Tugs Towing & Offshore Newsletter

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MIDWEEK–EDITION

TUGS & TOWING NEWS

In Brest, Abeille-Bourbon officially becomes Abeille-Bretagne

The **Abeille-Bourbon** officially became the **VB Abeille-Bretagne** this Thursday in Brest. A name better anchored to its home port, but without compromising its major importance in maritime rescue. Apparently, in 2005, Bernadette Chirac tried four or five times to finally break the champagne bottle on the hull of the **Abeille-Bourbon**. "It just goes to show it's solid," remarked François Cuillandre, mayor of Brest, who witnessed the scene twenty years earlier and was officially back in front of the intervention, assistance and rescue tugboat this Thursday, May 22, 2025, at the third spur of the commercial port of the Ponant city, for a second christening. The acquisition of the Abeille International group by the Spanish company Boluda Towage in June 2024 provided a window of opportunity for the name change. The bow of the RIAS now bears the letters **VB Abeille-Bretagne**. "There's the **Abeille Normandie** in Le Havre, the **Abeille Méditerranée** in Toulon; it's a rather logical choice to choose this new name for a boat anchored in Brest," commented Vicente Boluda, co-president of the world's leading towing and port services group. *More than 200 ships assisted in 20 years* The native of Valence made no secret of his pride at seeing "a legendary ship" fly under his flag. Neither did Denis Monserand (President of Abeilles International) and Dominique Caillé (Executive Director of Abeilles International). "It's a natural

rapprochement." And a pledge to continue rescue missions of the utmost importance, regardless of the ship's name. Over the past twenty years, the **Abeille-Bourbon** has assisted more than 200 ships in difficulty off the coast of Brest, where a quarter of the world's maritime trade passes, or a little further afield. Its twelve crew members and four engines, each with a combined output of 22,000 horsepower, are constantly under pressure, ready to intervene, from Mont-Saint-Michel to the Spanish border. "A silent giant, ready to emerge when others return," emphasized Vice Admiral Jean-François Quérat, Atlantic Maritime Prefect, who works closely with the Abeille. He also paid tribute to the heroes who came aboard. *(Source: Le Telegramme; Photo: Dominique Baot)*

DE HAAS PREPARES ANTWERP HARBOUR TUG FOR NEW TASKS IN SCOTLAND

Port of Antwerp's harbour tug 51 has been prepared for new tasks at Scottish towing and salvage company Targe Towing at De Haas Shipyards in Rotterdam. She was launched on Wednesday 21 May as **Targe Guillemot**. The tugboat underwent major maintenance at the shipyard at Heysehaven. De Haas does not want to provide details about the operation and refers to the new owner. Targe Towing, headquartered in Dundee, is a subsidiary of Forth Ports and has a fleet of 10 port and terminal tugs with a bollard pull of 30 to 124 tonnes and lengths of 22 to 44 metres. It operates in the north-eastern ports of Scotland and at sea. No one at the company was available for comment on Wednesday. Port of Antwerp-Bruges reports that harbour **tug 51** and two other tugs were sold to Damen Shipyards Group as part of the purchase of new RSD vessels. These are six energy-efficient models that were put into service on 19 May, including the **Volta 1**. It is the first fully electric RSD tugboat in Europe. The towing service, responsible for almost 85% of port-related CO_2 emissions, is thus undergoing a profound greening. The port aims to be climate neutral by 2050. *RSD Tug 2513* Antwerp harbour **tug 51** is a Damen-built RSD Tug 2513, which was acquired with two other tugs of the same type from the towing and salvage

company Multraship in Terneuzen, part of the Muller Maritime Group. The tug is equipped with an SCR catalyst and complies with IMO Tier III regulations. *(Source: Schuttevaer)*

SANMAR SHIPYARDS LAUNCHES HIGH-PERFORMANCE TUG FOR NEW GREEK CUSTOMER

SANMAR has launched a high-performance yet compact tug for new customer NEMECA – the first tugboat it has built for Greece. The distinctive **Bigaçay** range ASD tug is based on the exclusive-to-SANMAR RAstar 2900SX design from Canadian naval architects Robert Allan Ltd, and can achieve an impressive bollard pull of over 80 tons. NEMECA owns and operates a fleet of tugboats in Piraeus, Thessaloniki and Kavala providing harbour towage, open sea towage and salvage services. It also provides suitable vessels to carry out anchor handling, rig moves and supply duties. The new tug launched by SANMAR at its purpose-built, eco-friendly shipyard in the heart of the Turkish maritime sector, has an overall length of 29.4m, moulded beam of 13.3m and moulded depth of 5.5m. Designed to accommodate a crew of up to 10 and with Fi-Fi 1 fire-fighting capability, it is powered by two CAT 3516E main engines, each producing 2,350kW at 1,800 rev/min. With a unique sponsored hull form, proven through model and full-scale testing to significantly enhance escort towing and seakeeping performance, RAstar tugs are primarily intended for demanding escort operations in exposed areas, where exceptional seakeeping capabilities are crucial. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "This is a relatively compact tug that punches well above its weight, leading its class and out-performing larger rivals. Its seakeeping capabilities are outstanding. It is always pleasing to construct a vessel for a new customer, and we have worked closely with NEMECA to make sure this tug meets the operator's specific operational needs." *(PR)*

MR KOMMER DAMEN RECEIVES LIFETIME ACHIEVEMENT AWARD AT TUGTECHNOLOGY 2025

During the closing dinner of the TUGTECHNOLOGY 2025 conference in Antwerp, Damen

Shipyards Group Chairman Mr Kommer Damen was presented with the Lifetime Achievement Award by the International Tug & Salvage Awards. The award recognises individuals whose contributions have had a lasting and significant impact on the global tug industry. Mr Damen, who was unaware of the nomination, was genuinely surprised by the honour, received in the company of his wife, colleagues, clients, and maritime professionals from around the world. The award is a well-deserved recognition of more than fifty years of dedication. Since introducing the principle of standardised shipbuilding in 1969, Mr Damen has helped shape the evolution of modern tug design. Under his leadership, Damen developed benchmark vessel types such as the ASD, ATD and RSD Tugs, many of which have become global standards. In recent years, Damen has continued to build on that legacy with the launch of a new generation of compact, highly manoeuvrable, and increasingly sustainable tugs. The fully electric RSD-E Tug 2513, now in service in both Europe and the Middle East, represents a major step forward in zero-emission operations. Damen is also developing fuel-flexible ASD tugs, offering clients future-ready options as the energy transition accelerates. As part of the award presentation, a video tribute featured personal messages from clients, colleagues and industry partners. Their contributions reflected not only Mr Damen's achievements as an entrepreneur, but also his integrity, approachability and long-standing commitment to collaboration. The video celebration closed with a message from Arnout Damen, CEO of Damen Shipyards Group, who expressed his pride in carrying these values forward into the next generation. We congratulate Mr Kommer Damen on this exceptional recognition and thank him for the values and standards that continue to guide the company today. *(PR-Damen)*

SAAM CHILEAN ELECTRIC TUGBOAT LOADED READY FOR MOBILISATION

An electric-powered tugboat, the first set to start operations in South America, is being prepared for its sea voyage. SAAM Towage is preparing for the delivery of the first battery electric tug in Latin America as part of its sustainability strategy. The Chile-headquartered owner intends to deploy **Trapananda** in Puerto Chacabuco, at Enap's oil terminal in the Aysen region of Chile in Q3 2025. This 25-m harbour tug was built by Sanmar Shipyards to Robert Allan Ltd's ElectRA 2500SX design with a beam of 13 m, a draught of around 6 m, a bollard pull of around 70 tonnes and a speed of more than 12 knots. **Trapananda**, with a battery capacity of 3,616 kWh, was loaded on to a heavy cargo ship on 22 May 2025, ready to be transported to Chile, according to SAAM Towage sustainability and development director, Pablo Cáceres. Its arrival will be another milestone for the tug owner, a leader in operating battery electric tugs to reduce fuel consumption and emissions in Americas. Mr Cáceres said **Trapananda** has sufficient battery capacity for two consecutive shiphandling and docking jobs, but also has diesel gensets for back-up and range extension. SAAM

Towage has operated two Sanmar-built, Robert Allan-designed electric tugs in the Port of Vancouver in Canada – **SAAM Volta** and **Chief Dan George** – since mid 2024. Corvus supplied its Orca energy storage systems (ESS) for all SAAM Towage's electric tugs. Mr Cáceres explained at Riviera's TUGTECHNOLOGY '25 Conference in Antwerp, Belgium, on 21 May, how using the ESS on these two tugs resulted in a considerably reduced carbon footprint, which was evident when comparing their carbon intensity index (CII) with a conventional diesel tug of similar size. Mr Cáceres said there was a 43% reduction in their CII in the first 600 hours of operation as crew underwent training and familarisation with the ESS technology and these tugs, **SAAM Volta** and **Chief Dan George**. In more than 1,200 hours of work, these tugs achieved a 72% reduction in CII to the end of 2024, and around a 70% reduction in operating expenditure compared with diesel-powered tugboats of similar class. **Trapananda** is the eighth fully electric tugboat Sanmar has built, making it a leading builder of battery-powered vessels, with six more tugboats under construction at its shipyards. *(Source: Riviera by Martyn Wingrove)*

