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**1963 – “59 years tugboatman” – 2022**

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

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MIDWEEK – EDITION

## TUGS & TOWING NEWS

### *AMOGY, C-JOB SET TO RETROFIT TUG FOR AMMONIA FUEL*



C-Job Naval Architects will integrate Amogy’s ammonia-to-power system into the existing tugboat and lay out the framework for shipyard activities, including retrofitting construction, engine removal and outfitting associated equipment and machinery. After the conversion project, this tug will provide towage

services in the US as the first Jones Act ammonia-powered vessel. Amogy’s technology on board will provide total power output of 1 MW, three times larger than what was field tested on Amogy’s ammonia-powered semi-truck earlier in 2023. “We are integrating Amogy’s technology into an existing tugboat and will fulfil the crucial risk-based design role that overcomes the challenges with ammonia as a fuel on board a vessel,” said C-Job Naval Architects onsite project manager Hans Stoit. Amogy will also collaborate with the US Coast Guard and DNV for regulatory and class approvals for this project. C-Job applied risk-based design on this project, which will push the boundaries of what is possible in terms of using ammonia as a fuel for workboats. Risk-based design is used extensively where overall safety follows from the application of functional rules and risk assessment. This methodology was applied to design areas including mitigating ammonia emissions, design precautions around potential leaks, and principal design choices to manage hazardous and dangerous zones. “The to-be-converted vessel will be considered a hybrid vessel with an ammonia-to-electricity power source using Amogy’s technology,” said Mr Stoit. “With our extensive and broad maritime knowledge of newbuilds, converting and repowering vessels with modern and out-of-the-box technology, and our holistic approach towards all systems in the vessel, together we can make the difference to a scalable and worldwide applicable system towards a greener shipping industry.” C-Job is an advocate of ammonia as a marine fuel. It published a report in 2019 showing it is possible to safely implement ammonia as a marine fuel when safety measures are included in the design. There are plans to retrofit tugboat [Sakigake](#) in Japan to be powered by ammonia, led by leading Japanese shipowning group NYK and involving ClassNK classification society and international technology groups, with completion expected 2024. *(Source: Riviera by Martyn Wingrove)*

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### *THE ACT OF ACCEPTANCE OF THE MULTIFUNCTIONAL RESCUE "RESCUER ILYIN" PROJECT MPSV07 WAS SIGNED*

On May 13, the State Acceptance Committee accepted the multifunctional rescue vessel **Spasatel Ilyin**, built at the B.E. Butoms . This was reported by the press service of Rosmorrechflot. In pursuance of the order of Rosmorrechflot, the ship was built by order of the FKU "Directorate of the State Customer" within the framework of the state program of the Russian



Federation "Socio-economic development of the Republic of Crimea and the city of Sevastopol" for the needs of the Marine Rescue Service. Multifunctional rescue vessel with a reinforced ice class, inclined stem and cruising aft end, with an extended two-tier forecastle superstructure, a bow accommodation superstructure and an engine room in the middle part, with a diesel-electric power plant, with two full-revolving rudder propellers and bow thrusters, with ice reinforcement category "Arc 5". The vessel has an unlimited navigation area, including international voyages and navigation along the Northern Sea Route. The vessel is intended for patrolling, rescue duty in the areas of navigation, fishing, offshore oil and gas fields; providing technical support and assistance in areas dangerous for navigation, seafood production, maintenance of transport operations in ports; searching for and rendering assistance to ships in distress; search, rescue, evacuation and placement of people with the provision of medical care to them; refloating and reefs of emergency ships, pumping water from flooded compartments; towing emergency ships and objects to the place of shelters, as well as performing sea towing of ships, floating objects and structures in ice and clear



water; rendering assistance to ships and performing rescue operations in ice conditions and in clear water; assistance in extinguishing fires at floating and coastal facilities accessible from the sea; logistic and technical support, including the performance of underwater technical work of divers at depths up to 60 meters; extinguishing fuel burning on water, liquidating emergency oil and oil product spills (OSR), including those with a flash point below 60°C; survey and cleaning of the underwater part of the hull of ships, floating and coastal facilities; surveys of the seabed and damaged objects at depths up to 1000 m. According to the MPSV07 project, developed by the Marine Engineering Bureau - St. Petersburg, over the past 10 years, four ships have been built: [Spasatel Karev](#), [Spasatel Kavdeikin](#), [Spasatel Zaborshchikov](#) and [Spasatel Demidov](#). All of them successfully serve in the regional divisions of the Maritime Rescue Service in St. Petersburg, Murmansk, Vladivostok and Novorossiysk. *Characteristics of the MPSV07 rescue vessel:* Vessel power, MW 4; Length, m 73; Width, m 16.6; Board height, m; 6.7; Draft, m 5.12; Deadweight, t 1139; Displacement, t 3634; Autonomy, days 20; Crew, pers. 20. (Source: Paluba Media)

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## KOTUG CANADA AND SC'IANEW FIRST NATION SIGN MUTUAL BENEFITS AGREEMENT



KOTUG Canada Inc. ("KOTUG"), and Sc'ianew First Nation have signed a Mutual Benefits Agreement ("MBA"), outlining details of the unique and meaningful partnership that supports KOTUG Canada's long-term agreement with Trans Mountain for the Trans Mountain Expansion Project ("TMEP"). The agreement encompasses the provision and operation of a Spill Response Vessel and two Escort Tugs to support the TMEP in close coordination with the Sc'ianew. Training & Career Development of Community Members. The MBA shows KOTUG Canada's commitment to respecting Sc'ianew culture, traditions, and historical connection within the Nation's territorial waters. The agreement includes the related training and development of Sc'ianew community members to ensure they gain the necessary experience and

knowledge in the field of advanced safe tug operations and marine response. Importantly, the

partnership between KOTUG Canada and the Sc'ianew First Nation provides vessel crews opportunities to learn from traditional knowledge and operate with respect and appreciation of the unique natural habitat of British Columbia's coastal environment. In preparation for the upcoming TMEP, KOTUG Canada has worked closely with the Beecher Bay community to create new career opportunities and train Sc'ianew marine cadets on KOTUG Canada and parent company vessels. This provides Indigenous cadets with mandatory experience and knowledge in advanced safe tug operations and marine response. The cadets trained on the [Horizon Arctic](#) and the oil-spill-response-vessel (OSRV) in the North Sea and will return home to BC and join the crew of the [K.J. Gardner](#), a 187 tonnes bollard pull anchor-handling tug supply (AHTS) vessel, suitably equipped for enhanced spill response duties as well as emergency towage and support duties. [Floating docking facility at Sc'ianew territory](#) Another important element that the Mutual Benefits Agreement (MBA) outlines is installing and operating a new floating docking facility in Cheanuh Marina in Beecher Bay, British Columbia. This floating docking facility consists of an existing barge that will be refitted and transformed to act as a breakwater and a berthing facility for KOTUG Canada's OSRV and two (2) dedicated Escort Tugs. Signing the MBA represents a major milestone in KOTUG Canada's partnership with the Sc'ianew First Nation, located on the southern tip of Vancouver Island, strategically located along the Trans Mountain Shipping lanes. Using Beecher Bay as KOTUG Canada's home base for its operations allows for fast response times in case of emergencies. Additionally, the barge supports further enhancement of the Cheanuh Marina commercial activities in Beecher Bay within Sc'ianew Territory. To protect the environment and delicate marine life in our oceans, all KOTUG Canada vessels will be coated with a revolutionary non-toxic vessel hull coating developed in Canada by Graphite Innovation &



Technologies that reduces underwater radiated noise. Further, KOTUG Canada has strict policies in place to reduce any impact on the environment. This partnership creates career and development opportunities for Indigenous Peoples that extend beyond Canada's borders and across the world's oceans. Call to Action #92 from Canada's Truth and Reconciliation Commission called upon the corporate sector to:

- Commit to meaningful consultation, building respectful relationships, and obtaining the free, prior, and informed consent of Indigenous peoples before proceeding with economic development projects.
- Ensure Aboriginal peoples have equitable access to jobs, training, and education opportunities in the corporate sector and that Aboriginal communities gain long-term sustainable benefits from economic development projects.
- Provide education for management and staff on the history of Aboriginal peoples, including the history and legacy of residential schools, the United Nations Declaration on the Rights of Indigenous Peoples, Treaties and Aboriginal rights, Indigenous law, and Aboriginal-Crown relations.

