

26th Volume, No. 45 **1963** – **"61 years tugboatman" - 2024** Dated 08 June 2025 Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry *Distribution twice a week 22.150+*

TUGS & TOWING NEWS.

MED MARINE TO BUILD VOLTRA: THE FIRST FULLY ELECTRIC TUG POWERED BY CATERPILLAR BATTERY SYSTEM



A bold new chapter is unfolding in the maritime industry as MED MARINE embarks on the construction of VoltRA-the first fully electric tugboat powered by Caterpillar's Lithium advanced Iron Phosphate (LFP) battery system. This groundbreaking collaboration was further solidified with the signing of a Letter of Intent (LOI) between MED MARINE and Borusan Cat on June 3rd, during the Nor-Shipping 2025 exhibition in Oslo, marking a shared

commitment to shaping the future of sustainable maritime solutions. VoltRA marks the beginning of a new age that seamlessly blends cutting-edge technology with environmental responsibility and redefines the future of sustainable tugboat operations. Developed in collaboration with Borusan Cat and Caterpillar, the integrated battery system is the heart of the VoltRA series, offering a highperformance and future-focused alternative to conventional propulsion methods. Designed with dual power sources, the tug combines the trusted reliability of diesel generators with the innovative advantages of LFP battery technology. This hybrid configuration allows for seamless transition between electric and hybrid modes, providing unmatched operational flexibility. Beyond its environmental credentials, VoltRA is built for durability and performance. Caterpillar's LFP battery packs are equipped with an intelligent Battery Management System (BMS) that ensures optimal temperature, voltage, and current control, minimizing maintenance while maximizing safety and efficiency throughout the vessel's lifecycle. Set to be launched next year, the first VoltRA tugboat will pave the way for a family of five distinct models, offering bollard pulls ranging from 40 to 90 tons. From compact harbour operations to large-scale terminal support, the VoltRA series is designed to meet the wide-ranging demands of modern maritime operations, with each vessel carrying escort notation. "VoltRA represents more than a technical achievement—it's a clear statement about the direction our industry must take," said Yıldız Bozkurt Ozcan, General Manager of MED MARINE. "As ports around the world prepare for a carbon-neutral future, MED MARINE is proud to lead this transformation by investing in smart, efficient, and environmentally responsible solutions." Speaking at the ceremony, Borusan Cat Marine Director Ilker Ozgur Dogruoz expressed the company's

satisfaction with its longstanding and successful partnership with Med Marine, saying: "Our primary goal is to provide our customers with the solutions they need, under any circumstances. Collaborating with Med Marine on this important project, now also featuring our new Cat Battery Systems, will mark a new milestone in our partnership. We are fully confident that this project will serve as a model for many others around the world." Shaped by MED MARINE's



deep-rooted expertise and forward-looking vision, **VoltRA** is not merely a tugboat, but a bold step toward cleaner, quieter, and more conscious maritime operations. (*PR-MedMarine*)



ANOTHER VESSEL BUILT AT THE ZIGH SHIP REPAIR AND CONSTRUCTION YARD HAS BEEN COMMISSIONED



The "Sarsang" tugboat, built at Zigh Ship Repair and the Construction Yard of ASCO, a company within AZCON Holding, has been commissioned. The vessel has been incorporated into the Caspian Sea Oil Fleet. The "Sarsang" tugboat measures 24.72 meters in length, 6.60 meters in beam, with a hull height of 3 meters and a draft of 1.6 meters. It can operate at a maximum speed of 9 knots and has a deck cargo capacity of up to 3 tons.

This is the sixth vessel of its kind built at the Zigh Ship Repair and Construction Yard. Previously, similar vessels named "ASCO 1", "Terterchay", "Hekerichay", "Bergushadchay", and "Azikh" were also put into operation. The vessel was designed by engineers from "ASCO Engineering" LLC in accordance with international standards. The tug is intended for towing and manoeuvring operations in port waters, at anchorages, and within coastal areas up to 20 nautical miles from shore. It is also used for transporting crew, personnel, and various deck cargoes. It should be noted that since 2017, in addition to providing professional ship repair and marine engineering services, the Zigh Ship Repair and Construction Yard has been engaged in certified shipbuilding activities. (*PR-ASCO*)



GRAMMA LEE T. MORAN; A MODERN MARITIME WORKHORSE

This commission given by Moran Towing was made in honor of the chairman's wife. The painting therefore has the atmosphere of a sunset and the ship is sailing away from the viewer. These choices process the story into my visual language. Moran's beautiful color scheme with the signature 'M' was a great pleasure to paint for me as a maritime artist. The Gramma Lee T. Moran is a symbol of



America's towing industry at its finest. I was honored to create this painting for one of the oldest and most respected maritime towing companies in the United States. The painting is 45 x 65 cm. Interested parties can contact the painter, W.J. Hoendervanger, via the following email address hoendervanger.willemjohan@gmail.com or visit his website www.oceanlinerart.com.

SP CHAIKA (ARKHANGELSK) PLANS TO LAY DOWN TWO ARC4 CLASS TUGS IN JULY 2025

In total, it is planned to build four such vessels. "SP Chaika" (Arkhangelsk) plans to lay down two Arc4 ice-class tugs in mid-July 2025. This was announced by Dmitry Chernov, the general director of the enterprise, at the round table "Prospects of the tugboat market in Russia: technologies, demand

and opportunities" (organized by PortNews, Nordic Engineering and the Admiral S.O. Makarov State



University of Maritime and Inland Shipping). According to him, by now 95% of the equipment for these tugs has already been contracted, and working and the design documentation been has prepared. It is also planned to build two more similar vessels. In the future, it is planned to build tugs of a lower ice class Chaika" (Ice3). "SP was founded 2024 in and

specializes in the construction of tugboats. It is part of the Arctic Shipping transport group, which has dry cargo vessels in its fleet that deliver cargo to the Arctic. The total deadweight of the vessels is more than 300 thousand tons. *(Source: PortNews)*

MARITIME PARTNERS TAKES DELIVERY OF MITSUBISHI-POWERED TOWBOAT M/V JOAN PLUCK

In support of its bareboat charter and vessel leasing service, Maritime Partners has added the M/V Joan Pluck to its portfolio of inland towboats. Built by FMT Shipyard & Repair in Harvey, La., the new vessel is powered by twin Mitsubishi S6R2-Y3MPTAW Tier 3 engines, supplied by Laborde Products and each delivering 803 horsepower at 1,400 rpm. The M/V Joan Pluck features a proven design found on Mitsubishi-powered other vessels in Maritime Partners'



portfolio, including the M/V **Parker Brooks**, and reflects the company's continued investment in reliable, efficient assets to support its charter clients across the inland waterways. "Our charter customers expect dependable equipment that keeps their operations on track," said Austin Sperry, co-founder & president of Maritime Partners. "That's why we continue investing in assets that do exactly that." "The **Joan Pluck** is another example of how Maritime Partners is building a portfolio focused on long-term asset value and operational consistency," said Brian Laborde, president & CEO of Laborde Products. "Mitsubishi engines support that with a platform their customers know and trust." Maritime Partners is one of the largest providers of maritime assets, vessel leasing solutions, and construction financing in the United States, offering flexible equipment options across the inland river system, Gulf Coast, and beyond. Laborde Products is a commercial marine engine distributor providing repowers, new vessel builds, and auxiliary power systems for operators across the inland

river system, Gulf Coast, East Coast, and Great Lakes. Laborde supplies Mitsubishi, Scania, Steyr, and Yanmar engines. *(Source: MarineLog)*



VAN WIJNGAARDEN MARINE SERVICES SIGNS LOI WITH KOOIMAN MARINE GROUP FOR NEXT-GENERATION DP2 MULTI PURPOSE VESSEL



We are proud to announce that Wijngaarden Marine Van Services has signed a Letter of Intent (LOI) with Kooiman Marine Group for the design and construction of а nextgeneration DP2 Multi Purpose Vessel (MPV) 4716. This agreement marks а new milestone in the commitment of Wijngaarden Marine Van innovation. Services' to sustainability, and operational versatility across their fleet and the Kooiman Marine Group custom design capabilities. The

vessel will be built to the highest standards, incorporating the latest in IMO Tier III emissions and ULEV (Ultra Low Emission Vessel) compliance. With a diesel-electric / hybrid propulsion system, it offers both efficiency and environmental responsibility. *Vessel Highlights:* • Length: 47.00 meters |