FIRST OF ITS KIND U.S. LCO2 BARGE GETS ABS AIP

ABS has awarded approval in principle (AiP) to Overseas Shipholding Group, Inc. (OSG), the parent company of Aptamus Carbon Solutions, for its preliminary design of a liquefied carbon dioxide (LCO2) barge. The development of the barge design is a core component of the Tampa Regional Intermodal Carbon Hub (T-RICH) project to receive, store and process emissions from Florida industries for transport to regional sequestration sites. The LCO2 barge is a component of an articulated tug and barge unit (ATB) and is the first-of-its-kind designed to service U.S. carbon capture projects. The cargo handling system design is based on medium pressure LCO2 Type-C tanks and is capable of transporting 20,000 tonnes of cargo. Maximum operating pressure has been determined by track record studies and market trends, and with consideration of loading capacity and holding time. ABS completed design reviews based on class requirements, specifically including the latest ABS requirements for building and classing liquefied gas tank barges. "The safe

transportation of CO2 plays a vital role in the carbon value chain, and ABS is proud to use our

expertise as the world's leading classification society for gas carriers to support this milestone project for U.S. operations," said Gareth Burton, ABS senior vice president, global engineering. "This AiP represents another historic milestone in Aptamus' journey to lead the development of CO2 storage and marine transportation in the United States," said Aptamus president Jeffrey Ross Williams. "This ABS AiP is another big step in our journey to lead the U.S. maritime industry in designing the technology required for success in our nation's emission reduction goals and in pursuing new and expanding business opportunities in the global energy transition." "Aptamus is proud to have developed the first known LCO2 vessel specifically designed for operation in the coastal waters of the United States," said Kent Merrill, vice president of marine projects at Aptamus. "Articulated tugs and barges (ATBs) are popular and effective in the U.S. for the carriage of petroleum products for several reasons, and those advantages hold true for LCO2 vessels as well. We look forward to the continued detailed development of the design, including designing the tug to utilize green methanol or other green fuels and technologies. We thank ABS for their valued partnership on this project, as well as other engineering contributors like Corban Energy Group and Herbert Engineering Corporation." *(Source: MarineLog)*

CHINA HAS BEGUN CONSTRUCTION OF A SERIES OF RS-CLASS ICEBREAKING TUGS

A steel cutting ceremony for a series of Arc4 ice-strengthened tugs built to the class of the Russian Maritime Register of Shipping (RS) was held at the Zhenjiang Huigang Machinery Equipment (HGC) site in Yangzhong, China. Details are provided in a statement from the classification society on May 22. The event was attended by representatives of RS, HGC management, and industry partners. As noted during the event by Pyotr Vanyukov, Director of the RS branch in China, the Register consistently supports Russian-Chinese cooperation in high-tech mechanical engineering. He especially noted that trust and coherence in interaction have become a worthy continuation of the historical friendship between the

two countries. “The new joint project not only strengthens our partnership, but also makes a significant contribution to strengthening Arctic shipping. We look forward to new achievements in the field of environmentally sustainable development of the industry and the promotion of the latest technologies,” said Pyotr Vanyukov. The icebreaking fire-fighting tugs under construction, designed for mooring and marine rescue operations, will provide a bollard pull of 60 tons and will be equipped with full-turning rudder propellers. Project class symbol: KM⍟ Arc4 (hull, machinery) AUT1 FF3WS escort tug IWS. *(Source: Sudostroenie; Photo: RS)*

IRAN ADDS 13 DOMESTICALLY-MADE VESSELS TO ITS MARITIME FLEET

Thirteen domestically-built vessels, manufactured by the Marine Industries Organization of Iran’s Ministry of Defense, were officially added to the operational fleet of Iran’s Ports and Maritime Organization (PMO) during a ceremony held this morning 24 May 2025. The new additions include four 1,800-horsepower tugboats and nine rigid inflatable boats (RIBs) designed for search and rescue operations. All vessels were designed and built by the Marine Industries Organization of the Ministry of Defense. The RIBs are fast-response boats intended for coastal search and rescue missions. Thanks to their high speed and optimized general layout, they are also capable of serving as patrol boats, maritime ambulances, or in various emergency response roles. Each RIB is 13.5 meters long and weighs approximately 15 tons. The 1,800-horsepower tugboats, each 20.9 meters in length and with a top speed of 11 knots, are engineered for docking and undocking operations, assisting the safe movement of vessels within port boundaries, and providing firefighting support in emergency situations. These tugboats play a vital role in improving the safety and efficiency of port operations. The integration took place under the directive of President Masoud Pezeshkian and in the presence of Defense Minister Brigadier General Pilot Nasirzadeh and

the Governor of Khuzestan Province. According to officials, the construction process involved fully localized production of steel hulls and structural components, along with the installation of over 76 systems—including acoustic, hydraulic, propulsion, and utility systems. This localization effort resulted in $20 million in foreign exchange savings and created 1,000 direct and 5,000 indirect jobs across the country. Key technologies developed during the project include the localization of mechanical power transmission systems for propulsion, flame- and fire-resistant power cables, marine-grade steel sheets, and the ergonomic design of command bridge consoles. “These achievements reflect a strategic investment in domestic capabilities,” said the head of the Marine Industries Organization. “The project marks a significant step toward self-sufficiency and the strengthening of Iran’s defense and maritime service infrastructure.” He added that the organization is fully prepared to design, build, and supply a wide range of vessels—including container ships, dredgers, pollution-control craft, passenger ferries, tugboats, firefighting boats, and surface-effect ships—based on the needs of domestic agencies and international clients. *(Source: Wanaen)*

SAAM TOWAGE PRESENTS ACHIEVEMENTS IN DECARBONIZATION AND VISION FOR FUTURE DEVELOPMENTS

• After its first year operating electric tugs in Canada, the company's carbon intensity index has fallen 72% compared to diesel-powered units with similar features, and a further 90% reduction is projected for the second year of operation. • In addition, the electric tugs’ operating costs were reported to be 70% lower than its dieselpowered peers. SAAM Towage gave a presentation at Tug Technology 2025 on its successful experience with electric tugboats, marking a significant milestone in decarbonizing towage operations. The initiative, known as the Dynamo Project, deployed two electric tugboats in the Port of Vancouver (Canada) in early 2024, with a third unit scheduled to begin operations in Puerto Chacabuco (Chilean Patagonia) during 2025. This project underscores SAAM Towage's commitment to sustainability and operational efficiency, bringing substantial emission reductions, significant fuel savings and lower operational costs. "Introducing electric tugboats marks a profound change in our industry," commented SAAM Towage's Sustainability and Development Manager, Pablo Cáceres. "Our experience in Vancouver demonstrates that maritime electromobility is not only a viable solution that we can provide to our customers, but also offers outstanding environmental and economic benefits. We are proud to lead the way in this transformative shift towards a more sustainable future," he said. The journey, however, has not been free of challenges. SAAM Towage has successfully overcome obstacles related to design and construction, battery charging infrastructure, crew training and financial viability. The company effectively addressed these complexities through strategic collaborations with Robert Allan Ltd for tug design and Sanmar Shipyards for construction. *Operating assessment* One year of operations in Canada has yielded

impressive sustainability metrics. Electric propulsion and other optimizations have reduced the carbon intensity index by up to 72% compared to traditional diesel tugs. SAAM Towage also projects an additional 90% decrease after the second year of operation. Moreover, the electric tugs' operating costs have been 70% lower than diesel-powered units. Looking to the future, SAAM Towage continues to explore alternatives and technologies. "We have a long road ahead of us: We want to advance in the availability and use of alternative fuels; reengineering of existing tugboats, electrification and introduction of more sustainable technologies; data management and energy efficiency; and reduction of underwater noise," Cáceres said. SAAM Towage is actively seeking the best solutions that meet customer requirements and local conditions, similar to its alliances with Neptune in Canada and Enap in Chile. *(PR-SAAM)*

THE SPANISH NAVY ANNOUNCES THE ACQUISITION OF A THIRD MULTIPURPOSE VESSEL OF THE "CARNOTA" CLASS.

