Tugs Towing & Offshore Newsletter

Worldwide Tug & OSV News
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MIDWEEK–EDITION

TUGS & TOWING NEWS

SONALIKA & SAROVAR – INDIAN SHIPYARD COMPLETES TUGS FOR OWN OFFSHORE SUPPORT FLEET

Indian shipbuilder San Marine has completed construction of two new tugs in a series for use by its own fleet. Classed by the Indian Register of Shipping, the 34-metre (110-foot) long **Sonalika** and **Sarovar** are the first two in a planned series of four tugs that San Marine will deploy at oil fields in India's offshore waters. Their duties will include anchor handling, seismic surveys, exploration, and other services in support of clients in the oil and gas industry. *Designed to support the growing local energy market* "The tugs are of a multi-purpose design customised for Indian operations," Sheik Ahmed Alisha, Director at San Marine, told Baird Maritime. "There's a lot of oil and gas exploration and EPC contracts in India, so these vessels have ample deck space and accommodation for ten people. They also boast long endurance and economical fuel consumption." Alisha added that the main challenges in designing and building the tugs were related to essential equipment and finding adequate space for all critical activities. "Equipment lead times are very high, as is the case with the gearboxes and other equipment. There is also a space issue. For our company in particular, our yard is fully booked, so we don't have more space in our area. This makes construction somewhat challenging." *Versatile multi-role platforms* Alisha remarked that the national government has registered all engines, allowing those on the new tugs to be installed accordingly. "The main customers for the tugs are oil and gas companies such as

EFT-O, EDS, and PDS Petro. They also support operations at the ports where these companies do business." Alisha said that there are very few such vessels available in the market, so San Marine's plan is to build at least ten more within the next three years. The tugs' propulsion arrangements are conventional with two main engines. Because the tugs will be used primarily in a support role, there was no need to have them fitted with dynamic positioning or intelligent mooring systems, thus ensuring simplicity and ease of construction and maintenance. "The electronics used on the tugs are all standard," Alisha told Baird Maritime. "As for the equipment, each tug has a knuckle boom crane, a 3.1-metre (10-foot) crane, a winch, and a capstan." *Sonalika & Sarovar Specifications* Type of vessel: Offshore tugs; Classification: Indian Register of Shipping; Flag: India; Owner: San Marine, India; Operator: San Marine, India; Designer: San Marine, India; Builder: San Marine, India; Length overall: 34 metres (110 feet); Beam: 10 metres (32 feet); Main engines: 2; Gearboxes: 2; Cranes: 2; Crew: 10. *(Source: Baird)*

Towingline gaat een weekje op vakantie. De Tugs Towing & Offshore Newsletters voor Zondag 20 April en Woensdag 23 April zullen dan ook waarschijnlijk niet verschijnen. We hopen dan ook dat we de eerstvolgende newsletter vanaf Zondag 27 April 2025 weer met regelmaat op zondag en woensdag aan te kunnen bieden

Towingline is going on holiday for a week. The Tugs Towing & Offshore Newsletters for Sunday 20 April and Wednesday 23 April will probably not be published. We therefore hope that we can offer the next newsletter regularly on Sundays and Wednesdays from Sunday 27 April 2025

EFEN AND WILSON SONS CARRY OUT BRAZIL'S FIRST MARITIME SECTOR HVO FUELING

In late March, Efen (formerly NXT) and Wilson Sons carried out the first HVO (hydrotreated vegetable oil) fueling operation in Brazil's maritime sector. The operation was conducted at the Açu Liquid Bulk Terminal (TLA), owned by Vast Infraestrutura. This marks the first test of HVO (a form of renewable diesel) on a marine vessel in Brazil and was approved in February by Brazil's National Agency of Petroleum, Natural Gas and Biofuels (ANP) HVO was imported by Efen (a joint venture between BP and Prumo Logística,) or tests on Wilson Sons' tugs operating in the Port of Açu. "This is a major milestone for Efen and all other companies involved and is a relevant step towards decarbonization in the Brazilian maritime and port sector," said Efen CEO Rafael Pinheiro. "We supplied the first cubic meters of HVO and expect to expand the supply to other vessels of different sizes in the Port of Açu shortly." The green diesel study in Açu is expected to test efficiency ,the effects on maintenance processes, and the reduction of greenhouse gas (GHG) emissions. According to Wilson Sons, HVO can reduce carbon dioxide equivalent (CO2eq) emissions by more than 80%,

considering the complete life cycle of the input. This reduction could be even greater in future with local production of HVO in Brazil. As a partner with Eefen, Wilson Sons expects that this initiative may contribute to the company's carbon reduction goals in its fleet of more than 80 vessels. "We believe that using HVO, a fuel that is 100% compatible with the engines in our fleet, is a significant step in our emissions reduction journey," says Wilson Sons executive director Marcio Castro. "Only with partners aligned towards a more sustainable operation will we achieve our decarbonization goals. With Porto do Açu, Vast, and efen, we can be sure that we are on the right path." *(Source: MarineLog)*

CMB.TECH, DAMEN PROGRESS HYDROGEN-READY ASD TUG DESIGNS

Damen Shipyards has been awarded a contract to construct four fuel-flexible azimuth stern drive tugs using CMB.TECH's hydrogen combustion technology. Tugboats will be built to designs that are fuel-flexible and future-proofed as the towage industry seeks to reduce emissions in port operations. There is rising pressure on tug owners to lower their environmental footprint and comply with tightening regulations on emissions, such as IMO Tier III and the European Union's stage V. Although batteries are seen by some owners as a way to minimise emissions, many feel the need for alternative fuels to diesel to provide additional power, extend range and have the flexibility to operate between different ports. CMB.TECH worked with Damen Shipyards on a design for an azimuth stern drive (ASD) tug that can burn hydrogen fuel, eliminating CO2, NOx, SOx and particulate matter (PM) from emissions and far exceeding environmental regulations. This has culminated in the ASD Tug 2713 FF-H2 design for a 27-m tugboat with a dual-fuel system for fuel

flexibility (FF), prepared for hydrogen fuel. At the 27th International Tug & Salvage (ITS) Convention in Dubai, UAE, in May 2024, CMB.TECH signed a contract with Damen for the construction of four ASD 2713 FF-H2 tugs using CMB.TECH's dual-fuel hydrogen technology which has been approved in principle by classification society Lloyd's Register (LR). At the time, CMB.TECH chief executive Alexander Saverys said the contract "marks another very important step in the development of our hydrogen-powered vessel portfolio. ASD tugs are ideal assets to start decarbonising port operations." He anticipates a rising demand for hydrogen-fuelled harbour tugs in the world's ports as a way of cutting emissions. "With our hydrogen tugs, every port in the world will now be able to lower its carbon emissions and create demand for green hydrogen production," said Mr Saverys. These tugs will be built with 80 tonnes of bollard pull and modular storage systems to store compressed hydrogen below deck. Four high-speed dual-fuel hydrogen engines, optimised to minimise NOx and CO2 emission, will exceed the most stringent IMO Tier III and EU Stage V standards. Each tug could carry up to 16 bottles, storing a total of 736 kg of pressurised hydrogen at 350 bar. If hydrogen is not available, these engines can operate on 100% diesel fuel from tanks with total capacity of 160 m3. In a technical paper to be presented a TUGTECHNOLOGY '25, CMB.TECH managing director, Alex Corrigan, and chief engineer, George White, explained why hydrogen was selected as the fuel of choice. "Hydrogen proves advantageous for smaller vessels, such as harbour tugs. The short operational ranges, frequent port returns and urban proximity of tug operations make hydrogen an ideal fuel choice for reducing emissions and improving local air quality," they said. "Hydrogen is increasingly viewed as a promising low- or zero-carbon energy carrier. Its benefits for maritime port operations include: reducing CO2, especially when combusted with minimal pilot diesel; negligible SOx and PM, and NOx depending on engine technology; improved air quality as hydrogen helps address near-shore and inland emissions. "However, hydrogen's lower volumetric energy density and related safety requirements call for detailed engineering and operational protocols," said Mr Corrigan and Mr White. CMB.TECH has long focused on integrating hydrogen fuel into vessels. For use in harbour tugs, the system consists of modified high-speed engines that burn hydrogen in tandem with diesel, thus considerably curtailing CO2 emissions without sacrificing bollard pull. Underdeck compressed hydrogen storage includes high-pressure cylinders at 350 bar, arranged in stillages, while the safety architecture encompasses redundant gas detection, venting systems and alarm protocols designed to tackle potential leaks or over-pressurisation events. CMB.TECH has demonstrated successful hydrogen integration with pioneering projects such as Hydrocat, a hydrogen-powered crew transfer vessel, and Hydrotug, the world's first hydrogen-powered tugboat operating in Antwerp, Belgium. "These vessels exemplify the practical feasibility and operational reliability of hydrogen technology in marine applications," said Mr Corrigan and Mr White. These experiences were taken into the ASD Tug 2713 FF-H2 programme. "A fundamental challenge is safely integrating compressed hydrogen within a limited hull envelope," they said. To achieve the highest safety standards, the design adheres to principles outlined by the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code). Additionally, the implementation process included a rigorous risk-based certification approach, addressing potential