Beam: 16.00 meters | Draft: 2.60 meters; • DP2 class with diesel-electric hybrid propulsion; • Deck equipment: 2 deck cranes (17 ton at 21 outreach), tow/AH meters winch (50/220)ton pull, 250/250 hold); ton Accommodation: 27 crew (13 single and 7 double cabins). Designed for maximum



Deployability This newbuild MPV is engineered for ultimate flexibility, whether in shallow waters,

anchor handling operations, subsea work, or supporting offshore and renewable energy projects. With its compact footprint and powerful capabilities, it will significantly expand the ability of Van Wijngaarden Marine Services to serve clients around the world. *Comfortable and Capable* The vessel's modern accommodation is tailored for extended missions, ensuring comfort and space for a full crew. The mix of single and double cabins reflects our ongoing commitment to crew welfare and operational efficiency. At Van Wijngaarden Marine Services, we continue to invest in versatile, sustainable, and future-ready vessels that meet the evolving needs of our clients and global maritime operations. We are excited to move forward with Kooiman Marine Group. a shipyard known for



excellence in custom-built vessels and look forward to sharing more as this newbuild MPV takes shape. Name to be revealed soon. Marine Kooiman Group possesses all the expertise for the design, required construction, and delivery of new vessels. Craftsmanship and a strong focus on quality

form the foundation of the custom design for this highly versatile vessel, which is built to meet a wide range of operational requirements. We are proud to be developing this groundbreaking multipurpose vessel in close collaboration with Van Wijngaarden, and to be constructing it entirely at our own shipyard. By carrying out the hull construction in the Netherlands as well, this vessel will truly be a Dutch-built product. The design complies with the latest offshore standards and is optimized for minimal energy consumption. (*PR-Kooiman Group*)

SISTER RASTAR 3200-CL TUGS SET SAIL FOR COATZACOALCOS, MEXICO

Cheoy Lee Shipyards have recently said "Adios" to two RAstar 3200-CL tugs bound for Coatzacoalcos, Mexico. CMM Azteca and CMM Mexico will sail on their own bottom all the way from Kong and begin Hong operations in Mexico as part of Compania Maritima Mexicana SA DE CV's fleet (an affiliate company of Boluda Towage). These two tugs are the latest deliveries in the very successful RAstar



3200-CL series, which Cheoy Lee has been building since 2013. In these 12 years Cheoy Lee has built and delivered 29 tugs to this design, finding homes for all of them in ports far and wide. The successful approach of applying customizations and offering flexible equipment selections for each hull has enabled a multitude of Owners and operators to find the perfect fit for their specific operations and operating areas, and today you can find one of these hulls operating on almost every continent. Particulars of the RAstar 3200-CL series escort tugs are: Length overall: 32.0 m; Beam,



moulded: 12.8 m; Depth, moulded: 5.37 m; Gross tonnage: < 500. The CMM with tugs comply all applicable Rules and Regulations of Lloyd's Register, with the notation: ₩100 A1 Escort Tug, Fire-Fighting Ship 1 (2400 m3/h) with Water Spray, *IWS, ★LMC, UMS. *Tank capacities* are as follows: Diesel Fuel oil: 154 m3; Potable water: 55 m3; Fi-Fi Foam: 12.7 m3; During sea trials both CMM RAstar

3200-CL escort tugs exceed expectations with the following performance metrics: Bollard pull, ahead: > 83 tonnes; Free running speed, ahead: > 13.4 knots. *(PR-Robert Allan Ltd)*



A REMARKABLE VOYAGE FOR A DANISH FAMILY-OWNED TUGBOAT COMPANY

We are proud to announce that our tugboat Hunter has just embarked on the longest tow in our company's history. She departed from Stathelle, Norway on the 7th of May, bound for Malaysia, towing three long pipes. The route takes her around the Cape of Good Hope, with an expected arrival in September 2025. By the time she reaches her destination, Hunter will have covered more than 13,000 nautical miles — an impressive feat for a small,



family-owned tugboat company based in Denmark. We thought this journey might be of interest to



your magazine and could perhaps serve as the basis for a short article or feature. It's a significant voyage from our perspective — and one we believe could resonate with your readers as well. We'd be happy to provide interviews, images, technical details, and ongoing updates from the journey. Watch the YouTube video <u>HERE</u> (*PR-NHTowage*)

DRY DOCK COMPLETION - SHOALBUSTER "DUKE OF NORMANDY"

The third successful dry docking in a row for Ports of Jersey at Damen Shipyards, this time for the Shoalbuster "Duke of Normandy." An extensive dry docking period was completed, including a full hull treatment, her 4th!! renewal survey, and major overhauls and refits on critical systems and secondary systems. We're proud to have supported



this vessel through her transition to her next chapter. Following the completion of our scope for Ports of Jersey Marine Services, we also assisted with reflagging and renaming as she moves forward



under the new management of Lead Marine Contractors Limited and MARNEX. Now the freshly prepared and rebranded, "ELDA" is ready for many more years of service ahead. We are proud announce our first to commercial management tug with owners Lead Marine Contractors Limited! The shoalbuster 2609 "ELDA" with FiFi, A-Frame & Plough, Survey Moonpool and a

bollard pull of 27.6 tons is available from the Netherlands for unrestricted employment. *(Source: Landfall-Marnex)*

LIGHTNING VISIT FAIRPLAY-62

On its way to the Rotterdam port area, the tug Fairplay-62 of the Fairplay Towage Group from Hamburg briefly moored at one of the jetties at the Blue Port Centre last Saturday. The 33-metre long tug has a pulling force of 66 tonnes and was launched in 2006 under the name **Bugsier 2** at the K. Damen shipyard in Hardinxveld-Giessendam. The tug will sail under its current name from 2023. It is a sister



of the Fairplay-63 that recently visited Den Helder. (Source: www.maritiemdenhelder.eu; Photo: Wim Albers)





U.S. COAST GUARD'S NEW ARCTIC ICEBREAKER USCGC STORIS SETS SAIL ON MAIDEN VOYAGE

The U.S. Coast Guard has marked a significant milestone in its Arctic capabilities with the maiden voyage of its newest icebreaker, USCGC **Storis** (WAGB 21), departing from Pascagoula, Mississippi. The deployment represents the service's first polar icebreaker acquisition in over 25 years and comes at a crucial time for U.S. interests in the Arctic region. The vessel, formerly known as **Aiviq**, was acquired from Edison Chouest Offshore in December 2024 for \$125 million. The contract included vessel delivery, reactivation, certification, modifications, crew training, and sea trials. Built in 2012 for Shell's offshore oil exploration in Alaska, the **Storis** is considerably newer than its counterparts in the Coast Guard's icebreaker fleet – the **Healy** (1997) and **Polar Star** (1973). Under the command of Capt. Keith M. Ropella, former commanding officer of the **Polar Star**, the **Storis** operates with an innovative hybrid crew structure combining military cutter men and civilian mariners. The vessel's Polar Class 3-equivalent ice certification puts its capabilities on par with the medium icebreaker **Healy**. The timing of this deployment is particularly significant, as Russia and China last summer conducted their first joint Arctic patrol north of the Bering Strait near Alaska. The **Storis** will play a crucial role in expanding U.S. operational presence in the Arctic while the Coast Guard's broader

strategic vision includes building a fleet of eight to nine polar icebreakers, supporting the



President's initiative to acquire at least 40 new icebreakers. Currently, the service operates three polar icebreakers, 21 domestic icebreakers, and 16 icebuoy capable tenders. Construction of the first new heavy icebreaker in 50 years is underway Bollinger at Shipbuilding in Mississippi, with completion expected around will 2030. The **Storis** be commissioned this August in Juneau, Alaska, its future permanent homeport. However, it will temporarily operate from

