Tugs Towing & Offshore Newsletter

26th Volume, No. 41 *1963 – "61 years tugboatman" - 2024* Dated 25 May 2025

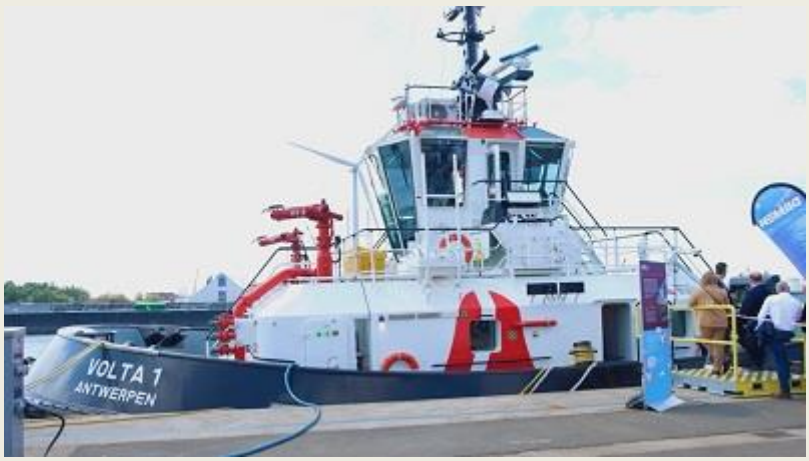
Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry

Distribution twice a week 22.100+

TUGS & TOWING NEWS.

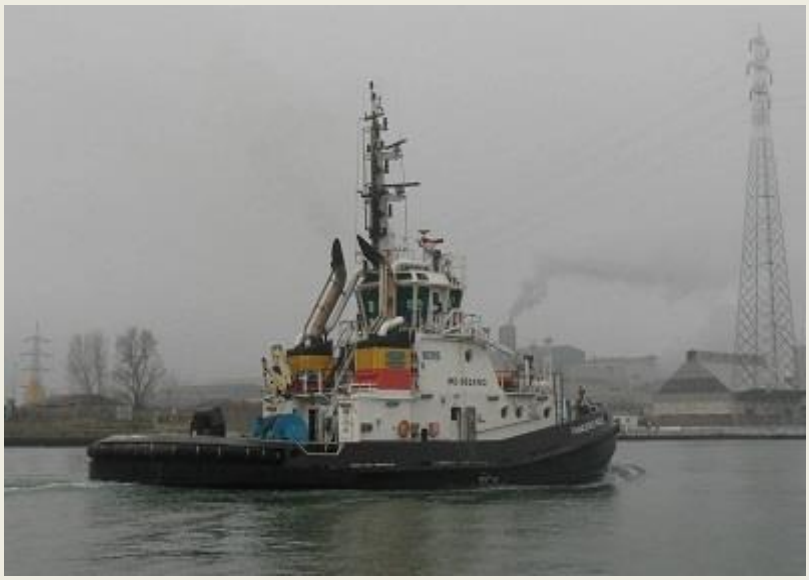
PORT OF ANTWERP-BRUGES LEADS INDUSTRY WITH ALTERNATIVE-FUELLED TUGS

Port of Antwerp-Bruges has become a leader in trialling alternative fuels and energy storage solutions on its tugboats by being the first to operate these vessels in its harbours and terminals. Port of Antwerp-Bruges has gained months of experience operating the world's first tugboat operating on hydrogen, CMB.TECH's **Hydrotug**, methanol-fuelled tugboat, **Methatug**, and one of the first battery-electric tugs in Europe, **Volta 1**. Delegates at Riviera's TUGTECHNOLOGY '25 Conference, held in Antwerp, Belgium, 19-21 May, were invited to visit these tugs and access their engine rooms and wheelhouses, when attending the Tug Presentation Technical Tour. Visitors were able to board **Methatug**, **Hydrotug 1**, **Volta 1** and **tug 53**, a new reverse stern drive (RSD), IMO Tier III-compliant tugboat at Port of Antwerp-Bruges, to gain an up-close look at the groundbreaking technologies behind these tugboats. CMB.TECH's **Hydrotug 1** is a 30-m, 496-gt tug with 65 tonnes of bollard pull coming from two dual-fuel BeHydro V12 engines, producing a combined 4,100 kW of power to drive two Schottel SRP 460 type Z drives. These are linked to diesel filters and selective catalytic reduction (SCR) units to minimise NOx emissions to comply with IMO Tier III and EU stage V emissions regulations. **Hydrotug** has enough compressed hydrogen fuel, stored in pressurised bottles on deck, for a day's operations before new fuel is needed. Port of Antwerp-Bruges presented **Methatug** (ex *tug 21*) with an overall length of 30 m and a traction force of 50 tonnes. It was converted to store and combust methanol in retrofitted Anglo Belgian Corp dual-fuel engines under the EU-funded Fastwater project in 2024. **Volta 1** is a Damen-designed and built RSD 2513 tug with batteries and genset back-up. It was delivered to Port of Antwerp-Bruges in



November 2024 along with five diesel –fuelled RSD tugboats that have Damen's SCRs for IMO Tier III compliance. RSD tugs are designed with a dual-bow principle, making them manoeuvrable and versatile for both forward and backward towing operations. In addition, Port of Antwerp-Bruges is converting further tugs to run on sustainable biofuels. The Tug Presentation Technical Tour was hosted by Port of Antwerp-Bruges, Damen, CMB.TECH and ABD. During TUGTECHNOLOGY '25, these companies provided technical papers covering the application of future fuels and energy storage technologies. *(Source: Riviera by Martyn Wingrove)*

UNREST AMONG RAVENNA TUGBOAT SAILORS



Sers rejects Uiltrasporti's accusations of closure on the subject of excessive workloads also linked to the new concession. Recently confirmed, the new concession for port towing services in Ravenna obtained by Sers – Società Esercizio Rimorchi e Salvataggi Srl, which has been part of the Medtug group controlled by MSC for a few years now – risks being the trigger for a union clash between workers and the company. This is what can be deduced from the content of a note from the local secretariat of Uiltrasporti, sent to the company and competent institutions to proclaim a state of agitation. "Since 2002, a situation of unequal pay has consolidated, consisting of: three different salary levels; two different levels of holidays, rest days and compensatory rest days for the same qualification. Over time, there has been a progressive reduction in labor costs, obtained by cutting annual rest days, holidays and compensatory rest days. The

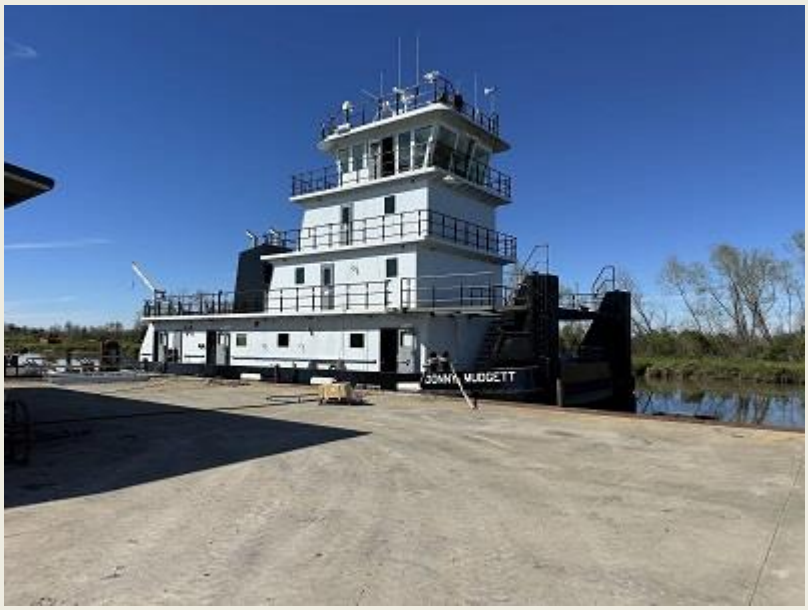
Company Supplementary Contract has been at a standstill since 2012, without any concrete progress. The increase in port traffic has led to a worsening of working conditions: crews are often subjected to daily shifts of up to 12 consecutive hours of activity that, at times, even exceed 14 hours of work, in a context of high responsibility linked to navigation safety. This situation seriously compromises the psychophysical recovery of workers and the safety of the operations themselves" we read in the initial part of the letter. This is where Uiltrasporti comes in with the new concession, which risks, according to the union, worsening the situation described: "Starting in September 2025, a new port concession will begin, which provides for expanded operational coverage compared to the current one. This extension will have further inevitable repercussions on the staff, already subject to excessive workloads. Despite numerous meetings with the Sers company, aimed at defining a shared path aimed at recognizing equal treatment in terms of pay, holidays, ordinary and compensatory rest and, despite the full availability of the undersigned union organization to propose organizational solutions that guarantee the sustainability of work while respecting safety, the company has shown total closure, rejecting every proposal and effectively interrupting any truly constructive dialogue". Hence the request to activate the "cooling off procedure", reserving "the right to undertake further mobilization actions, including a provincial strike of the category, if the cooling off procedure does not conclude with a positive outcome". In a note Sers "strongly rejects the accusations of total closure, refusal of any proposal and interruption of any truly constructive dialogue reported by the aforementioned Trade Union Organization. These accusations are false and without any foundation. The company, therefore, welcomes with extreme surprise and disappointment the communication from Uiltrasporti Ravenna containing serious and defamatory statements, reiterating, on the contrary, its desire for dialogue and appreciating that the other organizations participating in the negotiation have not considered adhering to the initiative of Uiltrasporti. As proof of this, the numerous periodic meetings held with the trade union organizations of the territory, not least the one scheduled for next June 3rd set well before the request to activate the cooling and conciliation procedure. The instrumental claims according to which the current shift would put the safety of operations at risk are rejected with equal firmness. The organization of towing services has always been characterized by the rigorous application of the law, of the sector Ccnl and of the agreements second level union agreements signed in the company and never cancelled by Uiltrasporti. Finally, the company has not shown any closure in recent months to continuing the discussion with the trade unions regarding the most suitable organizational solutions to respond to the new needs of the towing service, also opening up to new shifts that allow for a reduction in the hours worked individually by increasing the number of crews. The objective of Sers remains that of reaching a point of agreement between the parties, in full respect of the positions in the field and its tradition of constant relationship with the union". *(Source: Shipping Italy)*

ITS AWARDS 2025 HIGHLIGHT PIONEERING OWNERS, VESSELS AND INNOVATIONS

Leading tug owners, tugboats and innovations were honoured by the tug industry at awards presented during an industry dinner at this year's leading tug technology conference. Port of Antwerp-Bruges was crowned as International Tug & Salvage (ITS)'s Tug Owner of the Year 2025 at an industry gala dinner during a technology conference in its home city in Belgium. This, and three other industry awards, were presented at Riviera's TUGTECHNOLOGY '25 conference and exhibition in Antwerp on 20 May. Port of Antwerp-Bruges won its award, sponsored by Robert Allan Ltd, from an open industry vote for its leadership in operating and owning highly efficient, low-emissions tugs. It is a pioneer in testing alternative fuels, operating the world's first hydrogen tug, first methanol-fuelled tugboat and a battery-electric commercial harbour tug, all in one of the world's busiest ports. CMB.TECH's **Hydrotug 1** has been operating at Port of Antwerp-Bruges since December 2024, using compressed hydrogen fuel for zero-emissions ship handling and towage. In May 2024, Port of Antwerp-Bruges introduced the world's first methanol-powered tugboat, **Methatug**, advancing its strategy to become a climate-neutral port by 2050. This was the result of the EU-funded Fastwater project, with an existing tugboat retrofitted with Anglo Belgian Corp dual-fuel methanol engines. The port authority's efforts to cut emissions from the tugboat fleet were accelerated in November 2024 when Port of Antwerp-Bruges took delivery of six reverse stern drive (RSD) tugboats, including one operating on batteries, to boost ship handling and towage, while lowering emissions. Damen Shipyards delivered the six tugs, built to its RSD 2513 design in Vietnam, from a heavy-lift cargo ship at the port. One of these RSD tugs, **Volta 1**, has an energy storage system on board with enough power to undertake two towage operations on a single charge and features up to 70 tonnes of bollard pull. Shortlisted tug owners for this award were: HaiSea Marine as the owner of the world's most environmentally friendly tug fleet, including three all-electric harbour tugs and two LNG dual-fuel escort tugs; Kotug International as a leader in innovation, maritime logistics and emissions-free inland waterways operations; SAAM Towage for its leadership in low-emissions tugboat operations across the Americas, with a robust sustainability strategy; and Svitzer for revolutionising towage with its new tugboat design, hybrid propulsion technologies and biofuel adoption. The prestigious ITS Awards recognise vessels, operators, innovators and individuals that set new benchmarks in operational excellence throughout the previous year. To win an ITS Award is to achieve a significant personal and professional milestone and is all-the-more memorable as these respected awards are determined by industry nominations and votes. Winner of ITS Tug of the Year 2025, sponsored by Bureau Veritas, was **LNG Sentinel I,** an LNG-diesel fuelled terminal tug with a high bollard pull for its class, operated by Boluda Towage affiliate Hongkong Salvage & Towage at an import terminal in Hong Kong. This 42-m tug was built by Cheoy Lee Shipyards to Robert Allan's RAstar 4200-DF design, with a bollard pull astern of 105 tonnes and a top speed of 14 knots. It helps maintain a safety zone around the terminal and assists LNG carriers berthing at the jetty. Shortlisted tugs for the award were: the first battery-electric tugboat in Europe, **BB Electra**, built by Sanmar Shipyards for Bukser og Berging to a Robert Allan design; **Bu Tinah** as the world's most powerful electric tugboat, owned by Noatum Maritime and built by Damen Shipyards; and **Iron Dove**, the second mechanical hybrid-powered tug built in Europe, by Med Marine to a Robert Allan design for Svitzer. **LNG Sentinel I** also beat these shortlisted nominees