Just as happened just over a year ago when the Navy considered acquiring a second multipurpose ship of the "Carnota" class (A 61), which materialized in the acquisition of the ship called "Cartagena" (A 62), it has now taken the initiative for a third ship of the same type with a budget of 28 million euros. This vessel will have towing and logistical support capabilities for commissioning in the last quarter of 2025. The process is currently in the proposal phase from companies specializing in this type of service, known as

Preliminary Market Consultation (PMC). Puentedemando.com is aware of the ongoing developments. *(Source: Puente de Mando; Photo: Diego Quevedo Carmon)*

POWERING THE FUTURE: KOTUG TO DELIVER ZERO-EMISSION EPUSHER TO LITHUANIA'S INLAND WATERWAYS

KOTUG International, through its subsidiary Kotug Push-it B.V., has been awarded a landmark contract by the Lithuanian Inland Waterways Authority (VVKD) to deliver the first fully electric pusher tug to operate in the Baltic States. This strategic investment marks a bold step forward in Lithuania's vision for a more sustainable inland waterway network. The contract follows an international public tender and has received the green light from Lithuania's National Security Coordination Commission. The vessel, designed and engineered in the Netherlands, will be built at the Padmos Shipyard in Stellendam and is expected to be operational by the end of next year following a comprehensive testing phase. "This project represents a leap in sustainable inland shipping," said Ard-Jan Kooren, President & CEO of KOTUG International. "We are proud to support Lithuania in realizing its ambition to decarbonize its transport sector through innovative electric propulsion. The **EPUSHER-L** is built to deliver zero-emission performance without compromising on power or endurance." The **EPUSHER-L** will operate on the Nemunas River and is designed for cargo transport using barges supplied by VVKD. With an endurance of up to 50 hours and a range of 300 kilometers on a single charge, the vessel combines operational efficiency with environmental responsibility. The switch from diesel to electric is expected to eliminate up to 91,500 kilograms of CO_2 emissions annually—significantly reducing the carbon footprint of waterway maintenance and cargo transport. VVKD's Director General, Vladimiras Vinokurovas, emphasized the significance of this investment: "This investment marks a strategic shift in our operations: we are beginning the transition to an electric fleet. The first vessel will be used to maintain inland waterway infrastructure, and in the near future, we will increase the number of electric vessels," The project is co-funded by the European Union under the "Next Generation Lithuania" Economic Recovery and Resilience Plan, which allocated €11 million for low-emission inland waterway solutions. In addition to the electric pusher tug, VVKD will invest in an electric crane and new barge infrastructure. With this milestone, KOTUG once again demonstrates its commitment to driving innovation in the maritime industry—offering scalable, future-proof solutions for a cleaner, smarter logistics chain. The agreement for this E-Pusher L is yet another follow-up to the successful collaboration with our Launching Customer Cargill, for which the first **E-Pusher M** was deployed 2 years ago. The project is co-funded by the European Union under the "Next Generation Lithuania" Economic Recovery and Resilience Plan, which allocated €11 million for low-emission inland waterway solutions. *(PR-Kotug)*

NYK INTRODUCES JAPAN'S FIRST FULLY BATTERY-OPERATED WORK VESSEL, "E-CREA"

NYK has introduced Japan's first fully battery-driven work vessel **e-Crea**, which was built at the Koyasu Shipyard. **e-Crea**, designed without an onboard diesel generator, will support the docking and undocking of tugboats at the Koyasu Shipyard. This vessel reflects NYK Group's commitment to advancing the social implementation of new technologies to realize low- and zero-carbon vessel operations. It has been actively exploring next-generation fuels, including ammonia and other advanced alternatives. NYK stated in a press release that fully electric work vessels represent one of the most promising options for sustainable shipping. Its sole shipbuilding subsidiary Keihin Dock, spearheaded the initiative, driving innovative solutions and accelerating the implementation of new technologies. *e-Crea Features* The newly introduced vessel is powered by fully electric propulsion. Its powered solely by batteries charged from shore facilities at Keihin Dock's Koyasu Shipyard. According to the statement, **e-Crea's** design enables exceptional manoeuvrability in confined spaces, making it ideally suited for assisting with docking operations and vessel movement at shipyards. The vessel's weight, following the installation of the electric propulsion system, including substantial battery modules in the hull, exceeded initial projections. The team reconfigured equipment placement and cabling to maintain proper balance. It optimized internal space for safe and stable navigation. The team acknowledged that elevated temperatures from batteries and electric motors can increase fire risks. As such, they implemented multi-layered water-cooling systems and integrated air ducts. It enhanced the battery room with fireproofing measures and protection against hazardous gases, as well as improved ventilation, ensuring the vessel upholds robust safety standards. *Here are the specifications of the e-Crea:* Name: **e-Crea**; LOA: approx. 9.0m; Breadth: approx. 3.0m; Depth: approx. 1.7m; Crew Capacity: up to 14 persons; Use: supporting tugboat docking, undocking, and vessel movement; Propulsion System: fully electric (battery-charging system); Builder: Keihin

Dock; Classification: Japan Craft Inspection Organization (JCI); Owner: NYK; Operator: Keihin Dock; Accelerate Maritime Decarbonization. By introducing fully electric propulsion systems to tugboats and work vessels, NYK strives to accelerate decarbonization efforts at the vessel level, throughout maritime and port services. The Japanese shipping company is committed to advancing and refining electrification technologies, including the gradual application to larger-scale vessels. The statement added that data and insights gained from e-Crea's construction and operation will be reflected in the development of an electric-propulsion tugboat scheduled for completion in December 2026. These initiatives reaffirm NYK's commitment to energy-saving innovations, and next-generation solutions that reduce greenhouse gas (GHG) emissions. *(Source: SeaNews)*

THE "SATURN" DRILLING RIG HAS BEEN RETURNED TO TURKMENISTAN WITH THE ESCORT OF ASCO VESSELS

The Saturn oil drilling rig, delivered to Azerbaijan from Turkmenistan in May last year, was transported to the Turkmen sector of the Caspian Sea accompanied by vessels of ASCO, one of the companies of the AZCON Holding. The rig was taken out from the "Shikh" port with the support of the "**Hovsan**", "**Hovsan 2**", and "**SOCAR 1**" vessels, and was then towed by the "**Andoga**", "**Shuvelan**", and "**Mardakan**" vessels. This complex operation, which lasted three days, was completed safely. It should be noted that ASCO vessels will deliver the "Neptun" drilling rig back to our country on their return from Turkmenistan. Preparations for the towing of the rig have already begun. *(PR-Asco)*

ANP PARTNERS WITH THE NAVY TO BEGIN WORK TO EXTEND THE BRAZILIAN CONTINENTAL SHELF ALONG THE EASTERN/SOUTHERN MARGIN

This month, ANP began a partnership with the Brazilian Navy in the project to send the United Nations (UN) a request to expand the Brazilian continental shelf (submerged extension of the continent), referring to the Eastern/Southern Margin , located on the coast of the South, Southeast and Northeast regions. The beginning of ANP's participation in the new project took place on 5/7, at a meeting of the Subcommittee for the Brazilian Continental Shelf Survey Plan (LEPLAC), of the Navy, with the participation of the Agency. The project is similar to the one that won the UN decision, in March of this year, to expand this platform in the North/Northeast region of Brazil , referring to the Equatorial Margin. The ANP's contribution is made through the sharing of technical data to support the Brazilian Navy's study, such as seismic and well data. This data is stored in the Agency's Exploration and Production Database (BDEP). The technical data is essential to the project,

since the study must demonstrate to the UN that the rocks in the submerged portion correspond to a natural extension of the Brazilian continental shelf. As in the previous project, the Agency also provides the Navy with its Data Visualization Room, which uses technological tools to facilitate the visualization and selection of the best quality data. Some of the data provided by ANP is confidential. However, the legislation (ANP Resolution No. 889/2022) allows sharing with the Navy, in cases of national interest, as long as the agency also maintains the confidentiality of the data. *(Source: TNPetroleo)*

ACCIDENTS – SALVAGE NEWS

SECOND OFFICER CHARGED IN CONTAINERSHIP'S GROUNDING NEAR NORWEGIAN HOME

A Ukrainian Second Officer has been charged with negligent navigation under Norway's Ship Safety and Security Act after the containership NCL Salten ran aground near Trondheim on Thursday. The officer, who is in his thirties, admitted to falling asleep while alone on watch, causing the vessel to run aground. The 135-meter containership came to rest just seven meters from a residential cabin in Byneset. The vessel was traveling at approximately 16 knots when the incident occurred. All 16 crew members aboard the Cyprus-registered ship escaped injury. Prosecutor Kjetil Bruland Sørensen of the Trøndelag Police District stated that investigators are examining whether bridge manning requirements were met and if working and rest hour regulations were followed. The ship's captain has been named as a suspect as part of standard procedure, and authorities have secured relevant

documentation. The Norwegian Maritime Authority has been contacted regarding the incident. Local resident Johan Helberg, whose cabin narrowly avoided being struck, told media: "We slept just seven meters from where the bow is and didn't hear a thing… If it had been on a slightly different course, it would have hit the house." The Norwegian Coastal Administration will oversee the vessel's salvage. Officials have confirmed that the charged officer will not be remanded in custody. *(Source: gCaptain; Photo: VG-Tipser)*