Seattle alongside the Coast Guard's other polar icebreakers until shore infrastructure improvements in Juneau are completed. The vessel is the second in Coast Guard history to bear the name Storis, following the original "Galloping Ghost of the Alaskan Coast," which conducted icebreaking operations in Alaska and the Arctic for 64 years before its decommissioning in 2007. The vessel's acquisition, funded through the Don Young Coast Guard Authorization Act of 2022 and fiscal year 2024 appropriations, is part of the Coast Guard's Force Design 2028 (FD2028) initiative, announced by Secretary of Homeland Security Kristi Noem. The transformation plan aims to enhance the service's readiness and capabilities through focused improvements in personnel, organization, contracting, acquisition, and technology. *(Source: Marex)*

Now under construction: EuroTug 3413 NEPTUN POWER

Now under construction: EuroTug 3413 **Neptun Power**. Delivery expected in August 2025! The robust, efficient and flexible design of the AH Tug makes it one of the best vessels for anchor handling, dredging support and long distance towages. The AH Tug can be adapted to perfectly fit any project within a short time. The EuroTug is classed Bureau



Veritas I \bigstar HULL • MACH • AUT-UMS • DYNAPOS AM/AT, Tug, Special Service, Multipurpose vessel, Unrestricted Navigation, Ice Class 1D, Clean Ship, GMDSS Area A3. *She has the following specifications:* Length o.a. 34,20 meters; Breadth Mld. 13,40 meters; Draft Min. 2,80 meters; Draft Max. 3,20 meters; Gross Tonnage. 499 tons; Netto Tonnage 149 tons. The three Caterpillar C-32 SCAC EPA T4 Imo III turbo charged and Electic motor develops an total power of 3810 kW at 1,800 rpm (2910 kW diesel engines + 900 kW electric motors0 and performed a free sailing speed of 10 knots and a bollard pull of 65 tons. *(PR-Neptune)*

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LIBERIA CERTIFIES FIRST HOMEGROWN MARINE PILOT AND TUG MASTER



APM Terminals Liberia and Svitzer have officially presented Capt. Sam Jabbah and Capt. William Adolphus Lassanah as the country's first certified Liberian marine pilot and tug master, respectively. Their certification marks a significant milestone in a local capacity-building initiative aimed at strengthening Liberia's workforce. maritime The ceremonies presentation took place on 21 and 22 May at the National Port Authority (NPA) and Liberia Maritime Authority (LiMA). The appointments form

part of a broader 'Liberianization' programme led by APM Terminals and Svitzer to reduce reliance on foreign expertise in marine operations. "For decades, Liberia has depended on foreign pilots and tug masters," said Etienne Saint-Jean, Head of Operations at APM Terminals Liberia. "This achievement is a major step toward building a sustainable local talent pipeline." Marine pilots and tug masters are essential to safe and efficient port operations, particularly in guiding and manoeuvring vessels through harbour waters. The training, conducted abroad, included rigorous international certification. NPA Managing Director Sekou A.M. Dukuly and LiMA Commissioner Cllr. Neto Zarzar Lighe Sr. praised the achievement, highlighting its alignment with national goals for economic selfreliance and competitiveness. Additional Liberian trainees are currently undergoing similar training to become marine engineers, pilots, and tug masters. "This is just the beginning," said Jan Buijze, Managing Director of APM Terminals Liberia. "We are committed to expanding the programme to fully equip Liberia with skilled marine professionals." *(Source: Africa Ports & Ships)*

BATTERY-ELECTRIC TUGS EMIT LOWER URN IN SENSITIVE SEA AREAS

Research has discovered ways to reduce underwater-radiated noise from tugs as this becomes a growing concern for ports and coastal communities. Tug designers are working to reduce underwater-radiated noise (URN) from tugboats operating in ports and coastal areas as this becomes increasingly important to regulators and national authorities. Understanding URN from tugs and finding ways to reduce it, through design and operational adjustments, has become crucial to meeting the noise-

reduction goals of port authorities and coastal communities. Robert Allan Ltd has spearheaded

research and development efforts to measure and characterise URN from modern azimuth stern drive (ASD) escort and harbour tugs. The Canadian naval architecture group used measurements from recent studies to develop the impact metrics of URN on cetaceans and to validate its new inhouse URN simulation tool, TugEM. This is a predictive tool for underwater noise that can be used at the tug design stage to evaluate options for reducing URN



to meet international standards. It will help shipyards and owners achieve URN reduction goals while understanding how tugs affect marine life. Robert Allan's research was supported by the Innovation Centre of Transport Canada through the Quiet Vessel Initiative and the Innovative Solutions Canada grant stream. Key findings from these studies include that URN from tugs varies widely based on the type of ASD tug operations and their powertrains, says Robert Allan's noise and vibration analyst, Giorgio Burella. He says URN varies considerably during a working day as tugs undertake towage operations, transit between ship-handling jobs and remain on standby in case of emergencies. "URN from transits and bollard pull increases as prime mover power increases," he explains. "Machinery noise tends to dominate at low-power operations, such as low-speed transits, while propeller noise and cavitation tend to dominate high-power operations, for example during full-power bollard pull operations." For the research, URN measurements were taken in an inlet near Vancouver, British Columbia during a series of sea trials of ASD tugs in various operating states, including transits at different speeds and bollard pull operations. The tugs tested were equipped with two different powertrains, one with diesel-mechanical propulsion and the other with battery-electric propulsion. URN measurements were used by a tug owner to obtain a quiet ship notation from classification society ABS for one of the vessels. Results show that, during transits, the battery-electric tug was substantially quieter (by 10 dB) than the diesel-mechanical tugs, primarily due to the absence of diesel machinery noise on the electric-powered tug. "The use of battery-electric propulsion can significantly



decrease URN levels compared conventional dieselwith mechanical propulsion during transit," says Mr Burella. "However, during bollard pull operations, the noise levels for all tugs were comparable since noise levels are dominated by propeller cavitation rather than machinery noise." Impact on cetaceans To assess the impact of URN on cetaceans, four developed metrics were specifically for the southernresident killer whale (SKRW)

population in British Columbia. These metrics evaluated the effects of URN on SKRWs' ability for

echolocation foraging, communication masking, behavioural changes, and the potential short and long-term consequences on the orcas' hearing systems. "Findings demonstrated how as URN levels decrease, the impact on SKRW also diminishes, with no significant threat to their hearing systems from tug noise," says Mr Burella. TugEM integrates with RAptures, Robert Allan's inhouse tool used to compare alternative powertrains in terms of operational cost, capital expenditure and gaseous emissions, under user-defined operational profiles. URN prediction models are based on semiempirical and first-principle relationships to calculate noise across a variety of powertrain and reduction options. Predictions can be done early in the concept design phase, with inputs including operational profiles, propulsive equipment selection and noise source/transmission data. TugEM is undergoing validation through further data collection and by using high-fidelity simulations from finite element, statistical-energy analysis for the machinery noise component, and computational fluid dynamics for the propeller noise component. *(Source: Riviera by Martyn Wingrove)*

ACCIDENTS – SALVAGE NEWS

NTSB: OVERWHELMING TOWLINE FORCE CAUSED LOSS OF TOWBOAT IN SEVERE STORM

The NTSB concluded that the loss of a towboat off the Louisiana coast in May 2024 was due to the vessel being overwhelmed during a sudden, severe storm. While the crew of the towing vessel **Baylor J**, **Tregre** was unable to maneuver in an attempt to save the vessel due to overwhelming towline force, the report also highlights the lack of an emergency release and some issues with the vessel that might