to the award: **Meta 7**, South Korea's first hybrid-electric tugboat; **Silivri**, an LNG-diesel dual-fuel tractor tug owned by Botas Petroleum and built by Uzmar Shipyard; **Svitzer Taurus**, the world's first TRAnsverse tug built by Sanmar; and Damen designed and built **Volta 1**. The ITS Innovation of the Year Award, sponsored by Uzmar, was presented to Ultratug and MAHI Solution for implementing MAHI's remote operation unit of 2010-built, 32-m tugboat **Enco** in Chile. With this on board, Ultratug was able to remotely navigate **Enco** from an operations centre at its headquarters in Vina Del Mar, Chile. This beat shortlisted nominees to the award, including: **Amogy** for its cracking technology that splits ammonia to liberate hydrogen, which powers retrofitted tugboat NH3 Kraken, enabling zero-emission operation; InnovateUK CMDC4 Project Partners – a collaborative project producing green hydrogen in a port environment to power harbour tugs with zero emissions; and Kotug International and **Skeye** for using autonomous aerial technology during towage operations to enhance safety during line transfers. Port of Antwerp-Bruges was also shortlisted for the **Methatug** tugboat retrofit project mentioned above, as was Sensor Technologies for its Sureline system which offers real-time remote monitoring of fibre rope performance during towage. The final award of the evening, Sanmar-sponsored ITS Lifetime Achievement Award 2025, was presented to Kommer Damen for his decades of commitment to constructing tugboats, workboats and other marine service vessels. He joined Damen Shipyards in 1969, acquiring the shipbuilder from his father and then introducing a modular shipbuilding concept for constructing small vessels and launches. This concept of standardisation has several advantages, such as reduced delivery times and costs by using proven designs. The concept was an immediate success, and in 1973, the expansion of Damen Shipyards in Gorinchem began. Damen continued growing, and soon the group started exporting and expanding its range into multiple sectors including harbour services, ship towage, dredging, pilotage and offshore support. Its harbour tug designs are used worldwide by many shipyards and markets, making Damen one of the foremost largest producers of newbuild tugboats. *(Source: Riviera by Martyn Wingrove)*

M/V DONNY MUDGETT: FIRST DELIVERY IN HINES FURLONG'S 11-VESSEL NEWBUILD PROGRAM

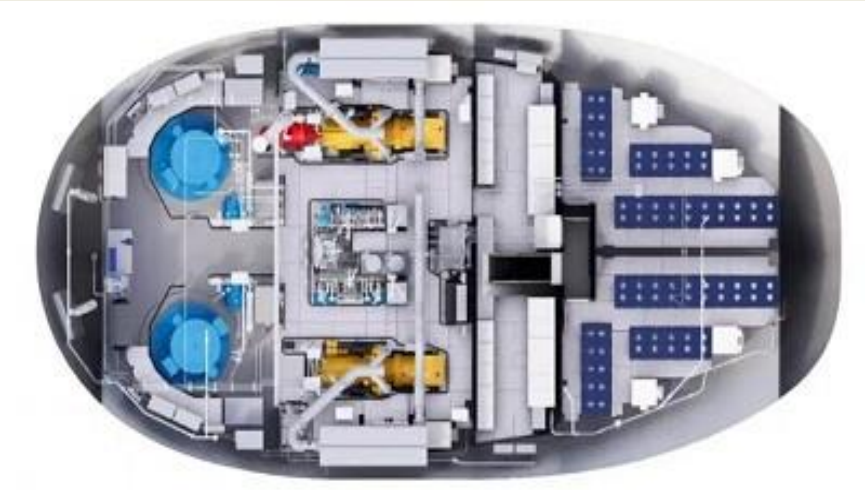


Hines Furlong Line has taken delivery of the M/V **Donny Mudgett**, the first vessel completed in its eleven-vessel newbuild program. Built at Intracoastal Iron Works in Bourg, Louisiana, the M/V **Donny Mudgett** is powered by three Mitsubishi Tier 3 S6R2-Y3MPTAW engines, each delivering 803 horsepower at 1,400 RPM. **Donny Mudgett** is the first of eleven vessels currently under construction at Intracoastal Iron Works and Eymard Marine Construction & Repair. The program includes five triple-screw and six twin-screw vessels, with Laborde Products supplying all 27 Mitsubishi engines for the series. "We've worked with Intracoastal for many years, and the **Donny Mudgett** is a continuation of that relationship," said Kent Furlong, President at Hines Furlong Line. "This project brings together family-owned businesses on both the shipbuilding and supply side, and we value those relationships as much as the vessels themselves." "We're proud to support Hines Furlong on a project of this scale," said Brian Laborde, President & CEO of Laborde Products. "It's the kind of collaboration that plays to the strengths of everyone involved, and we appreciate the trust Hines Furlong has placed in our team." Hines Furlong Line represents one of the longest-standing family traditions in the inland river transportation industry, with more than 150 years and five family generations of presence on the inland waterways. Today, the company operates a fleet of towboats on the Cumberland, Ohio, Tennessee, Illinois, and Mississippi Rivers. HFL also specializes in leasing its fleet of inland towboats, tank barges, and hopper barges to other barge lines and some end user customers. The company continues to build on its legacy by making significant investments in new equipment and evolving to meet the changing needs of its customers. *(Source: MarineLink)*

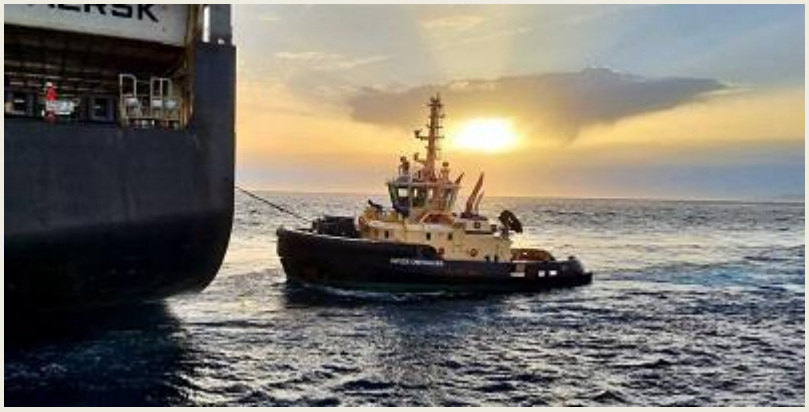
ENGINE COMPARTMENTS BECOME ENERGY ROOMS AS TUG INDUSTRY HITS HYBRID-ELECTRIC REVOLUTION

Engine compartments on tugs are becoming energy rooms, with battery modules complementing generators for hybrid-electric propulsion. An industry push to lower emissions without impacting tug performance or service levels is driving the construction of tugboats and salvage vessels with large energy storage systems and back-up gensets. In effect, the towage industry is embracing battery technology to reduce emissions from port operations, but needs fuel-flexible gensets as back-up support. European Tugowners Association (ETA) deputy chairman and Svitzer global chief commercial officer, Mattias Hellström, said sustainability has become an expectation for the tug and towage sector, leading to a greater focus on reducing emissions with electric propulsion. "We are in an electric-hybrid revolution where sustainability is intertwined with profitability – it is an expectation," he said at Riviera's TUGTECHNOLOGY '25 Conference in Antwerp, Belgium, on 20 May. "Decarbonisation is now the most urgent challenge we face. But sustainability needs to be

commercially viable." To achieve this, tug and workboat owners have turned to technology and sustainable fuels to reduce greenhouse gases (GHG) and other gaseous emissions, particularly battery packages. "Technology is reshaping business models and operations," said Mr Hellström. "But there are high capital costs and uncertain returns on investments. We need partnerships and incentive packages to support adopters." Vessel owners need to consider the total cost of ownership, including potentially lower maintenance and energy costs using batteries rather than engines for towage work. "Fuel and maintenance savings make this more attractive over time," said Mr Hellström. Caterpillar Marine senior account manager Enrique Aponte agreed with the sentiment during his speech to open the conference. "Enginerooms are being transformed into energy rooms," Mr Aponte said. "There have been profound changes in tugs... battery power is a key technology for tugboats." Mr Aponte reiterated that vessels with batteries for primary propulsion still require gensets prepared to run on low-carbon fuels as back-up for various port operations, to extend their range and provide added power when needed. In reality, most tugs built with batteries on board operate with hybrid propulsion, he said. "Hybrid propulsion is becoming the foundation of [decarbonisation] efforts in the tug and salvage sector," according to Mr Aponte. "Flexibility is key for performing multiple tasks." Mr Aponte said tug owners should consider energy management solutions for reducing GHG emissions and the environmental impact, while raising "high levels of services that the industry demands" and "maintaining safety and robust operations." Mr Aponte pointed to the expansion of lower-carbon fuels and multi-fuel capability for tug operations, especially sustainable biodiesel and alcohol-based fuels, saying "Flexibility is important as vessels move from port to port." *(Source: Riviera by Martyn Wingrove; Photo: Damen)*



THURSDAY WAS THE LAST TRADING DAY FOR SVITZER

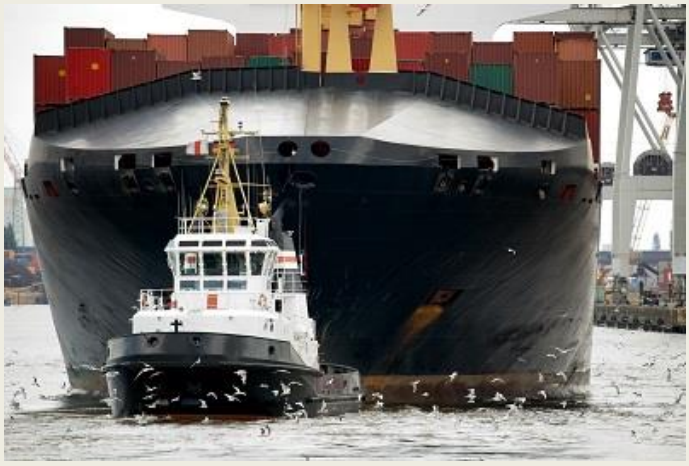


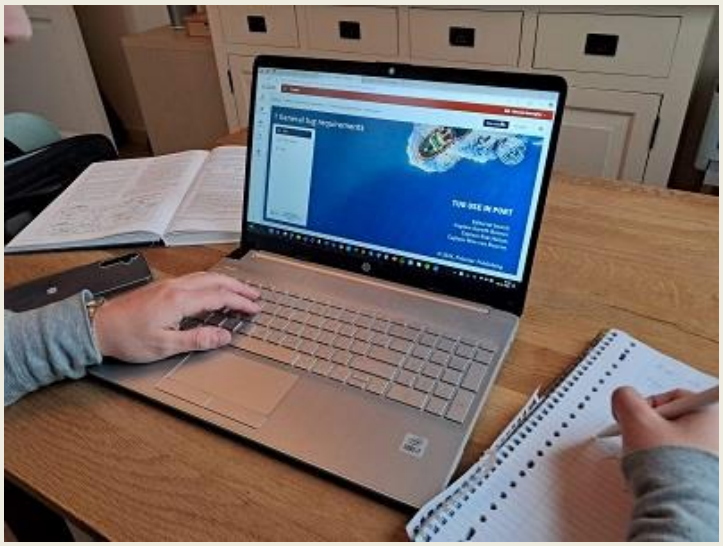
Tugboat shipping company Svitzer has its last day of trading on the Copenhagen Stock Exchange last Thursday. It has been just a year since the company was listed by Maersk, but the company's largest shareholder AP Møller Holding decided in April to buy the company back and delist it. It was the lack of interest in the Svitzer share from investors that prompted AP Møller Holding to make the purchase offer, which was later accepted by 93 percent of Svitzer's shareholders. The tender offer was DKK 277 in addition to a dividend payment of DKK 8 per share, which was paid during the offer period. “AP Møller Holding does not believe that the IPO has resulted in the expected investor interest. The listing has therefore not created the desired platform for growth, which is crucial to maintaining Svitzer's market position in a competitive and fragmented industry, characterized by consolidation. Over time, this may limit Svitzer's ability to pursue opportunities in the market,” AP Møller Holding said in connection with the tender offer. The company already held 47 percent of the shares in Svitzer before the takeover offer. *(Source: Maritime Danmark)*

WHY E-LEARNING IS THE TOOL FOR HIGH-LEVEL AND FLEXIBLE EDUCATION FOR TUG CREW

The increasing number of tug jobs and the demand for new crew members highlight the need for effective education on tug use. New crew members often face steep learning curves and traditional training methods take time to equip them with the necessary theory and knowledge on the use of tugs. In addition, not all tug operators employ experienced and skilled teachers or are equipped to provide up-to-date and innovative teaching materials. Training of tug crew is traditionally done onboard by senior tug masters, who may not have the resources to organise the necessary training in a structured way. Moreover, a lack of sufficient knowledge has been identified as a root cause for many incidents and various investigative boards have strongly advised the tug industry to develop and implement (uniform) training to ensure that all crew members have a thorough understanding of the use of tugs. *Digital innovation* In an era defined by technological and digital advancements, the traditional landscape of education has undergone a remarkable transformation. E-learning has now become an integral part of the educational ecosystem, offering an array of opportunities for learners worldwide. Over the years, e-learning has proven to be very effective, due to the combination of theory, interaction and visualisation of complex issues. Thanks to these innovative and varied assets, e-learning provides an engaging and highly effective learning tool.

