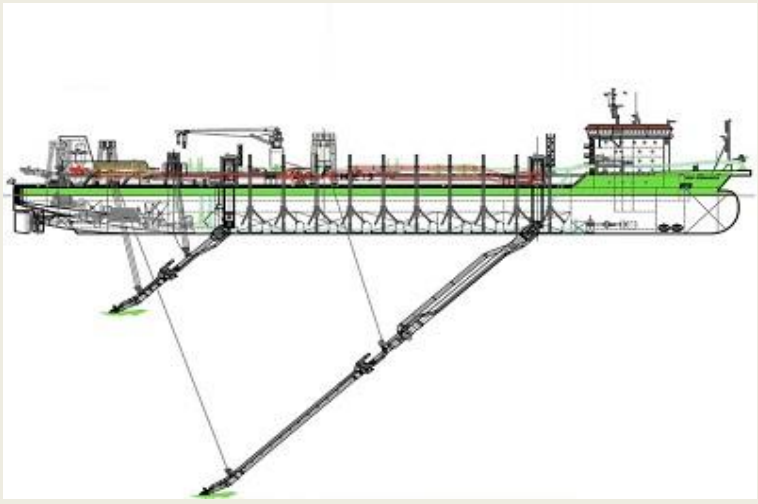
MINISTER HAYLEN: BERMAGUI, BATEMANS BAY TO BENEFIT FROM LONG-TERM DREDGING PLAN

Bermagui and Batemans Bay are set to be two of the first areas in NSW to benefit from the government's long-term dredging plan to protect access at key coastal locations, river entrances and local waterways, Transport Minister Jo Haylen said. "We know that keeping Bermagui Harbour open and accessible is a priority for the community," said Minister Haylen. "Our long-term dredging plan recognises dredging of a channel is vital in keeping the harbour safe and accessible for boaters up and down the coast. Regular dredging will ensure we keep sand build-ups under control." "The

benefit of a 10-year Review of Environmental Factors is that it gives us the flexibility to dredge when needed over the coming decade; we won't need to wait for environmental approvals because they'll already be in place." Transport for NSW Maritime has developed a long-term state-wide dredging program to improve efficiency, reduce costs and enable more consistent and frequent dredging to be undertaken in the future. Maritime is now developing a 10-year Review of Environmental Factors (REF) for 9 priority areas. They include: ● Bermagui River, Bermagui; ● Clyde River, Batemans Bay; ● Ettalong Channel, Brisbane Waters; ● Swansea Channel, Lake Macquarie; ● Hastings River, Port Macquarie; ● Coffs Harbour; ● Clarence River, Yamba; ● Evans River, Evans Head; ● Tweed River, Tweed Heads. *(Source: Dredging Today)*

VUYK ENGINEERING OPTS FOR SSI DESIGN SOFTWARE

Rotterdam-based vessel design company, Vuyk Engineering recently decided to adopt SSI's ShipConstructor software across its operations. According to the company, Vuyk will enhance its design and operational processes through the implementation of ShipConstructor. The transition from its previous design tools to ShipConstructor is pivotal for Vuyk, enabling the company to leverage the digital twin and product model more effectively in current and future projects, the company said in the release. Using



ShipConstructor, Vuyk will achieve a more integrated design approach, encompassing digitalisation in General Arrangement plans, ship weight determination, and advanced 3D visualization. Vuyk is currently working on several innovative projects including the construction of multiple Trailing Suction Hopper Dredgers (TSHD), which will benefit significantly from the enhanced capabilities provided by ShipConstructor. *(Source: Dredging Today)*

HISTORIC YARD

PHILIP AND SON SHIPYARD - RIVER SIGHTS AT DARTMOUTH; UK

This 37 acre site on the eastern bank of the River Dart has a rich history of shipbuilding that dates back to the 1880s, when Simpson Stickland and Company Limited first built a shipyard. Philip and Son William Kelly began modernizing Dartmouth's Sandquay yard in the 1800s. George Philip left Aberdeen for Dartmouth in 1854, becoming Kelly's foreman shipwright, and managing three slipways at Sandquay. With Kelly's retirement in 1858, Philip took over the yard.