"At KOTUG Canada, we know that reconciliation is an ongoing process and that our work is to continue to learn and implement new ways of thinking and doing business as we go forward," said Steve Widmeyer, Director of KOTUG Canada. "This partnership advances local career opportunities for Indigenous seafarers. Most importantly, it will give our crews a unique opportunity to learn traditional knowledge and operate with respect and appreciation for the natural habitat of British Columbia's coastal environment. We value the Sc'ianew

First Nation's important role as Ocean Protection Advocates." Chief Russ Chipps, Sc'ianew (Beecher Bay): "We are very proud to take



this next step in strengthening our partnership with KOTUG Canada. The MBA allows Sc'ianew First Nation to meet a broad range of objectives in relation to the changing reality of the west coast marine economy. Furthermore, it allows our Nation to fully participate in the growing economy within our traditional waters. It fits our vision to be a community whose Chief and Council provide economic opportunities through residential and commercial

development, training and careers, while protecting the people's lands, resources, language, and cultural knowledge. Finally, it will contribute to our mental well-being and health." Sharon Jay (Director) Board Chair of the MMLP (M'i nuw'ilum Marina Ltd. Partnership): "The MBA aligns with Canada's goals for Reconciliation with Indigenous Peoples. The agreement is consistent with the principles articulated in the UN Declaration on Indigenous Rights, and together, our strong commitment to First Nations, social responsibility and sustainability will successfully support the TMEP's environment-focused safety initiatives." (PR)

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### THE NEW TUG IS USED IN THE PORT OF SZCZECIN-ŚWINOUJŚCIE

On Saturday, May 13, at the Wladyslaw IV Quay in Świnoujście, the Polish flag was hoisted on the **Fairplay-90** tugboat, one of the two new Fairplay Towage Polska tugboats. The second tug - **Fairplay-91** will work in the port of Hamburg. **Fairplay-90** is one of two modern RSD Tug 2513 type tugs built by the Vietnamese shipyard Damen Song Cam Shipyard, whose home port is Szczecin. **Fairplay-90** will be used e.g. to service vessels arriving at the LNG terminal. The new vessels are among the most advanced harbor tugs built by the Damen group. They have an increased degree of safety and are environmentally friendly. They are equipped with powerful towing winches with automatic systems to maintain a constant tension, as well as efficient fire-fighting systems. They are very manoeuvrable and have a lot of power in a compact size. The Type 2513 twin-fin Reversed Stern Drive (RSD) tug is one of the most capable tugs and one of the most innovative Damen harbor



tugs, with excellent seakeeping, excellent maneuverability and exceptional towing characteristics, while maximum pull on the pile 80 tons - informs the manufacturer. Fairplay Towage Group, one of Europe's leading tugboat operators, with over 100 tugboats in operation. It has its permanent bases, e.g. in Hamburg (headquarters), Rotterdam, Antwerp, Bremerhaven, Wilhelmshaven, Bremen, Rostock, Szczecin, Świnoujście and Gdynia.

(Source: Portal Morski;  
Photo: Damen)



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TUGTECHNOLOGY '23 will take place 22 - 23 May in Rotterdam in May. The two-day conference, exhibition and awards alternates on a bi-annual basis with The International Tug & Salvage Conference, Exhibition & Awards, and has been the industry's must-attend event - in odd rather than even years -

since 2007.

## NEW TRANSVERSE TUGS FOR SVITZER AUSTRALIA

Contract signed with Uzmar to deliver new, state-of-the-art, TRAnverse tugs with superior operating capability and fuel efficiency, following design collaboration between Robert Allan and Svitzer. Svitzer, a leading global towage provider and part of A.P. Moller-Maersk, has today announced it has awarded a contract to Uzmar Shipyard to build two new TRAnverse tugs for its Australian business. The TRAnverse tugs are a revolutionary tug design, created in collaboration with Robert Allan Ltd, which set a new standard in tug efficiency, power and manoeuvrability, and deliver an estimated 10-15% reduction in fuel use compared to other tugs on the market. The new tugs will be built to a specification that also enables biofuel operations bringing tank-to-wake carbon emissions to zero. The TRAnverse tug's omnidirectional hull form, in combination with its unique towing staple and propulsion system, provides towage capabilities that are unmatched by other tug designs. Its design enables it to maximise the forces necessary for braking and steerage during towage, as it manoeuvres steadily in the water, and consequently without compromising safety, even

at full speed range. It maintains position with lower propeller input power than tug designs where



the thrusters are mounted side by side, and overall brings a significant increase in stability and freedom of movement. As a result of these features, the TRAnsverse tug meets the full range of complex harbour and terminal towage environments, providing benefits such as the ability to reduce overall time of tug jobs, greater

availability in poor weather conditions, reduced emissions and enhanced safety. The two new tugs will be deployed to Svitzer Australia's Port of Newcastle (NSW) operations in 2025 becoming the first TRAnsverse tugs to be deployed to Australia, and only the second and third to be deployed globally. The Port of Newcastle is a busy, diverse port operation with a complex harbour, tidal restrictions and channel environment requiring active escort towage, and direct and indirect towage capabilities. Newcastle sees a range of vessels calling from capsized vessels carrying coal, to bulk, container and cruise ships. The complexity of Newcastle's towage operations and range of vessels that call on the port will showcase the full range of the TRAnsverse tug's capabilities. Svitzer CEO Kasper Friis Nilas commented: "We have been listening closely to our customers and their need for innovative towage solutions. The TRAnsverse tug offers significant improvements in operational efficiency, flexibility and sustainability by improving shipping turnaround times and reducing carbon emissions, helping customers to manage the demands of the modern towage market and the complex, busy port environments of today and the future." "The scale of Svitzer's operations, collaboration with customers and deep understanding of port operations globally enables us to design and invest in the best possible towage solutions. We are committed to building new tugs that meet the highest of efficiency standards and that support our customers and port operations in reducing their scope 3 emissions and total carbon footprint, whilst not compromising – and indeed improving – on safety and operational performance." Watch the YouTube video [HERE](#) (PR)

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## ICEBREAKER "KAPITAN DRANITSYN" RETURNED TO MURMANSK AFTER THE END OF THE SEASON ON THE NSR

The diesel-electric icebreaker "[Kapitan Dranitsyn](#)" was the first of three icebreakers of the FSUE

"Rosmorport" Murmansk branch to complete the 2022-2023 navigation in the waters of the Northern Sea Route (NSR). It is reported by Rosmorrechflot. According to the agency, in the period from December 1, 2022 to April 11, 2023, the icebreaker provided icebreaking assistance to ships in the western part of the NSR in the Kara Sea, including the Yenisei Bay, as well as in the throat of the White Sea. During the work, the icebreaker provided assistance in the ice for 25 ships, having traveled more than 9.2 thousand nautical miles. It is planned that after undergoing routine repairs, the icebreaker will be ready for new work in the autumn-winter navigation of 2023-2024. (Source: Sudostroenie; Photo: Rosmorrechflot)



## DAMEN SHIPYARDS DELIVERS NEW MULTI CAT 3313 SHALLOW DRAFT CLASS TO HERMAN SR. BV



*Herman Senior / Damen: a 75 year relationship.*

In a ceremony held at Damen Shipyards Hardinxveld, the second of the new Multi Cat (MuC) 3313 SD class was handed over to workboat operator Herman Sr. BV in front of hundreds of guests. Named **Bella**, the exceptionally versatile 33-metre vessel has a draught of less than two metres, enabling her to operate in very shallow waters. The MuC 3313 SD is one of the

largest types in Damen's Multi Cat range and so its extensive deck area enables it to be equipped with a wide range of equipment. Bella has two powerful deck cranes and a bollard of over 30 tonnes which, together with an anchor winch and towing pins, makes her ideal for dredging, anchor handling and construction projects. The van Dodewaard family, the owners of Herman Sr BV, has been a client of Damen since 1947 and this latest acquisition takes the number of vessels that they have purchased to nineteen – a mix of Multi Cats and Shoalbusters. In 2021, the second generation in the form of Erwin and Chris van Dodewaard took the helm on the retirement of managing director Jack van Dodewaard. "We are very pleased to add yet another ultra shallow vessel to our existing fleet of vessels build by Damen," said Erwin van Dodewaard. "**Bella** is a unique Multi Cat with extremely powerful cranes for her draft which is unique in the workboat sector. With this new vessel



we can serve our clients even better in the years to come.” “It was a great pleasure to hand over this



new and highly capable Multi Cat to the van Dodewaard family.” says Jeroen van Woerkum, commercial manager of Damen Shipyards Hardinxveld. “Each new vessel renews what is a very special relationship for us and we wish them every success with her.” The handover ceremony was a celebration of the longstanding relationship, and the Lady Sponsor was Ms Rolien Besançon. The **Bella** will initially operate in north-west European waters, particularly in the shallow waters of the North Sea. Following the christening she has joined a dredging project in Dutch / UK waters. (PR)