have accelerated its loss. The towboat, which was built in 1997 and 67 feet long, was towing a 260foot long barge loaded with a production platform and helideck bound for an offshore site. They had departed Houma, Louisiana, but due to the height of the platform were required to sail offshore instead of the Gulf Intercoastal Waterway. It was midday on May 13 with the vessel approximately 60 miles from its destination. The weather was good with 3 to 4-foot seas and wind of 9 to 13 knots. The crew had checked weather reports and was receiving information from its shoreside office. They had a report of possible thunderstorms. The tow was traveling and 4 to 5 knots. The mate was navigating when he observed a storm forming and made changes to the course but the line of thunderstorms appeared to shift to a circle and the wind began to intensify "at a very quick rate." It was possibly hailing but they never determined if a waterspout had formed. The captain and mate later estimated for investigators that the winds could have been 85 to 100 mph (74 to 87 knots). The vessel was losing speed and had started to heel. The mate was attempting to reposition the vessel but as the situation quickly deteriorated the vessel was heeling at 45 degrees. They had lost sight of the barge in the storm but it had moved alongside the towboat with the crew later reporting the line was taught "like a banjo string." The captain ordered the mate to turn the barge loose. He attempted but reported to the captain it was impossible. The NTSB highlights in the report that the vessel did not have an emergency release and none is required under the regulations. Even if the mate had been able to reach the controls in the doghouse, it required the winch engine to be running, which it was not. The captain was attempting to change the heading but by then the port quarter of the towboat was underwater. They believed the starboard rudder and propeller were out of the water. They made a distress call and moments later the vessel lost electrical power and the engines stopped running. Seas were now 6 to 7 feet. The crew had to climb out of the tilted wheelhouse and one deckhand fell into the water. The others had to follow as the vessel sank. The self-deploying liferaft worked and they were eventually able to make it to the raft. The emergency beacon was also located and the Coast Guard was able to rescue the four crewmembers, although one suffered minor injuries. When the towboat was recovered, the NTSB reports some of the fiddley blowers on the second deck were missing and might have contributed to the flooding. Also, some of the sealing gaskets were found deteriorated on the exterior doors. The casualty, which resulted in \$2 million in damages, they attributed to the overwhelming towline forces during the storm and the inability to complete an emergency release of the barge. The heeling became unrecoverable for the vessel. (Source: Marex)

US COAST GUARD RESPONDING TO FIRE ON CAR CARRIER 'MORNING MIDAS' OFF COAST OF ALASKA; 800 ELECTRIC VEHICLES ON BOARD



The US Coast Guard is reporting no injuries among the 22 crew aboard the medium-size car carrier. **Morning Midas** is capable of carrying around 6,000 motor. The U.S. Coast Guard is responding to a fire on board the 600-foot car carrier **Morning Midas** carrying hundreds of electric vehicles approximately 300 miles off the coast of Alaska.

The vessel departed from Yantai,

China on May 26 with destination Lázaro Cárdenas, Mexico where it was expected on June 15. According to shipping database Equasis the 2006 Morning Midas is owned by Hawthorn Navigation Inc. out of London with management by Zodiac Maritime Limited. Zodiac Maritime has confirmed the vessel is loaded with around 3,000 vehicles, 800 of which are electric vehicles. Smoke was initially seen emanating from a deck carrying electric vehicles, according to the statement. The Coast Guard is reporting no injuries among the 22 crew, who abandoned ship via lifeboats and transferred to a nearby merchant vessel. Several container vessels, including the 3,600 TEU Manukai and the 9,469 TEU Cosco Hellas have apparently altered course to assist. The vessel was previously involved in a pollution event which resulted in a fine for the former owner UK-based Lombard Corporate Finance Limited, by the Australian Maritime Safety Authority (AMSA). The charges go back to an August 2012 collision between a pilot vessel and the car carrier. The recent rise in electric

vehicles equipped with lithium-ion batteries poses a potential fire risk aboard vehicle carriers. In April car carrier M/V **Delphine** carrying 110 electric vehicles caught fire in Belgium's Port of Zeebrugge's outer harbor. The blaze originated on one of the cargo decks of the vessel. **Morning Midas** is capable of carrying around 6,000 motor vehicles. *Zodiac Maritime released the following statement to gCaptain:* • Zodiac Maritime has launched an emergency response following reports of smoke emanating from its managed vehicle carrier, **Morning Midas** (IMO: 9289910). • The incident occurred at around 00:00 UTC on 3 June 2025 in the Pacific Ocean, during the vessel's passage to Lázaro Cárdenas, Mexico. • All crew are safe and accounted for, with no reports of injuries. • The vessel is loaded with around 3000 vehicles, 800 of which are electric vehicles. Smoke was initially seen emanating from a deck carrying electric vehicles. • The crew immediately initiated emergency firefighting procedures using the vessel's onboard fire suppression systems. However, despite their efforts, the situation could not be brought under control. • In consultation with the United States

Coast Guard all 22 crew were safely evacuated via lifeboat and have been transferred to a nearby merchant vessel. • The relevant authorities have been notified, and we are working closely with emergency responders with a tug being deployed to support salvage and firefighting operations. • Our priorities are to ensure the continued safety of the crew and protect the marine environment. • We would like to thank all parties



involved for their assistance. • Morning Midas (IMO:9289910) is a Liberian-flagged Pure Car and Truck Carrier (PCTC), built in 2006. She is managed by London headquartered Zodiac Maritime. *(Source: gCaptain; Photo: Dave Wallace/MarineTraffic and U.S.C.G)*



Resolve Marine Mobilizes Salvage Team to Combat Fire on Car Carrier Off Alaska

Zodiac Maritime has appointed Resolve Marine to lead salvage operations for the vehicle carrier **Morning Midas**, which continues to burn approximately 300 miles south of Adak, Alaska. The incident began around 00:00 UTC on June 3 when smoke was observed emanating from a deck

carrying electric vehicles during the vessel's passage from Yantai, China to Lázaro Cárdenas, Mexico.



Despite the crew's activation of emergency firefighting protocols and deployment of onboard fire suppression systems, the intensity of the fire forced crew to abandon ship. All 22 crew members were safely evacuated via lifeboat and rescued by the good samaritan M/V Cosco Hellas, with no injuries reported. The first salvage tug, carrying specialists and specialized equipment, is expected to arrive at the scene around June 9. An additional fire-fighting tug with

ocean towage capability is also being arranged. In the meantime, Zodiac Maritime maintains vessel tracking through satellite-connected systems, though onboard condition monitoring remains limited. According to the U.S. Coast Guard, the 600-foot Pure Car and Truck Carrier (PCTC) was transporting 3,159 vehicles, including 65 fully electric vehicles and 681 partial hybrid electric vehicles. The vessel is also estimated to be carrying approximately 350 metric tons of gas fuel and 1,530 metric tons of very low sulfur fuel oil. According to the most recent Coast Guard overflights, the **Morning Midas** remains afloat but continues to burn with visible smoke coming from the vessel. No water pollution has been reported. This incident adds to a series of notable car carrier fires in recent years, including the **Fremantle Highway** (2023), **Felicity Ace** (2022), and **Sincerity Ace** (2018). These previous incidents resulted fires that continued to burn for several days, with the **Felicity Ace** ultimately sinking while the others remained afloat. The **Morning Midas**, built in 2006 and flying the Liberian flag, is managed by London-headquartered Zodiac Maritime. The vessel departed China on May 26 and was originally scheduled to arrive in Mexico on June 15. *(Source: gCaptain)*

IN BREST, MINOR REPAIRS WILL BE CARRIED OUT ON THE TUG HULK BEFORE THE BAY OF BISCAY

You can be called Hulk and still be prone to minor malfunctions! That's what happened to the registered tugboat in Saint Vincent and the Grenadines named after the green giant. Departing from Assens, Denmark, on May 30, 2025, the southbound vessel was forced to divert to Brest following an electrical problem caused by a faulty transformer, as well as problems with its compass. It



therefore diverted to Brest on Wednesday, June 4. Moored at the eastern quay of the fifth dock of the commercial port, it will undergo repairs there for two days. *(Source: Le Telegramme)*

Advertisement



OFFSHORE NEWS

SOLSTAD REVEALS DETAILS OF \$210M PETROBRAS AHTS DEALS



Norwegian offshore vessel owner Solstad Offshore has disclosed the details of two AHTS contracts with Brazilian oil and gas giant Petrobras. The company won the contracts for two at the time unnamed anchor handling tug supply (AHTS) vessels, as well as the 2002-built for Normand Flower construction support vessel (CSV) in late April. The

company divulged no particulars except that the AHTS deals would be covered by two vessels from the Solstad Maritime fleet, and that one of them would include ROV services. The offshore vessel owner has now stated that it will use the 2014-built **Normand Sigma** and **Normand Sirius** vessels for the duration of the contract, which will start in the first quarter of 2026. The contracts will each have a duration of four years and a combined gross value of approximately \$210m. The vessels will be on bareboat contracts from Solstad Maritime to Solstad Offshore, which is the contract holder with Petrobras. Solstad Offshore holds 27.3% of the shares in Solstad Maritime. *(Source: Splash24/7)*

