Tugs Towing & Offshore Newsletter

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

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TUGS & TOWING NEWS.

BRUNVOLL SOLUTIONS PICKED FOR SMIT LAMNALCO ETV

The Rizhao Gangda Shipyard in China has awarded Brunvoll a contract for the delivery of an extensive propulsion, maneuvering, and dynamic positioning system for an emergency towing vessel (ETV). Built to Robert Allan Ltd. RASalvor 6500 design, the ETV is on order for Boskalis subsidiary Smit Lamnalco and will operate for the Australian Maritime Safety Authority. Itwill provide first response capability in tis to protect the marine environment around the Great Barrier Reef and Torres Strait. The vessel is also intended to provide aids to navigation services and other marine services in the region. "We are proud and humble for been chosen by such a major player in the maritime industry," said Oddbjørn Følsvik, VP sales at Brunvoll. "The control system for this vessel is one of the most advanced systems to date by Brunvoll." The control system delivery includes Brunvoll's Propulsion and Thruster Control system (BruCon PTC), Brunvoll's Dynamic Positioning system (BruCon DP2), and Brunvoll's Joystick control (BruCon JS). The DP system features Target Tracking which allows the vessel to follow objects, such as Remotely Operated Vehicles (ROVs). The twin screw propulsion solution consists of a pair of controllable pitch propellers with reduction gearboxes and nozzles. The propellers will have a maximum power output of 3,800 kW each, and a diameter of 3.5 meters. The gearboxes also feature Power Take-Out (PTO) and Power Take-In (PTI), which allows for a broad variety of operational modes. All the different modes are available both in normal operation and while the vessel is in DP2 operation. *The system will feature the following operational modes:* ● PTO – Main engines and shaft generators running PTO on both sides, delivering both power for propulsion and electricity on board. ●PTI – Propulsion on both sides, running by the electrical motors, powered either by auxiliary motors or batteries. In lower load conditions, this mode can be used to avoid starting up the larger main engine and instead run smaller engines on more optimal load conditions. ● Hybrid – One side runs PTO and the other runs PTI, i.e. one main engine power both propellers. Adding further flexibility and optimal running of engines. ● Bollard pull – Both sides powered by main engines and PTI, for maximum bollard pull. This boost mode takes out the full power of the vessel to support special operations, like towing or

anchor handling. ● Fire Fighting – FIFI pumps engaged with less power available for propulsion, to avoid overloading the main engine. The ETV a length of 65 meters and a bollard pull of 120 tons. *(Source: MarineLog)*

KOTUG TRAINING & CONSULTANCY SIGNS MOU WITH BRITISH COLUMBIA INSTITUTE OF TECHNOLOGY (BCIT)

KOTUG Training& Consultancy,the training and consultancy division ofKOTUG – and the British Columbia Institute of Technology (BCIT) , signed a Memorandum of Understanding (MoU) to establish a long-term strategic partnership. The MoU encompasses exclusive training of (Escort) Tug Masters, Officers, crews and pilots in Canada by certified KOTUG trainers at the BCIT Marine Campus in North Vancouver, Canada. BCIT is located on the unceded territories of the Coast Salish Nations of Sḵwx̱wú7mesh (Squamish), səl̓ilwətaʔɬ (Tsleil-Waututh), and xwməθkwəy̓əm (Musqueam). BCIT has been educating and inspiring students for over half a century on their unceded traditional lands - a privilege for which both BCIT and KOTUG are profoundly grateful. Facing an increasing demand for qualified maritime professionals in Canada, BCIT is seeking ways to increase its capabilities whilst maintaining its best-in-class training, for which the institute is renowned. KOTUG fulfils this requirement by offering first-class trainers and training materials. As the only ISO 9001 certified tug training company in the world, KOTUG Training & Consultancy sets high standards for the training facilities it uses. With its training and consultancy division, KOTUG aims to create safe and sound operations with respect for the environment and an excellent level of training and competence while safeguarding the well-being of everyone involved. With a fully equipped modern Maritime Simulation Centre, located in North Vancouver, and operating with similar corporate values, these standards are perfectly met by BCIT. Joint Pilot Tug Master training is requested more and more by various operators, ports and terminals in the world to increase port safety and efficiency; therefore, effective and efficient teamwork between Pilot and Tug Masters is

one of the key training programmes to be delivered by KOTUG at the BCIT Marine Campus in North Vancouver. *Patrick Everts, Director of KOTUG Training & Consultancy:* "We are thrilled with this strategic partnership. Canada is a key growth market, and with its modern facilities, BCIT meets our high standards for training. Our training method combines three components, classroom training, simulator training using state-of-the-art simulators, and onboard training. This proven didactic approach delivers the best results, preparing students for both expected and unexpected real-life situations. We look forward to starting the training and providing students with our highly regarded KOTUG TrainingCertificate, contributing to enhanced safety and efficiency in the maritime industry." *Laurens Korporaal, Business Development Manager KOTUG Canada:* "The strategic partnership with BCIT enhances KOTUG Canada's (a partnership between KOTUG and Horizon Maritime) ability to locally train both existing and future crews in British Columbia to the highest industry standards. KOTUG's extensive maritime experience combined with BCIT's state-of-the-art facilities and 60+ years of educational excellence will be pivotal in securing both today's and tomorrow's maritime workforce in B.C. This partnership creates valuable local career opportunities, including for current and future Indigenous seafarers, with whom KOTUG Canada is proud to collaborate. We embrace our responsibility as a company and employer to support the Truth and Reconciliation Commission's Call to Action 92. *Steve Perry, Dean, BCIT School of Transportation:* "This partnership between BCIT and KOTUG Training & Consultancy represents a significant step forward in strengthening Canada's maritime workforce. By combining BCIT's training facilities with KOTUG's world-class expertise, we are equipping mariners with the critical skills needed to safely and efficiently navigate an evolving industry. This collaboration not only reinforces BCIT's commitment to excellence in maritime education but also supports the growth of local talent and ensures a strong and sustainable future for the sector." *(PR-Kotug)*

THE DRIVE TURBINE FOR THE NUCLEAR ICEBREAKER CHUKOTKA HAS PASSED INSPECTION

The Russian Maritime Register of Shipping (RS) has certified the starboard main turbogenerator (GTG) steam drive turbine for the steam turbine plant (PTU-72) of the **Chukotka** icebreaker of Project 22220. This was stated in a statement by the classification society on April 9. The equipment was manufactured at the Kirov-Energomash plant, and tests and subsequent inspection were also carried out at the enterprise's production site. As part of the inspection, the design and manufacture of the turbine were checked for compliance with the RS Rules, and quality control of materials, welded joints and mechanical processing was carried out. The equipment was tested for leaks, strength and operability. Compliance with design documentation and regulatory acts was also checked. Based on the results, a Register Certificate was issued for the turbine, which confirms its compliance with international and national standards and readiness for shipment to the icebreaker

for subsequent testing as part of the PTU-72. As noted in RS, the inspection of the PTU-72 GTG drive

turbine is one of the key stages of technical supervision of the icebreaker's construction. Compliance of this equipment with all applicable requirements guarantees the reliability of the icebreaker's power plant, which will ensure efficient and safe operation of the vessel. Let us recall that Chukotka is the fourth serial (fifth in a row) universal nuclear icebreaker of Project 22220 (developed by the Iceberg Central Design Bureau). The contract for the construction of the nuclear-powered icebreaker was concluded between FSUE Atomflot (part of the Rosatom State Corporation) and the Baltic Shipyard of USC in August 2019 based on the results of an open tender. The icebreaker was laid down in December 2020, and launched in November 2024. According to the terms of the contract, the shipbuilders must hand over **Chukotka** to the customer in December 2026. *Universal nuclear icebreaker of project 22220:* Length – 173.3 m; Width – 34 m; Shaft power – 60 MW; Draft at design waterline – 10.5 m; Minimum working draft – 9.03 m; Displacement – 33.54 thousand tons; Designated service life – 40 years; Crew – 54 people. *(Source: Sudostroenie)*

INGRAM MARINE GROUP CHRISTENS M/V DAVID NORTH

Nashville, Tenn.-headquartered Ingram Marine Group held a special christening ceremony April 8 for the M/V **David North**. The new vessel was built as part of a series of ten four-decked, welded-steel, USCG Subchapter M-The 69 x 30 foot M/V **David North** is outfitted with twin Caterpillar Marine tier 3 diesel engines and Reintjes gearboxes, John Deere generators and Michigan propellers. The live-aboard vessel features a 33-foot eye level and has

capacities of 12,000 gallons of fuel and 4,600 gallons of potable water. The M/V **David North** is named after Ingram's general manager of logistics and customer service in Louisiana. He joined the Ingram team in 2002 during the group's acquisition of Midland Enterprises, where he began his career in1980. Now celebrating his 45th year in the marine industry. North has been married to his wife, Karen, for 44 years, with whom he shares two children, Jason and Kacie (Doug) and three grandsons,