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### TUGTECHNOLOGY '23 BRINGS NEW TECHNOLOGY WITHIN REACH

Tug owners, designers and builders will gain insight into how new technology can be developed, tested and made available to tackle safety, decarbonisation and automation challenges. Insight into how the tug industry can improve port operations and towage while reducing emissions will be presented at TUGTECHNOLOGY '23. Throughout the two-day conference, held in Rotterdam, the Netherlands, with platinum sponsor Caterpillar on 22-23 May, industry experts will present the latest technologies and how to overcome barriers to its adoption. The technical papers presented will present new thinking on the critical factors that drive the cost of new tug technology, including research and development, design and manufacturing, in-service experience and the potential benefits of economies of scale and standardisation. There will be a thorough assessment of the advantages of new technology, including increased efficiency, lower emissions and improved safety outcomes. Berg Propulsion managing director for the western hemisphere Jonas Nyberg will describe how propulsion on next-generation tugs could be configured to benefit from the latest technologies. He will outline cost-effective options for the near term and for newbuilds. Kongsberg Maritime

senior vice president for business development Oskar Levander will present ways to find a balance between total lifecycle costs and emissions savings. He will review tug technologies for improved efficiency and lower emissions, compare emerging tug concepts and consider investments that will provide the greatest emissions reductions. Avikus senior researcher and product manager Wonchul Yoo will explain how new technology is redefining tug navigation to improve safety and efficiency. He will consider the differences between autonomous and remotely controlled navigation and the



role of artificial intelligence and machine learning algorithms in supporting crew decisions. The benefits of applying autonomous navigation and the current status of available solutions will also be examined. DMT Marine Equipment chief executive Piet ter Schure will get to grips with new deck gear, including the latest trends in winches and cranes for new tugs. He will explain how deck gear can be tailored to meet owners' evolving requirements and how winches need to be developed to deliver the higher bollard pull required to handle the next generation of container ships. Damen Shipyards product portfolio manager for sustainable tugs Jean-Pierre Stevens will examine potential solutions for newbuild tugs with hybrid and electric propulsion. He will provide operational insights and updates on the first Damen RSD-E Tug 2513 [Sparky](#), providing towage to ships in the Port of Auckland, New Zealand. Mr Stevens will also discuss the design requirements, technical specifications, warranty issues, lessons learned and market expectations in his presentation. Schottel director for product management and business intelligence Jan Glas will present transformative propulsion solutions including designs for future azimuth thrusters, holistic evaluation of fuel oil consumption and layouts for more sustainable operations. The conference is supported by an exhibition of almost 50 innovators and solutions providers, social and networking events and opportunities, the industry gala dinner and ITS Awards. *(Source: Riviera by Martyn Wingrove)*

## ACCIDENTS – SALVAGE NEWS

### *EVERYTHING READY FOR THE SEARCH MISSION FOR VILLA DE PITANXO*

The ship [Ártabro](#) of the Vigo company ACSM Ships is practically ready at the Trade Dock of the Port of Vigo to depart in the next few days. The details are finalized for the start of the [Villa de Pitanzo](#) search mission. The ship [Ártabro](#) of the Vigo company ACSM Ships is practically ready at the Trade Dock of the Port of Vigo to depart in the next few days, at the latest at the beginning of the next week, towards the waters of Newfoundland. In the North Atlantic, they will investigate the scene of the accident and the remains of the Galician ship [Villa de Pitanzo](#), which sank on February 22, 2022 and in which 21 sailors lost their lives. There will be 38 crew members on board the ship, in a mission that will be undertaken in a period of 15 days and in two phases. The first will focus on

locating and searching for the wreck and the second will be going down to the ship to take images of



the remains, which are as clear as possible and for those that will depend on the weather and the visibility of the waters. These works will be carried out thanks to two remote control underwater vehicles connected to the ship **Artabro** by means of an umbilical cable. (Source: *Cadenaser*)

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## NINE CHILDREN DIED AFTER BOAT CARRYING STUDENTS SANK IN GHANA

Nine children died as a result of the sinking of a boat carrying students in Ghana's Greater Accra province. According to national media reports, the boat carrying students from Faana village to go to Kelee village in Ga South region of Greater Accra province sank. During the search and rescue efforts after the accident, the bodies of 9 children were found. It was stated that the children are between the ages of 8-15 and the search and rescue efforts are continuing. Ghana National Disaster and



Management Organization (NADMO) Ga South Director, said in a statement, three students survived the ongoing search efforts in the incident area. During the rainy season in Ghana, there are occasional boat disasters on the rivers. (Source: *Deniz Haber*)



## OS 35 UPDATE – NEW TIMELINE AND REVISED METHODOLOGY FOR WRECK REMOVAL



The Captain of the Port, John Ghio, has received an updated timeline and revised method statement from the contractors on the preparations and plans for the final removal of the **OS 35** wreck. *Updated timeline* The wreck removal process will be methodical and deliberate, and will involve a variety of intricate operations. Both the forward and aft sections will first be made airtight. The contractors have advised that these preparatory works are taking longer than anticipated and that the wreck is unlikely to be totally removed by the 30th May deadline. The aft section will then be floated out by re-establishing buoyancy, with a provisional date for this operation set for the 29th May. Contractors expect to be in a position to begin the operation to lift the forward section using barges on 2nd June. The total removal of the wreck is now projected for the 16th June. Whilst this short extension to the timeline is unfortunate, it is vital that these processes are completed properly in order to ensure that the wreck is lifted safely and with minimal environmental impact. *Establish airtight seals* Lifting points have already been fitted to the hull of the forward section, and the lifting tools onboard the barges are ready for use. Extensive preparatory works are currently underway to make all compartments on the forward section airtight. This requires an experienced team of divers, who are working to maximum capacity to seal and test the compartments. Airtight compartments will help to lighten the load that needs to be lifted. As soon as it is confirmed that the forward section is airtight, divers will begin to seal all compartments on the aft section. *Lifting operations* The aft section will be refloated first by re-establishing buoyancy, in a reverse of the process used to lower it to the sea bed. This will be followed by the forward section, which will be physically lighted from the seabed using the lifting points. Once it is clear from the sea bed, additional chains will be passed under the hull to reinforce stability and provide further control to the lifting process. Each section will be brought alongside the semi-submersible barge before being lifted out of the water. These stages of the operation carry the greatest risk of the release of oil residues, an unknown quantity of which remains trapped within the hull and may escape during the refloating and lifting processes. *Detailed oil spill response plans* The Gibraltar Port Authority are working closely with Koole and the Department of Environment to finalize detailed tactical oil spill response plans for the refloating and lifting operations to minimize the impact on the start of the bathing season as far as possible. Containment booms will be placed around each section of the wreck individually so that any escape of residues can be dealt with as soon as possible. Whilst this can't guarantee absolute containment, detailed contingency plans are also in place to mitigate the impact on the environment, including the potential deployment of preventive booms at Catalan Bay and Sandy Bay, and of a deflection boom at the East Side Reclamation. The Gibraltar Port Authority has ensured that the contractors will have

enough oil spill response assets on site to deal with any potential release of oil, with the GPA providing backup resilience only. In this way, a closure of the Gibraltar Port in the event of an oil release is not anticipated. However, contingency plans are in place to scale down Port operations if necessary. The Department of Environment will increase their patrols both on land and at sea during the refloating and lifting operations, with a rapid response plan for any potential release of oil. *Wreck removal process progressing well* The Captain of the Port, John Ghio, said: ‘The works to remove the **OS 35** are progressing well, but the reality of the state of the wreck is dictating the pace of operations. It is vital that every stage is completed in a way that is careful, deliberate and safe. Whilst the short delay for its final removal is unfortunate, this is the only safe way to do so that mitigates the potential future source of pollution and minimises the impact on the environment and Gibraltar’s coastline. I’d like to take this opportunity to thank the public for their patience throughout this extremely complex and delicate process.’ (Source: Gibraltar Port Authority)

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## DISABLED BOXSHIP BEING TOWED TO SHELTERED BAY AFTER REPEATED PROBLEMS