HAZARDOUS CARGO FALLS INTO ARABIAN SEA AS LIBERIAN SHIP CAPSIZES OFF KERALA COAST

Liberian-flagged cargo ship carrying dangerous goods capsized in the Arabian Sea off the Kerala coast on Saturday (May 24), resulting in hazardous materials falling into the sea. According to a Navy spokesperson, the vessel was en route from Vizhinjam to Kochi and then onward to Thoothukudi. The ship reportedly capsized due to extremely rough seas triggered by the onset of the southwest monsoon. It is currently lying stranded off the Kerala coast. The Navy's Dornier aircraft and the Indian Coast Guard have been deployed for rescue operations. Nine crew members escaped using life jackets, while efforts are ongoing to rescue the remaining crew. The containers are believed to contain marine gasoline and very low sulfur fuel. Reports indicate that there were between 22 and 24 people on board. Life-saving equipment was air-dropped from a helicopter to assist those still on the ship. The vessel was originally scheduled to arrive

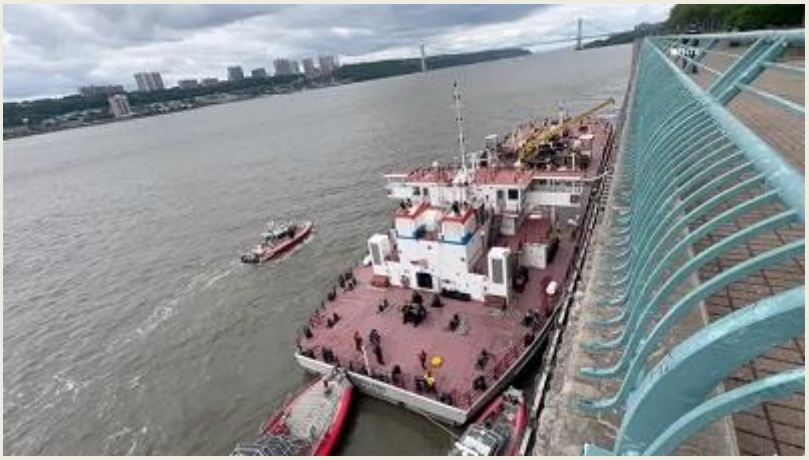
in Kochi by 10 pm on Saturday. Meanwhile, the Kerala State Disaster Management Authority (KSDMA) has warned of the possibility of cargo washing ashore along the Kerala coastline. The public has been strongly advised not to touch or approach any suspicious objects. On Saturday evening, the KSDMA issued an extraordinary alert, warning that 6 to 8 containers carrying potentially hazardous materials may have fallen from the ship, which reportedly tilted 38 nautical miles off the Kochi coast. These could drift ashore between central and northern Kerala. The alert, based on information provided by the Indian Coast Guard, also warns of a potential oil spill in the area. The public has been urged to remain vigilant and to report any such floating objects or signs of contamination by calling the emergency number 112. *(Source: The Star)*

THREE INJURED IN BOILER EXPLOSION ON BULKER IN NEW ZEALAND

Maritime investigators in New Zealand are probing an incident in which three crewmembers were seriously injured after an explosion occurred aboard a bulk carrier at the country's South Port. The Transport Accident Investigation Commission (TAIC) is reporting that it has initiated investigations of an engine room explosion on the bulker **Olivia** that occurred on May 24 while the vessel was berthed at South Port, Bluff. The 180-meter bulk carrier departed the Port of Bintulu in Malaysia on March 25, arriving in Bluff on April 22. Shipping data at South Port shows **Olivia** was moored at berth 11 where she was loading a cargo of logs. She was slated to depart the port on May 29. "The reported circumstances were that three crew members onboard the M.V. Olivia were working on a boiler in the engine room. During this process, there was an explosion or flashback, causing injury to the three crew members," said TAIC in a statement. The agency added that it is treating the incident as a 'serious marine casualty' as required under the International Maritime Organization's Casualty Investigation Code, with an investigation already underway. Though TAIC did not provide details on the incident in one of New Zealand's leading ports in bulk cargo handling, media reports indicate that the St John Ambulance responded after the incident. The St John team assessed and treated the three crewmembers, one of whom was in a moderate condition and the other two in a serious condition. Built in 2013 at Nanyang Ship Engineering - Jiangmen in China, the **Olivia** sails under the flag of Malta. South Port is the southernmost

commercial port in New Zealand and handles more than 3.2 million tonnes of cargo annually. During the half year ending December 31, 2024, the deep-water port recorded 131 calls by large vessels. *(Source: Marex)*

NYC SEWAGE BOAT EXPLOSION IN HUDSON RIVER KILLS 1 CITY WORKER, INJURES 2 OTHERS



Raw sewage boat, **Hunts Point**, exploded Saturday morning on the Hudson River, requiring hazmat decontamination. A New York City Department of Environmental Protection (DEP) worker is dead, and two others were injured after a raw sewage boat exploded Saturday in the Hudson River. Just after 10:30 a.m. the New York City Fire Department (FDNY) received a report of an explosion aboard the city-owned vessel, **Hunts Point**. When crews arrived, they found a large explosion had occurred in one of the holds on the tank, FDNY Deputy Assistant Chief David Simms said. The vessel is used to transport raw sewage from New York City to a sewage treatment plant, Simms said. Though two employees survived, a third employee died after being "blown by a force explosion in between the pier and the vessel itself," according to officials. FDNY tried to use a "technical extrication" to free the employee, but the employee died. The DEP confirmed the employee who died was working on the vessel, which was docked at the North River Wastewater Resource Recovery Facility in West Harlem. One employee who was injured was taken to a hospital. Another employee refused medical treatment, according to officials. The hospitalized employee's condition is unknown. Due to the nature of the explosion, there was raw sewage on the ship's deck, and all responding FDNY personnel were decontaminated. "At this incident, we used an all-hands assignment, which was three engines, two ladder companies and a chief," Simms said. "We had four units from our marine division, a hazmat battalion and our safety battalion." Officials would not say if the explosion was an accident, noting the cause is under investigation by the Bureau of Fire Investigation. "The entire DEP family is grieving today," said DEP Commissioner Rohit T. Aggarwala. "Our employee who lost his life had served the Department and the City with dedication for 33 years." "He was a valued and experienced member of the Bureau of Wastewater Treatment, and his decades of service reflect his commitment to DEP's mission," Aggarwala continued. Plant operations were not affected and there did not appear to be any environmental damage, NYC Water posted on X. *(Source: Foxnews)*

NORWEGIAN BOA GROUP TO SALVAGE CONTAINER SHIP IN YARD NEAR TRONDHEIM

The Norwegian BOA Group has been commissioned to refloat the container ship **NCL Salten**, which ran aground in the garden of a house near Trondheim on Thursday 22 May. Preparations for the operation have already begun. 'We estimate that this work will take about a week. After that, it will take another week before we can refloat the ship,' CEO Ole T. Bjørnevik told Norwegian public

broadcaster NRK. According to him, many preparations have to be made. For example, containers have to be unloaded to make the NCL Salten (135 x 22 metres, 886 teu) lighter. 'A ship is being prepared for this operation in Trondheim,' Bjørnevik said. He could not yet say how many containers have to be transhipped. In addition, the soil conditions around the stranded container ship have to be investigated. For the latter, BOA has already sent a work ship from Amron AS to the location. *Second mate* The Norwegian Public Prosecution Service has now released more information about the cause of the grounding, which was previously reported to have been caused by the helmsman falling asleep during his watch. The second mate is a Ukrainian national. 'He has admitted to falling asleep, but has not yet pleaded guilty to any criminal charges,' said police lawyer Kjetil Bruland Sørensen at the Trøndelag District Public Prosecution Service. The helmsman, in his thirties, was charged on Friday with violating Article 14 of the Ship Safety Act. He is accused of 'negligent' navigation. The captain of the Cypriot-flagged NCL Salten, chartered by the Norwegian North Sea Container Line, is also considered a suspect, but has not yet been charged. *Working and rest hours* According to Sørensen, the police are trying to determine the exact circumstances of the grounding. 'Among other things, they are looking at the occupancy on the ship during the voyage and whether the working and rest hours were observed.' The lawyer for the second mate told the NRK in a text message that his client does not want to comment on the accusation for the time being. 'He is deeply affected by the incident, but at the same time he is also glad that the consequences were not greater.' *(Source: Schuttevaer; Photo: an Langhaug)*

SHIP AGROUND SOUTH OF ÖRESUND

Early Sunday morning, a bulk carrier ran aground in Swedish waters near Klagshamn. The Coast