Travis, Ryder and Chase. He is also active in the Greater New Orleans Barge & Fleeting Association.

compliant towboats, designed by Ingram Marine Group, Main Iron Works and Ashraf Degedy, PE. “David North has built a strong reputation and fostered lasting partnerships with many of our valued customers and vendors,” said Orrin Ingram, chairman of Ingram Marine Group and CEO of Ingram Industries. “He has been a steady and invaluable presence on the customer service team and has been instrumental in our lower Mississippi linehaul planning. Through his dedication, he truly represents The Ingram Way.” “I’m truly honored to celebrate David at this christening,” said John Roberts, CEO of Ingram Marine Group. “Through his hard work, leadership and passion, he has earned not just this great honor, but the respect and admiration of colleagues and industry partners alike.” *(Source: MarineLog)*

THE DIRECTORATE GENERAL OF ARMAMENTS RELAUNCHES THE CALL FOR TENDERS FOR TUGS FOR THE FRENCH NAVY

A total of 16 tugboats will be delivered to the French Navy at a rate of four per year, starting next year. The European framework could generate some surprises. The deadline for submitting applications is May 12. Following the premature end of a first series delivered by Piriou, the French Armaments Agency (DGA) is relaunching the 30-ton pusher tug

program , made necessary by the age of the current generation. The European call for tenders provides for 16 examples , at a rate of four per year, to be delivered from 2026. The initial period of maintenance in operational conditions will cover three years. *(Source: Lemarin)*

BALTICA ARRIVED IN ROSTOCK PORT FOR REPAIRS AFTER ACCIDENT

Two days after a wreck off the pier in Kühlungsborn, a tugboat brought the excursion steamer "**Baltica**" to Rostock, where the 65-year-old vessel is to be repaired. The "**Baltica**," which ran aground in the Baltic Sea, was brought from Kühlungsborn to the Rostock seaport. A tugboat took the pleasure steamer on a leash on Wednesday morning, accompanied by two other boats. It took about four hours to move the vessel, which apparently had problems with its drive shaft on Monday in the open sea. *"**Baltica**" with drive shaft damage*. The 65-year-old "**Baltica**" is scheduled to be repaired at a shipyard. According to current information, the drive shaft broke during an excursion on Monday. This reportedly caused a crack in the stern of the ship, through which water penetrated. Shortly after departure, the ship returned to the pier in Kühlungsborn, where the passengers were able to disembark safely. The excursion steamer had been inspected for seaworthiness just a few weeks ago. *(Source: NDR)*

A LARGE BLOCK OF SUPERSTRUCTURE SECTIONS WAS LOADED ONTO THE NUCLEAR ICEBREAKER CHUKOTKA

Shipbuilders of the Baltic Shipyard of USC loaded an enlarged block of sections of the vessel's superstructure onto the nuclear icebreaker **Chukotka** under construction. This was reported by the enterprise on April 8. As noted by the Baltic Shipyard, the three-tier block weighing more than 200 tons, consisting of nine sections, was installed on board the **Chukotka** using the floating crane Demag. The length of the structure is more than 25 m, the width is almost 12 m. After installation and assembly, the block will continue to be equipped and the arrangement of the interior will begin. The superstructure of the icebreaker, which includes the installed block, will house the wheelhouse, cabins for the crew, recreation areas, sanitary and

household and other premises, as well as equipment necessary for controlling the vessel and ensuring safe navigation. The total weight of the superstructure will be about 2.4 thousand tons, and the height of the icebreaker after the formation of the entire hull is complete will exceed 50 meters. Currently, the Baltic Shipyard is preparing to switch to large-block order construction technology. The technology, which uses large integrated blocks, helps to reduce order construction times and reduces labor intensity, the company adds. Let us recall that **Chukotka** is the fourth serial (fifth in a row) universal nuclear icebreaker of Project 22220 (developed by the Iceberg Central Design Bureau). The contract for the construction of the nuclear icebreaker was signed between FSUE Atomflot (part of the Rosatom State Corporation) and the Baltic Shipyard of USC in August 2019 based on the results of an open tender. The icebreaker was laid down in December 2020, and launched in November 2024. According to the terms of the contract, the shipbuilders must hand over **Chukotka** to the customer in December 2026. *(Source: Sudostroenie; Photo: Baltic Shipyard)*

SAAM TOWAGE BRAZIL EARNS ISO 14001 CERTIFICATION

SAAM Towage Brazil earned certification under ISO 14001:2015 standards for its towage operations. ISO 14001 is an international norm that sets standards for environmental management, seeking to ensure legal compliance and reduce environmental impacts. It also recertified its Quality Management System in accordance with ISO 9001:2015, which establishes requirements for promoting continuous service improvement and customer satisfaction. The certified scope covers vessel berthing and de-berthing services, towing and emergency assistance at all ports where SAAM operates in that country. The Country Manager of SAAM Towage Brazil, Renata Ervilha, commented, "These achievements reinforce our commitment to deliver differentiated and excellent service, which includes environmentally safe operations and effective concern for preservation and sustainability. The ISO 14001 certification is a very important milestone for SAAM and represents not only the result of the work done in 2024, but also efforts to formalize all the practices and improvements

implemented in recent years." The certification of the Environmental Management System demonstrates the company's continuous commitment to reducing environmental impacts, promoting the efficient use of resources, ensuring compliance with current legislation, engaging stakeholders and providing training on environmental issues. In a world with increasing environmental demands, ISO 14001 certification is an important differentiator that confirms the company's seriousness and responsibility, reflecting its concern for long-term sustainability. SAAM Towage Brazil has a team of nearly 700 highly specialized people and operates a fleet of 66 tugboats at 18 ports throughout the country. *(PR-SAAM)*

MONTH AFTER COLLISION, BOSKALIS TOWS TANKER STENA IMMACULATE TO GREAT YARMOUTH

The tanker **Stena Immaculate** is being pumped to the British port of Great Yarmouth. Boskalis has pumped the cargo of kerosene out of the tanker in recent days. The ship was hit by the container ship **Solong** on 10 March in the North Sea near Hull. The port of Great Yarmouth is located in the east of England. The port is suitable for vessels up to 220 metres long with a draught of up to 10.5 metres. Due to its location, the port is used as a base for offshore wind projects. *Kerosene* At the end of March, Boskalis started transferring the cargo of aviation fuel from the tanker **Stena Immaculate** to the **Fure Vyl**. The situation at sea allowed the cargo to be transferred to another tanker in the North Sea. By removing the cargo from the ship, the risk during transport was further reduced. The **Fure Vyl** took the cargo on board in parts and brought it ashore. The **Stena Immaculate** was hit by the **Solong** on Monday 10 March. The ship was at anchor at the time and quick action by the crew ensured that the damage was limited. Despite the explosions and fire, one cargo tank and one ballast water tank were damaged. The equivalent of over 17,000 barrels of kerosene was lost. In total, the Stena Immaculate was carrying 220,000 barrels of kerosene. The fact that the ship was at anchor was a fairly unique situation for Boskalis, a spokesperson said earlier. 'It is quite unique that we are salvaging a ship in distress that is already at anchor.' As a result, Boskalis did not have to take any unnecessary risks. First, the fire on board was brought under control by cooling the ship. Then a team from Boskalis went on board to map out the situation on board. **Solong** in Aberdeen The container ship **Solong** was towed at the end of March, the ship is now in the port of Aberdeen. Multraship tugs from Terneuzen towed the ship from Hull to Scotland. Multraship is carrying out the salvage together with Boluda Towage SMS and T&T Salvage. *Legal battle* The salvage of the ships is almost over after a month. However, the legal battle has only just begun. Ernst Russ, the German ship manager of the container ship **Solong**, has filed a lawsuit against the owners and charterers of the Stena ship. Russ is hitting back after Stena Bulk and Crowley Maritime, the owners of the **Stena Immaculate**, had filed a complaint against Ernst Russ earlier this week. Both parties have appealed to the Admiralty Court, the special British court that handles shipping and other maritime disputes. *(Source: Schuttevaer)*