hazards through systematic risk assessments, as approved by LR. *Tanks and bunkering* Damen made minor adjustments to the design for the tank arrangement and ballasting strategies to preserve manoeuvrability and ensure compliance with stability criteria. To maintain IMO Tier III and EU stage V compliance, each engine has dedicated hydrogen injection and engine controls to manage the hydrogen/diesel mix ratio, minimising NOx formation, and exhaust aftertreatment involving selective catalytic reduction to further reduce NOx. Bunkering of these tugboats requires refilling pressurised hydrogen bottles every one or two days, depending on duty cycle. "To minimise downtime and enhance operational efficiency, CMB.TECH has developed a twin-nozzle refuelling system allowing parallel filling of hydrogen cylinders," said Mr Corrigan and Mr White. "This innovative approach significantly reduces bunkering duration, optimising vessel availability and productivity." In the long term, ports would be encouraged to offer robust bunkering solutions, including safety zones and potential onsite hydrogen production. In the interim, mobile refuellers provide solutions for fast refuelling within harbours. CMB.TECH is the first organisation in Europe to secure a hydrogen bunker permit. *Risks and maintenance* To obtain risk-based certification, CMB.TECH and Damen implemented hazard identification and operability studies for hydrogen covering structural integrity, ensuring all piping and fittings withstand vibration and load cycles encountered by a high-power tug; leak management; and handling safety, as hydrogen is flammable and explosive. "Hydrogen must be handled safely, making robust detection and ventilation essential," they explained. Prior to operations with these tugboats, crew would be trained and drilled, and operational procedures tested. Onboard operations will be automatically monitored, with real-time detection systems for hydrogen pressure and temperature fluctuations, and gas leaks. "An advanced control system will provide immediate alerts and automatic responses, ensuring safety is maintained at all operational stages," said Mr Corrigan and Mr White. Maintenance protocols will include scheduled, preventive maintenance routines and periodic inspections and integrity assessments of hydrogen tanks, piping, connections and vent systems. "These procedures aim to proactively identify signs of wear, degradation, or corrosion, maintaining system reliability and crew safety over the vessel's operational lifespan." Mr Corrigan and Mr White believe a significant proportion of diesel fuel could be substituted with hydrogen, depending on availability, to exceed CO2 reductions of 50%-70%, particularly during lower load conditions, which represent many tugboat operations. This is based on simulations using a representative vessel operating cycle and modelled engine characteristics. CMB.TECH plans to confirm performance and CO2 reductions during final engine verification in a test cell, planned during 2025. *(Source: Riviera by Martyn Wingrove)*

GLEHEN SHIPYARD DELIVERS MULTI-PURPOSE CRANE PLATFORM

France's Glehen Shipyard delivered the multi-purpose workboat **Langilea** to the Région Nouvelle-

Aquitaine in the Port of Bayonne. Langilea has been designed to ensure the maintenance of port infrastructure, buoy maintenance, the lifting of moorings, the transport of equipment, and towing operations. Compliant with IMO Tier III standards, the 12-tonne bollard pull **Langilea** is equipped with catalytic reduction systems with urea injection to reduce NOx emissions. The vessel is fitted with two cranes, a 30 tonne-metre BV-ALM loading crane and a smaller crane for lifting personnel, equipped with a cherry picker. Its stability is optimised by a freshwater ballast system, allowing the trim and heel to be adjusted according to the operations in progress. **Langilea** also has a 10-tonne lifting winch to aid lifting, and four anchoring winches, placed at the four corners of the deck to facilitate the stability of lifting operations. *(Source: Baird)*

TUGBOATS KEEP SEAFOX 7 UNDER CONTROL

On Wednesday 9 April, the tugs **Chelsea-B** and **Rodie 2** from Rodietransport in Westzaan were deployed to raise the **Seafox 7** jack-up platform. Normally, the jack-up platform stands on its four legs in front of the Nieuwediepkade. However, these had to be raised for inspection of the jack-up system, causing the platform to float and thus be neatly held in position by both tugs. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

THE LAUNCH OF THE RESCUE TUG "ALDAN" TOOK PLACE

The launch of the multifunctional rescue tugboat **Aldan** of the MPSV12.05 project took place at the production site of the Okskaya Sudoverf. This was reported on April 11 by the Russian Maritime Register of Shipping (RS), under whose technical supervision the vessel is being built. The rescue tugboat **Aldan** is being built by order of the Federal State Institution "Government Customer Directorate". At the ceremonial event, RS was represented by the Director of the Nizhny Novgorod branch of RS Sergey Konovalov, his deputy Dmitry Aleksandrov and the head of the Navashino section Mikhail Murashko. The new vessel is designed for patrolling and emergency rescue duty in areas of shipping, fishing, offshore oil and gas production. The rescue tugboat is a shallow-draft vessel

of the Arc5 ice class with an inclined stem and a cruising stern end, an extended two-tier forecastle superstructure. The accommodation is located in the bow of the vessel, the engine room is in the middle. The vessel is equipped with two propellers, two bow and one stern thrusters. Multifunctional emergency rescue vessel of the MPSV12 project. Class symbol – KM⍟ Arc5 (hull; machinery)[1] AUT1 FF2WS DYNPOS-2 BWM(T) DE-Tier III Salvage ship Oil recovery ship; Length – 79.6 m; Width – 16.8 m; Draft on LGVL – 4.5 m; Deadweight at draft on LGVL (approx.) – 1814 t; Speed – 14 knots; Main engine power – 2×2795 kW. *(Source: Sudostroenie; Photo: RS)*

BAKSPIER PUT INTO SERVICE

Boat builder Stormer Marine from Hoorn delivered the electrically powered tug **Bakspier Y8025** to the Port Authority of the Royal Netherlands Navy in Den Helder on Thursday 3 April. It is the last of a series of three small tugs of the Bolder class. The first, the **Bolder Y8023**, was delivered in 2023 and the second, the **Beting Y8024**, last year. They replace the five tugs of the Schelde class. The new tugs have a range of 80 kilometres at a speed of 4 knots and are manned by two people. There is also room for 8 boarders. *(Source: Alle Hens; Photo: Joop Bos)*

NAVY TUGS RECOVER YARD CRANE

After having been moored at Damen Shipyards in the Koopvaardersbinnenhaven for a long time, the floating crane pontoon **Y8514** of the Navy Company has been recovered to the Nieuwe Haven. For this purpose, the Navy tugs **Balgzand Y8019** and **Gouwe A878** were deployed on Wednesday 9 April. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

THE NUCLEAR ICEBREAKER YAKUTIA IS SCHEDULED TO LEAVE ON ITS FIRST OPERATIONAL VOYAGE ON APRIL 15

The universal nuclear icebreaker **Yakutia** of Project 22220 is scheduled to leave for its first working voyage on April 15. This was announced on April 13 during a meeting of the icebreaker in Murmansk by Acting Director General of FSUE Atomflot Yakov Antonov, the company's press service reports. According to Yakov Antonov, the icebreaker's crew will have to work in the Yenisei region of the Kara Sea. Currently, the period of ice build-up in the waters of the Northern Sea Route is ending. "The nuclear icebreaker **Yakutia** will have an excellent opportunity to demonstrate all of its main technical advantages: power, maneuverability and dual draft," the head of Atomflot emphasized. According to FSUE Atomflot, during the voyage from St. Petersburg to its home port of Murmansk, the icebreaker **Yakutia** passed through the Baltic, North, Norwegian and Barents Seas. The nuclear-powered vessel covered 2,470 nautical miles at an average speed of 16 knots. "**Yakutia**" is the third serial (fourth in a row) universal nuclear icebreaker of the 22220 project. According to the Baltic Shipyard of USC, "**Yakutia**" differs from its predecessors in that large-scale import substitution measures have been carried out on the vessel. The equipment and components of the icebreaker were replaced with domestic ones in a short time. Thanks to the new elements of the production system introduced at the plant, the construction time of the nuclear-powered icebreaker has been significantly reduced. The keel of the icebreaker "**Yakutia**" took place on May 26, 2020, the launch - on November 22, 2022. The state flag of the Russian Federation was raised on the nuclear-powered icebreaker on December 28, 2024. *Universal nuclear icebreaker of Project 22220*. Project developer – Central Design Bureau "Iceberg"; Overall length – 173.3 m; Width – 34 m; Height – 52 m; Draft – 10.5 m/9.03 m; Icebreaking capacity – up to 3 m; Full displacement – 33,540 t;

Designated service life – 40 years; Power – 60 MW (on shafts); Speed – 22 knots (in clear water). *(Source: Sudostroenie; Photo: FSUE "Atomflot")*

PARKER TOWING HONORS SMITH, RUBIO WITH NAMESAKE VESSELS

Tuscaloosa, Ala.-based Parker Towing Company (PTC) held a christening ceremony March 26 for a pair of towboats named for two of the company's longest-serving office staff, **Beverly Jo Smith**, the company's office administrator, and **LaDonna Rubio**, longtime executive secretary. And while the christening was a celebration of Smith and Rubio and the impact they have had on Parker Towing during their more than three decades with the company, the event was also an emotional gathering for the friends, family and caretakers who knew Rubio, who fell ill in the fall of 2023 and was diagnosed with a rare form of cancer in early 2024. Rubio passed away the day before the christening. *From Secretaries To Sisters* In 1989, Beverly Jo Smith went to work for Parker Towing as a secretary. In those days, Parker Towing's office was located on the east bank of the Black Warrior River in Tuscaloosa, where Parker-Haun Park currently stands. Then, in late 1991, LaDonna Rubio started as secretary at PTC. Over the years, Smith and Rubio together amassed close to 70 years of experience working at Parker Towing. More than that, though, the pair became the dearest of friends. "We've been through so much," Smith said. "We've had weddings, kids, graduations, family deaths. We've been through the whole nine yards over the years. And we'd hang out with each other, going to lunch or different functions together, so we were coworkers, but we were like family. She used to tell people that I was her sister from another dad, and I tell people she was my sister from another mom." When Rubio became ill, Smith said she'd visit her at her home in Northport or when she was in the hospital in Birmingham, Ala. "I traveled with her daughter up there to see her," Smith said. "I'd go see her after work at her apartment in Northport. We talked almost every day before she got real sick. I'd have to