A disabled Singapore register containership, **Shiling**, is under tow heading back to New Zealand after earlier in the day issuing a Mayday distress call. Maritime New Zealand is reporting that the situation is under control and they have released the rescue teams that had been on standby as well as ending the Mayday, but the

investigation into the ongoing problems with the **Shiling** is just beginning. The 66,500 dwt containership (5,028 TEU) had just been released from a 24-day detention in Wellington, New Zealand after its previous power failure. The ship has a history of failures over the past year which have raised concerns among both the maritime services and elected officials that the vessel’s problems could lead to a larger incident causing harm to the crew or an environmental disaster in New Zealand. After last month’s problem, the Wellington Harbourmaster called into question the ship’s reliability. The Harbourmaster lifted the detention order on Wednesday, May 10 after testing and with the understanding that the containership would proceed to Singapore for additional repairs. This



came after the **Shiling** blacked out and lost steering in Wellington harbour on April 15 causing it to draft across a sandbar and dangerously close to grounding. It also had a brief engine stoppage in February in Wellington Harbour and a power failure in July 2022. After departing Wellington, the ship reported rough seas near the Cook Strait and as it was heading into the Tasman Sea. Waves were reported up to 26 feet with the news media saying the **Shiling** was taking shelter to wait out the weather. However, early Friday morning the ship contacted the government agency Maritime New Zealand and an hour and a half later issued the Mayday call. The master told Maritime New Zealand that the vessel had again blacked out and lost steering, drifting, and rolling in the seas. Reports said the vessel was listing with the crew preparing to abandon ship. Rescue teams were dispatched with an air force plane to monitor the situation and a helicopter from the Nelson Marlborough Rescue Helicopter squad. One of DOF's offshore anchor handlers also happened to be nearby in port as it is working on a contract for the oil and gas industry. They were able to secure its services to head to the containership. The master later reported that the situation had stabilized and the crew was comfortable to stay aboard the disabled ship. Media reports said the seas had calmed with waves now at 16 feet and expected to fall to 6 to 7 feet by Saturday morning. Winds however were still at 15 mph. The DOF vessel **Skandi Emerald** reached the **Shiling** at approximately 4:30 p.m. local time on Friday about five and a half hours after the Mayday call. They were able to reposition the **Shiling** into the wind and secure the tow line. Her AIS signal shows that she is proceeding at approximately 2.7 knots bound for Tasman Bay on the north coast of New Zealand's South Island. "The **Skandi Emerald** will tow the **Shiling** to a safe location, where it can anchor and be assessed for repairs," Maritime New Zealand said in its update. They will continue to monitor the situation and begin a further investigation into the situation while reporting that rescue response teams had been released. Elected officials had called into question the situation last month after the vessel broke down in the sheltered harbour and its previous history with two other power failures in the past year in New Zealand waters. They are now saying that they were lucky that the **Skandi Emerald** happened to be in New Zealand on assignment while calling for efforts to expand rescue resources and closely enforce maritime security. (Source: Marex)

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### *PASSENGERS FROM THE FLISAK FERRY WERE EVACUATED. THE UNIT GOT STUCK ON THE VISTULA*

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On Saturday afternoon, the ferry **Flisak**, which has been sailing on the Vistula between Czarnowo and Solec Kujawski for two weeks, got stuck on the river. Dozens of passengers had to be evacuated. The unit has failed. Before 8 p.m., the ferry was launched and the drivers recovered their cars. According to the information provided to PAP by the duty officer from the Provincial Headquarters of the State Fire Service in Toruń, the ferry



most likely failed, and the current on the river carried it near the river bank in Solec Kujawski. There were people, cars and bicycles on board. We have finished our activities in Solec Kujawski. All people



were evacuated from the ferry. Nobody was injured. There were about 80 people on board, the duty officer from the KW PSP in Toruń told PAP on Saturday evening. He added that firefighters delivered a new generator to the unit, and the electricians were supposed to connect it to the ferry. Most likely, there was an electrical failure of this unit - indicated the duty officer. PAP obtained similar unofficial information from another source. Most likely, the generator was overloaded, and without it, the engine of this ferry does not work. It can be easily remedied, but you need to know how - the informant told PAP. There was a crew change on Friday. For the first two weeks, Captain Andrzej Orent sailed the raft. The rotational work of the crews in a two-week mode was planned in advance. The Provincial Road Authority in Bydgoszcz referred to the case on Saturday evening. The four-month start-up period of the ferry is underway, for which the contractor of the unit, Techno Marine, is responsible. We are in contact with both the contractor and the ferry service. We explain what happened. The ferry has been launched, reached the shore and is moored. Due to the safety of passengers, the contractor has planned a technical inspection, which is why the ferry will not be available to travellers on May 14. We will inform you about the results of the review in a separate announcement. We apologize for the temporary inconvenience - it was written on the ZDW website. After years of preparation, on Saturday, April 29, the ferry on the Vistula River, which sails between Czarnowo and Solec Kujawski, began operating. The investment cost over PLN 22 million. (*Source: PortalMorski*)

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## REMEMBER TODAY

*S.S. HILONIAN – 16<sup>TH</sup> MAY 1917*



torpedo in 1917. **Triumph** first went to China, where she ran ashore in the Yangtze. After being

SS **Hilonian** was a general passenger and cargo steamer, built as the **Triumph** in 1880 at Middlesbrough for McIntyre & Co, and later fitted with refrigeration equipment and leased to Shaw Savill and the New Zealand Shipping Company. She sank and ran aground many times, the final sinking being by

refloated she returned to England, where she was chartered for the New Zealand trade. On her first voyage south she carried 322 emigrants and steerage passengers from Plymouth to Auckland. [1884-1887](#) After leaving Auckland on 29 November 1883, she ran aground close to a lighthouse, on rocks on an island in the harbour. The Nautical Court concluded that the grounding was due to the quartermaster being given orders to steer with the lighthouse on the port bow, as the captain was feeling tired. In January 1884 George Fraser successfully salvaged [Triumph](#) from the shore at Tiritiri Island, having purchased the vessel for £2,100 he had it afloat and in Auckland harbour within weeks. However, [Triumph](#) was 40 ft (12 m) too long for the dry dock, which was then near Princes Wharf, so a coffer-dam had to be constructed. Repairs to the steamer required 100 tons of plates and angle irons. This dock was situated near the present Prince's Wharf. After the fore part of the vessel had been repaired she was taken out and placed in stern first for repairs to the keel and twisted rudder post. In 1885 [Triumph](#) went to Sydney for a survey, prior to a proposed sale as a troopship during the Russian scare. That fell through, so she resumed trade to India and Britain. During this period she stranded at Bluff, but suffered no damage. Hopes of profits from [Triumph](#) faded with a mid 1880s recession, so she was sold in Britain in 1888. [1888-1917](#) In 1888 she sank at the mouth of the Tyne, after colliding with S.S. [Rivas](#), with a cargo of coal, but was refloated, and again, with railway iron on board, she sank in the Clyde. She ran ashore in Norway and was abandoned until again refloated and repaired. Then she was sold to a Spanish firm, being renamed the [Gladitano](#). During the Spanish-American War she sank while anchoring in a Florida port. Yet again [Triumph](#) was raised and sold in 1910 to the Matson Navigation Company, to run between Honolulu and San Francisco as the [Hilonian](#), converted as an oil-burner. In 1917 she was sold to Pacific Freighters Co. A German submarine finally sank her in 1917, when in use as a troopship. (Source: Wikipedia)

## OFFSHORE NEWS

### *RMS SYNERGY AND VIETNAM'S HADUCO SET UP MALAYSIA OSV JOINT VENTURE*

Malaysia's marine service provider RMS Synergy has established a joint venture company with Vietnamese OSV owner and operator Hai Duong Petroleum and Marine Corporation (Haduco). Through the formation of Haduco RMS, RMS Synergy said it has secured a long-term charter of an anchor handling tug supply (AHTS) vessel and plans to work with Haduco to



capitalise on the growing demand for OSVs by the oil and gas operators in Malaysia. "This joint venture represents a significant step forward for both companies, and we look forward to working together to achieve our shared goals of expanding our operations and presence in Malaysia," said Mohamad Asraf Abdul Ghafur," chief executive of RMS Synergy. Haduco has been aggressively expanding its fleet, which has almost doubled since 2018. The company owns and operates over 40 OSVs, with plans to add more tonnage in the near future. "We are currently seeing record high

activity in the Malaysia market and vessel owners can expect greater demand for their assets. This joint venture represents an important step for us in terms of securing long term business in Malaysia,” added Tran Quang Hung president and CEO of Haduco. Petronas alone has indicated that it will require over 200 vessels to support drilling and projects and close to 150 more to support production operations in 2023, while forecasting a total of around 330 units for 2024 and 2025. (Source: *Splash24/7*)