Shortly afterwards, Philip's son Alexander entered the business. In 1874, Alexander inherited the yard. In the 1880s and 1890s, Philip & Son collaborated with Simpson Strickland and Company of Noss Shipyard on recreational craft production. Alexander died in 1899, leaving the yard to his sons, George Nowell Philip and John Nowell Philip. G.N. Philip became managing director, and was assisted by his brother, J.N. Philip and his brother-in-law, John Jules Sautter. In 1905, the business became a limited liability company. Its 1908 advertisement in International Marine Engineering stated that the company produced steam and sailing yachts; passenger and cargo steamers; tugs, steam and motor launches; admiralty launches and pinnaces; as well as all classes of main and auxiliary machinery and boilers. Philip & Son took over Noss Works from Simpson, Strickland in 1918, and within two years, they opened a machine shop at Noss. During these years, Philip & Son specialized in the construction of tugboats, first in wood and later steel. By 1923, Swan, Hunter and Wigham Richardson, Ltd. had a controlling share in Philip and Son, Ltd. In the mid-1920s, the shipyard began construction of coastal tankers, ferries and excursion boats, while in the next decade, in addition to ships, boats, and barges, the company produced kits for overseas assembly of small crafts. In 1934, after the death of G. N. Philip, Sautter became the company's Managing Director. It became a public limited company in 1937. Prior to World War II, the company worked on fully non-magnetic research on an Admiralty ship; it was launched in April 1939. Soon after the war started, further research work on the ship was discontinued (after the war, the project was abandoned) and the shipyard concentrated on Admiralty work related to the war effort. To this end,

230 steel and wood vessels, corvettes, wooden minesweepers and air-sea rescues launches for the air force were built. During this period, the yard also repaired existing crafts. During a bombing of Dartmouth by Luftwaffe bombs on 18 September 1942, the Philip & Son shipyard was hit and 20 employees were killed. Two students of the Naval college were also killed. The bombs not only hit the shipyard at Noss but also the Dartmouth Harbour, sinking lighter aircraft in mid-air. The company managed to operate, however, even after the attack. The General Manager was awarded M.B.E., in appreciation of his dedicated efforts to start production within 48 hours after the bombing. Frank Little could not identify his own brother's body after the bomb had hit the yard. *Later years* The building program prospered in the years after the war. Sautter retired in 1947 after working for Philip & Son for almost half a century. In 1950, the directors were T. Wilton (Chairman), J. A. Philip (Managing), H. G. Philip, J. J. Sautter, and G. M. Turnbull. In the 1950s, it built coasters, tankers, ferries, tugs, as well as cargo and passenger ships for foreign concerns. John Alexander Philip (Shipyard Manager, 1923–42; Director, 1930; Assistant Managing Director, 1942–47; Managing Director, 1947) became Chairman in 1957. The shipyard and subsidiary companies experienced a change in 1965 and in 1969. By 1981, the company's specializations had turned to repairing ships, steel fabrication, and marine engineering. Bob Weedon, who began his career at the shop floor, was works manager in 1996, and became a member of the Board of Directors. D.R. Wills was Managing Director in 1996. Ship and boat building were discontinued in October 1999. The shipyard site is currently owned by Noss Marina Limited, which operates a marina. A documentary film Philip and Son, A Living Memory, made with the support of the new owners of the Noss Marina by Totnes film-maker Chris Watson (of Smith and Watson Productions) and journalist and writer Phil Scoble and premiered in 2009, presents the story of the industrial shipyard from its beginning in the 1880s to its eventual closure in the 1990s (caused by differences with trade unions and decline in the British shipbuilding industry). The film was sponsored by Noss Marina (now a leisure marina) to retain the yard as a heritage site. Many of the former employees of the firm enthusiastically participated in making the film and expressing their experiences with the firm. *(Source: Wikipedia: Photo's: Towingline)*

YARD NEWS

ESNA AND STRATEGIC MARINE JOIN FORCES TO OFFER SURFACE EFFECT SHIP ("SES") CREW TRANSFER VESSELS ("CTV") TO THE MARKET

ESNA and Strategic Marine ("SM") are delighted to announce that they have signed an agreement to develop a SES CTV (Surface Effect Ship Crew Transfer Vessel) for various applications. The vessel type offers the combination of higher speed, increased operational wave height and reduced fuel oil consumption. The plan is to start building the first offshore windfarm SES CTV during the fourth quarter of 2024. The agreement is based on the parties' experience in working together for three SES crew boats for oil and gas, due for completion this year. This newly inked agreement also foresees a greater level of collaborations between ESNA and SM for the promotion of SES technology for various target markets, such as offshore wind, oil and gas and security and defence applications. SM has a long and established track record building CTVs for offshore wind with 36 vessels delivered since 2012. The SES experts in ESNA have worked for more than 40 years with the design, building, construction and operation of SES, and have a deep understanding of the offshore wind industry. "We are delighted to formalize this agreement and look forward to continue working with ESNA in order to expand the portfolio of SES designs and offer vessels with this very exciting technology to a wider range of our customers." Says Mr Eng Yew Chan, CEO at Strategic Marine. "Strategic Marine was a natural choice for ESNA to team up with to further commercialize our technology and designs after having worked with them on other projects and experiencing first hand their excellent shipbuilding capabilities." Says Mr Trygve Halvorsen Espeland, Naval Architect and Co-Founder of ESNA. The SES concept for crew transport offers unique competitive advantages. The high speed ensures a shorter transit time and thus more time for work. The active SES motion damping system provides better seakeeping and higher passenger comfort than what is possible with conventional monohulls and catamarans. It is also used at the wind turbines to allow turbine transfers in higher wave heights. The low SES resistance offers fuel savings and reduced emissions in combination with the increased speed. ESNA is supplying the vessel design package and an equipment package for the main SES systems. The SES equipment package simplifies the complexity during construction by fully replacing hydraulic systems with modular electrical systems. The fully automatic and modern SES control system enhances both energy efficiency and operational performance. *(PR)*