call her and tell her what's going on at PTC. When I tell you she was my sister, that's exactly what I mean." Smith said she was "on cloud nine" when Chas Haun, executive vice president of Parker Towing, told her that the company was renaming the former mv. **Mary Ethel** after her and the former mv. **Touchstone Energy** after Rubio. "He told me the board had voted to name a boat after Donna and me," Smith said, "and I just went to boohooing. I was so shocked. Then, we called Donna and told her, and she went to boohooing too." Rubio's daughter, Mary Miller, said she remembers that day as well. "She called me, and she was crying," Miller said. "Of course, I thought it had something to do with that she didn't feel good, but she said, 'They're naming a boat after me.' Mom's loved working there so much, and I know they appreciate her, but it's such a huge honor to have a boat named after you. And honestly, a lot of the hospice nurses said they really do think that's what kept her going. It's so crazy that she died the day before." Miller described the few months between when her mother started feeling bad and when she was diagnosed with cholangiocarcinoma, a rare cancer of the bile ducts. Following the diagnosis, Rubio began chemotherapy and, for a while, was able to work off and on. "Parker towing was great, working with her schedule for chemo and just being very flexible," Miller said. "In the beginning, she was able to go back to work after her chemo treatment, literally the day after, and she did that for months." Miller said continuing to work was one of her mom's main desires during her cancer treatment. "She wanted to be able to work and she wanted to be able to spend time with her grandkids," Miller said. "That and to get better was her main focus." Throughout her mom's journey with cancer, Miller said, she received incredible care from her nursing team, which celebrated with Rubio when she found out about her boat. "That's what she talked about all the time," Miller said. "She was like, 'I gotta get my hair done because I've got a boat christening to go to.' And they were all like, 'Well, we want to come.' And I said, 'Absolutely, all of y'all can come,' because it was just so special for her." And sure enough, many of the sitters and nurses from Hospice of West Alabama who cared for Rubio were there for the christening. "You don't ever forget the people that are there with you in the most helpless times of your life," Miller said. Miller said at first she didn't think she was up to attending the christening just a day after losing her mother. Thankfully, her husband, Brandon, who works at Parker Towing, convinced her to be there. "He said, 'Whatever you want to do is fine, but I think you can do it, and your mom would want you to be here,'" Miller said. In the end, Miller said the christening felt like it brought some closure and warmth among the grief. "It was really good meeting all these people that I'd heard about for so many years," Miller said. "I knew all these stories but had never actually met them, so it was really good to meet those people." *Christening The Vessels* Smith's brother, Warren Lavender, opened the christening with an invocation. Then, Tim Parker Jr. described where the mv. **Beverly Jo Smith** will typically work. "She'll be working on the Gulf Coast and in the Mobile Harbor area a lot," Parker said. "It's an important part of our operation and named after a very important person." The mv. **Beverly Jo Smith** was built by Mississippi Marine in Greenville, Miss., in 1970. The vessel measures 60 feet by 21.5 feet and is powered by a pair of Caterpillar main engines that produce 800 hp. Standing on the deck of her namesake vessel, Smith, with her son, Damon, looking on, smashed a bottle of

champagne over the railing to officially christen the newly renamed boat into the Parker Towing fleet. Parker then introduced Rubio and her namesake vessel to the crowd. “She fought the good fight, and the good Lord took her home yesterday,” Parker said. “We appreciate her family and some people from hospice who are here today.” Parker said the mv. **LaDonna Rubio** will operate in the Tuscaloosa area. Rubio’s son, Adam, then christened the vessel, with Miller looking on. The mv. **LaDonna Rubio** was built in 1979 by Albert Ortis Boat Building in Krotz Springs, La. The vessel measures 52 feet by 22 feet and is powered by a pair of Detroit diesels that produce 800 hp. “These boats push more than just cargo—they carry the names and legacies of two women who have meant the world to this company,” Haun said after the christening. “Donna was and Beverly continues to be more than a colleague. They’re family to so many of us, and naming these vessels after them is one small way we can honor their lasting impact.” Tim Parker III, president and CEO of the company, and his cousins Alison Phillips, director of communications for Parker Towing, and Haun, who are brother and sister, all grew up with Smith and Rubio as mainstays in the company’s office. “When I was young, I would often come to the office with my mom, Alice Haun,” Phillips said. “As long as I can remember, Ms. Beverly and Ms. Donna have been a steady presence at the front desks. They brought warmth and joy but also knew how to lend a firm hand when needed. Some of our wheelmen would drop by to visit with them now and then, and whatever stories they shared must’ve been hilarious, because the sound of Donna and Beverly laughing would carry clear across the building. That laughter was contagious. It always made me smile. “Together,” she added, “they helped create a space that made the office feel like family.” *An Advocate For The Industry* Smith said, in her more than three decades with the company, she’s come to view part of her job as helping people become familiar with what Parker Towing does. “If I had a dollar for every call I got about towing a car,” Smith said, “I would have retired a long time ago. I tell them I work for a towboat company that hauls commodities on the waterways with towboats and barges. A lot of people don’t even pay attention to these boats going up and down the Black Warrior River. They’re right here in Tuscaloosa, so you know they don’t know about other companies that travel on the other waterways.” She also is an encourager for new recruits that walk into the office. “I tell them that I’ve been here over thirty-something years and how, if you do well out there, you can end up being a captain or a pilot,” Smith said. “I tell them it’s a good company with good benefits.” *(Source: The waterway Journal; Photo: Frank McCormack)*

DAMEN SIGNS WITH ARENA OFFSHORE A.S. FOR TURKISH CONSTRUCTION OF STAN TUGS 1606

Damen has chosen Arena Offshore A.S. for the construction of two Stan Tugs 1606, marking its first design collaboration with an external company in Türkiye. Damen Shipyards Group has signed a contract with Istanbul-based Arena Offshore A.S. for the local construction of two Stan Tugs 1606. Arena Offshore. will construct the tugs in Türkiye under the Damen Technical Cooperation (DTC). With this, Damen provides tailored support to clients around the world, sharing the knowledge and technology necessary to construct its proven vessels at a third party yard. *Tug evolution* With the design and licence provided by Damen, Arena Offshore will construct the Stan Tugs 1606 at its own facilities in Istanbul. Following this, the company will offer the vessels for sale on the market. Arena Offshore is a specialist in vessel brokerage, chartering and shipbuilding. Since the company began its operations in 1998, it has built and delivered over 50 newbuilding vessels programmes globally. The Stan Tug 1606 is a vessel proven in operation over many years. The vessel has continued to evolve over successive generations based on client feedback. The 16.76 x 5.94 metre tug offers 16 tonnes bollard pull ahead. It is a versatile vessel, well suited to towing, mooring, pushing and survey operations. *Quality vessels and economic boost* M. Ömer Ince, owner of Arena Offshore said, “It is a great honor and pleasure for us that Damen has chosen and trusted an external company, Arena Offshore, for the building of two Stan Tugs 1606, which is one of its most well-known models. As a reflection of this trust, we are excited to complete the construction of the two units in Istanbul to Damen’s quality and standards.” Bram Kouters, Managing Director of Damen Technical Cooperation, said, We are very pleased that the good experience and collaboration we have had with Arena Offshore has led them to construct their own newbuild Damen designs. It’s also gratifying to see DTC gaining traction in Türkiye. Damen firmly believes that by sharing its designs, knowledge and technology in this way, we can contribute to the construction of higher quality, sustainable vessels all around the world. Additionally, DTC provides economic benefits, giving a boost to local maritime suppliers and widening employment opportunities.” *(PR-Damen)*

ACCIDENTS – SALVAGE NEWS

SHIP RUNS AGROUND IN TEIGNMOUTH HARBOUR AS ALL NEARBY VESSELS SENT URGENT WARNING

The ship, loaded with animal feed and carrying eight crew members, had sailed in from IJmuiden near Amsterdam - before getting stuck on Teignmouth Harbour in Devon this morning. A large cargo ship has run aground in a harbour in Devon and all other vessels have been warned to remain clear while workers attempt to move it. The ship had sailed in from IJmuiden - a port city near Amsterdam - before getting stuck on Teignmouth Harbour just before 6am this morning. Harbour

master Rob Parsons said the eight crew members on board suffered no injuries and that the boat,

which was carrying animal feed, was secure. It is due to be moved in this evening's tide with all other vessels warned to remain clear. Workers are now focusing on getting the ship alongside the quay to load off its cargo, Mr Parsons said. He added: "One thing I'm always worried about is people are keen to watch things like this. That's great and we can't stop that from shore. But what we don't need is people that are on the water who are going to cause issues.". The harbour master said he was confident the issue would be resolved on Thursday evening with the help of good weather and tides building in the area. The boat had been anchored for a few days before it tried to sail into the harbour, and was around 100m (328ft) from the quay where tugs were called in from other areas to help with the move, Mr Parsons said. The Marine Accident Investigation Branch said it was aware of the incident and "making initial inquiries". The Teignmouth Harbour Commission (THC) said in a post at 7.14am that the team would try to coordinate a plan to get the cargo vessel to where it needs to be. The THC's message, signed of by Rob, likely Rob Parsons, said: "Please note that I am aware of the situation within the river regarding the cargo vessel. Myself and my team are on site and I will be coordinating with our partners to rectify and get the vessel to where it needs to be safely. I will of course update as and when I can." A ship that runs aground can be at risk of structural damage - which can lead to leaks, hull breaches, and even sinking. Beyond the immediate threat to the vessel, there's also a risk of cargo spills and hazardous chemical leaks, posing environmental and safety hazards. Groundings can also damage the surrounding environment. *(Source: The Mirror; Photo: Rob Hughes / SWNS)*