*Advertisement*

## *ANUANUA MOANA – EX-SUBSEA CONSTRUCTION VESSL TO TAKE ON OCEAN EXPLORATION ACTIVITIES OFF COOK ISLANDS*



Moana Minerals (MML), a Cook Islands-based deepwater metals exploration company and wholly owned subsidiary of US private offshore mining firm Ocean Minerals, has begun operating a former subsea construction vessel that has been extensively modified to undertake a range of scientific research activities. Previously operated by Dutch offshore services company Vroon,

the 61-metre vessel formerly known as [VOS Satisfaction](#) is now operating as [Anuanua](#)

[Moana](#) after the Maori translation of “Ocean Rainbow,” the name having been selected following a competition among local school students. The vessel is based at Avatiu in the Cook Islands, from where it will support MML’s deepsea polymetallic nodule exploration activities. “Our company is the holder of a 23,630-square-kilometre deepsea polymetallic nodule exploration license in the Cook Islands EEZ,” Gary Van Eck, MML’s Senior Vice President for Operations, told Baird Maritime. “Moana Minerals has adopted an ecosystem-based management (EBM) approach as the framework for the upcoming environmental and social impact assessment (ESIA). This approach is focused on conducting several shorter duration scientific, environmental, and resource exploration programs whereby the company can apply adaptive management principles, rather than a limited number of



higher-cost, long duration programs.” To achieve this, MML set about developing a multi-functional exploration vessel that can be permanently based in Rarotonga in the Cook Islands. Discussions with the ESIA team helped MML to define the types, tempos, and operational needs of sampling that would be



required over the course of a multi-year exploration program, resulting in what Van Eck said is a vessel that would be capable of conducting deep sea bathymetric survey, seabed, and water column sampling. “Such a multi-functional vessel was not available on the market,” added Van Eck, “so MML developed a set of requirements for a multi-functional ‘Swiss Army knife’ deepsea exploration vessel. The company wanted a vessel that provided at least 300 square metres of deck space, provided accommodation of a good standard for at least 20 scientists in addition to crew, and was fitted with a range of lifting gear.” MML selected VOS Satisfaction, which was then in lay-up in Amsterdam. Design work was specified by MML, and design work packages for the modifications were completed at several locations around the world. Van Eck said the initial conversion work was completed at Damen Oranjerwerf in Amsterdam from July through October 2022. Concurrent with the conversion work in Amsterdam, the vessel underwent a third special survey and reinstatement to Lloyd’s Register. Additional conversion and mobilisation work was completed in Galveston, Texas. The vessel then set sail, through the Panama Canal, for its new homeport of Avatiu, arriving there on February 20 of this year. “The key conversion performed in Amsterdam was the installation of the multi-system sonar suite. Kongsberg sonar transducers – including those for deepwater bathymetry, shallow water bathymetry, sub-bottom profiling, and benthic biomass assessments – were installed in a purpose-designed and manufactured gondola mounted to the forward underside section of the hull. The dry side equipment was installed in an interior lower-level cabin repurposed to be the sonar equipment room.” Van Eck added that the selection of deepwater science equipment was critical to enable regular, timely, and accurate data collection to ensure that the benefits of MML’s EBM approach are realised. As a result, a full range of freefall grabs, benthic sleds, box corers, multi-corers, acoustic hydrophones, and current/density temperature sensors have also been fitted. “Deploying and recovery of this deepwater science equipment is a key operation the vessel needs to perform,” Van Eck told Baird Maritime. “To ensure MML has redundancy and the ability to perform concurrent operations to maximise use of the vessel, the company chose to fit two deployment systems. Although specific tasks are allocated to each, both systems can deploy most of the sampling equipment that is rope deployed.” The deployment systems are an aft A-frame (with 10 tonnes SWL) and port A-frame (five tonnes SWL). A level wind winch with 10,000 metres of synthetic rope can service both A-frames, while the port A-frame also has a dedicated winch with 6,000 metres of synthetic fibre rope. The samples collected by these systems and equipment necessitated a carefully constructed sample collection and processing workflow. To satisfy the needs established by this workflow, two permanent containerised biological labs were installed on the main deck, and a removable containerised geological lab was positioned aft of the port A-frame. The superstructure deck was extended aft to create a mezzanine deck. In addition to holding the auxiliary winch, this deck houses a Comanche inspection-class 6,000-metre rated remotely operated vehicle (ROV) and a launch and recovery

system (LARS). “A 30-tonne knuckle boom crane, a four-tonne knuckle boom crane, and a one-tonne straight boom crane enable self-sufficiency in moving heavy loads around on deck, as well as mobilising and demobilising to and from the quayside, which is especially significant as onshore cranes is limited in the Cook Islands’ capital of Avarua.” Van Eck said the ship offers accommodation for 42 people, including at least 23 science crew and operators. All cabins are fitted to western standards with a maximum of two persons per cabin. “**Anuanua Moana** is based in the Cook Islands with the prime purpose of supporting MML’s ESIA program. Secondary purposes include being available to other license holders for the company’s ESIA programs, as well as additional opportunities not initially identified that provide the Cook Islands with the ability to



achieve multiple social and economic objectives at the national and regional level. These include extensive survey of their unexplored EEZ, mapping of the coastal regions, regional biomass surveys to establish fish stock levels, cargo services to outer islands, and ferrying of passengers to remote islands not serviced by air.” The vessel is also available to other companies, organisations, and NGOs wishing to conduct

deepsea environmental research in the Pacific, including the Clarion Clipperton Zone (CCZ). The vessel can undertake the full range of scientific and environmental research, ranging from seismic survey to seabed sampling and water column sampling, with a maximum duration of 50 days at sea.

(Source: Baird)

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## PORT TO HOST VESSEL FOR THIRD STAGE OF TUI OIL FIELD DECOMMISSIONING

The third stage of work to decommission the Tui oil field will begin this week when a specialist well intervention vessel arrives at Port Taranaki. Helix Energy Solutions’ Q7000, a state-of-the-art unit that specialises in decommissioning projects, is scheduled to arrive tomorrow (16 May) and will be in port for approximately a week to carry out a crew exchange and to load supplies for the campaign. The vessel will then head to the Tui field and begin work on phase three of the decommissioning – to

plug and abandon the field wells – which is expected to take about three months to complete. Port Taranaki head of commercial Ross Dingle said the port was pleased to be of support, having also provided berthing services and laydown facilities for the first two stages of the Ministry of Business, Innovation and Employment-led project. “The well abandonment is the most important part of the project, so we’re very pleased to assist,” Mr Dingle said. “It’s important to be clear that this vessel is here to decommission the field, not drill new wells.” He said



the Q7000, which is in transit from Perth, would come to port under its own steam and Port Taranaki would then provide pilotage and tug support to bring the vessel to the berth. “Dozens of workers and project staff will be joining the vessel in New Plymouth, so it works well for the vessel to come into port for the crew transfer and to load supplies before heading to the site,” Mr Dingle said. Port Taranaki is working with New Plymouth-headquartered energy consultancy and developer Elemental Group, which is providing project management assistance of New Zealand operations for Helix Energy Solutions. Elemental Group director Nick Jackson said that along with providing logistics support and assisting with health and safety and environmental compliance, the company was also assisting with procurement, and managing the New Zealand companies needed for the project work. “All up, there will be a team of more than 100 on the Q7000, over half being Kiwis and Aussies in operations roles working alongside the Helix crew, as well as several specialist roles, such as wireline and cementing,” Mr Jackson said. “We’re excited to be a part of the project. I worked on some of the original Tui exploration wells, so it’s nice to be involved in restoring the mauri of the area.” (PR)