Guard has opened a preliminary investigation into suspected drunkenness and gross negligence in

maritime traffic. The ship has not taken on water. No oil is visible in the sea. The ship, a 93-meter-long bulk carrier loaded with scrap metal, is aground alongside the fairway. The Coast Guard unit **KBV 314** has personnel on board to carry out investigative measures. The Swedish Transport Agency is also on board. At the time of the grounding, the ship was heading north, into the Öresund. The grounding does not hinder shipping in the area. There are currently no signs that oil has entered the water. A Coast Guard surveillance flight is expected in the area at 11:30 a.m. to potentially detect a potential spill. It has not yet been decided how and when the ship can be moved. ● The ship ran aground at 2:30 a.m. Sunday morning. ● The ship is 93 meters long. ● The cargo consists of scrap metal. ● There are approximately 69,000 liters of diesel oil on board. *Update: Grounded ship: One crew member arrested* The Coast Guard has arrested one person from the crew, suspected of gross negligence in maritime traffic. The ship has been aground since last night next to the fairway in southern Öresund, at the height of Klagshamn. Divers from the Coast Guard estimate that diving to examine the ship's hull and bottom conditions at the site will not take place on Sunday due to the weather. Prosecutors decided this afternoon to arrest one person from the crew, suspected of gross negligence in maritime traffic. The person arrested will be taken from the ship. The leadership of the preliminary investigation has been transferred to prosecutors. The Coast Guard remains at the scene for continued investigative measures, including in the investigation into suspected drunkenness at sea. No oil has been released into the water. The risks of spills increase when a salvage operation begins. There is no forecast yet for when such a recovery operation might take place. Before a salvage operation can begin, the salvage plan developed by the shipping company and the salvage company must be approved by the Swedish Transport Agency together with the Coast Guard. The inspection that the Coast Guard divers plan to make of the hull and the seabed where the ship is located will provide important information for the salvage operation and measures that may be required for a safe removal. *Update: Some water intrusion – rescue service started* The Coast Guard can confirm that water has entered the ship that is aground in the Öresund, a ballast tank is affected. The ship is hard aground with large parts of the hull, according to diving surveys conducted on Monday morning. The Coast Guard is monitoring the ship until further notice. The Coast Guard has started an environmental rescue service as a precaution. Environmental rescue resources are in the area, in case the situation changes further, and can take restrictive measures if oil were to spill into the water. The ship is standing on a mixture of sand and stone, with large parts of the hull against the ground. The hull is affected by the grounding, otherwise the ship is fully functional. One of the ballast tanks, which is designed to be filled with water to increase a ship's stability, is currently filled with water. The ship's owner must present a salvage plan, which describes how the salvage will be carried out. Once such a plan has been approved by the Swedish Transport Agency together with the Coast Guard, the salvage work can begin. There is currently no forecast for when this may happen. The crew member suspected of gross

negligence in maritime traffic remains in custody awaiting a detention hearing. *(Source: Swedish Coast Guard)*

TUGBOATS PULL CONTAINER SHIP NCL SALTEN OUT OF NORWEGIAN YARD

The container ship **NCL Salten**, which ran aground in a garden near Trondheim, was refloated on Tuesday morning, May 27, as shown in live images from the regional newspaper Adresseavisen. The operation went better than expected, said Boa Group CEO Ole T. Bjørnevik. “This exceeded all expectations,” he told Norwegian public broadcaster NRK. “Now we just need to put a tugboat on both ends of the ship and tow it to Orkanger.” He expects the distance of about 28 nautical miles to be covered in two hours. “As soon as the ship docks in Orkanger, the unloading of the remaining containers on board can begin,” Bjørnevik said. On Sunday and Monday, the containers on the foredeck were transferred to floating pontoons to facilitate the salvage operation. “We were able to unload 1,300 tons of cargo to make the refloating as easy as possible.” Bjørnevik was already optimistic before the salvage operation began. “We are fairly confident that we can refloat the **NCL Salten**, but we don’t know what the bottom is like under the ship. It is certain that it

is on rock, but the question is what formation it is and whether it penetrates far into the ship's double bottom,' he previously told NRK. *Bow* From 10:00, towing cables were attached to the **NCL Salten**, after which two tugboats managed to pull the 135-meter-long ship free at around 10:30. Divers then inspected the hull. According to Bjørnevik, it was slightly

damaged during the grounding. 'There are a few holes in the bow, but there is no oil leakage. It is so deep in the ship that there is no risk of pollution.' The Norwegian Coast Guard supervised the salvage on Tuesday. There is always a small risk of pollution in such operations. 'It is an accident where there is always a risk,' explained Rune Frostvin from the environmental emergency team. The **NCL Salten** ran aground in a garden in Byneset west of Trondheim at around 05:00 on Thursday. An initial attempt to free the ship at the next high tide, just before 09:00, was unsuccessful. A second attempt, at 21:40, was postponed. The helmsman admitted that he had fallen asleep. The second mate, in his thirties and of Ukrainian nationality, has been charged with 'negligent' navigation. He pleaded not guilty to criminal charges because, according to him, the alarm system that is supposed to warn of situations where the navigator on duty is not in control of the ship did not go off. According to the Norwegian police, two people must always be on the bridge, but one person is allowed if the necessary precautions are taken. A sailor who was on the lookout left at 04:20 at sunrise, some 40 minutes before the grounding. *(Source: Schuttevaer; Photo: ANP/Gorm Kallestad)*

REMEMBER TODAY

40 YEARS HAVE PASSED SINCE THE TRAGEDY OF THE OIL TANKERS "PETRAGEN ONE" AND "CAMPONAVIA" – 26 MAY 1985

It marks 40 years since the tragedy that occurred on the CEPSA refinery dock in Campo de Gibraltar, involving the Panamanian oil tankers "**Petragen One**" (IMO 8016500) and "**Camponavia**" (IMO 7235836), flying the Spanish flag. It happened on May 26, 1985, at 11:10 a.m., after a powerful explosion followed by an impressive column of fire, gases, and smoke. The death toll reached truly painful proportions: 33 dead and 70 injured. After the explosion, many off-duty workers rushed to the CEPSA refinery to help with the extinguishing efforts and whatever else was needed. Firefighters from outside the factory, as well as security and emergency services, responded immediately to the refinery, reporting to management. The stricken tankers were operating off the dock when an explosion occurred on the Panamanian-flagged vessel "**Petragen One**," followed by another sympathy explosion on the CAMPSA tanker

"Camponavia." Another CAMPSA tanker, "Camporrubio," which was at the far end of the dock, managed to start its engine, cut its moorings with only four crew members on board, and sailed away from the gruesome scene. The heroic testimonies remain in the collective memory. The massive fire was brought under control by the refinery's own fire department, and the personnel working there are trained to deal with any contingency. The decision was made to burn the burning fuel to prevent an oil spill. *(Source: Puente de Mando; Photo top Joly Group; bottom José Luis Roca)*

OFFSHORE NEWS

BEST DERRICK LAYER – JSD6000 – ULSTEIN

Built in China to a very detailed Norwegian design, JSD6000 clearly illustrates the benefits of high-quality international co-operation. As you would expect with a vessel built for laying and burying substantial pipelines in 3,000 metres of water, she is a powerful, complex and very capable ship. Her massive and extensive capabilities made her design a very challenging operation in and of itself. The finished ship, though, speaks for itself. It will operate globally and serve its experienced owners well through what will surely be a lengthy career. "What makes this vessel truly unique, in addition to the revolving main crane with a 5,000-tonne lifting capacity, is the combination of the S-lay system via a centre firing line below the main deck and the J-lay system via a moonpool, located off-centre," Marian Rodriguez Suarez, Sales Manager at Ulstein Design and Solutions, told Baird Maritime. "This is a distinctive feature in Ulstein Design and Solutions' designs, which allows for a large, unobstructed deck area and below-deck pipe fabrication." What makes this vessel truly unique is the combination of the S-lay system and the J-lay system. The design process started off with a customisation of an existing Ulstein heavy lift vessel design to make JSD6000 suitable for intended operations of the client, resulting in a vessel design with a unique blend of heavy lift, S-lay and J-lay capabilities. "JSD6000 is the third customised version of the design after Seven Borealis and Aegir," said Rodriguez. For Jose Jorge Garca Agis, Managing Director of Ulstein International, decarbonisation is a trend driving vessel design, as evidenced by developments such as, "alternative fuels, smart hull design, and power setup and

integrations." "Global uncertainty in [the] market regarding financing, increased material cost, geopolitical tensions, [and a] limited workforce," are the trends that meanwhile impact vessel construction, according to Agis. *(Source: Baird)*

JANA MARINE SERVICES TAKES DELIVERY OF JACKUP TRIO FROM CHINESE YARD

Jana Marine Services of Saudi Arabia recently welcomed three new jackup vessels to its offshore support fleet. **Jana 505**, **Jana 508** and **Jana 509** were built in China by CSSC Wuhan Marine Machinery Plant (WMMP). **Jana 503** and **Jana 504**, two earlier jackups from the same series, were delivered by WMMP in 2024. The jackups each have a displacement of 5,700 tonnes, and accommodation spaces for up to 150 personnel in the bow. The four pile legs, which each measure 95 metres long, can be extended via a 110-tonne electric rack and pinion lifting system to allow safe deployment in water depths of up to 55 metres. Also fitted on each jackup are a helicopter deck and two pile winding cranes. Each crane has two dedicated 200kW motors and a safe working load of 100 tonnes. A total deck area of 1,400 square metres will meanwhile help facilitate oilfield services or accommodate payloads totalling over 4,800 tonnes. *(Source: Baird)*