ENERGY SHIP RAN AGROUND IN YALOVA

One of the world's largest electricity producing ships, the Black Sea Powership **Orhan Ali Khan**, ran aground in Yalova. Work has begun on the 289-meter-long energy ship named "KPS Orhan Ali Khan" that ran aground in the Yalova Iron Field. The energy ship named KPS Orhan Ali KHAN, belonging to Karpowership, which has been anchored off the Çiftlikköy coast of Yalova for about 7

months, drifted away due to the adverse weather conditions that increased last night. The ship ran aground in the area at a depth of 8 meters. *Coastal safety took action* The General Directorate of Coastal Safety dispatched emergency response teams to the region following the incident. The following statements were made in the statement; "Our Nene Hatun Emergency Response Vessel, ŞARK Tugboat, KIYEM-3 fast rescue boat, diver team and rescue expert were immediately directed to the scene for the 289-meter energy ship named KPS **Orhan Ali Khan**, which ran aground in the Yalova Iron Field." *Eyes on rescue operation* Authorities stated that work is ongoing in the area where the ship ran aground and that environmental safety has been ensured. The operation, which will be directed by ship rescue experts, is expected to continue throughout the day, depending on weather conditions. Developments regarding the incident are being closely monitored. The "**Karadeniz Powership Orhan Ali Khan**" in the electricity generating ship fleet of the Turkish energy ship company Karpowership is considered to be among the largest ships in the world. *Statement from governor Kaya* Yalova Governor Dr. Hülya Kaya made a statement regarding the energy ship named "**Karadeniz Powership Orhan Ali Khan**", which was anchored in the Iron Field, drifting and losing its maneuverability due to the storm. Kaya included the following statements in her statement: The energy ship named "**Karadeniz Powership Orhan Ali Khan**" started drifting due to the storm that occurred on April 11, 2025 and lost its maneuverability on the pier average. The ship, which started drifting at 02:00, ran aground on the sandy area around 02:30. Two tugboats from the General Directorate of Coastal Safety were dispatched to the scene and it was determined that there was no loss of life or environmental pollution. It is planned that the ship will be taken to safety by its own means or by rescue teams when the effect of the storm decreases and the wind changes direction. The relevant units, Izmit Ship Traffic, Marine Police and Environment Agency units have been informed and the issue is being followed meticulously by the Yalova Regional Port Authority. In addition, the administrative investigation process is ongoing." *Statement of Yalova port master* Yalova Regional Port Authority also made an official statement regarding the giant energy ship that drifted and ran aground in Çiftlikköy due to the storm. In the written statement signed by Yalova Regional Port Master Deputy Ömer Kurt, it was stated that "The vessel named **Karadeniz Powership Orhan Ali Khan**, Liberian Flagged, 289 meters long, 93251 Gross tonnage, located in Yalova anchorage area, with IMO number 9248514, Liberian Flag, 93251 Gross tonnage,

whose activities are followed by Innox Ship Agency, started to drift due to storm opposition on 11.04.2025 at 02:00 hours, and lost its maneuverability in the sandy area by the pier center at around 02:30, 2 tugboats from the General Directorate of Coastal Safety were dispatched to the scene, it was determined that there was no loss of life or environmental pollution, and in case the storm effect decreases and the wind direction changes, the ship is planned to be towed to safety by its own means or by rescue teams, the necessary information was given to İzmit Ship Traffic, Marine Police, Environment Agency units about the issue, our Presidency is following the issue meticulously and the administrative investigation is ongoing." *(Source: Deniz Haber)* *Update: 12 April:* The 289-meter-long energy ship named KPS **Orhan Ali Khan**, which ran aground in Yalova, was saved on its own by its crew draining excess liquid, reducing the load and the effect of the south-west wind in the region. As part of the rescue efforts, the crew reduced the load by draining excess water from the ship and waited for the wind to change direction. When the southerly wind started blowing from the south, the ship's engine was freed from the sand. The ship was pulled to a safe area by its own means at night and left the land. *(Source: Deniz Haber)*

GROUNDED SCALLOP BOAT SPILLS DIESEL IN BOSTON HARBOR

On Friday morning, the U.S. Coast Guard and the Boston Police Department rescued three fishermen from a scallop boat that went aground near Green Island, a rocky islet near the entrance to Boston Harbor. Pollution control efforts are under way to reduce the impact of a spill. At about 0745 on Friday, Coast Guard Sector Boston received a broken-up radio call from a commercial fishing vessel, the scallop boat **Eileen Rita**. The **Rita's** crew confirmed that they had gone aground at the entrance to the harbor. Coast Guard crews from stations in Point Allerton and Boston responded to the scene near Green Island (North Brewster Island), joined by units from the Boston Police Department and Boston Fire Department. Two Coast Guard boats and a Boston Police boat rescued the three crewmembers from atop the partially capsized vessel's hull, and no injuries were reported. After the grounding, the **Eileen Rita** took on a list and settled onto her port side. The vessel soon began to discharge diesel fuel and oil into the water, according to the Coast Guard. **Eileen Rita** is

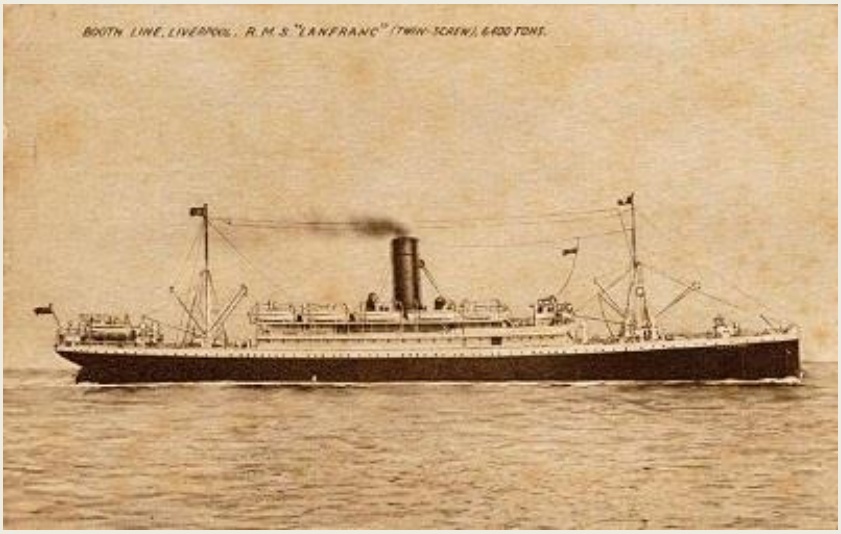
carrying as much as 4,000 gallons of fuel and 50 gallons of lubricating oil; the exact amount on board and the quantity of the spill are unknown. Video footage obtained by the Coast Guard shows a substantial quantity of what appears to be red dye diesel spilling from the **Eileen Rita's** tanks. Multiple state and federal agencies are involved in the pollution-response effort. "The Coast Guard is working closely with the responsible party to mitigate fuel discharge. Simultaneously, methods to safely remove the vessel from the island are being evaluated," said Lt. Cmdr. Alfred Betts, the public affairs officer for Sector Boston. "The contracted oil recovery organization is deploying absorbent boom to mitigate the spread of spilled fuel. Contracted divers are assessing the vessel to plan a path forward." *(Source: Marex)*

MOORED DREDGER SINKS OFF TUAS; MPA INVESTIGATING

The Maritime and Port Authority of Singapore (MPA) is investigating the sinking of a moored dredger off Tuas. A dredger is a specialised vessel that is equipped to remove and relocate materials from the bottom of a water body. In a media release on April 14, the authority said it was alerted to the sinking at about 1.30pm the same day. Three MPA patrol crafts have been deployed to the site to provide assistance. *(Source: MarineLink)*

REMEMBER TODAY

S.S. HMHS LANFRANC – 17TH APRIL 1917



HMHS Lanfranc was a Booth Line passenger steamship that was built in Scotland in 1907 and operated scheduled services between Liverpool and Brazil until 1914. In the First World War she was a hospital ship until a U-boat sank her in the English Channel in 1917. This was the second **Lanfranc** in Booth's fleet. The first was an iron-hulled steamship that was built in 1884, sold in 1898 and renamed **Olympia**. *Building* Booth's operated scheduled cargo liner and passenger services between Europe and Brazil.

In the first decade of the 20th century these services included regular sailings between Liverpool and Manaus, 1,000 miles (1,600 km) up the Amazon River. A Booth passenger ship would leave Liverpool for Manaus on or about the 10th, 20th and 30th day of each month. **Lanfranc** was the first Booth ship with twin screws. Each screw was driven by a three-cylinder triple-expansion engine. Between them the two engines were rated at 850 NHP and gave her a speed of 12 knots (22 km/h; 14 mph). The Caledon Shipbuilding & Engineering Company of Dundee built **Lanfranc** for £122,000. She was launched on 18 October 1906 and completed in February 1907. She was registered in Liverpool. Her UK official number was 124034 and her code letters were HKDM. **Lanfranc** was joined by two sister ships. R&W Hawthorn, Leslie and Company launched **Antony** on 11 November 1906 and completed her in February 1907. Caledon Shipbuilding and Engineering launched **Hilary** on 31 March 1908 and completed her that August. **Lanfranc's** tonnages were 6,275 gross register tons (GRT) and 3,655 net register tons (NRT). She and her sisters were the largest ships in Booth's fleet until Scotts Shipbuilding and Engineering Company launched Hildebrand in 1911. By 1913 **Lanfranc** had a wireless telegraphy installation aboard, operated by the Marconi Company. Her call sign was MDS. *First World War service and loss* By September 1914 the British Admiralty had requisitioned several Booth ships, including **Lanfranc** and her sisters. **Lanfranc** was converted into a hospital ship with capacity for 403 wounded. The Hague Conventions protected hospital ships in wartime. They were painted white, with a broad green waistband and large red crosses. At night they were fully lit, unlike all other ships of the belligerent powers, which were blacked out. However, in the First World War the Central Powers attacked a number of hospital ships, so by 1917 Allied hospital ships were sailing blacked out and with naval escorts. On 17 April 1917 **Lanfranc** and an "ambulance ship", **Donegal**, embarked wounded personnel at Le Havre to take to England. **Lanfranc** embarked 234 British and 167 German wounded and departed for Southampton. 326 of the wounded were bed-ridden, many of them with serious wounds including fractured femurs and amputations. At about 1930 hrs SM **UB-40** torpedoed **Lanfranc** about 42 nautical miles (78 km; 48 mi) north of Le Havre. 34 people were killed: 13 British wounded, 15 German wounded, five crew and one member of her RAMC personnel. Royal Navy patrol vessels rescued survivors, including 152 of the German wounded. On the same night SM **UC-21** sank **Donegal**, killing 40 of the people aboard. *(Source: Wikipedia)*