WUCHANG SHIPBUILDING BAGS ORDERS FOR UP TO FOUR OFFSHORE VESSELS

Wuchang Shipbuilding has clinched an order for up to four offshore construction vessels from what

it says is a first-class shipowner in Europe. The CSSC-affiliated yard said the firm two ships, booked

for an undisclosed price tag, will be mainly used in traditional oil and gas and offshore renewables sectors. The 100-m-long units have been designed by Norway's Salt Ship Design as a further development of the Salt 305 vessels previously built by the same yard. The new design, dubbed Salt 0494, is prepared for alternative fuel and includes a large battery package, the designer said. The owner has yet to be revealed, with sources speculating on major Norwegian offshore players as potential investors. *(Source: Splash24/7)*

BOLLINGER LAYS KEEL OF 10TH US NAVY NAVAJO SHIP

Bollinger Shipyards has laid the keel of the US Navy's 10th Navajo-class vessel, the **USNS Muscogee Creek Nation** (T-ATS 10), in Louisiana. The T-ATS 10 is a towing, salvage, and rescue ship being developed to replace the Safeguard-class rescue and salvage platforms and Powhatan-class tug boats that have been operational since the early 1980s. During the ceremony, the T-ATS 10's keel was authenticated by the Muscogee (Creek) Nation's Attorney General Geri Wisner and Principal Chief David Hill. Other members of the community were also present. Through the process of attaching the ship's symbolic backbone, the navy formally marked the start of the system's life and the assembly of its modular components. "Today's ceremony is a major milestone in the construction of the future **USNS Muscogee Creek Nation**, the fifth of five T-ATS ships to be built by Bollinger," Bollinger Shipyards President and CEO Ben Bordelon stated. "The T-ATS program is an important

part of our expanding portfolio and relationship with the Navy as we work to support critical fleet modernization efforts." *Navajo Vessels* The Navajo fleet combines all capabilities found in its predecessors to boost support for the US Navy's evolving requirements. Each platform under the class measures 80 meters (263 feet) and has a beam of 18 meters (60 feet). It is powered by two Wartsila 6,300 horsepower diesel engines for up to 15.1 knots (28 kilometers/17 miles per hour) of speed and up to 8,170 nautical miles (15,100 kilometers/9,400 miles) of range. The Navajo has the capacity for up to 65 sailors and a 6,000-square-foot (560-square-meter) deck space for embarked vehicles. In 2017, the US Department of Defense ordered 10 vessels for the Navajo program. Bollinger is in charge of manufacturing the future **USNS Navajo** (T-ATS 6), **USNS Cherokee Nation** (T-ATS 7), **USNS Saginaw Ojibwe Anishinabek** (T-ATS 8), and **USNS Lenni Lenape** (T-ATS 9), in addition to the T-ATS 10. The remaining T-ATS 11-15 are under contract at Austal USA. *(Source: The Defence post)*

BY 2035, RUSSIAN SHIPOWNERS WILL NEED 110 TUGS

The total need of domestic shipowners to renew the tug fleet until 2035 is estimated at 110 units. Such data were provided on March 22 by the Nordic Engineering company. As the company notes, according to the Russian Maritime Register of Shipping (RS) as of March 2024, there were 524 tugboats under the supervision of the RS, of which 498 were flying the Russian flag. Moreover, the average age of ships exceeds 29 years. The largest number of tugs was built in the Russian Federation and the USSR - 98 and 116 units, in China - 35 units, in Yugoslavia - 33 units. Among tugboats under 10 years old, the statistics of the building countries are as follows: China - 31 units, Russia - 24 units, the Netherlands - 12 units. Nordic Engineering also draws attention to the fact that not a single Russian engine is used in tugs less than 10 years old. The most popular engine is Caterpillar. "In the future, the trend will change, due to circumstances known to everyone, the multiple increase will be in the direction of Weichai," the company adds. *(Source: Sudostroenie)*

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 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)

- *Platform Supply Vessel – 'TEK-OCEAN SPIRIT' for sale (new)*

3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *WUZ - Gdansk by Jasiu van Haarlem (new)*
   - *Vroon Offshore Services by Jasiu van Haarlem*
   - *Rebarca - Barcelona by Jasiu van Haarlem*
   - *Suez Canal - Ismalia by Jasiu van Haarlem*
   - *AVRA Towage - Rotterdam by Jasiu van Haarlem*

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

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