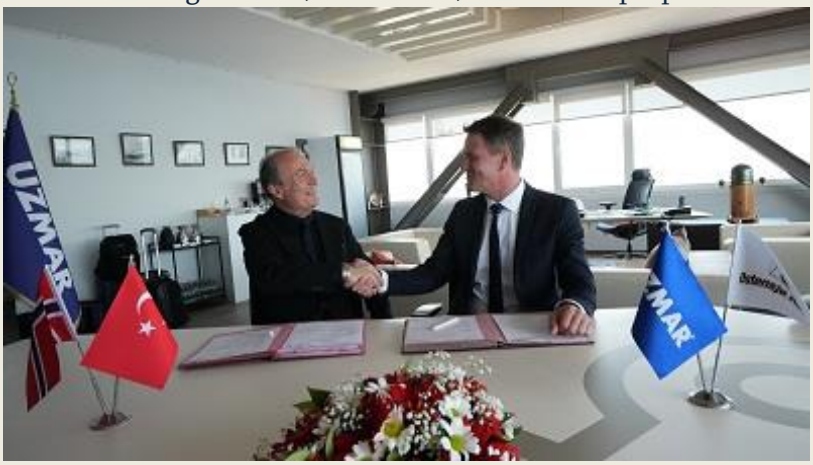
Various studies have shown that this combination of visuals, text and audio leads to higher engagement and a better understanding of the theory. What's more, e-learning is completely flexible as there is no need to travel to a physical location or schedule a meeting with a teacher, and the student can study whenever and wherever this is most convenient. A welcome side effect is that as there are no travel expenses or the costs of physical infrastructure, e-learning is very cost-effective. Especially in the maritime world, where students and professionals are travelling in various time zones, e-learning provides an excellent opportunity to offer training that suits their needs. *Polestar Digital Academy* Building on 30+ years of knowledge on tugs and tug training, Polestar Publishing introduces e-learning for tug masters, pilots and all others dealing with tugs in port. The e-learning is based on Captain Henk Hensen's comprehensive Tug Use in Port, the standard text book in the tug industry on harbour tugs. The content has been adapted and completed for e-learning by a team of experts and with the support of many partners in the tug community. *Currently, the following elements are published:* • Factors influencing tug choice; • General tug design; • Towing lines. *The following courses will be available as from August 2025:* • Effective ship and tug handling; • Harbour tugs – propulsion aft; • Harbour tugs – propulsion forward; • Assisting methods. The e-learning will consist of several modules, of approximately 30 minutes each, and knowledge and insight will be tested in quizzes. The progress can be monitored in a simple dashboard and lessons planned by the trainer. *Interested?* The first e-learning modules are now live and available for tug operators, pilots, and other maritime professionals. Find them HERE *(PR-Polestar)*





ANOTHER POWERFUL TUG DELIVERED TO THE NORTH!TUGBOATS

UZMAR Proudly Delivers Advanced RAstar 3200-W Tugboat to Østensjø Rederi. We are proud to announce the successful delivery of a new RAstar 3200-W class tugboat to our valued partner Østensjø Rederi, a company renowned for its excellence and innovation in offshore operations. The vessel was designed by Robert Allan Ltd. and built to the highest standards at UZMAR's state-of-the-art shipyard. The delivery ceremony took place at UZMAR Shipyard and was attended by senior executives from both companies, including A. Noyan Altuğ, President & CEO of UZMAR, and Kristian Helland Vea, CEO of Østensjø Rederi. The event marked a celebration of collaboration, technical precision, and shared maritime vision. *Vessel Highlights:* Design: RAstar 3200-W by Robert Allan Ltd. Length: 32 meters; Bollard Pull: 80 tons; Purpose: High-performance offshore escort towing; Features: Superior maneuverability, seakeeping, and operational safety. This project reflects UZMAR's dedication to delivering reliable, innovative, and fit-for-purpose vessels that support the evolving needs of our clients. Built in close coordination with Østensjø Rederi and Robert Allan Ltd., the vessel incorporates custom features informed by their decades of hands-on experience in demanding maritime conditions. We extend our sincere thanks to everyone who contributed to the successful delivery of this vessel and look forward to seeing it in action under Østensjø's capable command. Together, we continue to shape the future of offshore support — one vessel at a time. *(PR-Uzmar)*

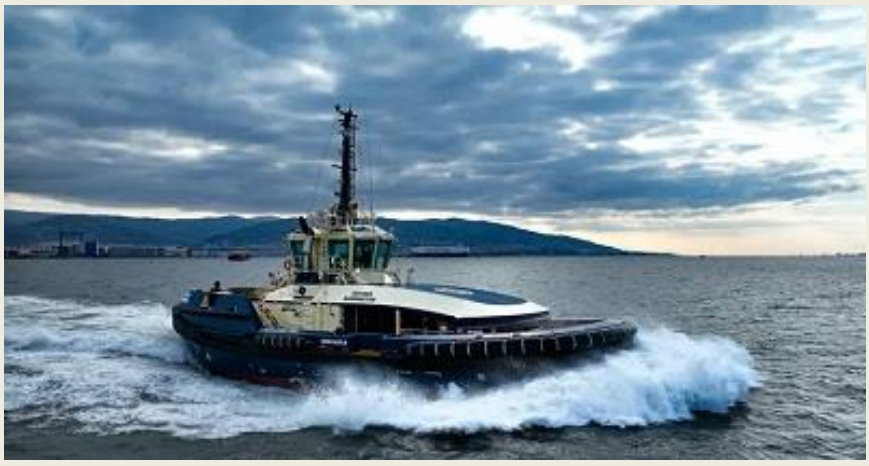


BRAZIL GREEN-LIGHTS MSC'S PURCHASE OF MARITIME CONGLOMERATE WILSON SONS

Brazilian regulators have approved MSC's planned takeover of Wilson Sons, paving the way for the sale's closing. Last October, MSC announced plans to buy a 56-percent stake in Wilson Sons from Ocean Wilson Holdings, which had been rumored to be considering a sale since at least 2023. At least one other firm considered placing a bid, but

MSC ultimately secured a deal at a price of $760 million. Once the purchase is completed, MSC will launch a public tender offer for the remaining shares in the company, bringing the total transaction value to about $1.35 billion. Wilson Sons has been in business in Brazil's ports and towage industry for more than 180 years, and has interests spanning the full breadth of the nation's maritime sector. It has Brazil's largest tugboat fleet, nearly two dozen offshore vessels, two offshore-industry terminals, a container terminal JV, two shipyards, a freight logistics division and a shipping agency, among other assets. The purchase would dovetail with MSC's acquisition of Brazilian coastwise carrier Log-In Logistica in 2021, giving it a foothold in Brazil's cabotage trade. It is one of a string of acquisitions that the Aponte family - owners of MSC and Terminal Investment Limited (TIL) - is looking to add to its global ports portfolio. On Thursday, Hong Kong-based ports giant CK Hutchison confirmed that TIL is leading a consortium to buy out Hutchison's global container terminal network, amounting to more than 40 terminals. The transaction is said to be worth about $23 billion - assuming that Hutchison can overcome opposition from Chinese regulators. *(Source: Marex)*

SVITZER BETS ON TRANSVERSE TUGS TO REDUCE ITS ENVIRONMENTAL IMPACT IN PORTS



Svitzer will soon begin operating its second and third TRAnsverse tugs in Australia after the success with the first supporting ships docking in the Netherlands. Two tugs built to a new design for efficient ship escort and handling are sailing to Australia to begin operations at one of the world's busiest bulk cargo export ports. Svitzer Australia is preparing for their arrival by training crews on simulators ready for the arrival of **Svitzer Barrington** and **Svitzer Nobbys** in Newcastle. These were built by Uzmar Shipyard in Turkey to a TRAnsverse 3200 design and are transiting on their own keel to eastern Australia via the Panama Canal, to avoid the Red Sea, in Q2 2025. Svitzer head of innovation Thomas Bangslund said the owner installed Kongsberg Maritime simulators in a new centre in Newcastle to train crew on these two tugs, as they are different to azimuth stern drive and other tractor tugs. This

follows around six months of successful shiphandling operations by the world's first TRAnsverse tug,

Svitzer Taurus, in the port of Amsterdam in the Netherlands. Mr Bangslund said Cheoy Lee Shipyards is building four 29-m TRAnsverse tugs for operations in southeast Asia and Uzmar is constructing what will become the world's first methanol-battery tugboat for operations in Sweden. He presented these designs and the operational benefits of the first TRAnsverse tugs at Riviera's TUGTECHNOLOGY '25 Conference in Antwerp, Belgium, on 20 May. Svitzer worked with Robert Allan Ltd to design different types of TRAnsverse tugs, using extensive model simulations and tank testing, and is using real-time operational data from the first tugs to optimise the design and verify training simulation programs. Robert Allan director of project development Jim Hyslop said another design, TRAnsverse 2600 "is on the drawing board and we hope it will be in service in a couple of years." Uzmar Shipyard project manager, Furkan Yildiz, said construction of the TRAnsverse 3500 E design tugboat for Svitzer is under way and it should be completed in 2026. This 35-m, ABS-class tug will have a beam of 15 m, two methanol dual-fuel engines and around 6 MWh of battery capacity split into two rooms with 3 MWh each, all combined to generate 85 tonnes of bollard pull. "The dual-fuel engines enable longer operations with lower GHG emissions while the batteries provide closer to zero emissions," said Mr Yildiz. "This is operational flexibility and fuel efficiency in one vessel. System integration is important and hybrid propulsion has many benefits." Mr Yildiz expects more methanol-battery tugboats to be ordered and brought into service. "We are crafting a blueprint for the future of green sustainable towage, " he said, adding the TRAnsverse 3500 E is "a crucial milestone to lowering GHG emissions" and lowering the towage industry's carbon footprint. "We are setting an industry benchmark. With 85 tonnes of bollard pull, it will be a powerful tug capable of taking on projects while meeting decarbonisation targets. This vessel will change owners' mindsets as a symbol of what is possible." *(Source: Riviera by Martyn Wingrove)*

SIX MORE ELECTRIC TUGBOATS UNDER CONSTRUCTION

Another six electric-powered tugboats are expected to join the global fleet in 2025 from a Turkish shipyard which is leading the construction of these vessels. Sanmar Shipyards has confirmed it is building six more battery-electric tugboats at its facilities in Turkey, as demand for low or zero-emissions operations in harbours is rising. The shipbuilder has already delivered eight electric-powered tugs to owners in Europe, North America and South America. These tugs are being constructed to Robert Allan Ltd's Electra designs with batteries integrated in modules by Corvus Energy. Among those under construction is an ElectRA 2500SX design tug for Svitzer, which is due to be delivered in the H2 2025, after which it will operate in the waters between Sweden and Denmark. Of the others, four are for Turkish energy group Botas Petroleum, also being built to an ElectRA 2500SX design, for which the steel cutting ceremony was held at the Altinova Shipyard in October 2024. Hull numbers 379, 380, 381 and 382, will be capable of achieving 70 tonnes of bollard pull ahead and a speed of around 12 knots, from battery banks rated to 5,085 kWh, with back-up diesel generator sets for fire-fighting and range-extended endurance. Sanmar is building another ElectRA

tug for its own fleet as it gains operational experience from its first Dynamo-class tugboat. Its first Electra battery tugs were three vessels for HaiSea Marine's operations at an LNG export terminal in British Columbia, Canada. The first of these, **HaiSea Wamis**, receive the prestigious ITS Tug of the Year Award in 2023, along with sister tugs **HaiSea Wee'Git** and **HaiSea Brave**. These were followed by two more electric tugs for SAAM Towage's operations near Vancouver, also in British Columbia. Sanmar built one Electra tug for its own fleet and one for Norway-headquartered operator Buksér og Berging, with **BB Electra** the first battery-electric tugboat in Europe. For SAAM Towage, Sanmar delivered **Trapananda**, the first electric tugboat bound for Latin America. This was built to an ElectRA 2500SX design and will support tankers at Enap's terminal in southern Chile once it arrives following its transatlantic voyage. "These tugs represent a massive step forward towards the creation of an eco-friendly sustainable global tug and towing industry," said Sanmar Shipyards chairman Ali Gürün. "Each ElectRA offers an operator the chance to make a huge positive impact by greatly reducing the number of harmful emissions in any port or harbour in which they work. We are proud to be at the forefront of this change." *(Source: Riviera by Martyn Wingrove)*

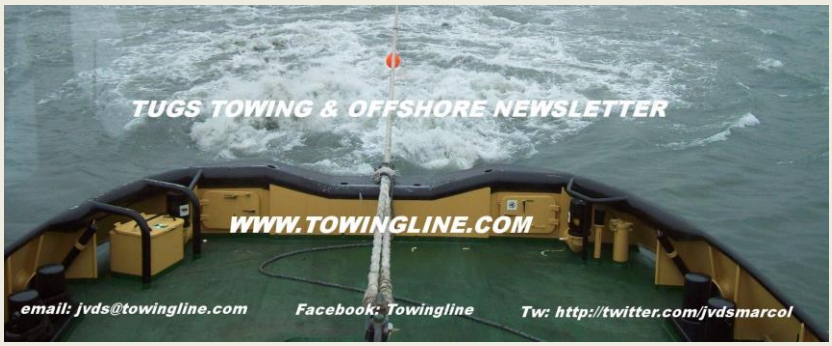
KOTUG INVESTS IN REMOTE CONTROL, AUTONOMOUS DRONES