SAAM TOWAGE PLANS ELECTRIC AND HYBRID TUG DEPLOYMENTS

With two battery-electric tugs operating in Canada, and one on its way to Chile, the Latin American major is working with Caterpillar to produce methanol-hybrid propelled tugboats. SAAM Towage, a leading tug owner implementing green propulsion technology on its vessels, wants to use this experience to go further to cut emissions from towage in the Americas. The Chile-headquartered owner owns three electric-powered tugboats, two operating in the Port of Vancouver in Canada – **SAAM Volta** and **Chief Dan George** – and one heading to its home market. All three tugs were built by Sanmar Shipyards to Robert Allan Ltd ElectRA designs with Corvus Energy battery systems and Caterpillar generators as back up. The electric-drive vessel heading to Chile is a 25-m tug with a beam of 13 m, a draught of around 6 m, battery capacity of 3,616 kWh and a speed of more than 12 knots, to support Enap's requirements for ship towage and docking in Puerto Chacabuco, in the Aysen region. SAAM Towage sustainability and development manager, Pablo Caceres, says the owner plans to extend this model to other ports, but there are challenges that could require other solutions. "The feasibility of such an expansion is contingent upon factors including the work profile, the availability of renewable energy, the existing electrical infrastructure, and financing options," he says. "While electromobility presents a promising avenue, each port is characterised by unique challenges. Consequently, it is imperative to consider supplementary solutions, such as hybrid propulsion systems and alternative fuels, where technological feasibility permits." To this end, SAAM Towage has formed a partnership with Caterpillar Marine, through a memorandum of understanding, to evaluate, analyse and implement power solutions including electrification and alternative fuels, across its tugboat fleet. They plan to test a diesel and methanol dual-fuel engine on tugs in 2026 and will also consider ethanol as an alternative fuel as this is readily available in South America, particularly in Brazil. A Cat 3500E-series methanol dual-fuel engine will be adopted initially, which Caterpillar expects to begin testing this year. "This alliance is in line with the sustainable development objectives the company has set for itself," says Mr Caceres. "It is a powerful tool to address the challenges presented by climate change and the decarbonisation efforts of the global maritime industry." Both companies

will also evaluate operating tugs with hybrid propulsion or all-electric drivetrains with large energy storage systems and Caterpillar back-up generators. “Adopting alternative energy sources that reduce greenhouse gas emissions, such as electrification and less carbon-intensive fuels, positions us at the forefront of maritime innovation,” says Mr Caceres. However, an impediment to the electrification of tugboats is the requirement for robust charging infrastructure in ports, which is rare in Latin America. “The installation of high-power stations and their integration with renewable energy sources is crucial to optimising environmental benefits,” he adds. “However, the development of such infrastructure necessitates substantial investments, rendering financing a significant challenge. Collaboration between public and private entities is essential to advance these initiatives.” One solution is sharing the use of charging stations among operators to accelerate electric propulsion adoption across more ports and vessels. Another solution is to build tugboats with hybrid propulsion systems, which integrate electric and internal combustion engines, to “offer an intermediate solution towards complete electrification.” These tugs can use diesel, with engines connected to selective catalytic reduction (SCR) units for IMO Tier III emissions compliance for now, but transitional fuels will be needed in the future. “The transition to alternative fuels encounters further challenges, including limited storage and supply infrastructure, high investment costs, and security concerns both in ports and on board,” says Mr Caceres. “Regulation and specialised training are also vital to ensure safe implementation.” SAAM Towage has formed technological partnerships with universities, research centres, and strategic suppliers, including Caterpillar, to evaluate available and emerging alternatives to reduce emissions and improve the energy efficiency of its tugboats. It is also using data collated from its experience with battery-electric tugs to substantiate the environmental and operational advantages, such as reducing emissions, maintenance costs and fuel consumption. It is anticipated these partnerships and increased understanding of the benefits will facilitate more investment in electric and hybrid-propulsion tugboats. Caterpillar will work with SAAM Towage along that journey, says Caterpillar Marine vice president and general manager Brad Johnson. “We are committed to supporting SAAM Towage in reducing fuel consumption and greenhouse gas emissions during idle time, while enhancing the operational efficiency of its fleet,” he says. “Maritime electrification and the use of alternative fuels offer significant opportunities for the tugboat segment, depending on operators’ needs.” SAAM Towage provides towage and marine services at more than 90 ports in 13 countries in the Americas. With more than 150 tugs powered by Caterpillar Marine engines, SAAM Towage works closely with the manufacturer to use the latest technologies to improve fleet performance. Corvus has supplied its Orca energy storage systems (ESS) for all SAAM Towage’s electric tugs as well as those operated by HaiSea Marine in British Columbia, and on Crowley’s **eWolf**, working in the Port of San Diego, California. “Corvus Orca ESS is the most installed marine battery system worldwide, operating in over 700 hybrid and electric vessels around the world,” the Norwegian manufacturer claims. “Tugboats and workboats were among the first maritime vessels to use zero-emissions technology. Looking ahead, this trend will continue. Their near-shore operations and access to recharge regularly make them ideal candidates to use battery power for its energy efficiency, emissions reduction and operational cost saving benefits.” *(Source: Riviera by Martyn Wingrove)*

BISSO BUILDS UNIQUE ASD TRACTOR FLEET ON THE MISSISSIPPI

Louisiana-headquartered Bisso Towboat has added six newbuilds in nine years to become the only owner to operate a fleet of ASD tractor tugs on this major US waterway. Bisso Towboat Co Inc has become a major provider of marine and inland waterways services along the Lower Mississippi River, with a fleet of tractor tugs with azimuth stern drive (ASD) propulsion. The Luling, Louisiana-headquartered company has 134 years of operations on the vessel highway through the US southern state, assisting ships between the mouth of the Mississippi River, southwest pass and Baton Rouge. It specialises in assisting and docking vessels with a dedicated fleet of 11 tugboats, 10 of them ASD tractor tugs. Bisso operates the largest fleet of eco-friendly ASD tractor tugs on the Mississippi. “We have evolved into building the only ship-assist fleet whose daily operating fleet is 100% ASD tractor tugs,” Bisso Towboat president, Scott Slatten, tells Riviera. “We took delivery of six ASD tractor tugs built between 2015 and 2024.” This makes it the youngest of these fleets operating on the Mississippi, with an average age of 12 years. Since 1890, Bisso has committed to delivering equipment and services for ships navigating and docking at the terminals of the Lower Mississippi and has ordered newbuilds with lower emissions than most towboats and tugboats on the river. Half of the newbuilds have exhaust gas aftertreatment equipment, including selective catalytic reduction (SCR) units to minimise NOx emissions and to comply with US Environmental Protection Agency (EPA) Tier 4 standards. “Our three latest newbuilds are all Tier 4 compliant, greatly reducing our emissions,” says Mr Slatten. “We also sold and disposed of our oldest, less environmentally friendly tugs as we accepted delivery of these cleaner-burning tugs.” The latest delivery was **Mr Brian**, which was christened at the Audubon Aquarium of the Americas at Woldenberg Riverfront Park in December 2024, completing the current newbuilding campaign. Although no newbuild orders are planned for 2025, another shipyard contract is expected to follow next year. “No newbuilds are presently under construction but the plan is to start another in 2026,” says Mr Slatten. **Mr Brian** was named after Brian Cyprowski, who is Bisso Towboat’s vice president of operations and a member of the company’s executive team, with 37 years of experience with the US company. “Mr Cyprowski and I have been through the wars together and he has stood by this company throughout. I probably

should have named a boat for him a long time ago," says Mr Slatten. This 31-m tugboat was built by Main Iron Works in Houma, Louisiana as the sixth ASD tractor tug built by the shipyard in the past nine years for the owner. It has a beam of 12 m, a hull depth of 4 m and a bollard pull of 68 tonnes. This comes from propulsion consisting of two Caterpillar 3516E main diesel engines generating 1,865 kW each at 1,600 rpm, compliant with US EPA Tier 4 emissions standards, and two Kongsberg US205S Z-drives, each with 2,400-mm four-blade stainless steel propellers in stainless steel nozzles. Other features include US Coast Guard-approved engineroom monitoring and fire/smoke alarm systems, a fixed CO2 fire extinguishing system, Simrad navigation and wheelhouse electronics, soundproof insulation throughout the engineroom and crew quarters, stainless steel bitts and a bow staple. Tanks on Mr Brian can store 137,100 litres of diesel, 50,000 litres of potable water, 8,300 litres each of lube and hydraulic oil and 9,100 litres of diesel exhaust fluid. Electrical service is provided by two 118-kW Caterpillar generators powered by two Caterpillar C4.4 engines. This tug is equipped with a JonRie Series 240 escort winch featuring 152 m of 2¾-inch diameter Saturn 12 line and it has accommodation for four crew members. *Crewing strength* Although having the latest low-emissions assets is important for Bisso's daily ship-assist and docking operations, it is the crews that make all this happen smoothly and safely. "Our equipment is our strength, but our crew is our core," says Mr Slatten. "Their skills and dedication transform our service from efficient to exceptional, ensuring every customer experience is a success." Bisso's commitment to its crews means the company has very high personnel retention, clear career development paths and one of the highest average tenure of people in the business. "Our highly skilled team is key to our services. With an average tenure of 27 years, our captains and crew bring a wealth of experience and expertise to every job, ensuring our clients receive the highest professionalism and care," Mr Slatten says. "Our crews are dedicated to maintaining our fleet, treating each vessel as their own, which reflects our commitment to quality and reliability." This is demonstrated through the company's training and mentoring programmes, and long-term experience and loyalty of its vessel masters. "All of our wheelhouse personnel are trained by our existing masters, as ship-assist work on the Mississippi River is very challenging given the currents can sometimes reach 5-6 knots," says Mr Slatten. "We do not hire masters from outside the company, but rather from training and promoting from within, so we have excellent retention of our masters. Our average master has been with Bisso for 28 years." *Fleet growth* All its tugboats are highly manoeuvrable and can move forwards, backwards and sideways while handling and assisting ships on the Mississippi. Their Caterpillar main diesel engines drive Kongsberg Z drives that can rotate 360° independently of each other, enabling these tugs to manoeuvre in tight spaces. Prior to delivering **Mr Brian**, **Capt Joseph Bisso** was the most modern of these ASD tractor tugs, as it was completed in 2022 with 76 tonnes of bollard pull coming from 4,480 kW of installed power. For the owner, Main Iron Works built 3,340-kW **Becky S**, with 58 tonnes of bollard pull in 2015, then **Mr Ruben**, also with 3,340 kW and 58 tonnes of bollard pull in 2016. **Liz Healy** came along in 2017 with 58 tonnes of bollard pull and 3,340 kW, and this was followed by **Andrew S** with 76 tonnes of bollard pull and 4,480 kW of power. Bisso's older ASD tractor tugs include 2012-built **William S** with 2,980 kW and 57 tonnes of bollard pull, 2009-built **Michael S** (also 2,980 kW and 57 tonnes), 2006-built **Alma S** (3,200 kW, 54