### *LARGEST VESSEL IN SOLSTAD FLEET, NORMAND MAXIMUS, SET FOR LONG-TERM HIRE WITH UNNAMED SUBSEA CONTRACTOR*



Norwegian offshore vessel operator Solstad Offshore said Friday it had received a Letter of Intent from an undisclosed subsea contractor for hire of the construction support vessel (CSV) **Normand Maximus**. The subsea contractor would hire the CSV for a period of a minimum of 490 days with the start-up in the first



quarter of 2024. The commercial terms are confidential between the parties but are in line with present market terms for this vessel category, Solstad Offshore said. The subsea construction vessel **Normand Maximus** is the largest vessel in the Solstad fleet, with its 900t AHC crane and 550t VLS. **Normand Maximus** is 178 meters long and can accommodate up to 180 people. (Source: *MarineLink*)

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## GEOSEA IS NOW CALLED N-SEA GEOSEA

The name of the large offshore support vessel **Geosea**, which sails on charter from the Royal Netherlands Navy, has recently been changed. The ship is now called **N-Sea Geosea**. The new prefix refers to the name of the vessel's new owner. This is diving company N-Sea from Dordrecht, which has been the full owner of the ship since the end of last year. The N-Sea logo has been applied to the hull before (see message December 23,



2022). From 2020, N-Sea will manage the vessel, which at the time was owned by the Norwegian DOF Subsea Rederi. The Royal Netherlands Navy chartered the ship for a period of five years in 2020 and Den Helder is now its base of operations. (Source: *www.maritiemdenhelder.eu*)

## GREEK OFFSHORE VESSEL VISITING DEN HELDER

The 94 meter long **Aethra**, one of the largest offshore support vessels in the world, moored at the Nieuwediepkade on Friday 12 May. The ship of Asso.subsea, part of the Greek Asso Group, had been working in French waters and had come to Den Helder via Rotterdam. The very robust vessel, with Piraeus as its home port, has a large trencher on its working deck. This is a self-propelled excavator

with which cables are worked into the seabed. The **Aethra**, the former **Polar Prince** of CG Rieber



Shipping from Bergen, was launched in 1999 at the Norwegian Flekkefjord yard. After sailing for CG Rieber until 2015, the ship came into Greek hands. In Den Helder, bunkering was done last Saturday from the motor tanker Romy and on Sunday morning the ship left for sea again to be used for the construction of the so-called Viking Link, an energy cable between the United Kingdom and Denmark.

(Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu))

## NEW OWNER APPOINTS NEW CEO AND BOARD OF DIRECTORS AT MAERSK SUPPLY SERVICE

As of May 15th 2023, A.P. Møller Holding A/S has acquired Maersk Supply Service A/S from A.P. Møller – Mærsk A/S, through closing of the transaction previously announced. In connection with the closing of this acquisition, A.P. Møller Holding has elected a new CEO and Board of Directors for Maersk Supply Service A/S. Christian M. Ingerslev will take over the Chief Executive Officer (CEO) position from Steen S. Karstensen, who has headed up Maersk Supply Service since 2016. Christian has



more than two decades of leadership and industry experience from energy shipping and has for the past seven years led Maersk Tankers through its transformation. Martin N. Larsen, CFO of A.P. Møller Holding and new Chair of the Board of Directors for Maersk Supply Service, says: “We are pleased to welcome Christian to Maersk Supply Service. He has shown great leadership in his previous roles and, with Christian at the helm, we are confident that we will have a smooth transition into an independent offshore service company, while preparing Maersk Supply Service to grow its business to further support the energy transition.” “Maersk Supply Service is playing an important role in the energy transition. The company and its employees are truly innovative and have shown incredible resilience in a tough market. I look forward to joining the team as it takes its first steps as an independent company while addressing the energy challenges of tomorrow,” says Christian M. Ingerslev, incoming CEO of Maersk Supply Service. A new Board of Directors for Maersk Supply Service has been appointed, consisting of: \* Chair Martin N. Larsen, CFO, A.P. Møller Holding; \* Vice-Chair Morten Engelstoft, former CEO of APM Terminals; \* Kristin Holth, non-executive positions including at Gaslog, Hitecvision, Maersk Tankers and Noble Corp. \* Maria Pejter, Head of HR, A.P. Møller Holding; \* Martin Neubert, Group CIO and Partner, Copenhagen



Infrastructure Partners. “Maersk Supply Service will continue to be a strong partner to the offshore oil and gas energy industry while transitioning into a leading offshore maritime company servicing the renewables sector, especially the wind industry. I am therefore very pleased that our new Board of Directors includes strong capabilities from both offshore oil & gas and wind industries,” says Martin N. Larsen, Chair of the Board of Directors for Maersk Supply Service. With the closing of the transaction, Steen S. Karstensen will leave the Group after 37 years. “We are very pleased that Maersk Supply Service has now found a new long-term owner, enabling the further transition of the company. This transaction validates the resilience, strategic innovation and dedicated work done by the entire Maersk Supply team through some challenging years. I would also like to specifically thank Steen for leading Maersk Supply Service safely through the last seven years culminating now in Maersk Supply Service being ready for the next phase. I wish Steen and Maersk Supply Service all the best on their next endeavours,” says Henriette Hallberg Thygesen, Executive Vice President at A.P. Møller – Mærsk A/S and former Chair of the Board of Directors for Maersk Supply Service A/S. (PR)

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## WINDFARM NEWS - RENEWABLES

### REM PURUS' NEW CSOV NAMED IN AALESUND, NORWAY



Commissioning Service Operation Vessel (CSOV) REM Power was named at a ceremony in Aalesund, Norway on Friday. The **Rem Power**, owned by Rem Purus, designed to offer services and maintenance operations at offshore wind farms, was named in the center of Ålesund in front of shipbuilder VARD's headquarters. This is the first of two CSOVs VARD is delivering

to Rem Purus. The **REM Power** is a CSOV of the VARD 4 19 design, developed by Vard Design. The vessel is equipped to provide services during both construction, operation, and maintenance of offshore wind farms. CEO of Rem Offshore, Lars Conradi Andersen said: "We have emphasized on developing an attractive and future-oriented vessel with low emissions together with VARD, and have, among other things, prepared it for zero-emission operation through charging at sea. It is therefore very gratifying to find that the **Rem Power** is delivered on time and goes straight to work in a good market. The market looks good in all our segments, and Rem is well positioned with the most



modern and energy-efficient fleet in the industry." The **Rem Power** CSOV will work in the renewables market, first for Asso Subsea, before going on a longer contract for the energy company RWE. Rem Offshore has a British company Purus Marine as an owner in its wind investment. *Rem Power CSOV Specs - Packed with Several World's Firsts* The vessel has a diesel-electric and battery hybrid propulsion system designed for flexible and fuel-efficient operation. Room was allocated onboard for future upgrades or conversion to zero-emission energy sources. According to Vard, **REM Power** is the first vessel to take part in the testing of the Ocean Charger project – a project by VARD with partners, to develop a maritime value chain for offshore wind with offshore energy transfer. By connecting vessels to the power



grid in the wind farm/harbor and charging batteries regularly, the aim is to power operations with a minimum of additional energy sources. The project is awarded funding by the Norwegian Government's Green Platform Initiative. The **Rem Power** is the first CSOV delivered with Vard Electro's SeaQ integrated bridge system. "The SeaQ bridge is the highest level of bridge integration with an extended architecture, utilizing a combination of VARD developed integration solutions, combined with touch monitors to gather various systems into one operator station, backed by full-featured onboard commissioning and verification features," Vard said. According to Vard, the **REM Power** will be the world's first vessel to be equipped with VARD daughter SEAONICS' Electric Controlled Motion Compensated (ECMC) crane. "This system allows to always keep the load close to the crane tip from the deck level to the TP platform. The new and innovative crane ensures quick and safe cargo transfer," Vard explained. *REM Power Propulsion* Also, **REM Power** is said to be the first in the world to be equipped with Kongsberg Rim azimuth propellers as the main propulsion. "This is a propeller variant that can be rotated freely to an arbitrary horizontal angle. These give the vessel far better maneuverability. Permanent magnetic motors provide a compact, highly responsive,



and energy-efficient thruster, while keeping operating and service costs low. The thrusters can also contribute to motion damping in

DP operations. Furthermore, the vessel is equipped with a Kongsberg RIM DRIVE tunnel thruster, which provides high hydrodynamic efficiency and low noise and vibrations," the shipbuilder said. *Where was the REM Power CSOV Built?* The hull of **REM Power** was built at

Vard Braila in Romania and outfitted and finalized at Vard Søviknes in Norway. Currently, the vessel is undergoing its final tests before delivery and entering operations. The second vessel will be built

and delivered by Vard Vung Tau in Vietnam, scheduled for delivery in 2024. The **REM Power** is 85 meters long, 19,5 meters wide and can accommodate up to 120 persons, including 93 wind farm technicians and a crew of up to 27. Kongsberg is delivering decision support system for the integrated bridge system for the vessel. The **Rem Power** is the first vessel of the type to be equipped with Metizoft Life Cycle Assessment system (LCA), that measure the vessel's environmental impacts throughout each stage of the lifecycle, from raw materials extraction to disposal. By analyzing all relevant Environmental Product Declarations (EPDs) a complete assessment of the total environmental impact is made, Vard explained. Also, Uptime is delivering the 30m AMC logistic walk to work system consisting of world's first autonomous gangway with artificial intelligence, combined with an integrated elevator tower for personnel and cargo logistics.