OFFSHORE NEWS

HAVILA ACQUIRES POLARSYSSEL OFFSHORE SUPPLY SHIP

Havila Holding, through its subsidiary Havila Skipsinvest, has acquired the **Polarsyssel** offshore supply ship from Fafnir Norway. **Polarsyssel** serves as the Governor of Svalbard's service vessel and plays a key role in safety and emergency preparedness in the region. The ship patrols the waters

around Svalbard and carries out inspection and enforcement tasks, search and rescue missions, environmental monitoring, and oil spill response. Fafnir has owned the vessel since it was delivered in 2014, while Havila has been responsible for the daily operations since 2015. Around 20 crew members work permanently onboard, and the ownership change will not affect their employment. A new five-year contract with the Governor of Svalbard starts on January 1, 2026, with two optional years on top. Ahead of this, **Polarsyssel** has undergone a major upgrade, including a new helideck and a new aft crane capable of lifting the Governor's workboat, Fjordsyssel, onboard. Other upgrades include a new reception and entrance area, and a new technical room for storing and using heli-crew equipment when the Super Puma helicopter is onboard. "We've been operating **Polarsyssel** since 2015. It's a well-maintained vessel, ready for its next contract and continued service for the Governor of Svalbard. We look forward to continuing the strong collaboration and contributing to safety and preparedness in the region," said Njål Sævik, Chair of Havila Holding. According to Sævik, the purchase of **Polarsyssel** is part of Havila Group's strategy to grow its shipping and offshore operations. *(Source: MarineLink)*

MARCON INTERNATIONAL'S SPRING 2025 NEWSLETTER & OFFSHORE MARKET INSIGHT

We are pleased to share that Marcon International's Spring 2025 Newsletter is now available on our website. This edition includes: ● Featured Listings: Photos and detailed information on barges, offshore support vessels, and towing vessels, with links to additional details. ● Sales Highlights: A recap of our recent sales history. The newsletter also features the article, "Offshore Support Market Update," which examines the challenges and shifts facing the industry in 2025. Political changes, economic uncertainty, and regulatory hurdles have contributed to slower vessel transactions and mismatched pricing expectations. Despite these challenges, the sector continues to adapt through decarbonization efforts and technological advancements. High-specification assets and financial flexibility will be essential for navigating supply chain disruptions and geopolitical complexities. Marcon_Spring_2025_newsletter; Marcon_Spring_2025_article *(PR-Marcon)*

SEA1 OFFSHORE SELLS 2014-BUILT OSCV

Norwegian offshore vessel operator Sea1 Offshore has sold one of its offshore subsea construction vessels (OSCV) as part of its fleet renewal program. The company said that it sold its 2014-built OSCV **Sea1 Spearfish** to an unnamed independent third party. The vessel is currently on a contract with marine seismic player PXGEO. According to Sea1, the remaining firm contract period is reflected in the sale price. The two recently signed an extension for the vessel. Namely, in late November last year, PXGEO agreed to keep the OSCV for another year. The extension kicks in during the first quarter of 2025. The Norwegian firm added that the sale was done on market terms and would result in a gain of approximately $40m. The existing debt of $39m will be repaid following the transaction. The transaction is expected to close in May 2025. *(Source: Splash24/7)*

N-SEA BOLSTERING FLEET WITH CABLE MAINTENANCE NEWBUILD

Dutch subsea services specialist and vessel operator N-Sea is strengthening its fleet capacity with an additional newbuild. The Dordrecht-based company is bringing in a methanol-ready multipurpose cable maintenance vessel under a newbuilding project by compatriot Neptune Marine. The vessel will be built in Poland and transferred to the Netherlands in the fourth quarter of 2025 for fitting and commissioning in the second quarter of 2026. The unit, named

Altera, will be equipped with a 25t offshore knuckle boom crane, a mooring system, a 4,500t carousel, a 15t tensioner, and be fit to accommodate up to 99 people. The move to further expand the fleet follows a recent seven-year framework agreement for subsea cable maintenance and repairs with Italy's Prysmian. The newbuild will be able to operate year-round in both very shallow and deep water conditions on interconnector, export and inter-array cable projects, N-Sea said. Late last year, the company signed up for a hybrid survey and ROV support newbuild in a long-term charter deal with Mainport Shipping. The vessel will also be built by Neptune, with delivery scheduled in the first quarter of 2026. *(Source: Splash24/7)*

COMPANY FOR FUGRO SEARCHER

The survey vessel **Fugro Searcher**, which has been moored behind the Blue Port Centre for some time now, was joined last Friday afternoon by the 66-metre long **Fugro Galaxy**. This diesel-electric powered vessel came over from Stavanger in Norway to Den Helder. The **Fugro Galaxy**, a sister ship of the **Fugro Searcher**, was delivered in 2011 by the German Fassmer shipyard in Berne. Both vessels are controlled by Fugro Survey from Aberdeen. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

GOODBYE OSPREY

A Halifax-built AHTS has been sold and is en route to Greece. The **Atlantic Osprey** was sent down the launch ways April 17, 2003 and completed in July of the same year. It was handed over to Atlantic Towing Ltd for operation in Newfoundland waters. Both Halifax Shipyard and Atlantic Towing Ltd are owned by branches of J.D.Irving Ltd, the industrial arm of the Irving family of companies from Saint John, New Brunswick. The 3453 gt ship was the last of four similar vessels built to an Ulstein 722 design. The first two, **Atlantic Eagle** and **Atlantic Hawk** were 3157 gt platform suppliers and the second two, **Atlantic Kingfisher** and **Atlantic Osprey** were UT722L types with anchor handling / towing winches and 5 meter longer hull at 80m LOA. **Atlantic Eagle** is currently serving as an Emergency Towing Vessel in British Columbia. **Atlantic Hawk** was sold in 2021, renamed **Sayan Jarl** then **Seival** under Russian flag. **Atlantic Kingfisher** has been chartered out to Brazil since 2002. The **Atlantic Osprey** appeared to have a more

elaborate fire fighting outfit. It was equipped with two controllable pitch props delivering about 100 tonnes bollard pull from four Bergen main engines of 14,411 bhp. It had one conventional and one azimuthing thruster forward and two athwartship thrusters aft. (It was also report at 16,000 installed horsepower.) From September 2022 to August 2023 the **Atlantic Osprey** was reflagged to Barbados, presumably for work overseas. It may also have operated abroad on other occasions. It did work out of Halifax for a time between 2018 and 2020 with a drill rig Noble Regina Allen and offshore platforms. It was laid up periodically in Stephenville and did spot charter work. In March of this year, its Canadian registry was closed and it was renamed **Giant** under Liberian flag. New owners are reported to be Giant Shipping SA with managers Megatugs International Salvage. It departed Bull Arm, NL April 12, 2025 for Piraeus, Greece. *(Source: Photo: Mac Mackay-Tugfax)*

NEXT GEOSOLUTIONS WINS PRYSMIAN CONTRACT

Marine geoscience and offshore construction support player Next Geosolutions (NextGeo) has secured a contract from Italian cabling giant Prysmian for unexploded ordnance (UXO) survey and clearance work in German and Dutch waters. The contract for the survey activities estimated at €10m will see the Milan-listed company, part of Naples-based shipping group Marnavi, support Prysmian on the NeuConnect Interconnector subsea cable project that will link the UK and Germany. The value excludes variable or optional component as well as any clearance work, NextGeo said. The campaign will target about 130 potential UXO anomalies along the cable route. NextGeo will mobilise two vessels for troject execution, scheduled between the second and third quarter this year. “The UXO survey segment is a strategic one, in which NextGeo has developed solid experience. This award

strengthens our presence in the European market and confirms our ability to deliver reliable data in support of complex offshore installations and operations carried out in particularly sensitive environments," said Giovanni Ranieri, CEO of Next Geosolutions. *(Source: Splash24/7)*

UAE'S PREMIER MARINE SHIPYARDS DELIVERS FLAGSHIP AHTS VESSEL "RAWABI 73"