The Dutch tug owner is using unmanned aerial vehicles to transfer messenger and mooring lines. Kotug International is using autonomous and remote-controlled unmanned aerial vehicles (UAVs) to improve towage safety. The Dutch tug owner collaborated with technology provider Skeye to develop Tug Drone, where a UAV carries a line from a vessel to another ship, minimising the risk to crews. Tug Drone delivers the messenger line directly to the assisted ship, enabling the tug to sail safely alongside rather than in front of the vessel. This can replace conventional methods, where tugboat crews position themselves in front of and close to the assisted vessel to grab the heaving line by hand, placing them in the danger zone near the bow of the vessel. "We applied drones in our operations to raise safety and become more efficient in daily activities," said Kotug International director of training

and consultancy and OptiPort, Patrick Everts. “We decided to invest in drones as we believe they will help secure mooring and towing lines, and as safety is our mission,” he said at Riviera’s TUGTECHNOLOGY ’25 Conference in Antwerp, Belgium, on 21 May. Voyaging to perfection: the ongoing evolution of NavStation Kotug worked with Skeye to develop a remotely operated drone for transferring lines between vessels, with one of the main applications being to move a line from a floating production storage and offloading (FPSO) to crude tankers. “We designed a manual drone for line transfers from the back of a tug or deck of an FPSO in Guyana to a tanker,” said Mr Everts, adding there would be other applications such as using drones for inspections. Kotug also worked with DelftDynamics to develop an autonomous drone to transfer messenger lines between ships and tugs. This is being trialled for ship handling, towage and docking, and could also be used during salvage and emergency response. “Drones systems are making a difference, delivering measurable impact on safety and performance,” said Mr Everts. “What’s next is looking at security and inspection duties. We are developing more operations and applications for drones and conducting more tests. We think drones can meet the demands of modern ports, making towage safer and more efficient in the future.” *(Source: Riviera by Martyn Wingrove)*

THANKS TO THE RIVIERA TEAM

The editor of Towingline and the Tugs Towing & Offshore Newsletter would like to express his great gratitude to the organization of the TugTechnology2025 in Antwerp. The invitation to this conference was again a special highlight that I enjoyed very much. It was a real pleasure to listen to the speakers with their fascinating, very varied and technical papers. It was also nice to have met several well-known people with whom I had the opportunity to work. Riviera team it was again wonderfully taken care of. Especially my thanks to Martyn Wingrove for his articles that I can regularly use. Hans van der Ster

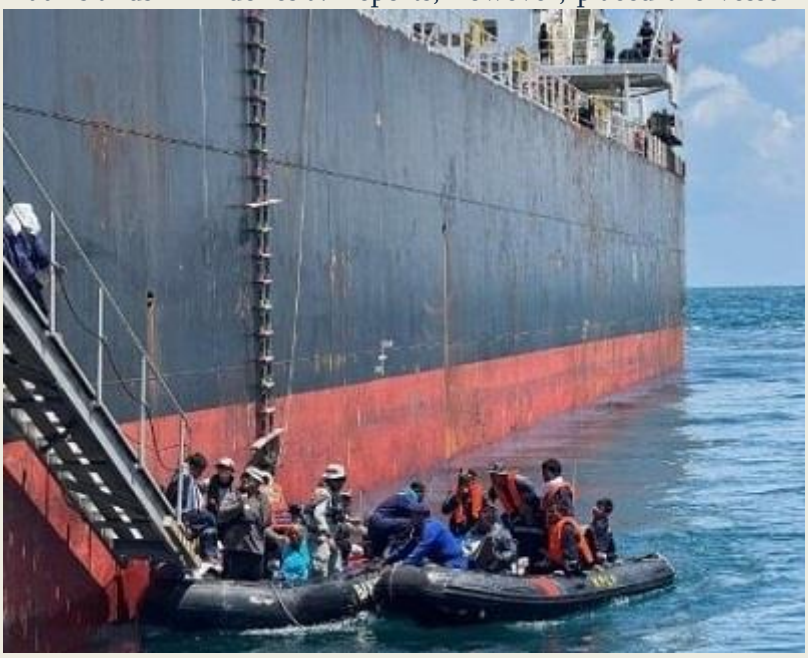


ACCIDENTS – SALVAGE NEWS

CREW RESCUED NEAR SINGAPORE AFTER FISHING VESSEL COLLIDES WITH TANKER

The maritime authorities in Singapore and Indonesia coordinated the rescue of the crew from a capsized fishing vessel near the eastern terminus of the Singapore Strait. The fishing vessel is reporting it was in a collision in an area that has been historically disputed between Singapore and its neighbors, but today is monitored by Singapore. Indonesian media is reporting that the fishing vessel **Pacific Memory II** had been operating between Sumatra, Batam, and finally in the waters near the

Riau Islands in Indonesia. Reports, however, placed the vessel near the border with Singapore and



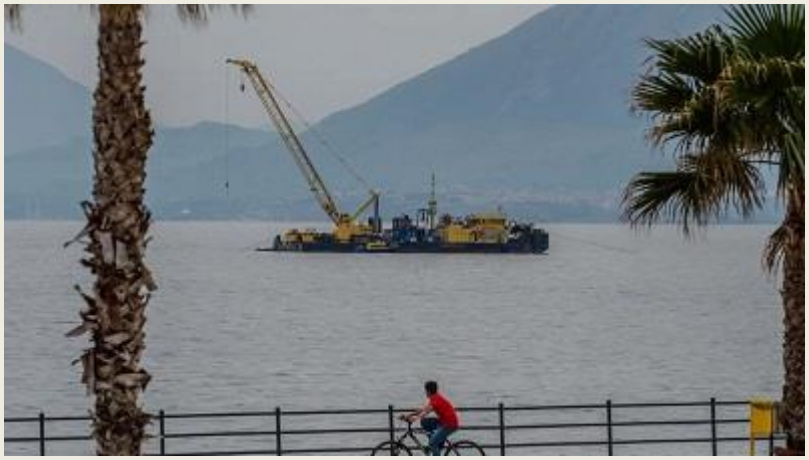
Pedra Branca, a rocky outcrop near the eastern end of the Singapore Strait best known for Horsburgh Lighthouse. Batam Pos is quoting the survivors as saying their vessel collided with a tanker and began to sway violently. Crewmembers who were asleep reportedly panicked as the boat began to tilt and sink with several people ending up in the water. Other reports said the boat tilted and came back up, but one survivor is reporting that he was in the water for four hours, clinging to a lifejacket. It appears the crew was able to transmit a distress call. The Hong Kong-registered containership Cosco Development (140,600 dwt) first reported the incident to the Maritime Rescue Coordination Center in Singapore at 0720 on Tuesday, May 20. The Maritime and Port Authority of Singapore reports it alerted the services in Indonesia and Malaysia, as well as requesting assistance from vessels in the area. They reported that the fishing vessel capsized about 17 miles from Pedra Branca. The Greek-owned bulker **Andros Spirit** (82,740 dwt), registered in Liberia, was directed to the scene. It rescued the 30 crewmembers from the fishing vessel. Indonesian authorities were working to receive the survivors, but reported that the **Andros Spirit** was already underway. They arranged for the vessel to transport the survivors to Batam, where they met with the vessel and transferred the survivors to the Indonesian rescue boat. *(Source: Marex)*

FIRE ON OIL PLATFORM OFF ANGOLA INJURES 17 PEOPLE

A fire on Chevron's deepwater Benguela-Belize-Lobito-Tomboco (BBLT) platform off Angola has injured 17 people, including four who are in serious condition, the oil major confirmed Tuesday. The BBLT platform was in the middle of a scheduled annual maintenance cycle, Chevron said, and it had been shut in since May 1 for repairs. At about 0310 hours on Tuesday morning, a fire broke out on the BBLT platform's cellar deck. The fire was brought under control by company employees who responded "immediately," Chevron said. 17 people were injured in the accident. Chevron's local subsidiary, Cabgoc, is focused on the safety of all other personnel and on getting to the root causes of the casualty. An investigation is under way, supported by Angolan regulator ANPG. BBLT is a

bottom-fixed compliant tower platform located about 50 nautical miles off the Cabinda coast of Angola. The platform's rare design relies on a 1,200-foot flexible platform jacket, which is partially supported by its own buoyancy. The jacket can sway horizontally, giving it better resistance to wave action. Examples include Chevron's Petronius platform, Exxon's Lena, and BBLT. The platform's maximum production capacity is 220,000 barrels per day. The effect of the fire on the timeline for resuming operations is not immediately known. *(Source: Marex)*

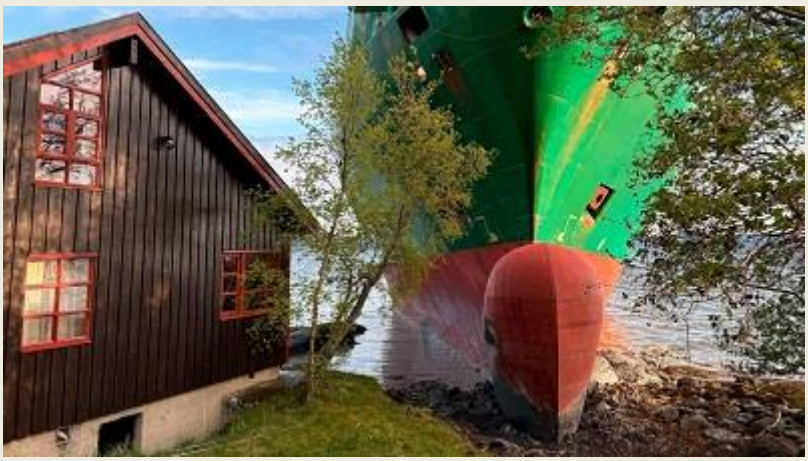
FIRST MAJOR PIECE OF BAYESIAN SUPERYACHT RECOVERED FROM SEABED



Salvage crews have recovered the boom from the $40 million **Bayesian** luxury yacht, which sank off the coast of Sicily in August 2024, killing seven people, including British tech tycoon Mike Lynch and his 18-year-old daughter Hannah. The boom, a long pole that controls the sail, was connected to the 72-meter (236-foot) mast, which is one of the tallest on any sailboat. It is the first known piece of debris from the **Bayesian** to be lifted from the water. Divers working on the salvage operation used diamond cutting wire to remove the boom, sail and furling gear near the mast. They used a remote-controlled submersible to cut one of the yacht's anchor chains which allowed the anchor, chain and boom to be brought to the surface. The recovered items will be taken to the port of Termini Imerese where they will be sequestered for examination. On May 9, a 39-year-old Dutch specialist diver Robcornelis Maria Huijben Uiben died in an underwater explosion when trying to detach the boom, Italian Coast Guard officials said. The boom's recovery will be part of the forensic investigation into the diver's death, officials told CNN. TMC Marine, which is overseeing the operation, told CNN in a statement that the project has changed since the tragic incident. Marcus Cave, a director of TMC Marine, said: "The team has developed alternate methods to undertake certain tasks… This will minimize diving activity and increase the use of equipment that is controlled directly from the floating work platforms. Whilst this change will increase the time it will take to complete this project; it will continue to prioritize the safety of those working on this complex lifting and recovery operation." The 55.9 meter (184-foot) yacht, which still has 18,000 liters of fuel onboard, went down in a sudden storm on August 19 while moored near Porticello, Sicily near Palermo. Fifteen people, including nine crew members, survived. British investigators, who were on the scene days after the accident, published a "desktop" report last week in which they concluded that the ship sank due to structural problems with the vessel. Italian investigators have publicly dismissed the findings and have told local reporters that until the vessel

can be examined once out of the water, no conclusion into the cause of the sinking can be determined. The ship is lying on its starboard side on the seabed, meaning no images have been taken of that part of the vessel to determine its condition. An official with Smit Salvage, which is part of the team led by TMC Marine, told CNN that the hatches appear open, meaning the crew may not have battened them down as the storm approached. One of the crew members posted a video of the storm in the distance, which investigators say shows that they were aware of the weather, according to the British report. Currently, work is being done to secure the vessel's vents and openings and to reduce any unforeseen leakage and pollution during the recovery. Work has also begun to position the steel lifting slings that will be used to secure and lift the **Bayesian**. No one has been charged with any criminal culpability in the accident, but the ship's captain James Cutfield and two other crew members are under investigation for their role in the deaths of the passengers, which included one crew member. The vessel is thought to contain watertight safes in which Lynch kept highly encrypted hard drives. Investigators have told CNN that they cannot verify the existence of any safes or contents until the ship is brought out of the water. The timetable to lift the yacht from the 50-meter deep seabed originally stated that the mast and boom would be left on the seabed until after the hull of the luxury yacht is lifted. The boom was instead brought out first to aid in the investigation into the diver's death. It is unclear when the mast, which is being cut from the vessel, will be pulled from the water. The hull of the yacht is scheduled to be brought up between May 26 and May 28, weather permitting. A full report is expected by the end of the summer. *(Source: CNN)*