The W2W system features with auto-landing, slip-off detection, integrated crane function for cargo handling, integrated transfer-lines, stepless access for personnel and cargo. Furthermore, a specialized daughter craft delivered by Mare Safety will be used to transport of technicians and cargo between the CSOV and the wind turbines. The DC is certified according to emissions (Tier III), and has a stabilizing gyro to enhance performance and comfort. Alberto Maestrini, Vard CEO said: "We are proud to be a part of this highly innovative pioneer project and the preferred partner for Rem Purus. We have promised to contribute to the green transition, and with this project we are accelerating towards sustainability with our innovative solutions and readiness for zero emission energy sources and ensuring future-oriented efficient handling operations. We continue to enable sustainable business at sea together with our customers and partners." (Source: *MarineLink*)

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## *FUGRO ON FLOATING LIDAR DUTY OFFSHORE DENMARK*

Danish transmission system operator (TSO) Energinet has awarded Fugro a contract to deploy multiple floating LiDARs at the new offshore wind farm sites in Denmark. There are four new sites the Danish government has designated for offshore wind farms, which could add as much as 7.2 GW of new capacity: North Sea I (Nordsø I), Kattegat II, Kriegers Flak II, and Hesselø. In autumn 2022,



the board of the Danish TSO Energinet officially gave the green light to carry out the feasibility



studies for the new offshore wind areas, and at the end of the same year, the Danish Energy Agency (DEA) issued permits to Energinet to initiate preliminary site investigations at Kattegat II, Kriegers Flak II, and Hesselø. Now, Energinet awarded a contract worth in total EUR 13 million to Fugro to deploy floating LiDARs for twelve-month wind measurement campaigns at the four sites. Two

floating LiDAR buoys will be deployed in the Kattegat Sea, where Kattegat and Hesselø South sites are located, with one additional buoy planned to be kept in reserve for contingency. The contract for this area is worth EUR 4 million. For the Kriegers Flak II offshore wind area in the Baltic Sea, two floating LiDARs will also be deployed and one buoy to be kept for contingency. The contract value is the same as the previous one, EUR 4 million. At the North Sea I area, three floating LiDAR will be deployed and one kept in reserve, under a contract worth EUR 5 million. The one-year contracts will contain an extension option for either another twelve-month period or month-to-month extensions for up to six months. At the beginning of last year, Fugro's Seawatch Wind LiDAR buoy achieved Stage 3 rating under the Carbon Trust Offshore Wind Accelerator (OWA) Roadmap for the commercial acceptance of floating LiDAR technology. In March of this year, the Dutch geo-data specialist company and Gardline were awarded a contract to carry out preliminary geotechnical investigations for the future offshore wind farms in the Danish North Sea, Kattegat, and Danish Baltic Sea. The Hesselø offshore wind farm will have an installed capacity of between 800 MW and 1,200 MW and is expected to be fully operational by 2029, at the latest. Kattegat II, Kriegers Flak II, and North Sea I, each having an installed capacity of up to 2 GW, are planned to be built by 2030.

*(Source: Offshore Wind)*

## MEGA JACK-UP VOLTAIRE TO MOBILISE FOR DOGGER BANK OFFSHORE WIND FARM AT PORT ESBJERG

Jan De Nul's new offshore wind installation vessel **Voltaire** has called Port Esbjerg after arriving from the UAE and before heading to the UK for its first assignment. **Voltaire** is so far the largest installation vessel to call the Danish port, where it will mobilise for work on Dogger Bank Wind Farm. The jack-up was built by China's COSCO Shipping Shipyard and delivered to Jan De Nul in December last year. Shortly





after the delivery, **Voltaire** departed for Ras Al Khaimah to undergo further commissioning and project-specific adjustments for the upcoming operations in the UK. The vessel left the UAE shipyard at the end of March. **Voltaire** is 182 metres long and 60 metres wide, and its four legs are measuring a little over 130 metres. The vessel is fitted with a 3,200-tonne Huisman Leg Encircling Crane (LEC), the largest LEC ever built, and has the capacity to lift 16,000 tonnes of cargo. The jack-up is specifically designed to transport, hoist and install the next-generation offshore wind turbines, transition pieces and foundations, and is able to handle wind turbines of over 270 metres in height and 120 metres long blades. At Dogger Bank Wind Farm, **Voltaire** will be transporting and installing a total of 277 GE Haliade-X turbines for all three of the project's phases. Jan De Nul signed a contract to install Haliade-X 13 MW offshore wind turbines at Dogger Bank A & B in 2020 and the following year secured the same work for Dogger Bank C, which will feature Haliade-X 14 MW turbines. The 3.6 GW Dogger Bank Wind Farm project, being built off the North East coast of England by SSE Renewables (40 per cent), Equinor (40 per cent), and Vårgrønn (20 per cent), is the world's largest offshore wind farm under construction. *(Source: Offshore Wind)*

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## SIEMENS GAMESA, DEUGRO, AMASUS OFFSHORE TO DELIVER TRANSPORT VESSELS FOR NEXT-GEN OFFSHORE WIND COMPONENTS



Deugro Danmark and its partners Siemens Gamesa and Amasus Offshore said Tuesday they would bring two newly designed vessels customized for transporting offshore wind turbine components to the market. Siemens Gamesa and deugro have entered into a long-term charter agreement for these newbuild vessels, **Rotra Futura** and **Rotra Horizon**, which will be delivered in 2025. According to the companies

involved, the new vessels have been designed to accommodate the increasing size and weight of the

next generations of offshore wind turbine components. **Rotra Futura** and **Rotra Horizon** will measure 167.6 x 26 meters, with the deckhouse and accommodation placed forward to ensure optimal cargo intake without any line-of-sight limitations. The vessels will be fitted with a stern RO/RO ramp, three Liebherr cranes and a "unique" gantry system, allowing stowage of blades in three tiers, providing excellent flexibility in cargo composition and method of loading. "Reducing the overall carbon footprint was



one of the main drivers in the design phase and conceptual development of these new vessels. Energy consumption has been reduced thanks to an aerodynamically and hydro-optimized hull shape, a low-resistance special hull coating and a state-of-the-art Wärtsilä diesel engine with a 15% lower consumption and carbon footprint compared to today's standards," reads a press release issued Tuesday. According to the project partners, the vessel will feature an efficient power train with hybrid propulsion system and an exhaust gas cleaning system meeting the highest IMO Tier 3 standards have been integrated into the new vessels, with special attention also being paid to waste heat recovery. The two new vessels will be built at Jiangsu Zhenjiang Shipyard in China and are scheduled for delivery in spring and summer of 2025. (Source: *MarineLink*)

## DREDGING NEWS

### VAN OORD'S DREDGER RHÔNE HITS THE WATER



Van Oord's new water injection dredger **Rhône** was recently launched at VAHALI Shipyards in Serbia. By now **Rhône** has taken her first dive into the water and is on her way to the Kooiman Marine Group in Zwijndrecht, where the vessel will meet its sister vessel WID **Rijn** for outfitting. Both newbuilds will be equipped with a hybrid energy management system and will be able to store energy in batteries

that can be used later for propulsion and other purposes. The new dredgers will comply with IMO

TIER III legislation for reducing harmful NO<sub>x</sub> emissions and take account of EU STAGE V legislation. According to Van Oord, the WID Rijn and Rhône will be commissioned in the first half of 2024. *(Source: Dredging Today)*

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### RHODE NIELSEN WRAPS UP PORT ADELAIDE DREDGING CAMPAIGN

Flinders Port Holdings has just announced the successful completion of dredging and sweeping campaigns of the Inner and Outer Harbor. FPH engaged specialist dredging contractor Rhode Nielsen to perform the works. Maintenance dredging is required ever 2 – 4 years to remove any sediment that has accumulated in the Port Adelaide River. If dredging is not performed, the sediment build up leads to compromised river depths



and widths than what is deemed safe and acceptable by the Port Operating Agreement, International Guidelines and Vessel Operators. Along with sediment, 2.3 tonnes of rubbish was removed from the River. The rubbish included rubber tyres, scrap metal, steel, rope and even a 500kg anchor. *(Source: Dredging Today)*