Premier Marine Shipyards, a leading Dubai-based shipbuilder, has successfully delivered the **Rawabi 73**, its most sophisticated Anchor Handling Tug Supply (AHTS) vessel to date, to Rawabi Vallianz Offshore Services (RVOS). The 70-meter vessel, purpose-built for demanding offshore operations, represents a quantum leap in regional maritime capability and underscores the UAE's growing prominence in specialized shipbuilding. Premier Marine Shipyard handed over the **Rawabi 73** vessel at an official ceremony at the Dubai Maritime City. The mega event was attended by Mr. Ling Yong Wah, Executive Director and CEO of Vallianz Holdings; Mr. Walter Van Aarde, General Manager of Rawabi Vallianz Offshore Services; Mr. Hemant Tandon, Managing Director of Premier Marine Shipyards, Mohammad Al Tamimi, Assistant Manager Reservation at Dubai Maritime City and Mr. Abdulla Esam Abdulla, Senior Manager Operations at Dubai Maritime City, alongside key officials, industry leaders, and guests. Designed to perform a wide range of critical functions—including anchor handling, towing, firefighting, rescue, and subsea support—the vessel represents a new era in offshore support. It also offers modern accommodation for up to 50 personnel, ensuring crew comfort and safety on extended missions. Mr. Hemant Tandon, Managing Director of Premier Marine Shipyard in Dubai, called the delivery of the anchor handling tug supply vessel a proud moment for the company and a significant advancement in regional maritime capabilities. "This launch marks a proud milestone for Premier Marine Shipyards and reflects months of engineering excellence, precision, and collaboration," said Mr. Tandon. "The vessel has been purpose-built to meet the complex and evolving demands of offshore operations—from oil and gas exploration to renewable energy support." He emphasised the shipyard's long-term vision for innovation, sustainability, and client-focused design. "As the maritime industry transitions to cleaner and more capable technologies, we're investing in vessels that reflect those values. This AHTS vessel represents not just power and performance but our broader goal of helping our clients operate safer and smarter at sea," he added. "This achievement was only possible because of the unwavering support and shared vision of our partners, clients, and workforce. Together, we are setting new benchmarks in maritime excellence and positioning the region as a global hub for offshore marine solutions." Mr. Tandon noted: "The successful delivery of **Rawabi 73** signals a major achievement for the regional maritime sector, showcasing Premier Marine Shipyard's growing stature as a shipbuilder of choice for complex offshore vessels. With its advanced capabilities, smart systems, and world-class safety and environmental standards, **Rawabi 73** is not just a vessel—it's a statement of intent." Mr. Ling Yong Wah, Executive Director and CEO of Vallianz Holdings, echoed the sentiment, praising the partnership that brought **Rawabi 73** to life. "It is truly an honour to be part of this celebration marking the launch of **Rawabi 73** a vessel that stands as a symbol of

innovation, excellence, and the strength of collaboration. This achievement would not have been possible without the strong trust and partnership between Hemant Tandon and myself, and between the dedicated teams at Premier Marine Shipyard and Vallianz Holdings. “Both teams have worked tirelessly to overcome challenges, combining expertise, dedication, and a shared commitment to quality. This vessel reflects our collective pursuit of world-class service, mutual respect, and the power of working together as one team to achieve common goals.” Speaking at the launch event at the Dubai Maritime City, Mr. Walter Van Aarde, General Manager of Rawabi Vallianz Offshore Services (RVOS), praised **Rawabi 73** as a defining asset for the company’s offshore operations. “This vessel represents more than just our company’s growth—it’s a testament to the strength of collaboration between RVOS, Premier Marine Shipyard, Vallianz Shipbuilding and Engineering, and the many individuals who contributed their expertise. Built to the highest standards, Rawabi 73 will enhance our efficiency, reliability, and capability in the offshore oil and gas sector. As it joins the RVOS fleet, **Rawabi 73** is set to play a critical role in supporting offshore energy infrastructure across the region and beyond.” Purpose-built for complex offshore operations, Rawabi 73 is equipped with twin medium-speed diesel engines delivering a powerful bollard pull of 120 tons, a Dynamic Positioning Class 2 (DP2) system, and a 500 m² heavy-duty working deck. The vessel is classed with ABS SMART and ENVIRO notations, highlighting its digital readiness and environmental compliance. *Key features at a glance* Length: 70 meters; Beam: 17.20 meters; Bollard Pull: 120 tons; Dynamic Positioning: DP2 Class; Deck Area: 500 m² heavy-duty deck; Certifications: ABS SMART, ENVIRO; Accommodation: 50 personnel; Functions: Anchor handling, towing, firefighting, rescue, offshore supply **Rawabi 73** Anchor Handling Tug Supply vessel is ideally equipped to support a wide spectrum of offshore tasks, including: Positioning and towing of offshore rigs and platforms; Emergency response and firefighting; Transport of critical supplies and equipment; Subsea operation support and standby rescue services. Its heavy-duty equipment, digital systems, and reinforced design make it a reliable workhorse for high-stakes offshore environments. *(Source: Workboat365)*

MUSEUM NEWS

BERGINGSVAARTUIG “BRUINVISCH” 2024 NIEUWS

Het eerste deel van 2024 stond voor de “**Bruinvisch**” hoofdzakelijk in het teken van het verlengen van het Certificaat van Onderzoek (CvO). In het najaar van 2023 zijn we gestart met de voorbereidingen voor deze verlenging, waarvoor het schip in dok moest om onder water geïnspecteerd en schoongemaakt te worden. Vooraf aan deze dokbeurt werden diverse fondsen benaderd met het verzoek om een bijdrage voor deze met hoge kosten gepaard gaande certificering. Gelukkig waren een aantal fondsen bereid om ons te steunen. Hun bijdrage is van groot belang

geweest bij het dekken van de kosten voor genoemde verlenging. Naast de bijdragen van de fondsen, bleef er ook nog een deel voor eigen rekening. Verder werd er evenals in voorgaande jaren weer regelmatig gevaren zowel om evenementen te bezoeken, als ook om bezoekers en inwoners van Maassluis de gelegenheid te geven om via Ervaar Maassluis een tochtje te maken. Ook was de "**Bruinvisch**" uiteraard weer aanwezig op de Furieade. In november assisteerde de "**Bruinvisch**" weer bij het binnenhalen van Sint Nicolaas, allereerst op 19 november in Maassluis en op 26 november in Rotterdam, waar hij zijn opwachting maakte bij Alphatron. Onder andere dankzij uw steun in het verleden konden wij hierin voorzien. Uw bijdragen voor het in goede conditie en varende houden van de "**Bruinvisch**" zijn daarom van harte welkom en wij stellen uw steun bijzonder op prijs. Gezien mijn leeftijd en een zittingsperiode van bijna 20 jaar, heb ik besloten om dit jaar mijn voorzitterschap over te dragen. Ik dank u voor de steun aan onze stichting en hoop dat dit ook zal blijven - Bob Winkel *(PR-Bruinvisch)*

WINDFARM NEWS - RENEWABLES

PRYSMIAN WRAPS UP SOFIA EXPORT CABLE WORK

Prysmian has completed the installation and HV testing of the export subsea cables that connect the Sofia offshore wind farm to the UK mainland. The 1.4 GW offshore wind farm comprises more than 440 kilometres of ±320 kV offshore export cables with XLPE insulation, manufactured in Prysmian's Pikkala plant in Finland, and 15 kilometres of ±320 kV onshore cables with P-Laser insulation made in the company's Gron plant in France. The Italy-headquartered cable supplier has delivered the export cable connection for the Sofia project under a contract signed with the developer RWE back in 2021. Prysmian started installing the export cables in 2023 using its Leonardo da Vinci vessel. This also marked the start of the offshore construction of the 1.4 GW wind farm, whose export cable link runs from the offshore converter platform to a landfall point 220 kilometres away in Redcar, Teesside. Offshore construction at the Sofia project site, 195 kilometres off the UK coast, is still underway, with more than half of the monopiles installed and the first wind turbines now also in place. The 1.4 GW project, which will comprise 100

Siemens Gamesa 14 MW turbines, is expected to be commissioned in 2026, when it will be capable of generating enough electricity to power the equivalent of 1.2 million UK homes. *(Source: Offshore Wind)*

SEAWAY 7 FIRMS UP VESSEL WORK ON WORLD'S LARGEST OFFSHORE WIND FARM

Seaway 7, the renewables unit of Oslo-listed Subsea 7, has signed a contract to charter a turbine vessel for work on the Dogger Bank wind farm off the UK. This comes after Seaway 7 signed a vessel reservation agreement with the developers of the Dogger Bank – SSE Renewables, Equinor, and Vårgrønn – in December 2024. Under the contract, the 2023-built **Seaway Ventus** jackup installation vessel will begin turbine transport and installation work of GE Vernova Haliade-X offshore wind turbines at the offshore wind farm in mid-2026. This contract represents additional work for Seaway 7 at the Dogger Bank development, where the company already has contracts for transport and installation of the monopile foundations and transition pieces on all three phases of the project, with the works on Dogger Bank A complete and the works on Dogger Bank B substantially complete. Turbine installation and commissioning work is continuing at Dogger Bank A, with completion of the first phase of the offshore wind farm expected in the second half of calendar year 2025. When fully complete, Dogger Bank will be the world's largest offshore wind farm, capable of powering around 6 million UK homes annually. SSE Renewables is leading the construction of the project on behalf of the joint venture while Equinor will be the lead operator of the wind farm on completion for its expected operational life of around 35 years. *(Source: Splash24/7)*

DREDGING NEWS

DAMEN CSD650 ENGINEER SOLTAN KAZIMOV HITS THE WATER

A cutter suction dredging vessel (Damen CSD650) named **Engineer Soltan Kazimov**, commissioned by the Baku International Sea Trade Port, was successfully launched into the water via a floating dock at the Baku Shipyard today. The vessel's design was developed by the experienced naval architects and engineers of Damen Shipyards Gorinchem B.V., the Baku Shipyard said. This marks the first instance in Azerbaijan where a dredging vessel of such specifications has been constructed domestically. The CSD measures 61.20 meters in overall length, with a hull length of 49.30 meters, a beam of 10.50 meters, a draft of 1.65 meters, and a maximum dredging depth of 18 meters. Remaining commissioning and sea trials are scheduled to be carried out at the outfitting quay of the Shipyard. *(Source: Dredging Today)*