KEYFIELD VENTURES INTO INDONESIA'S OIL AND GAS MARKET WITH NEW PARTNER

Malaysia-based fleet owner of self-propelled accommodation workboats Keyfield International has signed a memorandum of understanding (MoU) with Indonesia's PT Elnusa Trans Samudera (ETSA) to explore joint marine services opportunities in the oil and gas sector. ETSA, a subsidiary of PT Elnusa, is an Indonesian company primarily engaged in the provision of marine transportation support services for the oil and gas industry in Indonesia. The MoU formalizes a collaborative framework between both parties, aimed at leveraging their respective capabilities and resources to explore and pursue various marine services opportunities, primarily within the oil and gas sector, as well as other related industries across Indonesia. Under the MoU, ETSA will be primarily responsible for sourcing and securing tenders while Keyfield will

support ETSA by sourcing selected marine assets, particularly cable-laying and subsea vessels, as well as experienced crew members to operate the required assets. Upon successfully securing a project, both parties will enter into a separate agreement to formalize the terms and conditions of the secured project. “This MoU marks an exciting step forward in our international expansion plans. Together, we aim to provide reliable vessel services tailored to Indonesia’s dynamic offshore sector. “By combining Keyfield’s technical expertise and fleet capabilities with ETSA’s local market knowledge and presence, we are well-positioned to deliver comprehensive marine support solutions in one of Southeast Asia’s most dynamic energy markets,” said Darren Kee, Keyfield’s Group Chief Executive Officer and Executive Director. “The signing of this MoU marks a strategic step and a significant momentum in strengthening synergies within the marine and offshore services sector, particularly in supporting the increasingly complex and demanding offshore operations and service development. “As part of Pertamina’s Subholding Upstream, PT Elnusa is strongly committed to continuously expand its service capabilities, including through our subsidiary, ETSA, which plays a vital role in supporting the national maritime industry,” added Bachtiar Soeria Atmadja,President Director of PT Elnusa, *(Source: MarineLink)*

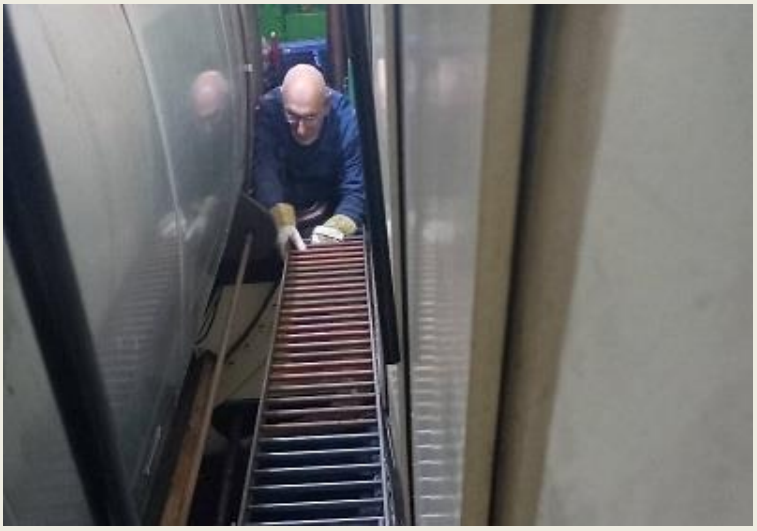
TOTALLY THREE ULSTEIN SHIP DESIGNS WIN WORK BOAT WORLD AWARDS FOR 2024

Three of Ulstein's designs are among the Work Boat World Awards 2024 winners. **Tamhae 3** clinched the 'Best Large Research Vessel' award, **Olympic Boreas** was named 'Best CSOV', and **JSD 6000** took home the 'Best Derrick Layer' accolade from Baird Maritime/Work Boat World. These awards celebrate the best vessels in their categories, judged on design, build quality, and functionality. *Recognised for its maritime innovations* "Having three Ulstein-designed vessels awarded simultaneously highlights Ulstein Design & Solutions' innovative spirit," says Runar Muren, Head of the Design & Solutions business area in Ulstein Group. Two of these award-winning vessels were designed by Ulstein Design & Solutions AS in Norway and one by Ulstein Design & Solutions BV in the Netherlands. The awards recognise the companies' efforts to understand customers' needs for performing their tasks in the most effective way and to respond

with quality solutions and maritime innovations. ***JSD 6000**: (See above)* This versatile derrick lay vessel was built by Shanghai Zhenhua Heavy Industries (ZPMC) for Saipem. She has an LOA of 215.9 metres, a beam of 49 metres, and accommodations for 399 people. It features a 5,200-tonne crane, two 50-tonne knuckle boom cranes, a large moonpool, and a DP3 system. She can lay pipelines in J-lay and S-lay modes at depths up to 3,000 metres. ***Olympic Boreas**:* Delivered by Ulstein Verft to Olympic, this CSOV features a hybrid diesel-electric propulsion system and shore power connection for emission-free charging, the novel TWIN X-STERN hull design, and accommodation for 126 people. She measures 89.6 metres in length, 19.2 metres in beam, and has 440 square metres of open deck area and 500 square metres of warehouse space. ***Tamhae 3**:* Built for KIGAM by HJ Shipbuilding and Construction, this vessel is capable of high-resolution seafloor mapping, sediment sampling, and 3D/4D marine exploration. She features an ice-strengthened hull and ULSTEIN X-BOW design, suitable for extreme conditions and sensitive marine areas. The vessel is 92 metres long and 21 metres wide and can keep a speed of 15 knots with 36,0000 km range. *(PR-Ulstein)*

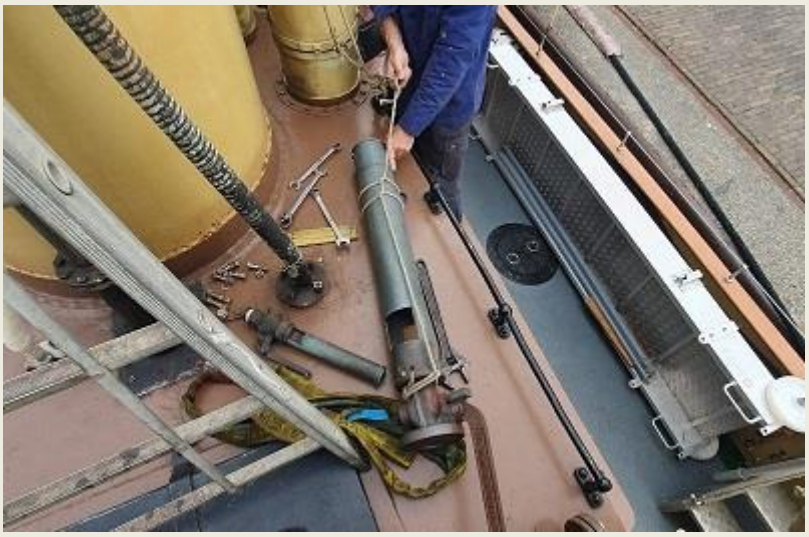
MUSEUM NEWS

NIEUWSBRIEF VAN DE STICHTING STOOMSLEEPBOOT NOORDZEE



Traverses langs stoomketel Een project waarvoor door onze vrijwilligers veel werk is verzet, omvatte het ontwerp en de constructie van doorgangen, ofwel traverses, aan beide kanten van de ketel. Hiervoor is door ons ook een beroep gedaan op de faciliteiten van de mechanische werkplaats van Museumhaven Willemsoord. In april zijn de traverses aan boord geïnstalleerd. Vanaf nu is alles rond en achter de ketel veilig en goed bereikbaar voor inspectie en onderhoud. *Verdwenen schroef boven water* Toen Kees Jongert de **Noordzee** in 1976 aanschafte, bevond zich aan dek een reserveschroef (foto). Deze besloot hij op te slaan bij het Stoommachinemuseum in Medemblik. Een aantal jaren geleden bleek de schroef echter ineens te zijn verdwenen. Eén van de museummedewerkers had hem weggeven zonder te informeren wie hiervan de eigenaar was. Lang bleef het een mysterie waar de schroef naartoe was gegaan. Uiteindelijk kwam er uit onverwachte hoek een tip binnen dat hij was opgedoken bij

het Mechanisch Erfgoed Centrum (MEC) in Dronten. Daar had men de cadeau gekregen schroef tentoongesteld op het terrein zonder eerst de herkomst goed te herleiden. Aangezien wij de schroef niet direct nodig hebben, is met het MEC afgesproken dat hij daar mag blijven, maar dan wel op een in het oogspringende plek moet worden opgesteld. De toekomst van de schroef is op deze manier veilig gesteld en laten we hopen hem nooit nodig te hebben. *Historische foto's opgediept* Onze zeer gewaardeerde relatie in Duitsland, ingenieur Andreas Westphalen, heeft ons onlangs verrast met een aantal historische archieffoto's van de Noordzee. Waaronder een aantal voor ons nog onbekende foto's van onder andere de activiteiten bij de Blohm+Voss werf (foto 1) en later ook die in Cuxhaven (foto 2). Bijzonder is dat op de foto's veel details te zien zijn, zoals de aanpassing van de sleephaak en de plaatsing van de kruisbolders.