tonnes) and 1999-built **Cecelia B Slatten** (3,200 kW and 57 tonnes). The company also owns 1994-built **Allison S** twin-screw tugboat with 2,980 kW of power. *(Source: Riviera by Martyn Wingrove)*

ACCIDENTS – SALVAGE NEWS

TUNA CLIPPER HITS PIER DURING U.S. DEFENSE SECRETARY'S VISIT TO NAVAL BASE

During U.S. Secretary of State Pete Hegseth's visit to a Panamanian naval base Tuesday, a local tuna clipper hit a moored Panamanian navy patrol boat at the pier at high speed. Hegseth was on scene to inaugurate the newly-built Pier 3 of the Capitán de Fragata Noel Antonio Rodríguez Naval Base, just south of the PSA Rodman terminal in Balboa. Minutes after Hegseth's departure, the Panamanian-flagged tuna seiner **Upar** arrived, making way astern at a rapid clip. It struck the SENAN Panama patrol vessel **P-208** alongside the pier, making contact but cushioned by fenders hung over the side. Video from the scene shows the crew of the patrol vessel abandoning ship onto the dock as a precautionary measure. Moments later, the tuna clipper's stern allided with the concrete pier structure. Though the allision startled attendees and members of the press, video from the scene showed no apparent damage on the hull of the **Upar**, and no injuries were reported. Harbor tugs arrived swiftly and helped manoeuvre the tuna clipper away from the pier; both the **P-208** and another nearby patrol boat started their engines and got under way from the base. The cause of the incident is under investigation. Panama's government has not issued a statement on the extent of any damage to the patrol vessel or to the newly built pier. **P-208** is a Point-class Coast Guard cutter built by the J.M. Martinac Shipbuilding Corp. in the 1960s. She was donated to the government of Panama after decommissioning, along with several other vessels in the class. **Upar** is a 1977-built tuna seiner registered in Panama. Formerly named **La Rosa Mistica**, she is linked to a Venezuelan seafood company, and she has been previously accused of irregularities - including harassing American sport

fishing operators off Costa Rica and operating within protected waters near the Galapagos Islands. Watch the video HERE *(Source: Marex)*

FIRE BREAKS OUT ON CONTAINER SHIP 'VICTORIA L' OFF DUTCH COAST

A fire erupted in the engine room of the container ship **Victoria L** approximately 30 nautical miles west of Scheveningen, Netherlands, prompting a rapid response from Dutch authorities. The vessel, which was operating with 19 crew members and no cargo at the time of the incident, reported the fire at 14:45 local time on Wednesday. "Little to no smoke development" was visible when the Coast Guard aircraft arrived on scene for initial assessment. Following a request for assistance from the vessel's captain, the Netherlands Coast Guard mobilized its Maritime Incident Response Group (MIRG-NL). The specialized firefighting team was transported to the vessel via Coast Guard helicopter, with a second helicopter remaining on standby at a nearby oil platform. Multiple assets responded to the emergency, including the Coast Guard aircraft, **Multraship Protector**, **Arca**, and KNRM lifeboats. As of the latest update, the firefighting team is conducting an assessment of the situation aboard the **Victoria L**. The incident remains ongoing, and authorities continue to monitor the situation. The **Victoria L** is a German-owned container ship sailing under the Liberian flag. The vessel was en route from Hamburg to Rotterdam when the incident occurred. The fire brigade team investigated with thermal imaging cameras. They then entered the engine room. The fire is out. There is still smoke in the ship. The units remain on standby. *The Coast Guard has been scaled up this afternoon. The following units are on site:* - The Coast Guard aircraft for image collection; - A Coast Guard helicopter for transporting the fire brigade team (MIRG-NL); - A Coast Guard helicopter is on standby for possible evacuation; - Rescue boats from KNRM stations Scheveningen and Hoek van Holland; - The **Multraship Protector** (an emergency tug); - The Arca (an oil spill response vessel from Rijkswaterstaat) is on standby; - The **Multratug 36** (an emergency tug) is on its way. Watch the video HERE *(Source: Dutch Coast Guard 7 gCaptain)*

CARGO PUMPED OFF OF DAMAGED TANKER STENA IMMACULATE

The transfer of jet fuel cargo from the damaged tanker **Stena Immaculate** has been completed,

according to HM Coastguard, and salvors are now preparing to bring the vessel into a port of refuge in the UK. On March 10, the Portuguese-flagged feeder **Solong** was on a routine coastal voyage off Hull, UK, making 16 knots on a steady southbound course. Without slowing or maneuvering, **Solong** rammed the port side of the anchored product tanker Stena Immaculate, penetrating two tanks. Both vessels caught fire, and the crew of the Immaculate abandoned ship after an initial attempt to fight the blaze. One crewmember from **Solong** is missing and presumed dead, and the boxship suffered extensive fire damage; debris from **Solong's** cargo, including pelletized plastic, has washed up along nearby beaches in the UK. The boxship's master has been arrested on suspicion of gross negligence manslaughter. After the casualty, salvors for **Stena Immaculate's** owner stabilized the situation on board the tanker and brought another vessel - Fure Vyl - alongside for an STS transfer. The fuel has now been pumped off the **Immaculate**, preparing her for a safe entry into the port of Great Yarmouth later this week. "HM Coastguard continues to support local authorities in their response to onshore pollution from the **Solong** as a result of the collision [sic] . . . in both Norfolk and Lincolnshire. The clean-up operation has now moved from a proactive to reactive response. HM Coastguard will continue to keep the overall situation under close review," said Chief Coastguard Paddy O'Callaghan in a statement. HM Coastguard has asked the public to keep an open eye for nurdle pollution and to report it via the agency's online tip portal. *(Source: Marex)*

FRIGHTENING MOMENTS IN THE GULF: FIRE BROKE OUT IN THE TANKER!

A fire broke out in the engine room of a tanker anchored off the coast of Izmit Bay. The fire was extinguished by the intervention of the teams. Cooling efforts are ongoing on the tanker. A fire broke out on a tanker anchored off the coast of Izmit Bay, causing panic. The crew noticed smoke rising from the ship's engine room and quickly reported the situation to the authorities. A fire broke out in the engine room of the 228-meter tanker named "**HAFNIA AFRICA**", which was allegedly loaded with 40 thousand tons of ffoil oil off the coast of Izmit Bay, for an unknown reason. Following the fire, the carbon dioxide extinguishing system on the ship was activated. Coast guard teams were dispatched to the scene upon the report of the fire. Fire department, coast guard and marine police

teams were dispatched to the area upon the report of the fire. The teams that intervened made an intensive effort to prevent the spread of the flames. Coast Guard and port security units took security measures in the area. It was also reported that ships were warned to prevent the fire from spreading to surrounding ships. *Fire under control* The ship's automatic fire extinguishing systems were activated from the moment the fire started. Cooling efforts are continuing on the ship. While no information was shared regarding the evacuation of personnel on the ship, other ships in the vicinity were warned of the possible spreading danger. Port security and coast guard teams took extensive security measures in the area. A detailed investigation has been launched regarding the cause of the fire. *(Source: Deniz Haber)*