NORWEGIAN MAN WOKE UP WITH HUGE CONTAINER SHIP IN HIS GARDEN



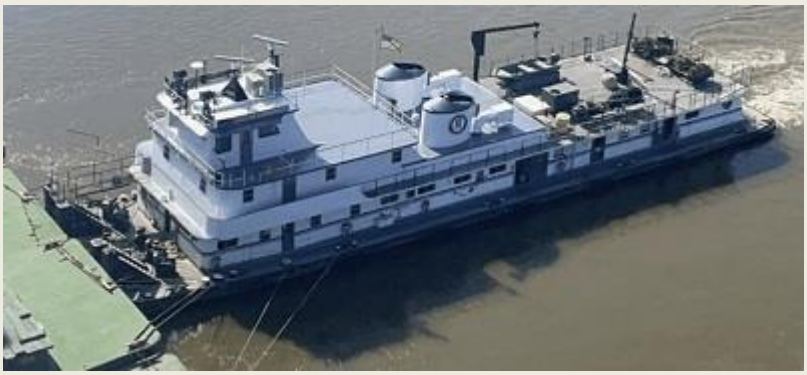
The 135 meter long container ship is owned by North Sea Container Line. No injuries or oil spills have been reported. A large container ship ran aground early Thursday morning right next to a house on the Trondheimsfjord in Norway. The 135-meter-long, 886 teu ship hit land while Johan Helberg was asleep in his house in Byneset, west of Trondheim. Helberg only woke up when his neighbor "rang the doorbell violently". "If it had hit five meters to the left, it would have slid up the rocks and my house would probably have looked completely

different," Helberg told Norwegian media NRK. No injuries or oil spills have been reported, according to the Norwegian news agency NTB. The ship NCL "Salten" was on its way from the northwest coast of Norway to Orkanger in the fjord system. Norwegian coastal authorities have now taken over the planning to get the ship, owned by North Sea Container Line, back on the water. The company's CEO, Bente Hetland, tells Norwegian newspaper VG that the incident will be investigated. "Right now, the most important thing is to think about the crew and the environment. So we will launch an investigation afterwards to find out what happened. We are working to get an overview of the incident," says the director. The ship has a crew of 16 and a Norwegian captain. It sails under Cypriot flag. Emergency services arrived on the scene at 06:25 local time and found the ship grounded. "There was no damage to the house," Svein Erik Vagnild from the Trøndelag police district told NTB. "As to exactly what has happened, we will have to report back later," he says. It is unknown when authorities will attempt to tow the ship free. It also depends on the tide, they say. At around 09:30 on Thursday, the VesselFinder ship monitoring service showed that the ship was still lying with its bow partially on land. A tugboat is stationed not far away. *(Source: ShippingWatch)*

OVV: FREMANTLE HIGHWAY RELIEF OPERATION HAMPERED BY COMMUNICATION

The fire and rescue operation of the burning car carrier **Fremantle Highway** in 2023 was difficult due to poor communication between the various emergency services and slow decision-making. This was concluded by the Dutch Safety Board (OVV). The fragmentation of the various services was 'at the expense of the speed of action'. The fire on the cargo ship carrying electric cars, among other things, broke out late in the evening of July 25, 2023, 27 kilometers off the coast of Ameland. The Coast Guard started fighting the fire, but did not know that the fire was spreading and the passengers were in danger. It was only when the special helicopters reached the ship after two and a half hours that it became clear that almost the entire ship was on fire and a rescue operation was necessary. *Smoke inhalation* The fire caused a lot of smoke and seven crew members saw no other way out than to jump from a great height from the ship. They were seriously injured and one of them did not survive the jump. Sixteen passengers were taken off the ship by helicopter. They had all inhaled heavy smoke. When the victims were taken to Groningen Airport Eelde, the emergency services there were not prepared for their arrival, which delayed transport to hospitals. The OVV states that 'emergency aid in the North Sea must be put in order as soon as possible'. In particular, communication between the Coastguard and partners on land needs to be improved. 'In recent years, the Safety Board has regularly pointed out that the Coastguard Centre is not sufficiently capable of taking control when it has to collaborate with other parties', says Erica Bakkum of the OVV. 'It does not help that multiple ministries share the administrative responsibility for the Coastguard.' *(Source: Schuttevaer)*

UNATTENDED HELM RESULTS IN $2 MILLION TOWING VESSEL GROUNDING ON MISSISSIPPI RIVER

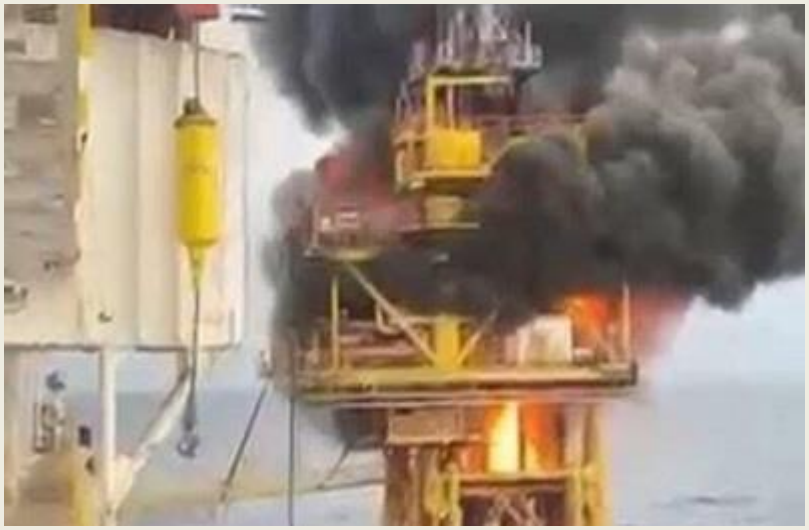


The National Transportation Safety Board (NTSB) released findings today regarding a significant vessel grounding incident that occurred when a pilot left the helm unattended on the Mississippi River. The incident involved the towing vessel **City of Louisville**, which ran aground on July 29, 2023, while pushing 11 barges upbound on the Mississippi River near Thebes, Illinois. The grounding resulted in substantial damage to the vessel's bottom plating and engine room, causing flooding in multiple spaces. The incident also led to approximately 30 gallons of gear oil being released into the river. While no injuries were reported, the vessel sustained an estimated $2 million in damage. According to investigators, the pilot, who was alone on watch in the wheelhouse, left the helm unattended for approximately five minutes to go to the port side of the wheelhouse. During this brief absence, the vessel missed a critical course change to starboard along the recommended route. The NTSB emphasized the dangers of leaving the helm unattended, particularly on the Mississippi River, noting that "the potential for strong currents and heavy traffic" makes even brief periods of inattention hazardous. The investigation revealed that the vessel was equipped with a pilothouse alerter system, designed to warn both the wheelhouse and other vessel spaces if the operator becomes unresponsive. However, investigators discovered the system's power supply was disconnected, though they could not determine when this occurred. In their recommendations, the NTSB stressed the importance of proper alerter system protocols, stating that "established procedures for the operation and use of the system should be outlined in the company safety management system." They emphasized that alert intervals should be based on navigational risks and proximity to hazards. The complete findings can be found in Marine Investigation Report 25-19 *(Source: gCaptain)*

OIL PLATFORM OFF VIETNAM CATCHES FIRE DURING DECOMMISSIONING

The **Song Doc** platform off the coast of southwest Vietnam caught fire during decommissioning operations on Wednesday afternoon. The incident on the Petrovietnam-operated platform happened while a subcontractor was cleaning and dismantling the platform. According to reports, the fire was brought under control within 30 minutes and did not impact the surrounding environment or other oil and gas operations at the surrounding oil projects, which continued to work normally. The Song

Doc field had been depleted and ceased operations in February 2024, with no production activities being conducted at the time of the fire. The cause of the fire is being investigated. The small-scale oil field, located about 205 km south of Ca Mau Cape, was discovered in 2006 and had a peak output of around 28,000 barrels per day. The license for the block was initially awarded to Talisman, Petronas Carigali, and PetroVietnam, which formed the Truong Son Joint Operating Company to operate the block. The contract for the well plug and abandonment services, as well as the removal of the platform, was awarded to Petrovietnam Technical Services Corporation and Petrovietnam Drilling. Watch the video HERE *(Source: Splash24/7)*



OFFSHORE NEWS

SUBSEA7 NETS CONTRACT FOR 'STRATEGICALLY IMPORTANT' PROJECT IN WEST AFRICA

Subsea7 has secured a sizeable subsea contract, worth between $50 million and $150 million, for a project in West Africa deemed as "strategically important". Under the contract, Subsea7 is in charge of transporting and installing flexible pipelines, umbilicals, and associated subsea components for the connection of a floating production, storage and offloading (FPSO) vessel as well as the pre-laying activities for an upcoming drilling campaign. Project management and engineering work will begin immediately at the company's offices in Sutton, UK, and Suresnes, France, with offshore activity to start in 2026. *Jerome Perrin*, Vice President Africa, Middle East, and Türkiye for Subsea7, said: "Our close and agile collaboration with our clients allows us to make possible cost-effective and reliable offshore solutions for their needs. We are pleased to be able to support this client in executing such a strategically important project in West Africa." As for Subsea7's most recent news, it is worth mentioning that the company a couple of days ago announced a contract with U.S. energy giant ConocoPhillips for a front-end engineering and design (FEED) study for the Previously Produced Fields (PPF) development project in Norwegian waters. This came after a contract worth over $1.25 billion with Brazilian oil & gas giant Petrobras for a field located at 2,000 meters of water depth off the coast of Rio de Janeiro, reported early this month. *(Source: Offshore Energy)*

FORMER EDDA WIND BOSS KENNETH WALLAND TAKES THE CHAIR AT EIDESVIK

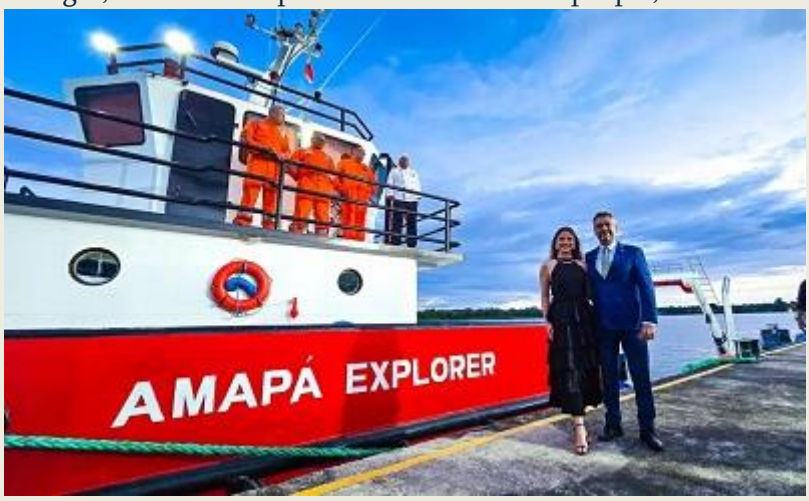
Norwegian offshore vessel owner and operator Eidesvik has appointed former Edda Wind chief executive Kenneth Walland as its new chairman. Walland takes over from Arne Austreid and will oversee the company's board until 2027. He officially stepped down from Edda Wind on January 1, 2025, after leading the offshore wind support vessel pureplay backed by the shipping heavyweights John Fredriksen, Wilhelmsen and Idan Ofer from April 2021. Walland spent most of his career at Østensjø Rederi, which he headed up from 2016 before joining Edda Wind. Oslo-listed Eidesvik counts 15 OSVs in its fleet, including two construction support vessel (CSV) newbuildings scheduled for delivery in 2026 and 2027. Last year, the company saw another change of leadership, with Helga Cotgrove taking over as chief executive from Gitte Gard Talmo, who resigned in September after spending 22 years at Eidesvik in various management roles. *(Source: Splash24/7)*

WITH NEW TECHNOLOGIES FOR NAVIGABILITY AND DEVELOPMENT, GOVERNOR CLÉCIO LUÍS CELEBRATES THE ARRIVAL OF THE HYDROGRAPHIC VESSEL AMAPÁ EXPLORER

Vessel acquired by the private sector will carry out hydrographic analyses from Amapá to Amazonas and will participate in studies to increase the draft of Barra Norte. On Tuesday, the 13th, the governor of Amapá, Clécio Luís, attended the baptism of the Hydrographic Vessel **Amapá Explorer**, acquired by the private sector, held at the Port Authority in Santana. The vessel arrives in the state bringing new technologies to provide greater safety for navigation and, thus, consolidate the state's logistical vocation. The ship will, among other activities, conduct hydrographic surveys of the rivers of the Amazon Basin in the stretch between the oceanic part of the mouth of the Amazon River, known as Barra Norte, and the municipality of Itacoatiara, in the state of Amazonas. In addition, it is part of the studies to increase the draft of Barra Norte, coordinated by the 4th Naval District. "With this investment from the private sector, we will see ships from all over the world entering the mouth of the Amazon River. This will generate large-scale business, expand import and export

activities, and consolidate our strategic port vocation, due to its proximity to the Panama Canal and access to large markets. The Pilotage provides Amapá with a large piece of equipment that will translate into development in our state based on safe navigation," highlighted Governor Clécio Luís. The increase in draft at Barra Norte, on the Amazon River, will provide an important gain in competitiveness for the Terminals and Ports that transport goods to the Atlantic Ocean via the Port of Santana, which is fundamental to the state's economic development strategy. "This investment has been dreamed of for many years, so that we can have more development, more ships, more industries setting up in the region, more trade taking place," said Ricardo Falcão, vice-president of the International Association of Maritime Pilots and director of the National Pilotage Council (Conapra). In the area of Hydrographic Surveys, the ship will operate from the mouth of the Amazon River to the interior of the Amazon, passing through the Trombetas, Xingu, Tapajós and Jarí rivers, the straits that surround Marajó Island and the South Channel. As for the draft increase studies, the crew will work with the launching and retrieval of buoys equipped with meteoceanographic sensors and will participate in draft tests. "The Amazon needs more and more investment for its development. The contribution of the Navy and Pilotage has helped us advance in navigability. The more assertive the information, the better we will be able to make decisions that will translate into improvements in the quality of people's social lives," stated the Minister of Integration and Regional Development, Waldez Góes. The vessel was built in Santa Catarina and designed for hydrographic surveys with a stern arch capable of moving up to 10 tons. The ceremony officially made First Lady Priscilla Flores the godmother of the **Amapá Explorer**, who fulfilled an old seafaring tradition by breaking a bottle of champagne on the ship's side. "It is an honor to participate in this symbolic and hopeful moment for our state. We are going to launch into the sea not just a vessel, but the dreams of an entire people. The **Amapá Explorer** is a symbol of this new journey. May it sail safely and bring discoveries, may it respect our nature and help build an Amapá that is even stronger, more developed and fairer for our people," exclaimed the First Lady.