Modelbouwers in actie Zowel in binnen- als buitenland blijken zich diverse mensen bezig te houden met de bouw van schaalmodellen van de Noordzee. In Nederland is dat Peter Bakker, woonachtig in de omgeving van Ommen. Voor zijn modelbouwproject is hij al diverse keren bij ons aan boord geweest om metingen uit te voeren. Zijn uiteindelijke doel is om met behulp van een 3D-printer modellen van de Noordzee te produceren en deze vervolgens in diverse formaten op de markt te brengen. Peter heeft beloofd een deel van de opbrengst aan de Noordzee te doneren. Maar ook in Zwitserland is iemand bezig met de bouw van een schaalmodel van de Noordzee. Hiervoor staan de romp (foto) en de echt werkende 3-cilinder stoommachine inmiddels al op stapel. Verder blijkt op Facebook een bericht te staan dat een Amerikaan op Ebay een radiografisch bestuurbaar model van de Noordzee te koop aanbiedt voor een bedrag van 3.400 dollar. Dit model wordt voortgestuwd door een elektromotor met accu. *Stoomfluit project van start* En project waarvan de uitvoering onlangs is aangepakt, omvat de vervanging van de stoomfluiten. Om hiervoor voldoende werkruimte te creëren, is boven de koelkast het voorste deel van het tentdak verwijderd. De volgende stap is het weghalen van de fluitleiding zodat deze in de werkplaats kan worden geïsoleerd. Ook zullen de twee schorre stoomfluiten worden vervangen door een grote en een kleine drietonige stoomfluit. Gelijkertijd wordt van de gelegenheid gebruik gemaakt om het schilderwerk aan de stuurhut nog voor het komende vaarseizoen af te ronden.

Opgestookt tijdens Jutterhavendagen In Den Helder is besloten om de Jutterhavendagen nieuw leven in te blazen. Tijdens dit evenement worden op 26 en 27 juli op en rond het Willemsoordcomplex voor zowel jong als oud tal van demonstraties, markten en

andersoortige publiekstrekkers opgetuigd. Organisator Citymarketing Den Helder zorgt ervoor dat wij aan boord van de Noordzee over een goed gevulde GTL-tank beschikken zodat wij onze stoominstallatie gedurende het evenement kunnen opstoken. Aan boord van de Noordzee wordt open huis gehouden en dit is een ideale mogelijkheid om (weer) kennis te maken met ons dynamisch stoombedrijf. *(PR)*

WINDFARM NEWS - RENEWABLES

IWS REPORTS BUSY TIME FOR ITS CSOV VESSELS

Norway-based vessel operator and service provider, Integrated Wind Solutions (IWS), has reported revenue for its business unit providing offshore wind vessels, IWS Fleet, of EUR 14.2 million in the first quarter of 2025 (Q1 2025) and new contracts and contract extensions that were signed during the quarter. IWS Fleet marked a revenue increase in Q1 compared to the same quarter last year (EUR EUR 12.1 million) as well as the last quarter, Q4 2024 (EUR 12.1 million). Four IWS vessels were in operation during the first three months of 2025, with **IWS Skywalker** and **IWS Starwalker** on charter with Dogger Bank Wind Farm and **IWS Windwalker** on charter with Siemens Gamesa. **IWS Seawalker** was on charter with Dogger Bank at the beginning of the quarter and transitioned to charter with Siemens Gamesa partway through the quarter, the company said in its Q1 2025 report, published on 23 May. According to news about the Sofia offshore wind project from March, **IWS Seawalker** was deployed on RWE's UK offshore wind farm to support the wind turbine installation. IWS Fleet signed charter contracts for more than EUR 30 million in Q1 2025. **IWS Skywalker's** contracts with Dogger Bank Wind Farm were extended in January 2025 on improved terms. The vessel, which was scheduled to stay on the project until the end of Q2 2026, will now be operating at the offshore wind farm into Q3 2027. For **IWS Starwalker**, IWS Fleet signed a new contract with Dogger Bank Wind Farm that commenced on 10 February 2025. *(Source: Offshore Wind)*

NAVANTIA SEANERGIES DELIVERS SUBSTATION JACKET FOR 496 MW FRENCH OFFSHORE WIND FARM

Navantia Seanergies has delivered the substation jacket for Ocean Winds' 496 MW Dieppe le Tréport offshore wind farm in France. The jacket departed from the south dock of the Puerto Real shipyard in Spain and is heading to its destination on France's Atlantic Coast. The offshore wind farm site is located 15 kilometres off the city of Le Tréport and 17 kilometres off the city of Dieppe. The structure, nearly 54 metres tall and weighing approximately 1,900 tonnes, was entirely built at the Puerto Real shipyard. This is the second jacket that Navantia Seanergies built for Ocean Winds under a contract signed with the company in 2022. The first substation jacket, delivered a year ago, is already installed at the 488 MW Îles d'Yeu and Noirmoutier offshore wind farm. Navantia Seanergies, together with its partner Windar Renovables, is also responsible for the delivery of 62 wind turbine foundations for the Dieppe le Tréport offshore wind farm. At the beginning of this year, DEME completed the pre-piling campaign at the site and was gearing up for the jacket installation phase, scheduled to begin this summer. The transportation and installation of the offshore substation's pin piles, jacket, and topside will be carried out by DEME under a contract signed with the developer in 2023. The 496 MW offshore wind farm is being developed by Les Eoliennes en mer de Dieppe-Le Tréport (EMDT), a consortium comprising Ocean Winds, Sumitomo Corporation, and La Caisse des Dépôts. *(Source: Offshore Wind)*

FUGRO TO PERFORM GEOTECHNICAL SURVEY AT MORGAN AND MONA OFFSHORE WIND SITES

Fugro will carry out an offshore geotechnical survey at the Morgan and Mona offshore wind sites in the UK, starting on or around 2 June. Using its geotechnical drilling vessel **Fugro Synergy**, the company will be drilling, sampling and coring boreholes throughout the array areas, with the works estimated to be completed by 10 September. The vessel will be stationary at each borehole location

for up to three days to allow the samples and cores to be taken from the seabed, according to a Notice to Mariners from the project team. The Morgan and Mona offshore wind farms are proposed to be built by a joint venture between BP and EnBW at two sites located in the Irish Sea, approximately 22-37 kilometres from the UK coast. The joint venture secured leases for the project sites in the UK Round 4 leasing at the beginning of 2021. The following year, the developers received electricity generation licences for Morgan and Mona, and this year, the UK Planning Inspectorate completed the examination of the development consent order (DCO) applications for the two projects. In a Notice to Mariners issued in March, the Morgan and Mona project said a geotechnical survey within the array sites would start later that month and would be underway until 30 September. This work is being performed by Gardline's **Horizon Geodrill** vessel. BP and EnBW are developing three joint offshore wind projects in the UK: Morgan, Mona, and Morven, which have a combined projected capacity of 5.9 GW. Morgan and Mona offshore wind farms are each planned to have an installed capacity of 1.5 GW. *(Source: Offshore Wind)*

TERSAN LAUNCHED TWO NEW WIND SERVICE VESSELS!