Kongsberg Maritime to equip new offshore construction vessels for Sea1 Offshore

Kongsberg Maritime and Sea1 Offshore will collaborate on a study to measure emissions reductions. Kongsberg Maritime will supply a comprehensive equipment package for four new offshore construction vessels (OCVs) to be built at Cosco Nantong for Norwegian offshore services provider

Sea1 Offshore. Kongsberg Maritime and Sea1 Offshore will also collaborate on a study to accurately assess emissions reductions achieved with Kongsberg's equipment. The equipment package includes K-Pos dynamic positioning systems, integrated control and systems, navigation battery hybrid DC electrical systems, as well as all main propulsion and thruster units. "Our integrated systems will enhance vessel significantly efficiency and reduce emissions," said Ottar



Ristesund, VP Sales Offshore at Kongsberg Maritime. He added: "We are collaborating with Sea1 on an in-depth benchmark study to assess emission reductions of the many individual measures incorporated into the design and our deliverables. This insight may increase the awareness of the efficiency potential of operations as well as provide insight into future vessel designs." The batteryhybrid DC power and propulsion system allows for single-engine usage for most of the vessels' operational time. The high-capacity shore connection, battery system, and Energy Control System, allow for zero emission operation during port stays and loading procedures. The energy management system incorporates energy flows from the 250t hybrid electric crane, gangways and ROV, ensuring high energy efficiency. It also captures regenerative power and balances the use of batteries with variable speed engines, whether running on diesel, biodiesel, or methanol. The new OCVs will enjoy improved safety and energy efficiency thanks to the Kongsberg K-Pos dynamic positioning systems with permanent magnet motors on all her azimuth thrusters. Delivering Smarter, Greener Offshore Vessels Explore how Kongsberg Maritime's integrated systems are driving the future of offshore operations. From hybrid propulsion to dynamic positioning and energy management, our full-scope delivery to Sea1 Offshore showcases the power of efficiency and innovation in action. (PR-Kongsberg)

MSC COMPLETES PURCHASE OF CONTROL OF WILSON SONS FOR R\$4.35 BILLION

Wilson Sons reported that MSC Mediterranean Shipping Company has completed the acquisition of control of the company for R\$4.35 billion, equivalent to R\$17.50 per share. With the completion of the transaction, MSC acquired 248,664,000 common shares issued by the company, corresponding to approximately 56.39% of the total and voting share capital. Considering, additionally, the prior acquisition of 52,917,348 shares, carried out on the stock exchange, MSC now holds a total of 301,581,348 common shares, representing approximately 68.39% of the company's share capital. Consequently, the seller no longer holds any equity interest in the company. As a result of the transaction, the company has received letters of resignation from William Henry Salomon and Christopher Robert William Townsend as members of the Board of Directors. Additionally, Hugues Ronan Favard (Chief Investment Officer of MSC Mediterranean Shipping Company SA) and Elber Alves Justo (Chief Executive Officer of MSC Mediterranean Shipping do Brasil Ltda.) have been elected to join the Board of Directors. The buyer informed that it will file a request with the

Brazilian Securities and Exchange Commission (CVM) for registration of a unified public offering for



the acquisition of shares, with the objectives of granting minority shareholders the right to sell their common shares issued by the company, cancel the company's registration as an issuer of securities with the CVM and promote the Company's delisting from the Novo Mercado segment of B3. "The unified public offering will be intended for the acquisition of all common shares issued by the company, except those held by the buyer

himself, at a price at least equal to that paid in the transaction, monetarily updated by the reference rate of the Special Settlement and Custody System (Selic), from the end of the transaction until the date of the auction, to be paid in cash and in national currency to the shareholders who adhere to the unified public offering", detailed the statement. *(Source: Safras)*

Advertisement



VARD DELIVERS TWO OF THE WORLD'S FIRST VESSELS WITH CYBER NOTATION FOLLOWING NEW REGULATIONS

VARD, one of the major global designers and shipbuilders of specialised vessels, and a subsidiary of the Fincantieri Group, is proud to announce that it has delivered two of the world's first vessels with cyber notation according to the new mandatory regulations from July 1st, 2024. Both the CSOV Grampian Kestrel to North Star and the CSOV



Purus Chinook for Purus are delivered in accordance with the new mandatory cybersecurity

requirements and class notation. Cybersecurity notations provide demonstrated cybersecurity readiness where cyber resilience is integrated into every stage of VARD's shipbuilding process, from concept to delivery. Enhancing the vessels' capability to withstand cyberattacks, to operate while under attack and the ability to recover from an attack. "At North Star, digital resilience is as critical as operational reliability. The Grampian Kestrel reflects our commitment to pioneering secure, future-ready vessels that protect both our people and our operations," says James Bradford, Chief Technology Officer, North Star. "Working closely with VARD and Lloyd's Register, we've ensured that cyber security is not an afterthought but a core element of the ship's DNA; designed, integrated, and tested from the outset. This milestone underscores our dedication to safety, innovation, and setting new standards for the offshore industry." Both cybersecurity notations are aligned with the unified requirements UR E26 and E27 issued by the International Association of Class Societies (IACS), which became mandatory for newbuilds contracted after 1. July 2024. These two vessels were contracted in 2023, before the cybersecurity notations became mandatory. This shows the dedication and strength in the work done by Fincantieri subsidiary VARD, Purus and North Star. "The delivery of the two vessels represents an historical milestone for the maritime industry and for VARD and our owner Fincantieri, enhancing the group's leading position for the technological transition in maritime operations," says CEO in VARD, Cathrine Kristiseter Marti. "The maritime industry is undergoing a significant transformation based on the increased use of digitally connected systems. These notations are essential for establishing baseline requirements and best practices to protect maritime operations from evolving and dynamic cyber threats. The delivery of these vessels shows VARD's and Fincantieri's commitment and willingness to set new standards and explore new ways of building cyber resilient platforms which allow our customers to manage cyber threats to the vessels," Marti continues. "Cyber resilience underpins much of our vessel focus today. We took a position early to discuss this topic with customers, ahead of the regulations coming into effect," says SVP Business Development & Group Innovation in VARD, Amrit Bhullar. "During these two deliveries, we have developed a competency across the VARD value chain and worked together with the supply chain to create a ship-wide mindset on cyber resilience. Collectively, this gives North Star and Purus a platform that can improve their ability to manage cyber risk,." A significant share of the systems onboard these vessels are delivered from Vard Electro's SeaQ portfolio. To ensure cyber resilience in line with the latest regulatory standards it has required close collaboration with both customers and classification societies. Vard Electro has taken full responsibility for the cyber integration testing across all onboard systems, demonstrating their role as a trusted product supplier, but also as a forward-leaning system integrator with the expertise required to meet the evolving cyber security requirements. "Cyber notations are key to setting baseline requirements and best practices for protecting maritime operations against evolving threats," says SVP Ship Technology in Vard Electro, Thomas Pedersen. "As shipboard systems become increasingly digital and complex, this places high demands on system integrators like Vard Electro. With our SeaQ technology we ensure our customers are equipped with cyber-resilient solutions from the ground up." A key aspect of this integration is ensuring that systems are connected in a secure and controlled manner. As vessels become interconnected, linking systems create vulnerabilities. Each connection must be carefully designed to prevent unauthorised access, minimize attack surfaces, and maintain the integrity of critical operations. Henning Karleif Øye is VP Cyber Resilience in VARD and says the accomplishment is guided by VARD's corporate security principle which is to have secure products from a secure house in a secure supply chain network: "We are constantly aiming at fostering a robust security culture through our entire value chain. Our focus is not only cyber defence, but to grow and deliver the strategic and proactive mindset of cyber resilience. We need to manage current cyber risks and be able to effectively adapt to mitigate yet unknown security threats. "This strategy, matched with cybersecurity industry standards and best practice technical aspects, strengthens our corporate security posture, and extends it to the ships we build and the products and

services we deliver for our customers such as North Star and Purus. Duncan Duffty, Global Head of Digitalisation, Technical Directorate, Lloyd's Register says: "Cyber security maturity will become essential to shipping as the maritime value chain continues its digitalisation journey. VARD and North Star recognised the need for cyber resilience long before IACS UR E26 and UR E27 were formalised and had already set clear ambitions to protect ships from evolving threats." "The successful implementation of LR's Cyber Resilience Rules for the first time reflects the high-level collaboration between North Star, Vard and Lloyd's Register." **Purus Chinook** for Purus is the world's first Commissioning Service Operation Vessel (CSOV) to receive a COMF C2 V1 class notation for climate, noise and vibration. **Grampian Kestrel** for North Star has received Lloyd's Register highest notation for noise and vibration, CAC1. This sets a new global benchmark for offshore working conditions. The strictest comfort class notations reflect VARD's, North Star's and Purus' dedication to health, safety, and well-being at sea. It ensures optimal onboard temperature regulation, reduced noise and vibration throughout the vessels, directly supporting crew welfare and long-term performance. *(Source: SMI)*