Navigation safety



Strengthening the State's proximity to the Navy, Governor Clécio Luís met with the commander of the 4th Naval District, Vice Admiral Adriano Marcelino Batista at the Harbor Master's Office. "We discussed important issues for improving navigation in Amapá. The union of forces for navigation safety is essential," celebrated the vice admiral. The meeting addressed important issues for the future of Amapá, such as the entry of Merchant Ships and the increase in the Draft of Barra Norte, enabling the entry of larger merchant ships into the Amazon River; as well as information about the Maritime

Coast and Oil Exploration. *(Source: Agencia de Noticias)*

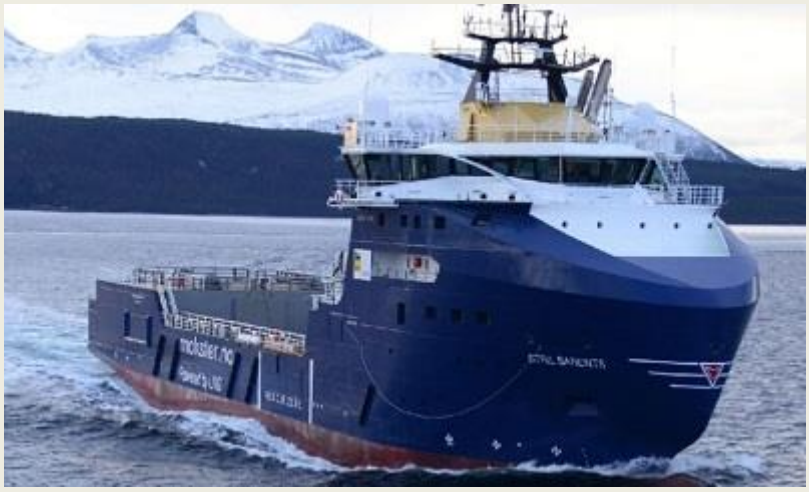
MULTIPURPOSE OFFSHORE CONSTRUCTION AND SUPPORT VESSEL – SHEN DA HAO

For the casual maritime observer who has a penchant for the unusual, the international oil and gas industry provides the required excitement. This is because of the incredibly complex vessel designs that cover a multitude of required offshore tasks, and the fact that in terms of scale, these specialised offshore vessel designs dwarf the vast majority of standard merchant vessels. For the casual maritime observer who prefers a bulk carrier, container vessel, or a pure car and truck carrier, it can be confusing that any type of offshore vessel can not only be larger than the type of vessel that tickles their fancy, but the offshore vessel provides almost no space for a commercial cargo to be carried within their hull. Even without the issue of what the idiotic Houthis might be up to, South African ports regularly play host to offshore vessels en-route to, or from, their oil and gas contract areas. Some of these vessels utilise Cape Town or Durban for maintenance needs, or logistical requirements, but also for a transit point for newbuild vessels. The last is what the casual maritime observer waits for. On 16 May, at 10:00 in the morning, the multipurpose offshore construction and support vessel **'Shen Da Hao'** (IMO 9870537) arrived off Cape Town, from Hong Kong. She entered Cape Town harbour, proceeding into the Duncan Dock, and initially was placed alongside the Landing Wall, which indicated that she was possibly in need of some local maintenance support. Although built in 2022, **'Shen Da Hao'** was only delivered to her new owners in March 2025. She was built by Wuchang Shipbuilding at Qingdao in China, and is 184 metres in length, with a gross registered tonnage of 29,272 tons. Her three year delay in delivery from the shipyard was due to the fact that, initially, no customer could be found for the vessel. She is a diesel electric vessel and power for both domestic and propulsion requirements comes from six MAN-B&W 8L32/44 CR generators providing 4,630 kW each, for a total of 27,780 kW. Power is transferred to three Kongsberg UUC 455 azimuth propulsion thrusters, each providing 5,500 kW to give her a maximum seaspeed of 15 knots, and a service speed of 12 knots. Her auxiliary machinery includes a single Mitsubishi S12R-M(P)TA emergency generator

providing 1,200 kW. She has three exhaust gas boilers, and a single oil fired boiler. With two water making systems, 'Shen Da Hao' can produce 100 tons of fresh water per day. For added manoeuvrability she has two bow Kongsberg ULE 255 retractable azimuth thrusters providing 3,100 kW each, and two bow Kongsberg TT 3300 transverse thrusters providing 3,100 kW each. Her azimuth propulsion systems, and her mix of manoeuvring thrusters gives **'Shen Da Hao'** a dynamic positioning classification of DP3, the highest classification possible. She has a Kongsberg GE DP system which, for position keeping requirements, uses three DGPS systems, two Cyscan systems, two Sonardyne systems, two Taut Wire systems, one Radarscan system, and one DPS-INS system. Her DP3 system can hold position in conditions of wave heights up to 5.2 metres, wind speeds up to 37 knots, and current speeds of up to 2 knots. As a pipelaying vessel, she is able to lay rigid pipes, flexible pipes, umbilical cables and piggyback pipes using a Royal IHC pipe lay tower. She has a pipe reel that can hold up to 4,000 tons of rigid pipes, up to a maximum diameter of 18 inches, as well as an underdeck cable carousel that can hold up to 5,000 tons of flexible pipes, or umbilicals, up to a maximum diameter of 25 inches. Her Royal IHC pipe lay tower, which can conduct vertical lay operations, with the tower able to be angled anywhere between 40° and 90°, allows **'Shen Da Hao'** to lay pipes up to a depth of 3,000 metres. She is able to operate almost anywhere on earth, as she has an ice classification of ICE C, which allows her to operate in Baltic Sea first year ice thickness of up to 0.4 metres. When utilised as a heavylift crane vessel, she is fitted with an NOV active heave compensated (AHC) knuckleboom crane, with a lifting capacity of 400 tons for subsea lifts, down to a depth of 3,000 metres, and up to 800 tons for surface lifts. Her main deck crane is a MacGregor active heave compensated (AHC) knuckleboom crane, with a lifting capacity of 50 tons for subsea lifts, and up to 100 tons for surface lifts. She has a working deck area of 1,800 m2, with a deck strength of 15 tons/m2. When utilised as a diving support vessel **'Shen Da Hao'** provides a diving saturation system that can accommodate up to 24 divers. She can utilise up to two diving bells, which can be launched via a moonpool of 4.2 metres by 4.2 metres. She also provides a ROV hangar, which can house two working remote operating vehicles (WROV), one of which can operate down to a depth of 3,000 metres, and the other able to operate as deep as 6,000 metres. Designed by the Shanghai Jiahao Shipbuilding Engineering Research and Design Company, of Shanghai, **'Shen Da Hao'** has an endurance of 60 days, and an operating range of 10,000 nautical miles. She provides accommodation for up to 180 persons, and for offshore crew change requirements, or logistics deliveries, she if fitted with a raised, bow helideck with a diameter of 22.2 metres, and a weight restriction of 12.8 tons, which allows her to accept the largest helicopter utilised in the offshore oil and gas industry, the Sikorsky S-92A. Owned by China Offshore Engineering Solutions (COES) Shanghai Salvage Co., of Shanghai, and managed by COES Caledonia (UK) Ltd., of Dundee in Scotland, she is now operated by Saipem SpA, of Milan in Italy, who have taken her on a long charter for use on contracts in the North Sea. It is quite rare that a Chinese state owned vessel is to be used for long term North Sea operations, as COES is the government offshore marine construction company, and falls under the Chinese Ministry of Transport. Her COES Caledonia UK subsidiary company was only registered in 2018. Whilst alongside the Landing Wall in Cape Town harbour, **'Shen Da Hao'** received her uplift of bunkers from the Cape Town harbour bunker tanker 'Southern Valour'. Once complete, and whatever the reason for her being berthed at

the far end of the Duncan Dock, she was then shifted across the dock and placed alongside the Passenger Cruise Terminal at E berth. She remained on this berth until all of her logistical loading requirements were complete, and at 16:00 in the late afternoon of 18 May, after just over two days alongside, she sailed from Cape Town. Her AIS now showed her that she was bound for Las Palmas, in the Canary Islands, no doubt another logistic stop for bunkers, store and fresh provisions, prior to her making her way into the North Sea and to begin the first commercial episode of her working life. Taking the long voyage from the China shipyard where she was built, to the North Sea, via the Cape sea route, still implies that the Houthi menace may have played a part in that decision, but for the casual maritime observer, who might salivate over offshore vessels, the call of 'Shen Da Hao' was most welcome, and her sheer size and complexity just reaffirmed why it is that they prefer offshore oil and gas industry vessels to most any other. *(Source: African Ports & Ships)*

SIMON MØKSTER PSV TO STAY WITH VÅR ENERGI FOR ANOTHER TWO YEARS



Norwegian shipowner Simon Møkster Shipping has won an extension for one of its vessels working in Norway. The company said that Vår Energi declared its option for two more years of service for the 2015-built **Stril Barents**. The vessel has already served almost 10 years in the Barents Sea for Vår Energi after starting work with the company, then named Eni

Norge, in 2015. The original contract was awarded in 2013 while the vessel was still under construction. The LNG-powered **Stril Barents** is a combined emergency rescue and response vessel and PSV which offers full underdeck capacities and emergency services. It is also part of the oil spill response system in the region. Simon Møkster has been on a roll in the past week or so, as it also secured extensions for an ERRV trio with Equinor. The vessels in question are the 2003-built **Stril Poseidon**, the 2011-built **Stril Merkur**, and the 2008-built **Stril Herkules**. *(Source: Splash24/7*

DEEPOCEAN EXPANDS INTO APAC AND MIDDLE EAST WITH SHELF SUBSEA BUY

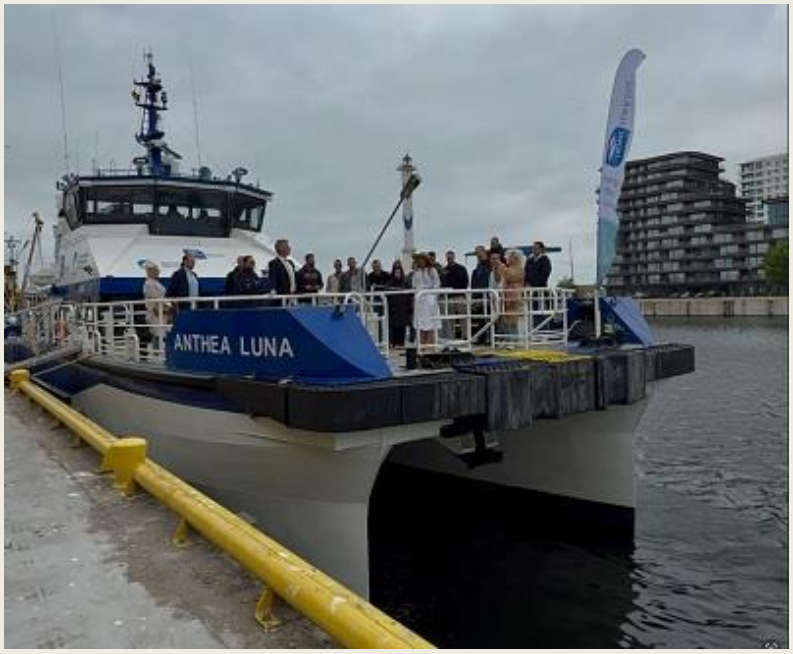
Norwegian ocean services contractor DeepOcean has acquired Australia's subsea services provider Shelf Subsea. DeepOcean has acquired 100% of the shares in Shelf Subsea, expanding its footprint into Southeast Asia, Australia, and the Middle East. Financial details of the deal were not disclosed. Shelf Subsea is headquartered in Australia, with further offices in Singapore, Indonesia, Malaysia, Papua New Guinea, and Saudi Arabia. The company has approximately 200 employees. It currently operates a fleet of three chartered multipurpose dive support vessels, multiple ROVs, various subsea installation equipment, plus a number of diving systems. The combined group will have approximately 1,800 employees and generate more than $1bn in revenue. Shelf Subsea will be integrated into DeepOcean and will form the company's business region, DeepOcean APAC. The transaction enables a global expansion of DeepOcean's operating model and access to a versatile subsea fleet. The acquisition also opens up the APAC and the Middle East markets, which have an increasing demand for subsea IMR and recycling services, and a growing offshore wind market. *(Source: Splash24/7)*

WINDFARM NEWS - RENEWABLES

TIDAL TRANSIT'S NEWEST CTV CHRISTENED AHEAD OF MAIDEN CHARTER

Anthea Luna, the latest addition to Tidal Transit's fleet of purpose-built crew transfer vessels (CTVs), was christened on Friday after commencing her first contract with the Belgian offshore wind farm operator C-Power in March. The new WindFlex 27 Quad IPS model, delivered by Singapore-based Penguin International in March, will provide essential service and maintenance support to Thornton Bank wind farm. Situated 30km off the Belgian coast, Thornton Bank was the country's first wind farm to enter operations and consists of 54 wind turbines generating 325 megawatts (MW) of renewable electricity. Based on the C-Power's positive previous experience with Volvo Penta IPS propulsion the company chartered **Anthea Luna** before arrival. Tailored to suit C-Power's specific requirements, she has high fuel efficiency and durability to accommodate Thornton Bank's distance from the shore. Her future-proofed hull design and onboard systems also make her 'electric-ready' - retrofittable to run on zero-emissions power as the industry transitions