Tersan Shipyard Successfully Launched the 3rd and 4th Offshore Wind Farm Service Support Vessels built for Acta Marine. Tersan Shipyard successfully launched the third and fourth Offshore Wind Farm Service Support Vessels built for Acta Marine. These ships will soon be named **Acta Gemini** and **Acta Aquarius** respectively. Four more are currently at sea and are undergoing outfitting, following the launch of the first two ships, NB1120 and NB1121, in July 2024. Designed by Ulstein Design & Solutions AS in collaboration with Acta Marine, these vessels were specifically developed to adapt to the evolving demands of the offshore wind market. The vessels offer high performance in personnel and cargo transfer operations thanks to their TWIN-X stern structure, integrated Walk-to-Work transition system, 3D motion-balanced crane and hotel-like accommodation facilities. The first two ships, NB1120 and NB1121, measuring 89 metres long and 19 metres wide, are designed to accommodate up to 88 personnel, while the third and fourth ships of the same dimensions offer expanded capacity for 135 people in 85 cabins. The ships have been integrated with the Motion Balanced Transition System called Walk-to-Work provided by SMST. This system, mounted on

height-adjustable towers, will provide safe personnel and cargo access to offshore wind turbines. In addition, the ships are equipped with 3D motion balanced cranes with a lifting capacity of 6 tons, also provided by SMST. In addition, these ships, which offer a large storage capacity with 500 square meters of closed and 500 square meters of open cargo space, are capable of performing safe transfers at waves of up to 3 meters and are built to operate efficiently in difficult sea conditions. Offering superior maneuverability and operational efficiency, the vessels will maximize efficiency by optimizing onboard logistics processes, while providing superior comfort for the crew. They will also contribute to sustainability goals by significantly reducing CO2 emissions thanks to their dual-fuel methanol propulsion system. The first two vessels are planned to be completed and delivered in the third quarter of 2025, while the remaining two vessels are planned to be delivered by the end of the year. *(Source: Deniz Haber)*

DREDGING NEWS

CHINA'S FIRST ECO-FRIENDLY LARGE-POWER CSD ENTERS SERVICE

China's first eco-friendly high-power cutter suction dredger (CSD) **Junchuan** is now fully operational in Yan'an, Shaanxi. In just one year, it aims to remove 6 million cubic meters of silt, an amount equivalent to filling six 80,000-seat stadiums. Watch the YouTube video HERE *(Source: Dredging Today)*

VAN OORD CONTINUES VITAL BEACH NOURISHMENT WORKS IN LINCOLNSHIRE

Van Oord has signed a new, 3-year contract with the UK Environment Agency to continue beach nourishment works along the Lincolnshire coastline. During the course of the contract, 3 annual campaigns of beach nourishment will be undertaken between Saltfleet and Gibraltar Point. “As a result of this award, Van Oord will continue the crucial works that commenced in the mid-1990s and that Van Oord has been undertaking continuously since 2015 to better protect the coastline against erosion. In addition to reducing flood risk, the works bring supplementary social and economic benefits by retaining the sandy beaches for a vibrant tourism industry,” the Dutch company said. “To support the sustainability ambitions of the Environment Agency and Van Oord, LNG-powered trailing suction hopper dredgers will be used to undertake the works, with support from land-based equipment that either uses biofuels or is hybrid electric powered.” The previous campaign conducted in 2024 by the Environment Agency and Van Oord was recognized with a Gold Award by the UK’s Considerate Constructors Scheme for its outstanding achievements in respecting the local community, caring for the environment and valuing its workforce. *(Source: Dredging Today)*

ANOTHER HID DREDGER SUCCESSFULLY LAUNCHED

HID Shipyard has successfully launched its latest cutter suction dredger, model **CSD4016**, marking a significant step into the commissioning and trial phase of this state-of-the-art dredging vessel. The newly launched **CSD4016** features a modular design and delivers powerful excavation and slurry transportation capabilities. This robust and fuel-efficient cutter suction dredger is equipped with a 400 mm dredge pipe and is capable of dredging up to -14 meters. It is specifically engineered for demanding environments such as river dredging, port expansion, and sand mining operations. With

a sleek, compact structure and an efficient layout, this dredger is equipped with a high-performance cutter head and a reliable hydraulic system—ensuring smooth operation and low maintenance costs. *(Source: Dredging Today)*

USACE APPROVES $131M FOR THE HOUSTON SHIP CHANNEL WORKS

Port Houston is about to receive $131 million in federal funding to advance the Houston Ship Channel construction and maintenance. On Tuesday, May 20, the Port Commission of the Port of Houston Authority met for its regular monthly meeting. Chairman Ric Campo opened the meeting with an update that the U.S. Army Corps of Engineers released their FY25 workplan, which includes $33 million allocated to the Houston Ship Channel Expansion, known as Project 11, construction and $98 million to operations and maintenance to keep the Houston Ship Channel dredged. According to the Port, USACE has approved the federal Assumption of Maintenance (AOM) for Segment 1B of the Houston Ship Channel (Redfish Reef to Bayport Terminal), in addition to Segment 1C (Bayport to Barbours Cut Ship Channel), which was approved in 2022. This marks the successful conclusion of a nearly five-year group effort and with these approvals Port Houston will save a net present value of nearly $380 million over the next 50 years. The organization is on track to complete the dredging activities in Segment 1C by late Q2/early Q3 2025, completing the Port Houston-led portions of Project 11 dredging. Completion of Galveston Bay beneficial use features is scheduled for Q4 2025. *(Source: Dredging Today)*

CURTIN MARITIME WINS THIMBLE SHOAL CHANNEL DREDGING CONTRACT

Curtin Maritime Corp., from Long Beach, California, has won an $8.6 million firm-fixed-price contract for maintenance dredging at the Thimble Shoal Channel. Bids were solicited via the internet with four received, the U.S. Department of Defense (DoD) said. Work will be performed in Norfolk, Virginia, with an estimated completion date of March 14, 2026. According to DoD, fiscal 2024 civil operation and maintenance funds, and fiscal 2025 Virginia Port Authority funds in the amount of $8,628,228 were obligated at the time of the award. The U.S. Army Corps of Engineers, Norfolk District, is the contracting activity. *(Source: Dredging Today)*

OILTECH DREDGING DELIVERS CSD FOR MARINA PROJECT IN THE CARIBBEAN

Oiltech Dredging Equipment has just announced the successful delivery of a state-of-the-art Cutter Suction Dredger (CSD) to support the development of a new marina harbor in the Caribbean. This new build dredger, designed to efficiently handle silt removal operations, marks a significant milestone in the ongoing expansion of marine infrastructure in the region, the company said. Equipped with the Warman dredge pump, the dredger ensures high performance and reliability for the dredging of harbors and marinas. “The integration of smart technology allows for optimized operations, reducing downtime and increasing efficiency, crucial for the successful execution of large-scale dredging projects,” Oiltech said. The marina harbor development will serve as a key economic asset for the region, supporting the growing demand for modern maritime facilities in the Caribbean. By providing deepwater access and maintaining navigable channels, this project is expected to enhance local maritime commerce and boost tourism, Oiltech concluded. *(Source: Dredging Today)*

YARD NEWS

LS MARINE SOLUTION READIES $252M FOR ASIA'S LARGEST CABLE LAYER

South Korean subsea cable contractor LS Marine Solution has revealed plans to build one of the world's largest cable-laying vessels (CLVs). The company said in a stock exchange filing on Tuesday it would invest KRW345.8bn ($252m) in a 13,000-ton-class newbuild, which will rank among the top five globally and be the largest in Asia in terms of cable loading capacity. The shipbuilder has yet to be selected, but LS Marine said it expects the CLV to be put into operation in the first half of 2028. The move is aimed at securing more large-scale high voltage direct current (HVDC) and offshore wind power projects and positioning the group as a global turnkey project provider in collaboration with LS Cable & System. According to the company, which currently operates three assets, the new vessel will be fit to lay both HVDC submarine cables and fiber-optic cables simultaneously. It will also feature advanced specifications found in only three similar vessels currently in operation worldwide. *(Source: Splash24/7)*

BRUNVOLL SECURES MAJOR CONTRACT FOR DFO'S NEW OSCV

Brunvoll, a leader in maritime propulsion systems, has been awarded a contract by VARD for the delivery of a complete propulsion and manoeuvring system package for Dong Fang Offshore's (DFO) new Offshore Subsea Construction Vessel (OSCV). The firm order covers one vessel with an option for a second, marking another milestone in Brunvoll's growing portfolio of offshore energy solutions. "We have great confidence in Brunvoll. We expect excellent service, strong performance, and long-term reliability from their thrusters throughout the operational life of our new OSCV. At

the same time, we hope this will be the first of many Brunvoll thrusters installed across our future fleet," says Mr. Polin Chen, CEO of Dong Fang Offshore. Brunvoll's delivery for the vessel consists of two azimuth propulsion thrusters, two resiliently well-mounted tunnel thrusters and a retractable azimuth thruster. The scope also includes Brunvoll's Propulsion and Thruster Control system, BruCon PTC. The DFO OSCV is of VARD 3 39 design and will have the following main particulars; Length over all of 121 meters, beam of 23 meters, 1.200 m2 work deck, and the capacity to house a crew of 130 persons in 90 cabins. The vessel is scheduled to be delivered in the second quarter of 2027. "We are excited to continue our strong collaboration with VARD, contributing to the advanced capabilities of Dong Fang Offshore's new Offshore Subsea Construction Vessel. We are grateful for the trust Dong Fang Offshore has placed in Brunvoll's solutions, and we look forward to supporting them throughout the vessel's lifetime." This project exemplifies Brunvoll's vision of being "trusted world wide", by delivering reliable and efficient propulsion and manoeuvring solutions tailored for demanding offshore operations," says Bernt Rune Riksfjord, VP Sales at Brunvoll. *(Source: Workboat365)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Sanmar Shipyards launches high-performance tug for new Greek customer*
   - *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*

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*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem (new)*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*
   - *SCRA - Casablanca by Jasiu van Haarlem*

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

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