OILTECH DELIVERS ANOTHER SUCCESSFUL PROJECT

Oiltech Dredging Equipment, in collaboration with Impianti Draganti, has successfully delivered an overhauled IHC Cutter Suction Dredger (550) to a client in Africa. Together with Impianti Draganti, the company carried out a comprehensive overhauling of the dredger. The new Caterpillar 3512 engine was installed to replace the existing one, ensuring optimal performance and longevity. Additionally, Oiltech upgraded the IHC Dredging Pump with brand new wear parts, further enhancing the dredger's efficiency. One of the key features of this project was the addition of the spud carriage, which ensures the dredger remains stable and well-positioned during operations, increasing precision and reliability. Furthermore, Oiltech supplied 1 km of new HDPE piping with floaters, essential for efficient dredging and ensuring long-term operational success. *(Source: Dredging Today)*

OFFICIAL NAMING OF THE KENMARE'S NEW DREDGERS

Last Friday, Royal IHC held a naming ceremony for Kenmare's two new high-capacity dredges at its shipyard in Kinderdijk, in the Netherlands. The event was attended by members of the Kenmare and

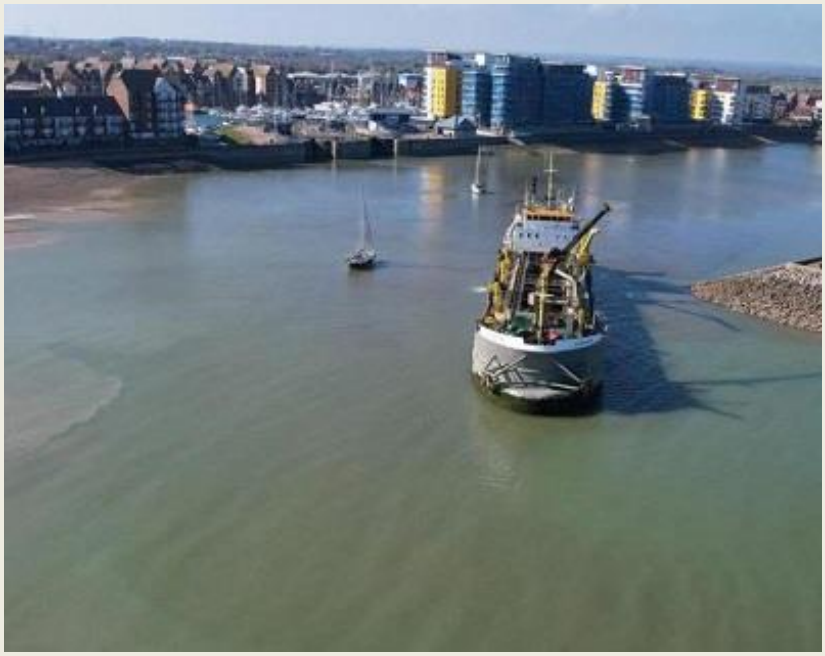
Royal IHC management teams, as well as by the two women who the dredges are being named after: Sandra Clifton, wife of Kenmare's Mozambique Country Manager, Gareth Clifton, and Calen Jamisse, daughter of Moma's General Manager, Higino Jamisse. The new dredgers, **CSD Calen** and **CSD Sandra** are customized mining dredgers, measuring 62 meters and weighing close to 1,000 tons, with a total installed power of 6,800 kVA and cutter power of 1,350 kW. As they are electrically powered by using renewable hydro-electric power, these dredgers will contribute to Kenmare's goal of reducing the carbon footprint of their operations. *(Source: Dredging Today)*

THE FIRST DREDGING PROJECT IN BRAZIL FOR TSHD VOX ALEXIA

In the Port of Barra do Riacho (Aracruz) and Port of Vitória, Brazil, a maintenance dredging work for Vports Autoridade Portuária is making progress. The project is being executed by Van Oord's trailing suction hopper dredger (TSHD) **Vox Alexia**. This is the first dredging project in Brazil for the **Vox Alexia** and the crew is working hard to demonstrate its capabilities, the Dutch company said. "We are bringing the navigation channel at Vitoria port and the turning basin and berth

pockets at Barra do Riacho to the required depths. The **Vox Alexia** is working on two ports at once within a short period of time so good coordination is key," said Van Oord. The dredger is working with 2 plough boats and a survey vessel. *(Source: Dredging Today)*

TSHD SOSPAN DAU WRAPS UP PREMIER SOVEREIGN HARBOR DREDGING



Premier Sovereign Harbor said that the dredging work in the outer harbor has been completed. The project, conducted with the trailing suction hopper dredger (TSHD) **Sospan Dau**, started on April 2. The amount of dredging required each year is dependent on the weather experienced the previous winter, which affects how much sediment is driven into the harbor's entrance channel. Usually, it takes up to two weeks to complete the works and remove anywhere from 15,000 – 30,000m3 of dredged material. *(Source: Dredging Today)*

YARD NEWS

EVOTEC SECURES NEW CONTRACT WITH EIDESVIK AGALAS REACH AS – EQUIPMENT DELIVERY FOR NEW CSV VESSEL

Evotec is strengthening its position in the offshore market with a new contract to supply its advanced Launch and Recovery Systems (LARS). As part of the contract, Evotec will deliver two complete LARS systems for the second Construction Support Vessel (CSV) in the Eidesvik Agalas Reach AS fleet. The vessel will be built at the Sefine Shipyard in Turkey and will be the sister ship to NB71. Evotec's scope of supply includes a handling package with integrated solutions such as control systems with active heave compensation, side doors, sheave arrangements, and hangar cranes. The system is engineered to ensure safe and efficient operations

under demanding conditions, providing Eidesvik Agalas Reach AS with increased operational flexibility and sustainable performance. *Success through Collaboration* "We're pleased to have secured this contract. Delivering to a sister vessel allows us to reuse both products and technology, which reduces resource consumption and increases predictability for Evotec. It also helps us safeguard jobs for our employees," says Geir Henning Kalvatn, Sales Manager at Evotec. "We'd also like to extend our thanks to NSK Ship Design, Reach Subsea, and Eidesvik Agalas Reach for the excellent collaboration — this wouldn't have been possible without them." "This contract confirms our position as a key player in the offshore market. Interest in our sustainable and innovative solutions is growing, and we see this as an important step towards further strategic partnerships in the future." says Jogeir Romestrand, CEO at Evotec. *(PR-Evotec)*

REEFBLOCKS: ADVANCING BIODIVERSITY AND COASTAL PROTECTION

Two years after the installation of the 'Rotterdam Reef,' the consortium of Rijkswaterstaat, the Municipality of Rotterdam, Boskalis, and Reefy proudly presents the results: the Reefblocks technology, developed by sustainable startup Reefy, successfully combines wave and erosion protection with enhanced biodiversity. The project proves that infrastructure development and nature restoration can go hand in hand. *Reefblocks: Where Engineering Meets Ecosystem Restoration* In 2023, 17 Reefblocks were installed in the Port of Rotterdam's busiest shipping channel near Rozenburg, creating the modular Rotterdam Reef. These concrete blocks form the backbone of a living reef. Each block, measuring 3 meters in length and weighing 6 tons, is designed to withstand heavy wave impacts while fostering a vibrant underwater landscape. Featuring tunnels, shaded passages, and rough textures, the structure creates a dynamic ecosystem where fish, crabs, and shrimp can thrive, offering protection for both coastlines and marine life. The project's success is credited to strong collaboration among partners. Boskalis led the installation of the Reefblocks, drawing on their expertise in hydraulic engineering and coastal defense. Rijkswaterstaat championed the initiative for nature-inclusive infrastructure in the Port of Rotterdam. The Municipality of Rotterdam supported innovation and ecological

monitoring, gathering valuable environmental data. Reefy developed the modular technology, seamlessly merging coastal protection with ecosystem restoration. *Ecological Impact: A Thriving Underwater World* Reefblocks are revitalizing the Port of Rotterdam's busiest shipping channel: more species, cleaner water, stronger ecosystem. • A Haven for Marine Life: Monitoring shows the reef offers shelter to a variety of marine species, including fish, crabs, and shrimp. • Boost in Biodiversity: The rough surfaces of the Reefblocks encourage the growth of shellfish and algae, leading to three times higher biodiversity compared to standard concrete. • eDNA Research Insights: Studies confirm the Port of Rotterdam's main channel serves as a crossroads for freshwater, saltwater, and migratory fish species. The Reefblocks support fish migration and naturally enhance water quality through filtration. • Improved Water Quality and Ecosystem Health: The open structure of the Reefblocks promotes continuous water circulation, creating a healthy habitat for aquatic organisms. Technical Performance: Demonstrating Durability and Protection Reefblocks have proven their strength in extreme weather and are ready for broader deployment. • Storm Resilience: All 17 Reefblocks remained stable during severe storms, including Storm Poly (July 2023). • Wave Attenuation: The reef structure reduces wave action and promotes sediment build-up behind it, contributing to coastal protection and erosion prevention. • Stronger Shorelines: The Reefblocks enhance the resilience of coastlines against storms and flooding. • Ready for Global Application: The innovation is prepared for larger-scale rollouts worldwide. Through this project, the consortium contributes to meeting the goals of the European Water Framework Directive, aimed at improving habitats for plants and animals and enhancing overall water quality. *Quotes from the Partners: Reefy*: "This project proves that nature and infrastructure can truly strengthen each other. The Reefblocks offer a sustainable, scalable solution for water safety and ecological restoration. We are ready to scale the technology globally and are already working on projects ranging from rivers in the Netherlands to the tropical Caribbean in Mexico!" – Leon Haines, Co-founder and CTO of Reefy *Rijkswaterstaat (Ministry of Water and Infrastructure):* "Rijkswaterstaat values hydraulic innovations that contribute to ecological restoration. Thanks to strong collaboration with the Municipality of Rotterdam, Reefy, and Boskalis—and the motivation of all involved—we turned our ambition to innovate into a successful pilot. The knowledge gained opens new opportunities for the future." – Ehsan Nouzari, Environmental Manager, Water Framework Directive, Rijkswaterstaat *Municipality of Rotterdam:* "Our collaborative approach has yielded a great result, offering opportunities for national and international upscaling. Learning by doing helped us bridge the gap

from lab testing to real-world application, where concrete and biodiversity work hand in hand." – Petra de Groene, Director of Economy and Sustainability, Municipality of Rotterdam *Boskalis*: "The motivation and collaboration among all partners were crucial to this pilot's success. At Boskalis, we developed a specialized grab tool to efficiently install the Reefblocks, providing not only a practical solution but also valuable field experience. This project showcases how innovation and teamwork can drive sustainable marine engineering solutions." – Samantha Haage, Program Lead Artificial Reefs at Boskalis. Thanks to collaboration with PortXL, Diergaarde Blijdorp, TU Delft, and