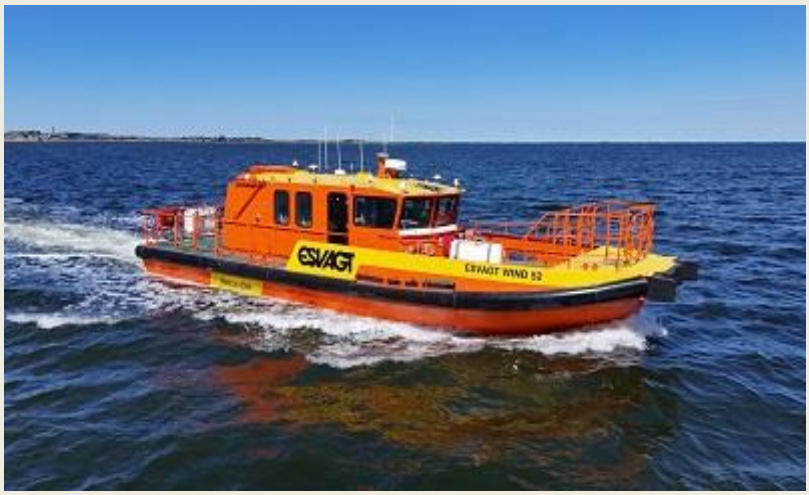
to electrification. Leo Hambro, director of Tidal Transit, commented: "C-Power's trust in our capability to provide high-specification crew transfer is a huge endorsement. As the industry increasingly adopts more sustainable, low carbon technologies, we're proud to deliver a vessel that not only offers the highest levels of fuel efficiency today, but one that's also ready to join the electric fleet of tomorrow." Stijn Deprez, asset & contract manager of C-Power said, "Thornton Bank generates 1,000 Gigawatt-hours (GWh) of renewable energy yearly, equal to the electricity consumption of 300,000 families. To help maintain such an important site, we needed a solution which offered the highest levels of reliability, durability, transferability and fuel efficiency. Anthea Luna offers all this and more. We are confident that she'll play an integral role supporting our operational challenges we face especially in our unique in-house maintenance set-up." *(PR-Prova)*



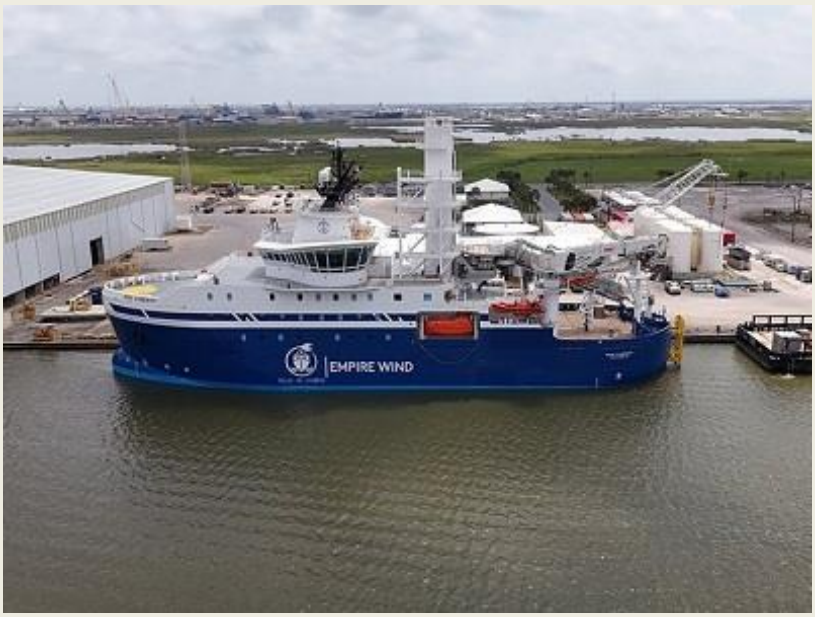
INNOVATIVE TRANSFER BOAT FOR THE WIND INDUSTRY IS READY FOR HORNSEA 2

ESVAGT, OSK Design, and Hvide Sande Shipyard have joined forces to raise the bar in offshore wind logistics with the development of a next-generation transfer boat. The new boat is larger, more robust, and designed to carry more technicians and cargo. Technicians were very satisfied after testing in March. ESVAGT revolutionized offshore wind operations when it introduced the boat transfer of wind turbine technicians using its purpose-built Safe Transfer Boats (STBs). These boats filled a critical market need, and today, the STB concept - featuring experienced seafarers and custom-designed boats plays a vital role in enhancing flexibility and efficiency across offshore wind farms throughout Europe. Now, ESVAGT, in collaboration with OSK Design and Hvide Sande Shipyard, is taking the next step with the STB15: a larger boat capable of transferring more technicians and cargo. In addition to traditional boat landings, it also supports the GUS system, which hoists technicians directly onto the turbine platform. "Our SOV concept together with

transfer boats has proven its potential and created a demand for handling even more tasks with STBs," says Søren Westphal, Senior Project Manager at ESVAGT and head of boat development in ESVAGT. *Strong Partnership* ESVAGT has once again entrusted Hvide Sande Shipyard with the construction of the new boat, who also build the predecessor STB12: "We've had great experiences with Hvide Sande Shipyard as an innovative, skilled, and quality-conscious partner. Together, we have developed a boat that adds even more value to renewable energy production," says Søren Westphal. CEO Carl Erik Kristensen of Hvide Sande Shipyard is proud of the continued partnership: "We're pleased to build on our strong and trusted relationship with ESVAGT in developing the next generation of STBs for the wind industry. ESVAGT is deeply committed to incorporating the experiences from the seafarers in the vessel design, which makes the project especially rewarding for us," he says. *FACTS:* The Safe Transfer Boat 15 (STB15) is designed for use at the Hornsea offshore wind farms. The STB15 will be used to transfer technician, move cargo and spare parts and transport supplies and personnel to shore. Crucially it will be able to transfer cargo and technicians in rougher seas than before, which will expand the potential of using the boat even more. STB15 offers increased capacity for both personnel and cargo compared to the STB12. Technicians will spend more time onboard, so the boat is equipped for more difficult weather conditions without causing seasickness. That's why it features a stabilizer and interceptor system to reduce motion both at rest and underway—greatly improving the comfort on board the boat. *(PR-Esvagt)*



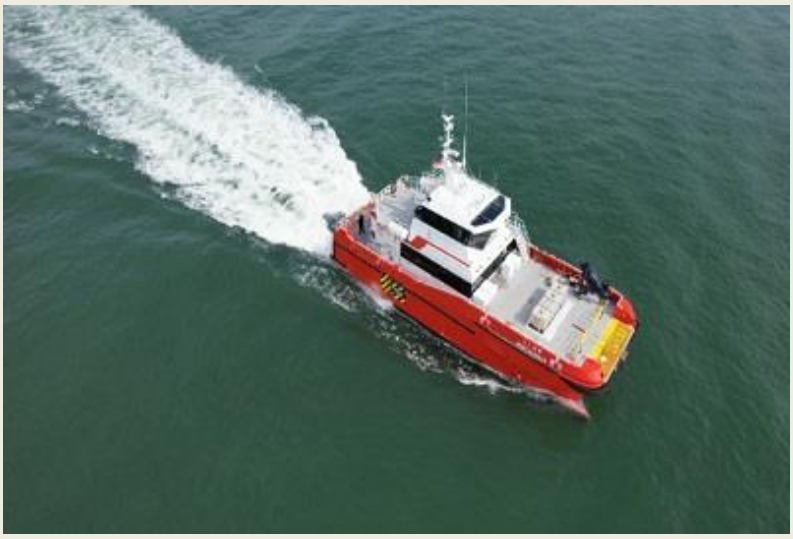
OMSA APPLAUDS LIFTING OF EMPIRE WIND STOP WORK ORDER



The Offshore Marine Service Association (OMSA) was swift to applaud the Trump Administration's decision to lift the stop-work order on the $5 billion Empire Wind project, allowing construction activities to resume after a month-long pause. "The American maritime industry must have certainty, predictability, and fairness to invest with confidence i in the vessels, technology, and talent needed to support U.S. offshore energy," said Aaron Smith, president of OMSA. "By allowing the Empire Wind project to move forward, the Trump Administration is providing a stable policy environment that encourages bold investment in

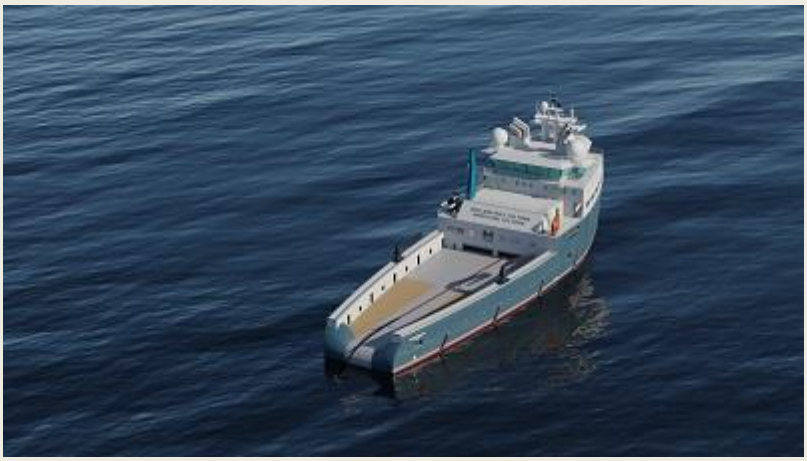
American energy." Just this week, notes OMSA, we saw how this system can work effectively with the launch of the ECO Liberty, an American-built, American-crewed, state-of-the-art plug-in hybrid SOV built by Edison Chouest Offshore in Louisiana and Mississippi shipyards specifically for the Empire Wind project. But this issue is bigger than one vessel, says OMSA. The same Gulf of America shipyards and suppliers that built the ECO Liberty also build for and supply our national and homeland security apparatus. When these Americans can hone their skills building for the offshore wind industry, our security will reap the dividends. *(Source: MarineLog)*

STRATEGIC MARINE DELIVERS FIRST OF TWO 27M CREW TRANSFER VESSELS TO TAIWAN FOR VENTUS MARINE LTD



Strategic Marine, a global leader in aluminium shipbuilding, is proud to announce the successful delivery of the first 27m Z-Bow Crew Transfer Vessel (CTV) Ventus Daan to Taiwan as part of a contract with Ventus Marine Co., Ltd for two state-of-the-art vessels. This milestone marks Strategic Marine's continued commitment to supporting the offshore wind industry with innovative and high-performance vessel solutions. The vessels, designed in collaboration with renowned naval architects BMT Limited, incorporate cutting-edge marine engineering and technology. They are tailored to excel in the demanding environments of offshore wind operations, with features including CPP propulsions, bow thrusters and Active Fender System to enhance performance, efficiency, and manoeuvrability. This delivery which is part of the 4 CTV orders by PSA Marine's entities in Taiwan and Europe, highlights Strategic Marine's ability to deliver advanced vessels tailored to regional and operational requirements. The remaining three vessels are scheduled for delivery in 2025. Mr. Chan Eng Yew, Chief Executive Officer of Strategic Marine, stated: "We are delighted to deliver the first two 27m Z-Bow Crew Transfer Vessels to Taiwan as part of this significant contract with Ventus Marine. These vessels reflect our commitment to innovation, quality, and meeting the growing demands of the offshore wind industry. We look forward to continuing our collaboration with Ventus Marine to support offshore operations in both Asia and Europe." *(PR-Strategic Marine)*

NEXT-GENERATION FLOATING WIND INSTALLATION VESSEL CONCEPT REVEALED



A consortium based in South West England, led by Morek Engineering, has unveiled its innovative design concept for a new vessel class for the Floating Offshore Wind (FLOW) market, having completed the first feasibility stage. Consortium partners include naval architects Solis Marine Engineering, innovation specialists Tope Ocean, marine operations specialists First Marine Solutions and Celtic Sea Power. Bob Colclough of Morek Engineering explains, “We assembled a team with deep market insight and offshore expertise, then overlaid that with a clear vision for low-emission fuel systems. Our goal wasn’t simply to retrofit an existing design with greener propulsion, but to pinpoint where we could deliver the greatest carbon reductions in the construction of future floating wind farms. We expect this to be attractive to a wide range of stakeholders in the floating offshore wind industry.” The project is part of the Clean Maritime Demonstration Competition Round 4 (CMDC4), funded by the UK Department for Transport and delivered by Innovate UK. CMDC4 is part of the Department’s UK Shipping Office for Reducing Emissions programme, a £206m initiative focused on developing the technology necessary to decarbonise the UK domestic maritime sector. The Future FLOW Installation Vessel (FFIV) design incorporates low-carbon fuels providing fuel efficiency advantages, a hydrodynamically optimised hull and expanded mooring capacity. These innovations translate into significant time and cost savings compared to current vessels in operation. The FFIV concept focuses on a section of the floating wind installation process that is yet to be optimised. It will work with any of the three main anchor types for floating wind turbines being considered by the industry: drag embedment anchors, which require installation by high bollard pull anchor handling vessels, suction piles and driven piles, which require large subsea cranes to install them into the seabed. In each case, the FFIV meets the requirements of the next phase by installing the mooring lines onto the installed anchors, enabling quick connection to floating foundations towed to the offshore site. “We’ve reimagined the mooring installation process, designing a vessel focused on these new requirements”, adds Simon Hindley of Solis Marine Engineering. “By combining an energy-efficient hull form with a low-emission powertrain, we can tackle high-duty construction tasks without relying on traditional, fossil fuel-powered vessels, improving the overall efficiency of the offshore construction activities.” The FFIV has been designed to maximise mooring line capacity whilst minimising running costs. The selection of azimuth thrusters and reduced resistance to station-keeping and dynamic positioning efficiency is partnered with the alternative fuel choice of methanol. To maximise mooring line capacity, the FFIV has a large below-deck cable tank for synthetic mooring ropes as well as large chain lockers to hold the kilometres of chain expected for the floating wind industry. Ian Godfrey of Tope Ocean summarised: “At present, the global fleet falls far short of what is required for serialised installation of floating turbines and their infrastructure. This innovative concept is the kind of advanced technology innovation the Floating Offshore Wind sector needs to realise the global pipeline of projects and the clean energy they can deliver.” Having showcased the concept to selected industry experts at a Society of Maritime Industries event in London this month, the consortium is now advancing toward the next design

stage. This will focus on the equipment for handling large quantities of synthetic ropes, weather-limit analyses, and regulatory and design challenges faced by methanol propulsion systems. The target is to secure an Approval in Principle by a major ship classification society by December 2025. *(PR-Morek)*

TOPSIDE 'WEST BETA' FOR TENNET POWER SOCKET SUCCESSFULLY PLACED ON JACKET

With the help of the crane vessel **Sleipnir**, the superstructure (topside) for the offshore transformer platform Hollandse Kust (west Beta) has been successfully placed on the undercarriage (jacket). This new milestone for the connection of wind at sea took place during the night and morning of 21 May, approximately 50 kilometres off the coast of Egmond aan Zee.