### NO HOPPER DREDGING IN BRUNSWICK HARBOR DUE TO SEA TURTLE NESTING

The U.S. Army Corps of Engineers has agreed it will not use hopper dredges in Brunswick Harbor during spring or summer months until it conducts a rigorous environmental review of potential impacts, One Hundred Miles (OHM) and the Southern Environmental Law Center (SELC) said. Since 2021, OHM and SELC have fought against efforts by the Corps to remove longstanding restrictions that prohibited maintenance dredging between April 1 and December 14, including during spring and summer nesting season for when there are more sea turtles, especially nesting females, in



Georgia's shipping channels. In December 2022, OHM and SELC filed a lawsuit in the U.S. District



Court for the Southern District of Georgia, arguing that the Corps failed to conduct a sufficient environmental review of year-round dredging, as required by the National Environmental Policy Act. As a result of the lawsuit, the Corps announced it would not move forward with year-round hopper dredging in Brunswick Harbor at this time and would instead undertake a thorough review of the environmental impacts to sea

turtles, fisheries, and other wildlife. Hopper dredging uses suction pumps to suck up sediment from the bottom of the harbor, and marine life – including female turtles that are present during spring and summer nesting season – are often killed or maimed in the process, said OHM. To avoid these impacts, the Corps has restricted hopper dredging in Georgia's harbors to winter months for the past three decades – a practice OHM and SELC's lawsuit sought to preserve. *(Source: Dredging Today)*

### *MADUVVARI PROJECT INCLUDES SIGNIFICANT AMOUNT OF LAND RECLAMATION*

Maldives Transport and Contracting Company (MTCC) has officially started the physical works of the Harbor Development Project of Maduvvari island in Meemu Atoll. According to the latest project update, the dredging operations on the entrance channel are currently underway. The scope of work under the project includes: \* harbour



dredging operations of 38,800 cubic meters, \* channel dredging operations of 54,093 cubic meters, \* dredging and excavation of additional materials of 18,578.60 cubic meters. Additionally, the company will conduct a significant amount of land reclamation operations – together with the construction of a 600m breakwater. The value of the project is MVR 48.19 million (\$3.1 million).

*(Source: Dredging Today)*

### *HID CUTTER SUCTION DREDGER BUSY ON YANGTZE RIVER*

In a major effort to protect the environment in the Yangtze River Basin's Taizhou Section, a heavy-duty cutter suction dredger (CSD) with a flow capacity of 4500m<sup>3</sup>/h has been deployed to carry out a

vital sediment treatment project. The dredger, manufactured by HID, is equipped with the latest



technology and state-of-the-art equipment, making it a perfect fit for this crucial project. “The vessel’s skilled crew, together with its advanced equipment and technology, is working tirelessly to ensure that the sediment treatment project is completed successfully,” said HID. Watch the YouTube video [HERE](#) (Source: *Dredging*

*Today*)

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## YARD NEWS

### *THE FIRE BRIGADE TRIES AGAIN: NEW TENDER FOR 8 'MEDIUM' FIREFIGHTING VESSELS*

There is also an option to purchase another 7 vessels at the same price conditions. After the failure of the procedure launched last June, the national body of firefighters is now trying again to find a shipyard capable of ensuring the supply of a new class of



'medium' size firefighting vessels. It does so after reviewing the tender, in particular after increasing both the number of units requested and the unit budget available. Briefly, the new tender provides for the initial supply of 8 units (compared to 4 in the previous procedure), allocating for this purpose a total base amount of 44 million euro (or 5.5 per ship, against of the 4 available in the previous procedure). Also in this case, however, there is an option for the purchase of further units at the same

price conditions as the previous ones, precisely for a maximum of 7 additional vessels (and therefore in a total supply, in the event of its exercise, of 15 vessels , as in the previous tender), with a total budget for this purpose of 38.5 million. The deadline for submitting bids is July 22nd. In the absence of full tender documentation, few other details are currently known. The public notice only clarifies that the supply must concern multifunctional fire-fighting naval units, with an aluminum hull, to be used for the sea rescue needs of the Fire Brigade. However, it is probable that the body intends to stick to the characteristics already defined in the previous procedure, which indicated that the new vessels will have to be smaller than its 'larger' units (classes M and 1100, with an overall length of 28 metres), but at the same time be able to offer water performance superior to those of these ( which have a maximum pumping of 20,000 liters per minute). At the same time, he wrote, the new boats must also be able to reach a speed at full load higher than that of the 'small' units (ie the 1000 and RAFF Classes), which is 30 knots. *(Source: Shipping Italy)*

### *DAMEN OPENS NEW SERVICE HUB IN VIETNAM*



Latest addition to the global network takes total to twelve. On the tenth of May, Damen Services opened its twelfth service hub, located in South-East Asia at Damen Song Cam shipyard in Haiphong, Vietnam. This latest addition to its Service Hub network will enable Damen to provide a dedicated resource from which it can deliver faster and more comprehensive maintenance and other lifecycle support services to its clients across the

region. Damen Services South-East Asia will start out supporting Damen's Warranty and Asset Management Design department in Gorinchem, delivering warranty support activities for vessels operating in the region. It will also assist with optimizing onboard systems on all vessels delivered by Damen Song Cam Shipyard. Thereafter it will expand its capabilities to enable it to offer a full range of business services. Benefits of the new hub include:

- Improved client support in the South-East Asia area. Being physically closer to its clients and with minimal time zone differences enable Damen to deliver a stronger client focus and faster response times.
- With its location at Damen Song Cam Shipyard, hub engineers can directly access the knowledge of their colleagues who built the vessels.

Backed by Damen Services head office in Gorinchem, the Netherlands, the hub will be offering lifecycle support for vessels across the region. With this new hub we will be able to serve our clients in South-East Asia as a strategic partner," said Michiel Hendriks, Sales Director for the Asia Pacific area at Damen. "Our global network of service hubs enables Damen to deliver support anytime and anywhere in the world, and the opening of the Vietnamese hub is the latest development in our aim to ensure that our clients are never far away from Damen support and expertise." Phong Vu Van, Service Hub Manager at Damen Services South-East Asia, added: "Our experienced engineers are ready to work alongside our colleagues at Damen Song Cam Shipyard. Clients will have peace of mind knowing that any warranty request will be handled quickly and efficiently, and they can take advantage of service agreements for long-term maintenance and repair works. Vessel owners across



the region will also be able to readily access our optimized services offering.” “The opening of a Service Hub at Damen Song Cam Shipyard will be an asset to our clients in many ways,” said Joris van Tienen, Managing Director at Damen Song Cam Shipyard. “Being a newbuild shipyard, we will be able to improve our new vessels even more by learning from the issues the service engineers encounter during their work. I have every confidence that the close working relationship between the service hub and the shipyard will be beneficial for all parties, but most of all for our clients.” (PR)

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## LAUNCHING OF ANOTHER ONE OF 4020KW ASD TUGBOAT

On 15th May, 2023, another one unit of 4,020kw ASD Tugboat built by Jiangsu Zhenjiang Shipyards for Taicang Port Changhai Shipping Co. LTD and named “**TAI GANG TUO 16**” has been launched successfully. Leaders from owner company attended the ceremony. (Source: Jiangsu Zhenjiang Shipyards)



## WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:

- *New TRAnsverse Tugs for Svitzer Australia*
- *Damen Shipyards delivers new Multi Cat 2309 to Atlantic Towage & Marine Ltd*
- *RApide 2000-E Pushboat HB Poraque Delivered*
- *Sanmar Shipyards to build another eco-friendly tug for environmentally-aware operator*
- *Estaleiro Rio Maguari (ERM) delivers first RAmparts 2300-ERM Tug to Svitzer Brazil*

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

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

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

- *Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale*

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

- *Suez Canal - Ismalia by Jasiu van Haarlem (new)*
- *AVRA Towage - Rotterdam by Jasiu van Haarlem*
- *Herman Sr - Zwijndrecht by Jasiu van Haarlem*
- *Boa - Trondheim by Jasiu van Haarlem*
- *GPS – Rochester by Jasiu van Haarlem*

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

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