Deltares, this project has laid a strong foundation for the future of nature-inclusive water management. *(PR-Reefy)*

AKER ARCTIC TO DESIGN NEXT-GENERATION ICEBREAKER FOR FINLAND

Finnish Transport Infrastructure Agency (FTIA) has chosen Aker Arctic to design the next-generation Baltic Sea assistance icebreaker as part of the Winter Navigation Motorways of the Sea III (WINMOS III) project co-financed by the European Union. In addition to initial design, various technical evaluations and concept comparison, the work will include model tests and development of the final concept design package. Ensuring year-round access to Finnish ports requires maintaining sufficient icebreaking capacity. For example, during the average ice winter of 2023–2024 the first Finnish icebreaker was deployed to the Bothnian Bay already in late November and by the end of January the whole Finnish icebreaker fleet was in operation. “Tightening energy efficiency requirements will reduce the independent ice-going capability of new commercial vessels and consequently increase the need for icebreaking services also during mild winters. In addition to high operational icebreaking capability, the icebreaker design thus highlights the ability to operate in more dynamic and fragmented ice fields, as well as good seakeeping characteristics and low fuel consumption in open water transit,” says Mika Hovilainen, CEO, Aker Arctic. The working title of the new icebreaker design, “B+”, describes its classification between the biggest A-class and the mid-tier B-class icebreakers in terms of vessel size and capability. Such icebreaker could be deployed to the Bothnian Bay in the beginning of the icebreaking season when icebreaker assistance is required primarily by smaller commercial vessels. Later in the season, the new icebreaker could be relocated south to the Bothnian Sea or the Gulf of Finland as needed. Meeting the tightening emission targets of the maritime industry will call for the adoption of new environmentally friendly technical solutions in future icebreakers. The initial design phase will include the evaluation of different fuel alternatives and machinery configurations suitable for icebreakers. In addition, the use of different electric energy storage systems to balance

out the load fluctuation will be investigated based on the typical operational profile of a Baltic Sea assistance icebreaker. The development of the next-generation icebreaker design will begin immediately. In addition to the initial technical evaluations and studies, the first phase will also include the comparison of three concept alternatives in terms of performance and costs for acquisition, service, and maintenance over the lifetime of the vessel. The performance of at least two concepts will be evaluated with model tests. The final concept design package will be completed in early 2026. *(PR-Aker Arctic)*

DAMEN NAVAL SELECTS VAN HALTEREN TECHNOLOGIES FOR KEY ASWF SYSTEMS

Damen Naval has awarded Van Halteren Technologies two contracts for the Anti-Submarine Warfare Frigate (ASWF) programme: the delivery of Replenishment at Sea (RAS) systems and Helicopter Transfer Systems (HTS). The ASW frigates, developed on behalf of the Netherlands Ministry of Defence for the Royal Netherlands Navy and the Belgian Navy, set a new European standard for advanced anti-submarine warfare vessels. Van Halteren Technologies was selected for its expertise and proven track record, demonstrated in previous collaborations. Recently, the company completed successful RAS testing for the Combat Support Ship (CSS) Den Helder. For the ASWF, the integration of RAS receivers into the super structures marks a significant engineering innovation. Van Halteren Technologies Boxtel (VHT) is a Dutch company focussed on design and manufacturing of specialised systems, technical solutions and services for defence and industrial applications. The VHT RAS systems, designed for the safe transfer of liquids and solids at sea, are fully customisable and designed for safe, reliable operations under demanding naval conditions. Additionally, VHT's helicopter transfer systems are designed for both manned and unmanned helicopters. "These contracts mark another important step in delivering a future-proof platform that will strengthen European security and cooperation. We value working with trusted partners like Van Halteren Technologies who share our commitment to innovation," said Fer Tummers, Project Director ASWF at Damen Naval. "The 'Proven in Practice' RAS and HTS systems will be fully integrated into the ASWF platform as a project. For VHT, the contribution to the ASWF program is an excellent example to demonstrate the knowledge and expertise for Drive and Control technology in cooperation with Damen Naval," according to Charles Simons, Sales Manager Naval Systems at VHT. The ASW frigates, set to replace the Karel Doorman class, are designed for anti-submarine warfare and can counter surface and air threats. They feature low acoustic signatures, advanced sensors, high survivability, and integrated automation. These multi-role vessels are also capable of handling lower-intensity operations, including counter-piracy, anti-terrorism, and maritime security operations. The ASWF programme demonstrates EU defence cooperation in action, as it offers other EU and NATO nations an opportunity to join the project. The first vessel is scheduled to be

delivered by Damen Naval in 2028. *(PR-Damen)*

US COAST GUARD SEEKING INFORMATION TO FAST-TRACK ICEBREAKER CONSTRUCTION TO JUST 36 MONTHS

The U.S. Coast Guard has published a Request for Information (RFI) seeking input for construction of a medium-size icebreaker in just three years. The RFI is addressed to both U.S. and international shipyards highlighting the recent efforts to collaborate with Arctic partners in Canada and Finland as part of the newly established ICE Pact.

The goal of the request is to broaden the USCG's understanding about existing vessel designs and shipyard capabilities that could start construction of a mid-size icebreaker within twelve months and launch it within 36 months. This may be a tall order for U.S.-based shipyards, though shipyards in Finland routinely build and deliver icebreaking vessels in such a time frame. The note calls for information on the engineering, procurement and construction of up to three vessels of this type. The Coast Guard's RFI, published late last week, continues the recent push by the U.S. to expand its limited Arctic capabilities in the face of greater Russian and Chinese activity in the region. Last month the Federal Maritime Commission initiated an investigation of global maritime chokepoints, including the Arctic's Northern Sea Route. It described the Arctic waters as potentially able to reshape global trade patterns and highlighted their growing strategic importance due to increased military activity from Russia and China. In addition, last week's Executive Order to strengthen the U.S. maritime sector also prominently featured mention of the Arctic region. The EO called for the development of a strategy to "secure Arctic waterways." It remains to be seen if this increase in policy interest translates into concrete budgetary investments to enhance the USCG's Arctic capabilities. Thus far only a single heavy icebreaker, also known as the **Polar Security Cutter**, currently under construction at Bollinger Shipyards in Mississippi, has been fully funded. The vessel's construction from first steel cutting in 2023 to completion will likely take 7-8 years. The RFI refers to the new icebreakers as the **Arctic Security Cutter**. This type of icebreaker would complement the larger and more capable **Polar Security Cutter** the Coast Guard and its partners have been developing for much of the past decade. In total the agency has repeatedly stated that it will require 8-9 vessels to ensure year-round access to the Arctic, consisting of three heavy

VESSEL PRELIMINARY CAPABILITY PARAMETERS	
Length	360ft or less
Beam	78ft or less
Draft	23ft or less
Icebreaking	Vessel shall be capable of independently breaking through ice with a thickness of 3ft at a continuous speed of 3 knots.
Range	6,500 nautical miles at 12 knots
Endurance	60 days
Aircraft	Flight deck and hangar to accommodate ONE (1) HH-60

Vessel specifications according to the RFI. (Source: USCG)

icebreakers and 5-6 medium icebreakers.

The new RFI seeks information about a medium-size and endurance icebreaker up to 360 ft long, 78 ft wide, and with a draft of no more than 23 ft. Its proposed range and icebreaking capabilities are modest with 6,500 nautical miles and 3 feet of ice at 3 knots. In comparison the USCG's current medium icebreaker Healy, significantly larger and more capable, has an range of 16,000 nautical miles with the ability to pass through 4.5 feet continuously. Based on the proposed capabilities the Arctic Security Cutter will likely function as an ice-capable patrol vessel navigating in first-year ice during the spring, summer and fall. *(Source: gCaptain)*

Towingline gaat een weekje op vakantie. De Tugs Towing & Offshore Newsletters voor Zondag 20 April en Woensdag 23 April zullen dan ook waarschijnlijk niet verschijnen. We hopen dan ook dat we de eerstvolgende newsletter vanaf Zondag 27 April 2025 weer met regelmaat op zondag en woensdag aan te kunnen bieden

Towingline is going on holiday for a week. The Tugs Towing & Offshore Newsletters for Sunday 20 April and Wednesday 23 April will probably not be published. We therefore hope that we can offer the next newsletter regularly on Sundays and Wednesdays from Sunday 27 April 2025

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Damen signs with Arena Offshore A.S. for Turkish construction of Stan Tugs 1606*
   - *Med Marine delivers custom-built MED-A2800 tug for Svitzer*
   - *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.*
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)

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3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem (new)*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*
   - *SCRA - Casablanca by Jasiu van Haarlem*

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