MASTER OF GROUNDED PASSENGER VESSEL WAS ASLEEP AT HELM

New Zealand's Transport Accident Investigation Commission has released its report into the grounding of the passenger vessel **Fiordland Navigator** – attributing the accident to the fatigued master who fell asleep at the helm. The accident occurred on January 24, 2024. The **Fiordland Navigator** ran aground while making a turn in Doubtful Sound. There were nine crew and 57 passengers on board, and several people received minor injuries. The vessel was moderately damaged. The crew responded well to the emergency, safely evacuating passengers to Deep Cove, then to Te Anau that evening, says TAIC. The vessel returned to Deep Cove that night. "The master almost certainly fell asleep at the controls due to workload-induced fatigue. The master was very likely fatigued from long work hours, which weren't monitored or effectively managed. The operator's safety system didn't track actual rest hours or properly identify or mitigate fatigue risks for sole-charge masters," states the report. The master had a valid medical certificate, but medical fitness isn't just a one-time check. There was no system to assure ongoing medical fitness during the two-year certification period. The vessel's Senior Launch Master, responsible for safety procedures, had too much work to effectively oversee fatigue management. *The Commission identified four key safety issues:* • Medical fitness standards: Seafarers may not fully

understand their responsibilities to report medical conditions affecting their fitness for duty. TAIC recommends that Maritime NZ improve awareness and enforcement of medical fitness standards. • Fatigue management: The operator's fatigue-management system didn't prevent fatigue. The operator has since updated its fatigue policy, introduced new training and monitoring measures, and improved work-hour tracking. • Sole-charge master risk: RealNZ hadn't properly identified or mitigated the risks of having a sole-charge master. The operator has added a second person to the wheelhouse during navigation and reinstated the Master's Assistant role. • Safety management oversight: The person responsible for day-to-day safety oversight was overburdened, making risk management less effective. The operator has created a Maritime Resource Planner role and adjusted management responsibilities to improve oversight. TAIC concludes that medical fitness should be continuously monitored, not just at certification. Workload and actual rest hours must be properly tracked and managed. Sole-charge masters pose a safety risk if fatigue is not addressed, and safety systems need enough staff and resources to function effectively. *(Source: MarineLink)*

RO/RO FREIGHTER CATCHES FIRE IN PHILIPPINES

On Tuesday, the Philippine Coast Guard helped put out a fire aboard a ro/ro during loading operations at the port of Abra de Ilog, about 70 nautical miles south of Manila. At about 0900 hours Tuesday, the **Roro Master 2** was loading passengers and cargo for a routine transit to Batangas, Luzon. A fire broke out in a generator on deck near the fantail, inside a vehicle bay. 33 passengers were on board at the time, along with 34 crewmembers and 21 trucks. The Philippine Coast Guard outpost at Abra de Ilog responded to the scene after receiving a report of an ongoing fire. In the meantime, the ship's crew began firefighting measures, applying water to the burning generator. PCG officers worked with the local Philippine Ports Authority office to find extra firefighting equipment, but the situation was under control and the fire extinguished by 0920. No injuries or casualties were reported. The PCG has recommended detaining the vessel for a thorough safety inspection. Roro Master 2 is an open deck roll-on / roll-off cargo vessel with a bow ramp and a house-aft arrangement. It does not appear in international shipping databases, as is common for coastal vessels in Southeast Asian trades. *(Source: Marex)*

THE SIX SCIENTISTS RESCUED FROM A SUNKEN SAILBOAT IN ASTURIAS SPEAK OUT: "WE HAVE BEEN REBORN."

The "Toftevaag" set sail from Cudillero and a few miles from La Arena suffered a blow that caused a leak that forced the Maritime Rescue to intervene. Luck has smiled on Ricardo Sagarminaga and his team. What promised to be a smooth trip, which they had prepared for months to ensure everything went perfectly, almost ended in tragedy. "We were reborn," admits the Madrid native, a renowned biologist and founder of his own NGO, Alnitak. He and his team of five other scientists left Cudillero on the sailboat "Toftevaag" around 4:30 a.m. At 11:00 a.m., when they were about 50 kilometers from the mouth of the Nalón River , they felt a strong impact on the boat. This impact ultimately led to the ship's sinking and the rescue of the crew by Maritime Rescue. They were taken to Asturias Airport for an assessment of their condition, where the nearest ambulance was located. "It's a big blow. The day was beautiful, we were sailing very well until everything went wrong," lamented Sagarminaga, back at the Asturias Airport, where he breathed a sigh of relief after seeing that all his companions were in perfect condition. "It's like being reborn. I've never been through anything like this. It makes me very sad; I've been with this boat for 35 years, and it was already a part of me," commented the Madrid native. After suffering the impact that would ultimately sink the vessel, they realized water was taking on water. "We activated the emergency pumps and called the rescue department to tell them what had happened, but our plan was to continue. Half an hour later, we had to contact them again so they could send the helicopter. There were six of us on the boat, and we couldn't take any risks," the scientist recounted, joking that "now we'll have to dry off and return to our jobs." Authorities attempted to save the ship, towing it to Gijón, but the operation was unsuccessful. The "Pesca 2" helicopter from Viveiro, in the province of Lugo, and two lifeboats (from Luarca and Gijón) were dispatched to the scene. A Civil Guard patrol boat also intervened , and the merchant vessel "Sandra" changed course to respond to the alert. Also participating was the Asturias Airport ambulance, the closest to the scene and which, paradoxically, will be decommissioned at the end of this month. Aena, the public company that manages airports of general interest in Spain, excluded the Asturian airport from the tender for the service, having withdrawn from a previous national tender. The contract expires on the 30th. The "Toftevaag" had been in Cudillero since last fall. The Viking-style vessel was built in 1910 in Halsnoy, Norway's second-largest fjord, southwest of the Scandinavian Peninsula. Built in the most traditional way, with Norwegian pine, using dowels of the same wood to nail

the planks together, it still retains almost three-quarters of its original timbers. Its type is more like a knarr, used for transport or fishing—its first uses—than a drakar (dragon) or warship. The "**Toftevaag**" was a beautiful schooner (galeas, in Scandinavian) fitted with an engine in 1958 to begin a new life. It had been used for herring fishing and coastal shipping between the Nordic islands and the North Atlantic, and even for transporting pilots to the North Cape during World War II. Finally, in 1989, the "**Toftevaag**," supported by a group of scientists from Boston, Massachusetts, embarked on a new journey, spearheading the Alnitak project, an association that has sponsored it for 33 years. Its objective is applied science or experimental methods to generate demonstrable and tangible results in nature conservation, preserving both marine natural treasures and their relationship to the cultural and material processes of our world, and collaborating with organizations such as the Earthwatch Institute and OceanCare. In recent years, it has been used to analyze the open ocean ecosystem, conducting acoustic and visual censuses of cetaceans, turtles, seabirds, and pelagic fish, thus participating in the scientific revolution brought about by new technologies in the observation and understanding of ocean ecosystems. *(Source: La Nueva Espana)*

OFFSHORE NEWS

PERDANA PETROLEUM WINS TWO THREE-YEAR AHTS DEALS FROM HESS

Malaysian offshore marine support services firm Perdana Petroleum has won contracts for the charter of two AHTS vessels. The company will provide two AHTS vessels, along with crews and equipment, to perform the scope of work in line with the charterer's requirements. The value of the deals, awarded by Hess' Malaysian arm, were left undisclosed. The two contracts will last for three years, with an option for a three-year extension. Last month, Perdana Petroleum won a work order from energy supermajor Shell for the charter of two accommodation work barges. Under the deal, the barges are chartered for three years. *(Source: Splash24/7)*

SAPURA ENERGY BAGS OPERATIONS AND MAINTENANCE CONTRACT OFF MALAYSIA

Malaysian offshore services player Sapura Energy has won a contract for maintenance, construction, and modification services for offshore facilities in Peninsular Malaysia. The contract, worth RM 40m ($9m), was awarded to its operations and maintenance arm, Sapura Fabrication. The client was left undisclosed. The contract has already started and will last six months, with an option for a six-month extension. The scope of work includes topside maintenance, facilities improvement, hook-up, and commissioning for both brownfield and greenfield facilities, riser maintenance, pig trap system maintenance and living quarters upkeep. It will also cover project management, engineering, construction management for both onshore and offshore activities, as well as the provision of tools and services. In February, Sapura Energy revealed a batch of contracts worth $723m. It was also able to secure a $250m bailout from the government to repay debts to vendors in March. *(Source: Splash24/7)*