This 'power socket' of grid operator TenneT will also be ready for use from this autumn. The ready-made topside left the port of Antwerp on a floating pontoon on 17 May. The construction was then towed to Dutch waters via the Scheldt and sailed into the North Sea at Vlissingen. This brings the completion of the third and for the time being final 700 megawatt platform, which was built for TenneT by the contractor combination Equans/Smulders, into view. In total, this is the seventh and final connection for an offshore wind farm that TenneT is developing via this 700 MW standard. TenneT has now started with the new connection standard of 2 gigawatts (GW) in both the Netherlands and Germany. *Sleipnir* Since last year, the substructure has been firmly anchored to the seabed off the coast of Egmond aan Zee. To install the superstructure, the installation vessel Sleipnir (Heerema Marine Contractors) set course from English waters to the coast of North Holland. After both vessels met at sea, the pontoon moored against the ship. On board the Sleipnir, Robert Koens, project leader on behalf of TenneT, closely followed the work. *Ice cream cones* Koens: "After the loosening, the topside was lifted into the air by the crane ship. The pontoon was then towed away, after which the Sleipnir had to sail another 500 meters towards the jacket. So-called cones are attached to the jacket. These can be compared to inverted ice cream cones, with

which we were able to lower the topside into exactly the right place without too much measuring." *Hotel ship* Now that the installation has been completed, a hotel ship will be placed next to the platform in the short term. Koens: "As soon as this jackup barge has extended its legs and is suspended above the waves as a plateau, a gangway will be placed between the ship and the platform. A team of fitters and technicians will then stay on the ship in the coming months to weld the topside to the jacket and ensure the installation is put into operation." *Unmanned* Last year, the two sea cables that will soon bring the green power from the wind farm to land were already installed by the contractor consortium NBOS (Boskalis & Orient). Koens: "Inside the large steel platform, there are two power transformers that increase the voltage level from 66,000 volts to 220,000 volts for efficient transport of the power to land. In addition, there is also more than 130 kilometers of cable in the topside to connect all the systems." *Landing* The sea cables that are already in the seabed come to land via the beach of Velsen. Behind the dunes, they are connected to the cables that bring the power to the TenneT transformer station in Wijk aan Zee. From there, the power with the correct voltage of 380,000 volts is brought into the national high-voltage grid via underground connections and the high-voltage station along the A9 motorway near Beverwijk. *Million households* In 2026, operator Oranje Wind Power II (a joint venture between RWE and TotalEnergies) will have the OranjeWind wind farm built, with an installed capacity of 795 megawatts. When fully commissioned in early 2028, the 53 wind turbines are expected to produce around 3 terawatt hours per year – enough green energy for more than a million Dutch households. *New connection standard* Over the past 6 years, TenneT has built a connection from sea to land every year to connect an offshore wind farm. Hollandse Kust west beta is the seventh and final project to be connected using this 700 MW technology. 16% of current electricity consumption now comes from offshore wind farms. TenneT will realise seven new connections for offshore wind farms by around 2032. These connections are located much further from the coast and TenneT uses a different technology for this, namely direct current and with a capacity of 2 gigawatts. With this new standard developed by Tennet, much larger quantities of electricity can be transported to land with less transport loss. By 2032, with the connection of these wind farms, 75% of our current electricity consumption will come from offshore wind. *(PR-Tennet)*

CADELER BUYS CHINESE-BUILT WIND TURBINE INSTALLATION VESSEL

Copenhagen-headquartered offshore wind installation player Cadeler has bought a newly constructed jackup wind turbine installation vessel (WTIV) from Shanghai Boqiang Heavy Industry. The company acquired the 2024-built **Boqiang 3060** vessel, set to be renamed **Wind Keeper**. The vessel is fitted with a Huisman main crane with a 2,200 t lifting capacity, Kongsberg's DP2 dynamic positioning system, MAN-supplied engines, and a Siemens propulsion system. The vessel also boasts 120 m long jackup legs. Cadeler expects to take delivery of the vessel in the third quarter of 2025. The price of the vessel was left undisclosed, however, the company claims that the

purchase price is significantly below the vessel's estimated replacement cost. The Danish firm will invest in certain upgrades to improve the vessel's operational capacity and align it with other vessels in its existing fleet. After the contemplated upgrades, the vessel will be capable of supporting new installations in the 15MW segment. The acquisition is fully debt-financed on attractive terms, with a facility provided by DNB Bank. "With the installed base of offshore wind turbines growing substantially, there is a greater need than ever before for reliable and flexible O&M support to ensure uptime and maximise energy production," said Mikkel Gleerup, Cadeler's CEO. *(Source: Splash24/7)*

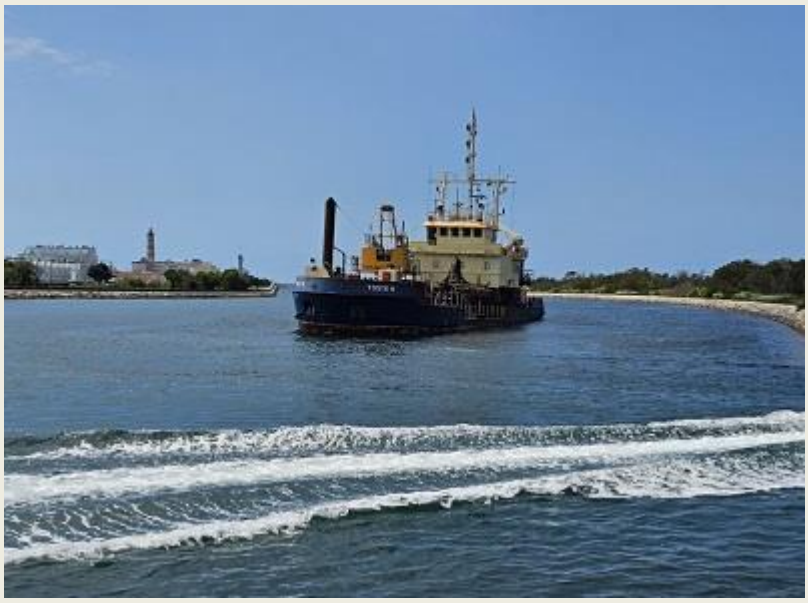
DREDGING NEWS

EMODRAGA CONDUCTING DREDGING OPERATIONS IN BEIRA PORT

Mozambique-based dredging company Emodraga recently commenced a maintenance dredging project in Beira Port. The current dredging project includes maintenance of the port's General Cargo, Coal, and Container berths (Quay 2–10). These scheduled dredging operations are crucial to remove the soft mud buildup on the berths to ensure safe vessel operations at the port. Vessels currently at anchorage are expected

to resume berthing as from 23rd May, with no changes to the declared drafts by the port authority CFM. The works are being carried out by local dredgers "**Macuti**" and "**Aruangwa**", operated by Emodraga. Over the years, Emodraga has performed many dredging projects in and around Beira Port. In 2023, the company reported the all-time record, removing around three million cubic meters of sediment from the access channel to the Port of Beira. *(Source: Dredging Today)*

PORT OF AVEIRO DREDGING KICKS OFF



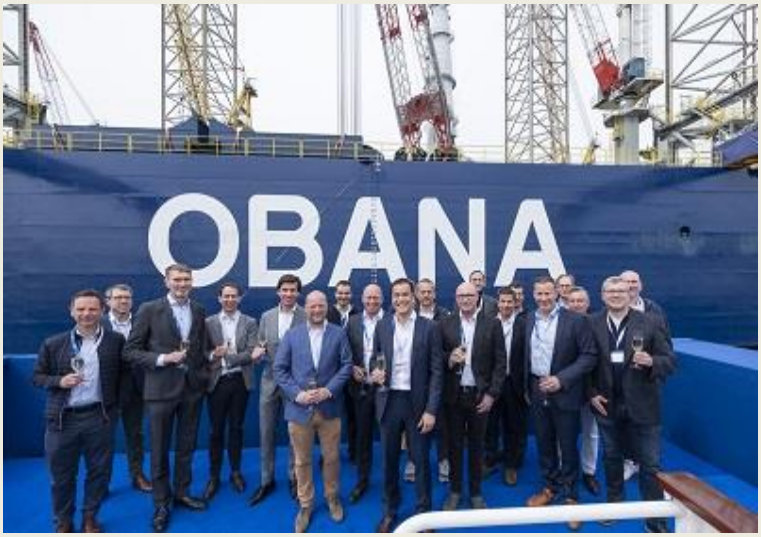
The Port of Aveiro, Portugal, recently kicked off a maintenance dredging operations in three strategic port areas: Canelete, the Coastal Fishing Port and the Largo Fishing Port. The dredging project represents a global investment of €2.125 million and aims to improve safety, navigability and operational conditions for all vessels operating in these areas. Dredging work in Canelete, area mainly used by official authority vessels, began last week. For safety reasons, navigation in the area has been banned since 19 May, and this ban will be extended until 30 June, as determined by the Maritime Authority. At the Largo Fishing Port, dredging work will begin at the beginning of June, with the aim of reestablishing the seabed levels near the jetties, which are currently silted up, compromising navigability in certain tidal conditions. The dredging will be carried out by the company MMAS Dragagens SA. At the Coastal Fishing Port, maintenance dredging work also began last week. This operation is part of the project called "Maintenance Dredging of the Coastal Fishing Port and Entrance to the Darsena of the Port of Aveiro". In order to complete the dredging at the Small-Scale Fishing Shelter, it will be necessary to temporarily relocate the vessels moored at the pontoons. This process is being coordinated by the Port Authority and the contractor responsible, Rohde Nielsen A/S, in direct coordination with the vessel owners, APARA and the Boca da Barra Nautical Club. *(Source: Dredging Today)*

YARD NEWS

DAMEN SHIPREPAIR ROTTERDAM HOSTS NAMING CEREMONY FOR PETRODEC OBANA PLATFORM

On 21 May 2025, a naming ceremony was held at Damen Shiprepair Rotterdam's Botlek location for **Obana**, a self-elevating heavy lift jack-up. The project started in 2021 when Petrodec developed a solution for decommissioning complex offshore platforms in the UK North Sea. Having considered various possibilities, Petrodec decided to merge two used jack-ups into a single jack-up. The jack-ups were transported to Rotterdam while a new mid-ship section was constructed in Dubai. With the arrival of the mid section in November 2024, the **Obana's** 2,000 ton crane was moved from Liebherr in Rostock to Rotterdam and installed at Mammoet. On 13 December, it was time for the three sections to enter into the Damen Shiprepair yard's drydock number seven – at

405 x 90 metres, the largest in Western Europe, at the same time. Size was crucial, with the width of the three units reaching 80 x 230 metres. Prior to the docking, Damen Shiprepair had prepared the forward and aft sections of the jack-ups. Once the units had been positioned using hydraulic jacks, welding could begin. This part of the project included Damen Shiprepair creating four new passageways linking forward and aft sections via the mid section. In total, Damen Shiprepair added approximately 300 tons of steel. Furthermore, Damen Shiprepair installed all reinforcement and foundations for the Obana's two 60 ton cranes and the main crane's boom rest, adding a further 200 tons of steel. Following this, Damen Shiprepair assisted with installation of the two crane pedestals and main crane boom rest. Damen Shiprepair also assisted with the piping interface for the three sections, ensuring all systems were connected, painting of the external hull, voids and areas merged, including main deck parts. With the undocking of the **Obana**, Damen Shiprepair continued to support Petrodec in the completion of works. Peter Altena, Managing Director at Damen Shiprepair Rotterdam said, "This has been an exciting and unique project, and we are very proud of the result. In total, our scope has involved 500,000 hours of work, undertaken without a single lost time incident – a great achievement and a testament to the excellent partnership between Petrodec and Damen Shiprepair. Together, we wrote a little piece of history." *(PR-Damen)*



WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Another Powerful Tug Delivered to the North! UZMAR Proudly Delivers Advanced RAstar 3200-W Tugboat to Østensjø Rederi*
   - *UZMAR Delivers SD DJOUDJ — The Second of Five Advanced RAstar 3200W Tugs for KOTUG, Bound for Senegal*
   - *Damen and Noatum Maritime sign for second full electric RSD-E Tug 2513*
   - *Precision Meets Power: 'CARABA' by UZMAR Joins P&O Reyser Fleet with 76.39 Tonne Bollard Pull*
   - *Med Marine signs five new contracts to kick off 2025 strong*
2. Several updates on the Broker Sales page posted last week

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

(pls contact jvds@towingline.com)

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

- *SCRA - Casablanca by Jasiu van Haarlem (new)*
- *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
- *Abeille International - Le Havre by Jasiu van Haarlem*
- *ALP - Rotterdam by Jasiu van Haarlem*
- *Bennett - Rochester by Jasiu van Haarlem*

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

mailto: *jvds@towingline.com*

DISCLAIMER