SHIPS OF DUTCH OFFSHORE COMPANY ALLSEAS TO SAIL ON NUCLEAR ENERGY



The large installation vessels of the Dutch offshore company Allseas are to sail on nuclear energy after 2030. The company is working with the Delft University of the Technology on development of small nuclear reactors. "Our goal is to start production in 2030," says project leader Stephanie Heerema. "The first application will probably be on land, after which our ships

and the industry will follow." Allseas wants to have reduced the company's CO2 emissions by 30 percent by 2030 and be CO2 neutral by 2050. *Refueling at sea complicated* Allseas is the first major shipping company in the world to announce a switch to nuclear energy. Until now, only military vessels such as aircraft carriers and large submarines have been powered by nuclear energy. Russia also has icebreakers that are powered by nuclear energy. Allseas' flagship, the **Pioneering Spirit**, is

longer than an American aircraft carrier at 382 metres. For some activities, the installation vessels have to remain at sea for a long time, without a large port nearby. This makes refuelling with sustainable fuel complicated. In order to reduce the CO2 emissions of the ships, Allseas has therefore opted for nuclear energy instead of hydrogen, methanol or ammonia. Until now, large seagoing vessels have mainly been powered by fuel oil, one of the most polluting fuels. Shipping is forced to become more sustainable The rules for making shipping more sustainable were recently tightened by the IMO, the international shipping organization of the United Nations. Maritime shipping causes approximately 3 percent of global greenhouse gas emissions. The large French shipping company CMA-CGM already has a number of large container ships that run on liquid gas (LNG). This is cleaner than fuel oil, but still causes CO2 emissions. The Danish shipping company Maersk recently christened a large container ship in Rotterdam that can run on methanol. The technology for this type of sustainable fuel is available, but the availability of the fuel is limited and the costs are high. International companies with large container ships are therefore also looking at the possibilities of nuclear energy. Small nuclear reactors are offered by Rolls Royce, among others, which also builds the engines for British nuclear submarines. The company is now making progress with the Small Modular Reactor (SMR). This small nuclear reactor can also be used in large industries on land. Allseas develops its own small nuclear reactor Allseas does not buy a ready-made product from Rolls Royce, but develops its own SMR in collaboration with Delft University of Technology. It concerns a so-called high-temperature gas-cooled reactor. The safety and sustainability of the new technology has been tested over the past ten years in the high flux reactor of NRG Pallas in Petten. The technology that Allseas is developing can ensure that the Netherlands will be at the forefront of making international maritime shipping more sustainable, thinks Annet Koster, director of the Royal Association of Netherlands Shipowners. "It also contributes to the EU's objective of improving energy security and increasing competitiveness." According to Koster, nuclear energy makes the Netherlands and Europe less dependent on fuel from other countries and continents. (Source: NOS)

GLOMAR VENTURE BACK ON THE MOVE

After the bow damage at Damen's Oudeschild and Den Helder locations was thoroughly inspected and subsequently repaired, GloMar Offshore's Glomar Venture has returned to work. Last Saturday evening, the standby vessel set sail for the P18-A platform in the Dutch sector of the North Sea. In April, Glomar Venture collided with a wind turbine just off the Dutch coast, leaving the ship with a badly (Source: dented nose. www.maritiemdenhelder.eu; Photo: Paul Schaap)



KONGSBERG MARITIME SIGNS MOU WITH INDIA TO EXPLORE DESIGN OF INDIGENOUS POLAR RESEARCH VESSEL Kongsberg Maritime has signed a Memorandum of Understanding (MoU) with India's Garden Reach



Shipbuilders & Engineers (GRSE) during the Nor-Shipping 2025 event in Oslo, initiating a collaborative effort to explore the design of India's first indigenous polar research vessel. The agreement marks a significant milestone in India's ambitions to strengthen its polar research capabilities and scientific presence in the Arctic and Antarctic regions. While still in the

exploratory phase, the MoU reflects the strategic importance of polar science and the increasing global demand for advanced, sustainable research platforms. Kongsberg Maritime brings decades of ship design expertise, including the successful delivery of complex polar research vessels for nations such as the United Kingdom and Norway. The company takes an integrated approach to vessel design, combining advanced propulsion, automation, and mission-critical systems tailored for operations in extreme polar environments and heavy ice conditions. "This collaboration reflects the trust placed in Kongsberg Maritime's capabilities and our long-standing commitment to supporting scientific exploration in the world's most challenging environments," said Annette Holte, Country Manager -India, Kongsberg Maritime. "We are proud to support India's vision for a state-of-the-art polar research platform. This initiative aligns strongly with the Government of India's 'Make in India' policy, and we look forward to working closely with GRSE to explore innovative and locally driven design solutions." The proposed vessel is to support a wide range of scientific missions, including climate research, oceanography, and polar logistics. It will incorporate Kongsberg Maritime's integrated technologies to ensure safe, efficient, and environmentally responsible operations in polar regions. The MoU was signed at Nor-Shipping 2025, where Kongsberg Maritime is showcasing its latest innovations under the theme Technologies for Sustainable Oceans. (PR-Kongsberg)



NEXTGEO (MARNAVI) CONVERTS NG EXPLORER VESSEL AT NORWEGIAN SHIPYARD GREEN YARD KLEVEN

It will be equipped with a new accommodation module to increase the capacity of the personnel on board, as well as meeting rooms, a control room and offices; it will also have a launch and recovery system for the Rovs. Next Geosolutions Europe, a subsidiary of Marnavi and active internationally in

the field of marine geosciences and offshore construction support services mainly in the energy

sector, has announced а collaboration agreement with the Norwegian shipyard Green Yard Kleven for the conversion the vessel named of NG **Explorer**. The vessel will be converted to perform high-level seabed surveys worldwide. The NG Explorer, 58 metres long, 14 metres wide and with a draft of 4.5 metres, is suitable for operating even in shallow water environments. Originally built



in 2010 as an offshore vessel, she has recently been used for aquaculture, but will now be repurposed to carry out specific tasks for the offshore energy sector, in particular geophysical, geotechnical, environmental and Uxo seabed surveys. A note explains that the ship will be equipped with a new accommodation module to increase the capacity of the personnel on board, as well as meeting rooms, a control room and offices. It will also be equipped with a launch and recovery system (Lars) for Rov (remotely operated vehicles). An A-frame and various other deck equipment will be installed at the stern. The entire ship will be adapted to operate even in high-temperature waters. All equipment and materials removed from the vessel will be reused in this conversion, used for other projects at the yard or sold. The aim is to keep waste production to an absolute minimum. Green Yard Kleven has already been involved in the conversion of this vessel for another owner and is now excited to once again extend the vessel's lifespan and offer high-quality used equipment to the market. Green Yard will provide Next Geosolutions with a complete turnkey project, including design and engineering, with its in-house technical office supported by Nelton Design. The yard will also deliver the equipment, both new and second-hand, and coordinate the reclassification process. The vessel is scheduled for delivery in late 2025. "We are convinced that the quality and precision of Green Yard are fundamental characteristics for the success of this project, and this is why we chose them as a partner," commented Attilio Ievoli, president of Next Geosolutions. "During the contract process, we developed a strong trust in Green Yard Kleven and were impressed by the yard and its sustainable operations," added Michail Drakakis, Fleet Technical Manager at Next Geosolutions. (Source: Shipping Italy)