SUBSEA MOORING INSTALLATION CALL KEEPS DOF VESSEL OFFSHORE AUSTRALIA

Norwegian vessel owner DOF Group is staying with its multi-purpose vessel **Skandi Hercules** in the Asia-Pacific (APAC) region to perform subsea mooring installation services. The new substantial contract, worth between $25 million and $50 million, will see **Skandi Hercules** provide related moorings and installation subsea services offshore West Australia. The scope of work includes DOF's in-house project management and engineering, procurement and logistics support services. Offshore execution is scheduled in the third quarter of 2025 with the vessel set to be engaged on the project for approximately two months. Mons Aase, CEO of DOF Group, said: "The award secures substantial backlog for the APAC region in the second half of 2025, and we look forward to delivering a safe and successful project." **Skandi Hercules** was built in 2010 and is of STX AH04 CD

design. The 109.6-meter-long vessel has construction support vessel (CSV) features based on a modern anchor handling tug supply (AHTS) ship design and can accommodate 90 persons. DOF in September 2024 won a new subsea decommissioning services contract award for the vessel in Western Australian waters, which came several months after a contract extension that kept it occupied offshore Australia into Q3 2024. *(Source: Offshore Energy)*

CHINA'S CNOOC DEPLOYS FIRST INTEGRATED LARGE-SCALE FRACTURING VESSEL

China National Offshore Oil Corporation (CNOOC) launched the country's first integrated large-scale fracturing vessel, "Haiyang Shiyou 696," in Tianjin city, North China, which has entered the commissioning phase ahead of offshore operations, the Science and Technology Daily reported on Tuesday. The report noted that the state-of-the-art vessel features advanced integration, intelligent systems, high displacement and power, substantial storage capacity, and strong operational capabilities needed for offshore fracturing. Measuring 99.9 meters in length, a beam of 22 meters and a depth of 9.9 meters, the vessel is equipped with fracturing equipment, including fluid supply, mixing, and sand mixing systems and other material storage and supply equipment. This marks a significant advancement in China's offshore oilfield fracturing technology that will bolster the exploration and development of China's offshore oil and gas resources, enhance China's competitiveness in the global oil and gas market, and infuse new vitality into the growth of marine economy, the company said. CNOOC said the facility will meet the new demands for large-scale fracturing operations in the whole sea area of China, batch fracturing operations in multiple wells at sea, gas wells and ultra-deep fracturing operations. It also fills a key technological and engineering

gap in China's offshore oilfield capabilities. CNOOC said that mooring tests will be systematically conducted after the launch. The primary focus will be on the trouble-shooting system integration compatibility of various equipment operating in unison, simulating high-load conditions, assessing mooring forces under different dock water depths and tidal variations, and calibrating the synchronization of data collection. With few precedents to follow, the company is committed to advancing practical applications of new technologies. *(Source: Global Times)*

CARIMIN ACCEPTS LOA FROM CARIGALI HESS TO PROVIDE TWO SUPPLY VESSELS

Carimin Petroleum Berhad announced that its wholly-owned subsidiary has accepted a Letter of Award (LOA) from Carigali Hess Operating Company Sdn. Bhd.to provide two units of Anchor Handling Tug and Supply Vessels. The Charter Party is effective from March 19, 2025, and the Charter Period is set to commence on the on-hire date of June 9, 2025, or any other date mutually agreed upon by both parties. The contract will last for a period of three years and 11 months, or until April 20, 2029, whichever occurs earlier. Carimin Petroleum Berhad stated that the LOA is not expected to have any material impact on the net assets and gearing of CPB Group for the financial year ending June 30, 2025. However, the company anticipates that the LOA will contribute positively to the earnings of the CPB Group throughout the contract's duration. The potential risks associated with this contract are considered to be normal operational risks, consistent with other projects undertaken by CPB Group. The LOA does not require approval from the Company's shareholders or any regulatory authorities. *(Source: Business Today)*

SUPPORT SHIP VALUED AT €25M ARRIVES IN CORK

Cork's Mainport Shipping has welcomed a new offshore support ship, valued at €25m, to Cork. The ship, called **Mainport Edge**, will be used for seabed surveying as part of the international offshore energy sector. The investment into the ship, the lender for which was was AIB, comes against a backdrop of strong demand for seabed survey vessels in the European wind energy market. Speaking on the ship's arrival at the Mainport Shipping headquarters in Cork, Dave Ronayne, chief executive, said the occasion represented a "manifestation" of the company's ambition in the offshore

wind market to support geo-data specialists in international offshore energy. "The complexity of surveying the seabed in deep waters requires specialist vessels and support such as the **Mainport Edge**," he added. "Our market is fragmented with many shipping companies, each with a limited number of ships. There is no dominant player. "Through our long-standing experience of providing specialist vessels, combined with the investment in our initial modern survey support ships, we are, with the support of MML, on a definitive growth path in this market." The new ship was constructed by Fujian Mawei Shipbuilding in China and is 59.6m in length. After purchase in China, Mainport sailed the ship to Turkey where extensive modifications were carried out to cater for the offshore wind market, bringing it to the current market value of €25m. The ship has already worked in the Mediterranean for six months following modifications, and will now commence a new charter in the Malin Sea area to the west of Scotland. It will conduct a geophysical survey, comprising of a range of acoustic and sonar sensors, to investigate the seafloor and subsurface. Mainport will use the Port of Cork to replenish the vessel and conduct all their maintenance requirements prior to going on charter with Sulmara in Larne in Antrim. The acquisition of MV **Mainport Edge** follows a multi-million euro equity investment into Mainport Shipping by MML Growth Capital Partners Ireland 15 months ago for expansion of its business. *(Source: Echo Live; Photo: Clare Keogh)*

SUBSEA7 SECURES CONTRACT EXTENSION FOR SEVEN VIKING SUBSEA VESSEL

Eidesvik Seven Chartering, a joint venture company between Subsea7 and Eidesvik Offshore, has entered into an agreement with Subsea7 to extend the contract for the subsea vessel **Seven Viking**. Subsea7 declared the remaining option for 2026 and 2027 was added as a firm year in addition to an option for 2028. The 2027 and 2028 rates are based on current market terms. "We are very pleased to see this new contract for **Seven Viking** and look

forward to continuing our long and strong collaboration with Subsea7," said Helga Cotgrove, CEO of Eidesvik. **Seven Viking** is an IRM, light construction, scale treatment and diving support services vessel, built in 2013. With the length of 106.5 m, and breadth of 24.5m, it can accommodate 90 people. The vessel features a 135 t AHC offshore crane, as well as two work-class ROVs, and one observation class ROV. *(Source: MarineLink)*

PETROBRAS BEGINS SEARCH FOR MORE PSVS

Brazilian state-owned oil and gas giant Petrobras has launched a tender for up to six platform supply vessels. Rio de Janeiro-based offshore brokerage WSB Advisors stated that the tender, launched on Thursday, was under an SEP format, which traditionally has limited public disclosure. All vessels will be used to support the company's hydrocarbon exploration and production activities. Petrobras will choose the vessel based on the lowest total price of the offer. Applicants can submit offers until May 6. The contract duration is 1,460 days. The contracting structure is spread into two lots. The first lot is for up to four general cargo PSVs, while the second one is for up to two multipurpose or fluid PSVs. The start of operations is estimated to occur in January 2026 or 180 days after contract signing, whichever occurs later. *(Source: Splash24/7)*

EVENT NEWS

WERELDHAVENDAGEN ZIJN OPEENS BELANGRIJKER DAN OOIT

De Wereldhavendagen vinden dit jaar plaats op 5, 6 en 7 september. Bij de aftrap van de voorbereidingen op 27 maart deed de organisatie de urgente oproep aan (haven)bedrijven om samen het publiek kennis te laten maken met 'de haven van de toekomst'. Samen met hoofdsponsors Rotterdam Festivals, Havenbedrijf Rotterdam en hoofdpartner Koninklijke Marine, bood het team achter de Stichting Wereldhavendagen in de Van Ghentkazerne in Rotterdam een vooruitblik op de 48e editie. Bezoekers kunnen via kadeactiviteiten, shows op het water en excursies naar bedrijven weer kennis maken met de haven van nu én de toekomst – met aandacht voor innovaties en de vele

carrièremogelijkheden. De Wereldhavendagen zijn belangrijker dan ooit, maakte directeur Sabine Bruijnincx duidelijk. Ze verwees naar de recente noodkreet van de Rotterdamse havenwethouder Robert Simons. “De Rotterdamse haven is een cruciale motor voor Nederland en Europa, maar de concurrentiepositie staat onder druk. Daarom is het belangrijk dat we met elkaar de urgentie erkennen en laten zien waarom Rotterdam nog wel degelijk bestaansrecht heeft en toonaangevend is qua innovatiekracht, verduurzaming, energietransitie en kansen voor jongeren en zij-instromers.” *Oproep* De Stichting Wereldhavendagen deed een oproep naar alle organisaties die de haven een warm hart toedragen: “Sluit je bij ons aan en laten we samen vertellen waarom Rotterdam, Nederland en Europa niet om de haven heen kunnen.” Eén van de organisaties die dat doet, is de nieuwe zakelijke partner Stena Line. Naast zo’n partnerschap zijn er nog meer manieren waarop bedrijven en instanties zich kunnen verbinden aan de Wereldhavendagen om samen het verhaal van de haven van de toekomst te vertellen. Bijvoorbeeld door aanwezigheid op de kades, met een show op het water of het ontvangen van een excursie. Door deelname aan het MATCH Career Event op de vrijdag kunnen bedrijven kennismaken met duizenden potentiële werknemers. Ook zijn er verschillende zakelijke arrangementen om samen met collega’s of relaties op de eerste rij te zitten bij het grootste jaarlijkse maritieme evenement van Nederland. Heb je interesse om met je bedrijf of organisatie deel te nemen aan de Wereldhavendagen 2025? Ga dan naar www.wereldhavendagen.nl/deelnemen. *(Source: Binnenvaartkrant)*