EXTENSION OF CONTRACT TROMS LYRA



The supply vessel **Troms Lyra** of the British shipping company Tidewater will continue to operate from Den Helder for a while. In order to supply the drilling platform *Well-Safe Protector* on the North Sea during the drilling of five wells under charter from Spirit Energy. Spirit Energy also has options to extend the charter contract. Peterson Den Helder has already chartered the **Troms Lyra** for some time both this year and last year. *(Source:*

www.maritiemdenhelder.eu; Photo: Paul Schaap)

Advertisement



MUSEUM NEWS

SLEEPBOOT FESTIVAL PIUSHAVEN

In het weekend van 21 en 22 juni 2025 kun je naar het sleepbootfestival. Zo veel sleepboten zag je nog nooit in de Piushaven! Kom kijken in indrukwekkende

machinekamers en luister naar de verhalen van de trotse schippers. De schippers en bootjes van Tilburg AHOI zijn er ook bij. Je kunt meevaren en vanaf het water de boten en het festival bekijken. Zien we jou



daar ook? De sleepboten liggen aan de zuidkant van de haven (Tamboerskade). In het Vendelierspark is een afwisselend cultureel programma met theater en muziek. En natuurlijk zijn er barretjes, foodtrucks en terrasjes. Verwacht Brabantse gemoedelijkheid, verrassende optredens voor het hele



gezin en een flinke scheut nautische nostalgie! *Bekijk het programma De "beting' typeert de sleepboot* Geen sleepboot is hetzelfde, maar één kenmerk hebben ze allemaal: de beting. Dat is een H-vormige constructie van twee brede, verticale pijpen met een dwarspijp. De beting loopt vaak door tot de bodem van het schip, om een sterk geheel te vormen. Want op de beting wordt de sleepkabel belegd. Tegenwoordig zit aan de beting een sleephaak. Als er iets mis dreigt te gaan kan de sleepkabel snel van de haak gehaald worden om de sleep los te laten.

WINDFARM NEWS - RENEWABLES

WORLD'S FIRST E-METHANOL-FUELLED SOV BEGINS SEA TRIALS

The "world's first e-methanolpowered service operation vessel (SOV)", built by Cemre Shipyard for Danish offshore firm ESVAGT, services is undergoing sea trials in Türkiye, the shipyard said in a recent social media post. The NB1094 SOV is equipped with dual-fuel pure methanol engines and batteries. Powered renewable e-methanol by produced from wind energy and biogenic carbon, the vessel is to lead the said green transformation in maritime



with an estimated annual reduction of 4,500 tonnes of CO2 emissions. The 93-metre-long "green vessel", which was launched at Cemre Shipyard in June 2024, is capable of accommodating 124 crew members and technicians. In April 2022, Esvagt and Ørsted decided to invest in what the companies described as the world's first SOV that can operate on green fuels. A month later, Cemre Shipyard received an order to build the hybrid methanol-fuelled SOV. According to our previous news, once commissioned, the SOV will start servicing the 1.3 GW Hornsea Two offshore wind farm, located off the UK's Yorkshire coast in the North Sea. *(Source: Offshore Wind)*

THE NORWEGIAN CSOV VESSEL "AUSTRI ENABLER" BEGINS SEA TRIALS IN THE CANTABRIAN SEA.



The Norwegian-flagged CSOV "Austri vessel Enabler," built at Astilleros Gondán for Edda Wind ASA, is currently undergoing its sea trial schedule, based in the port of El Musel. This is the Nordic company's sixth and final order. Construction number 504 of Astilleros Gondán, the vessel was originally planned to be

named "Edda Austri," but was later renamed "Austri Enabler." The sponsorship ceremony was held on May 10th by Ingeborg Kolbeinsen, Edda Wind's Vice President of Accounting. Vestri comes from Norse mythology and represents one of the four characters (Sudri, Nordri, Vestri and Austri) who hold up the sky after the gods made it from Ymir's skull. Built to order by Norwegian shipowner Edda Wind ASA and designed by Salt Ship Design, the new vessel is the third to inaugurate the company's new line of names, which has dropped "Edda" and replaced it with "Vestri," as part of the company's commitment to moving toward green energy and a more environmentally friendly future. Only the names of the ships change, as the Edda Wind brand has a significant presence in the sector. It is powered by cycloidal propellers driven by permanent magnet motors and is prepared for future use of hydrogen (LOHC). It will act as support for offshore wind platforms, for which it has the most modern and automated equipment, including a 3D compensated offshore crane, a compensated offshore walkway with a reach of 30 m, an integrated elevator with capacity for 26 people, and a helipad. With a weight of 6,800 gross tons and a deadweight of 2,350 tons, the new vessel measures 88.30 m in length and 19.70 m in beam. It has accommodation for up to 120 people. IMO 1021362. *(Source: Puente de Mando: Photo: Aquiles Garea)*



VESTAS OPTIMISES OFFSHORE OPERATIONS WITH BAREFLEET

Since 2019, Vestas, a global leader in sustainable energy solutions, has been utilising BareFLEET to enhance the efficiency and performance of its offshore wind operations. The system has been implemented across their CTV (Crew Transfer Vessel) and SOV (Service Operation Vessel) charter fleet, playing a critical role in daily decision-making



and long-term operational strategy. *A Standard for Charter Vessels* BareFLEET's value to Vestas is so well established that it has become a requirement for any long-term CTV charter to have the system installed. This ensures Vestas has consistent, high-quality data across its offshore fleet, enabling better vessel oversight and performance management. "We've seen such a clear benefit from using BareFLEET that it's now a standard requirement for any long-term CTV charter. It gives us visibility and consistency across the fleet, which is critical when you're managing multiple operations and vessel suppliers." *Tailored Features for Offshore Wind* Vestas primarily uses BareFLEET's Telematics and Digital DPR (Daily Progress Report) features, which have been adapted specifically for CTV operations. *These tools provide:* Daily summary of key operation metrics including transit motion sickness risk, turbine transfer performance scores and fuel consumption Digital crew logs, improving logbook accuracy and reducing admin time Real-time access to live vessel data for activity tracking Access to historical trend data through BareFLEET Analytics platform *Driving Data-Backed Decisions* The BareFLEET Analytics platform allows Vestas to compare vessel performance across their charter fleet, identifying trends, anomalies, and opportunities for improvement. In particular, they have seen significant value in comparing vessel transit and transfer performance, and fuel efficiency. "BareFLEET Analytics has been especially useful for benchmarking vessel performance. We can directly compare things like fuel efficiency, transfer scores, and transit conditions across vessels and operators. That insight helps us make better chartering decisions and push for continuous improvement." Integration for the Future Looking ahead, Vestas is taking the next step by integrating BareFLEET data directly into their internal systems using the platform's robust API. This move will streamline data flows, enable deeper analytics, and further embed BareFLEET data into Vestas' operational intelligence. "Being able to pull BareFLEET data directly into our internal systems via the API is a big step forward. It means our operation data isn't siloed - it becomes a part of a larger ecosystem that supports realtime decision making and strategic planning." Ready to Optimise Your Offshore Operations? Vestas' experience with BareFLEET is a strong example of how smart vessel monitoring and data integration can drive real value - from day-to-day operational efficiency to long-term fleet strategy. Whether you're managing a single CTV or a global offshore fleet, BareFLEET from AST Reygar provides the tools and insights to take control of performance, safety and sustainability. (Source: Workboat365)