WINDFARM NEWS - RENEWABLES

DEME TO TAKE OVER HAVFRAM

Belgian marine services and dredging group DEME is expanding its footprint in the offshore wind sector with the acquisition of Norway-based contractor Havfram. The deal, worth around €900m ($995m), involves stakes held by private investment firm Sandbrook Capital and Canadian pension fund PSP Investments, as well as, among others, the cost needed to complete two wind turbine installation vessels (WTIVs) under construction in China. The

transaction is expected to close by the end of April this year. Havfram, formerly Ocean Installer, is currently building a fleet that is described as one of the world's most advanced WTIVs at CIMC Raffles in China. The first vessel is scheduled for delivery in the fourth quarter of 2025, with the second newbuild joining the fleet in early 2026. The Oslo-based company counts around 50 employees and has an orderbook of about €600m. "DEME's investment in Havfram underscores our unwavering belief in the immense potential of offshore wind infrastructure as a key element in the global energy transition. This acquisition complements our fleet and will bolster our competitive edge in both turbine and foundation installations, enhancing our operational flexibility and interchangeability and strengthening DEME's leadership position in the industry," said Luc Vandenbulcke, CEO of DEME. *(Source: Splas24/7)*

LDA'S LIQUID HYDROGEN-BASED SOV CONCEPT GETS BUREAU VERITAS APPROVAL

Louis Dreyfus Armateurs (LDA) has received an Approval in Principle (AiP) from Bureau Veritas for its full liquid hydrogen-based service operation vessel (SOV). The liquid-hydrogen SOV is said to be able to operate 95 per cent of the time with zero carbon emissions, with the vessel only releasing water during standard operations. This would save approximately 4,000 tonnes of CO2 per year compared to conventional vessels. The SOV will be able to accommodate up to 90 technicians for 24/7 offshore wind support and maintain 14 days of endurance at sea, according to LDA. The vessel can be refuelled in just six hours using trailers, avoiding the need for extensive port infrastructure, said the company. "At LDA, we are committed to developing tailored, purpose-built SOV solutions that push the boundaries of sustainable innovation. In addition to full-electric and dual-fuel methanol solutions, which are already available, we see hydrogen as a key fuel for the future of maritime decarbonization," added LDA. In terms of other news coming from LDA, the company was awarded three contracts by Vattenfall at the beginning of this year for the provision of SOVs in Germany. The SOV agreements, signed in January 2025, are valued at EUR 563 million in total. *(Source: Offshore Wind)*

SENTINEL MARINE TO BUILD ONE, POTENTIALLY FOUR OFFSHORE ENERGY SUPPORT VESSELS

UK-based Sentinel Marine has signed a contract with Jiangmen Hangtong Shipbuilding in China for the construction of a 65-m multirole energy support vessel. Due for delivery in Q2 2027, the newbuild will support operations in the offshore energy, government services and maritime security sectors. The deal for the new vessel includes options for three further vessels. The new vessel will have a fast rescue craft and hybrid daughter craft and meet design criteria for Dutch and Danish emergency response and rescue vessel regulations. It will have accommodation for 37 to 47 offshore personnel. Illustrations published by the company suggest it could also be equipped with a walk-to-work motion-compensated offshore access system and work in the offshore wind market,

in addition to the offshore oil and gas sector. Sentinel Marine said the investment in the new vessel

"aligns with our strategy to provide flexible, lower-emissions support vessels across multiple sectors." In 2024, Singapore-based Cyan Renewables reached an agreement to acquire a 75% stake in Sentinel Marine, which has hitherto specialised in the emergency response and rescue vessel market. *(Source: Riviera by David Foxwell)*

FIRST SUCTION BUCKET JACKET FOUNDATION INSTALLED ON TAIWANESE OFFSHORE WINDFARM

Developer Ørsted has confirmed the first suction bucket jacket foundation has been installed on the Greater Changhua 2b and 4 offshore windfarms. The milestone is the first use of a suction bucket jacket foundation in Taiwan and in the Asia Pacific region as a whole. "This is Ørsted's first use of suction bucket jacket foundations in the Asia Pacific region, and the

region's first large-scale offshore wind project to adopt this environmentally friendly, piling-free technology," Ørsted said. It said the use of the suction bucket jacket foundation minimises seabed disturbance, reduces noise levels during installation, and the foundation can be fully removed at the end of the windfarm's life. It also has the potential to attract marine life. The company also confirmed all 66 suction bucket jacket foundations for the project have now been manufactured and inspected, and the transport and installation phase for the remaining foundations for the 920-MW windfarm has commenced. Ørsted commenced offshore construction of the Greater Changhua 2b and 4 offshore windfarms in February 2025. Located 35-60 km off the coast of Changhua County, Greater Changhua 2b and 4 were awarded in June 2018 as part of Taiwan's first competitive price-based auction, which had no mandatory local content requirements. In July 2020, Ørsted signed a 20-year fixed-price corporate power purchase agreement for a corporate customer to offtake the full production of the windfarms. The 920-MW project will use 66 Siemens Gamesa 14-236 DD 14 MW wind turbines, the largest of their kind to be deployed in the Taiwan Strait. *(Source: Riviera by David Foxwell)*

DREDGING NEWS

SHORELINE RENOURISHMENT STARTS AT PELICAN ISLAND AND RIGBY ISLAND

Gippsland Ports is undertaking dredging and shoreline renourishment work at Pelican Island and Rigby Island during April, May and June. This work is an East Gippsland Catchment Management Authority funded project supported by National Heritage Trust funding. Pelican Island was last renourishment in 2015 and Rigby Island last renourishment was in 2012. Both islands have lost shoreline to wind, wave and occasional flooding in these areas that are favored by shorebirds for resting, foraging and feeding, nesting and breeding. This project will use Gippsland Ports' dredge **Kalimna** and supporting equipment to place sand on to the islands to mitigate the past effects of erosion, increase the habitable areas for shorebird colonies and increase the resilience of the shoreline to wind and wave action and flood events. These renourishment works are set to improve environmental values through improved habitat values at both Pelican and Rigby islands. *(Source: Dredging Today)*

TSHD WILLEM SR ARRIVES IN FENIT

After spending the winter in the Netherlands, dredging several ports and fairways, the trailing suction hopper dredger (TSHD) Willem Sr has arrived in Fenit, Ireland. "On behalf of our client Baggerbedrijf De Boer B.V. – Dutch Dredging, the TSHD **Willem Sr** – in cooperation with the Bed Leveler **Rayador** – carries out a maintenance dredging campaign alongside the quay and in the

turning areas of the Port of Fenit," Filia Dredging said. This dredging program relates to the disposal of 125,000m³ of material which has accumulated at the commercial berth, navigational channel and its associated turning area and the area adjacent to the eastern breakwater. According to the Kerry County Council, dredging work is for the purposes of maintenance of the design and operational depths within the harbor to facilitate safe navigation and berthing of vessels. The TSHD **Willem Sr** has a shallow draft and good maneuvering properties thanks to the twin-screw propulsion and a powerful bow thruster. This allows the TSHD to carry out dredging work in shallow water and/or tight places. Also, the Willem Sr is equipped with a drainage system. According to Filia, this system extracts the water from the cargo, after which it can be unloaded dry by a shore crane. *(Source: Dredging Today)*

BOSKALIS GEARS UP FOR DOUGLAS OUTER HARBOR DREDGING

A five-day dredging program is scheduled to take place in Douglas Outer Harbor from Friday, April 18, the Isle of Man Department of Infrastructure said. The work will be undertaken by specialist contractors Boskalis, who visited the Island for three days' dredging last month following the completion of a survey by Clydeside Surveys. At that time, dredging work was carried out in order to prevent more disruption to marine services in the area.

The Manxman's afternoon arrival on March 1 was delayed by 105 minutes when the ferry got stuck on a mud bank in the harbor. A specialist dredging vessel **Norma II** was brought in to do the work. According to the Department, the focus of the latest maintenance dredging will be on the No.5 berth, the tanker berth and a charted feature that requires the use of specialist machinery. *(Source: Dredging Today)*

IMS DREDGERS: THE 5TH MODEL 7012 HP VERSI-DREDGE FOR DREDGE AMERICA

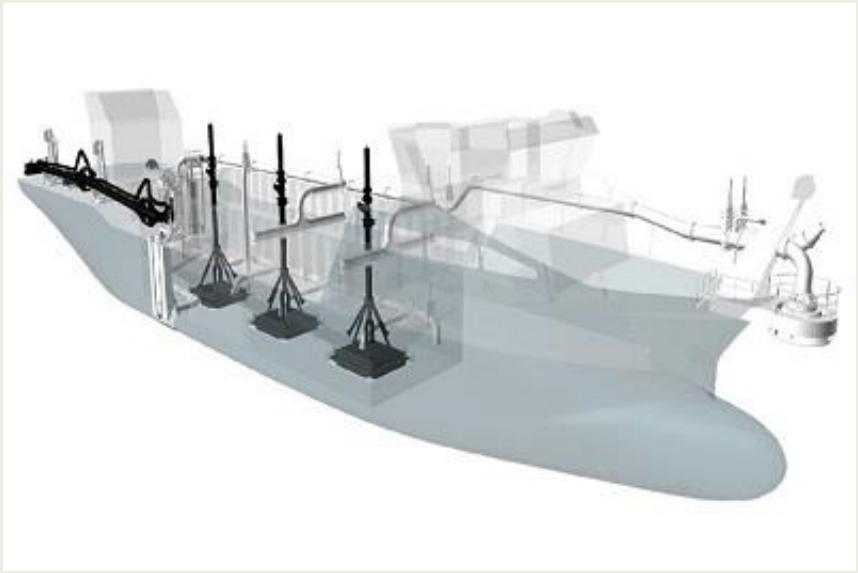
IMS Dredges has just announced the shipment of a 2025 IMS Model 7012 HP Versi-Dredge® to Dredge America – making it their 5th Model 7012 HP Versi-Dredge in their dredging fleet. The dredge comes standard with the patented Starwheel Drive self-propulsion system along with the ability to cable drive and work in lined ponds. According to IMS, this piece of equipment also comes standard with the versatile SolidsMaster® dredging cutterhead. The dredger is capable of cutting vegetation with the optional patented WeedMaster® cutterhead, IMS said. *(Source: Dredging Today)*

VAN OORD: PREPARING FOR SUSTAINABLE FUTURE WITH CAPITAL INVESTMENTS

2024 was a busy year for Van Oord, with 229 projects completed in 39 countries, a solid operational performance and a high level of investment in sustainable vessels. According to the company, the investments included a dual fuel foundation and turbine installation vessel, a dual fuel cable-laying vessel, the modification of a heavy lift installation vessel and the construction of two new hybrid water injection dredgers. Also, Van Oord has invested around EUR 1 billion in recent years to expand its fleet in both offshore energy and dredging. The dredging fleet was expanded with two hybrid water injection dredgers (WIDs), **Rijn** and **Rhône**. Van Oord said that these new WIDs are equipped with technology that substantially reduces their energy consumption and emissions: ● hybrid energy management

systems, ● heat recovery systems, and ● exhaust gas aftertreatment devices. *Company performance* Van Oord said that they have demonstrated solid operational performance while delivering 229 projects in 39 countries. Net revenues were satisfactory, at EUR 2,442 million, and in line with the growth trend of recent years, they said. The EUR 2,866 million turnover in 2023 was extraordinary due to higher-than-normal project completion rates. EBIT(DA) was at a healthy level, and net profit of EUR 43 million, (2023: EUR 127 million) was affected by setbacks on the offshore wind project, Sofia, in the UK – a project that, in every other respect, is a positive contribution to the energy transition and society. "At year-end 2024, the company's financial position remains robust, with an order book that reflects an improved balance between risk and reward, a healthy cash position and positive net cash flow," Van Oord said. In March 2025, the company refinanced its Revolving Credit Facility (RCF), securing committed bank financing of EUR 550 million. This new facility is provided by a syndicate of 12 international banks. *(Source: Dredging Today)*

MOTAS WINS CONTRACT FOR TSHD DREDGE PACKAGE



MOTAS has been awarded a contract to design and deliver dredge equipment and components, including a dredge automation package, for a Trailing Suction Hopper Dredger (TSHD). YÜTEK Makina Gemi İnşa Sanayi Ticaret Ltd. Şti will build the TSHD, which will be equipped with a dredge pump, bow coupling, gate valves, and other components. The vessel will have impressive stats of 79.85m length, 20m dredging depth, and 2×1300 kW power. Teun Boerma, Sales Manager: "The TSHD, the first of its kind to be designed and built in Turkey, will be used for the maintenance of ports and waterways by the Ministry of Transport." Additionally, the dredger can be utilized for capital dredging, such as land reclamation projects. *(Source: Dredging Today)*

YARD NEWS

DAJIN HEAVY INDUSTRY TO BUILD CHINA'S FIRST 156-METER DP3 PILING DRIVING VESSEL FOR BRAZIL PROJECT

On April 7, Jiangsu Dajin Heavy Industry, a wholly-owned subsidiary of Bestway Marine & Energy Technology, and China Railway Construction Bridge Engineering Bureau Group signed a contract to build a 156-meter dynamically positioned piling driving vessel. The vessel was funded by China Railway Construction Bridge Engineering Bureau Group, designed by Shanghai Jiahao Marine Engineering Research and Design and built by Dajin Heavy Industry. The vessel is a marine engineering equipment specially designed for the Salvador Cross-Sea Bridge project in Brazil. It is also China's first piling vessel with a dynamic positioning system and three world-class performance indicators. Its pile frame height reaches 156 meters (the highest in the world), the operating water depth exceeds 70 meters (the deepest in the industry), and the piling positioning accuracy reaches the centimeter level (coordinated control through dual-frequency RTK GPS and Beidou dual-mode positioning system), setting a new height in China's piling vessel technology. As a core business segment for the strategic development of Bestway Marine & Energy Technology, Dajin Heavy Industry has accumulated rich experience by successfully delivering several offshore platforms based on the digital virtual shipbuilding platform. This is a renewed cooperation between the two parties, based on the good foundation of the previous cooperation in which a 1300-ton revolving derrick barge will be delivered soon. This piling driving vessel will become another landmark achievement in China's offshore engineering equipment manufacturing field, providing strong support for offshore wind power and bridge construction. *(Source: IMarine)*

LAUNCHING OF 4000HP ASD TUGBOAT

On 9th April, 2025, one unit 4,000 hp ASD tugboat built by our Jiangsu Zhenjiang Shipyard company for domestic shipowner has been launched successfully. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

THE SUCCESSFUL STEEL CUTTING FOR 78M PLATFORM SUPPLY VESSEL

On April 10, 2025, the Steel Cutting for 78M Platform Supply Vessel which under the construction in our Jiangsu Zhenjiang Shipyard company for Singapore shipowner was successfully carried out. The Leaders from shipowner, ABS Classification Society were attending the ceremony of Steel Cutting. *(Source: Jiangsu Zhenjiang Shipyard)*

RCO CONTINUES TECHNICAL SUPERVISION OF THE CONSTRUCTION OF THE OIL RECOVERY VESSEL OF THE TSK.580 PROJECT

The Ob-Irtysh branch of the Russian Classification Society (RCO) continues technical supervision of the construction of a self-propelled oil recovery vessel of the **TSK.580 project**. This was stated in the institution's message dated April 10. As specified by RCO, the vessel under construction is designed to localize and eliminate oil and oil product spills. The vessel is being built to the RCO class "O2.0 (ice20)

A". Self-propelled oil recovery vessel of the TSK.580 project: Overall length m 25.5 m; Length on design waterline - 24.8 m; Overall width - 6.3 m; Width on design; waterline - 6.0 m Height of the side at midship - 2.7 m; Freeboard height - 1.08 m; Deadweight - 6.49 t; Displacement - 174.49 t. *(Source: Sudostroenie; Photo: RCO)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Bay-Houston Towing christens two tugs*
   - *Sanmar Shipyards Completes Sea Trials for 3rd Fully Electric Tugboat Built for SAAM Towage*
   - *UZMAR Delivers 2025's First Cutting-Edge RAstar 3200W Tug, 'TIGER,' to OCEAN S.R.L.*
   - *Freire shipyard delivers new maintenance support vessel for Briggs Marine*
   - *Strengthened partnership: Med Marine's latest MED-A2500 tug set to enhance SVS Maritime's Fleet*
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
   - *SCRA - Casablanca by Jasiu van Haarlem (new)*
   - *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
   - *Abeille International - Le Havre by Jasiu van Haarlem*
   - *ALP - Rotterdam by Jasiu van Haarlem*
   - *Bennett - Rochester by Jasiu van Haarlem*

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

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