TGS PERFORMING GEOPHYSICAL SURVEY FOR FLOATING WIND FARM PLANNED TO POWER OIL & GAS PLATFORMS



TGS is conducting а geophysical survey at the site of the Green Volt floating offshore wind project in Scotland, one of the Scottish INTOG round winners and projects planned to provide electricity to oil and gas platforms. The seismic vessel Ramform Vanguard has mobilised from Aberdeen and is scheduled to carry out the survey work at the offshore site throughout June. The work

includes an ultra-high resolution 3D (UHR3D) seismic survey – using integrated Multibeam Echo Sounder, Side Scan Sonar, Sub-bottom Profiler and Magnetometer sensors – to deliver detailed subsurface data for the floating wind farm's site characterisation. UHR3D data will provide a detailed understanding of the subsurface conditions, revealing potential risks and challenges that are not always accurately captured through traditional 2D data interpolation, TGS says. The enhanced data collection will help the Green Volt project team identify geological hazards and structural complexities, contributing to improved site assessment and risk mitigation strategies. This, in turn, will form a reliable foundation for the project's ongoing planning and execution, according to the Norway-based survey and energy intelligence company. "This represents a key milestone for TGS to utilize our expertise, technology and resources to support the development of the first commercial floating offshore wind farm, Green Volt. This simultaneous acquisition of all sensors and the application of our cutting-edge processing techniques is reinforcing our commitment to delivering industry-leader data solutions. UHR3D will be a key aspect to

developing floating wind farms", said Will Ashby, TGS EVP New Energy Solutions. The 560 MW Green Volt floating wind project, developed by a consortium of Flotation Energy and Vårgrønn, was one of the 13 offshore wind projects Crown Estate Scotland selected in 2023, in the world's first leasing round designed to enable offshore wind energy to directly supply offshore oil and gas platforms. That same year, the consortium signed an exclusivity agreement for Green Volt, as well as its Cenos floating offshore wind project. According to its developers, Green Volt is on track to be the first commercial-scale floating offshore wind farm in Europe. The project last year secured both onshore and offshore planning consents, and a Contract for Difference (CfD) in the UK's Allocation Round 6 (AR6) as the only floating wind project awarded the contract in the round. Green Volt is planned to have up to 35 floating wind turbines, totalling up to 560 MW in installed capacity. The floating wind farm, expected to produce its first power in 2029, will deliver renewable electricity to oil and gas platforms, replacing existing natural gas and diesel power generation. Green Volt will also provide electricity to the UK grid. *(Source: Offshore Wind)*



EXPORT CABLE INSTALLATION TO START AT EAST ANGLIA THREE

NKT, using its vessel NKT Victoria, is scheduled to start installing the export cable for the 1.4 GW East Anglia Three offshore wind farm in the UK this month. The vessel is expected to mobilise from the port of Karlskrona in Sweden on 14 June and work on the East Anglia Three site 24/7, conducting simultaneous laving and burial of the cables, according to a Notice to



Mariners from the project. Offshore construction on ScottishPower Renewables' East Anglia Three, located 69 kilometres off the coast of Norfolk, began this spring with the installation of monopiles. NKT is supplying and installing the export cable for the project under a turnkey contract that the cable manufacturer secured in 2022. In 2023, the company received a firm order from ScottishPower Renewables to design, manufacture, and install the complete 320 kV HVDC export power cable system for the offshore wind farm. East Anglia Three is the second of ScottishPower Renewables' East Anglia projects to be developed and part of the East Anglia Hub, which includes two other offshore wind farms: the 800 MW East Anglia One North and the 900 MW East Anglia

Two. The 1.4 GW offshore wind farm will comprise 95 Siemens Gamesa 14+ MW wind turbines, all of which are expected to be operational in 2026. *(Source: Offshore Wind)*

WMD AND NR MARINE TO DEVELOP NEW CYCLONE CLASS CTV



Following the success of its recent CTV's (Crew Transfer Vessel) fleet, WMD and NR Marine Services announce the development of the new Cyclone Class CTV. The new Cyclone Class CTV builds upon the proven performance of the Storm & Typhoon Class CTVs, further enhancing onboard accommodation and welfare facilities to deliver unmatched

comfort and functionality for offshore wind operations. NR Marine's Storm Class vessels have been designed by WMD and built at Isle of Wight shipyard, Diverse Marine. The Cyclone Class reinforces NR Marine's commitment to UK shipbuilding and design. With an extended 29-metre hull, the Cyclone Class allows for increased internal volume, accommodating up to 6 cabins and 24 passengers. *Key design features include:* Length: 29 metres; Deck cargo capacity: 30 tonnes; Propulsion: 4 x Volvo Penta IPS1050; Maximum speed: 28 knots. Owen Nutt, Director at NR Marine says "Working with WMD on the new Cyclone range was a no-brainer. Their previous designs have exceeded expectations, and we're excited to welcome this new vessel into our fleet." Nikki Walker, Project Manager at WMD comments "We've really enjoyed seeing NR Marine grow since the delivery of their first WMD-designed vessel. Being trusted to help them develop a new class of vessel is a huge compliment, and we look forward to seeing the Cyclone Class take shape and enter operation." WMD will be exhibiting at Seawork on Stand G19 from 10–12 June 2025 in Southampton. NR Marine will be showcasing their new vessel, **NR HUNTER**, at Berth VB22 alongside Diverse Marine. *(Source: Workboat365)*

SUCCESSFUL RETROFIT OF CTV "TRANSPORTER" DEMONSTRATES E-METHANOL CONVERSION

Hvide Sande Shipyard announce the successful delivery of the crew transfer vessel (CTV) Transporter, following its comprehensive retrofit to run on e-methanol. This ambitious project highlights the possibilities of low-emission ship conversions and reinforces our dedication to driving innovation in sustainable shipping. Originally



built a decade ago, **Transporter** has been upcycled to meet the evolving demands of modern offshore wind operations. The extensive conversion involved the removal of its diesel drivelines, an

extension of the hull by six meters, and an increase in capacity to accommodate 24 technicians. The vessel is now powered by four state-of-the-art e-methanol engines. "It has been a true pleasure to collaborate once again with Hvide Sande Shipyard on such a pioneering project. Delivering four methanol engines tailored to fit the vessel's dual driveline setup has been both a technical and rewarding challenge. This conversion proves that the maritime industry can take real, concrete steps toward decarbonization - not just through newbuilds, but by transforming the vessels already in operation," says Jørk Rudolph, CSO at Nordhavn Power Solutions. With this transformation, Transporter exemplifies the potential of sustainable propulsion, proving that existing vessels can be adapted to meet the ambitious carbon reduction goals of the maritime industry. The transition from diesel to e-methanol presented significant technical and regulatory challenges, requiring close collaboration with key partners, classification societies, and regulatory authorities. Hvide Sande Shipyard worked closely with the customer to ensure the feasibility and safety of the conversion, leveraging our experience in vessel retrofits and alternative fuels. The project required a structured and agile approach, with comprehensive planning that included HAZID (Hazard Identification) workshops and meticulous construction meetings. A new steering gear and rudders were installed to enhance maneuverability, while the methanol installation was carefully engineered to comply with strict safety and class requirements. The ventilation system was upgraded, additional sensors were integrated into the alarm system, and all relevant fittings were modernized to align with current industry standards. Following the extensive modifications, Transporter successfully completed dock and sea trials, verifying that all systems performed to specification and met regulatory approval. With the delivery of Transporter, our customer now operates a vessel that not only supports the growth of offshore wind energy but also actively contributes to reducing the industry's carbon footprint. This successful conversion demonstrates that sustainable propulsion is not a distant goal but a reality that can be achieved today. At Hvide Sande Shipyard, we remain dedicated to advancing sustainable maritime solutions. Whether through newbuilds or conversions, our mission is to provide shipowners with future-ready vessels that align with the industry's transition to cleaner, more efficient operations. (Source: Workboat365)



DREDGING NEWS

SEA TRIALS UNDERWAY FOR NEW RUSSIAN DREDGER

The Southern Centre for Shipbuilding and Ship Repair division (Lotos) of Russia's state-owned United Shipbuilding Corporation is conducting sea trials of a new inland sand dredger. The dredger has a length of 50 meters, a beam of 11.88 meters, a maximum draught of 1.3 meters, and a maximum dredging depth of 10 meters. Also, the design and the dredging equipment ensure

suitability for working with silt, clay, gravel and sand of various grades and suspensions, the



company said. The Project 93.159 series of dredgers was designed by Royal IHC and this vessel belongs to the series of self-propelled, bucket wheel dredgers. The new dredger will be owned by State Transport Leasing Company (STLC) and will be used by Rosmorrechflot to dredge the Ob and Dvina Rivers as well as some of their tributaries. (Source: Dredging Today)

BEAVER 30 TO OPERATE IN SWANSEA CHANNEL FROM 2026

A permanent dredging solution for Swansea Channel is on track to be operational in mid-2026 after Lake Macquarie City Council awarded a \$7.4 million tender to provide a dredge and sand transfer system. Australian-based Birdon Pty Ltd will provide a 12m vessel known as a **Beaver 30** to undertake the work, with more than 800 similar dredges already in service worldwide. Lake Macquarie Mayor Adam Shultz said that the Beaver was a proven dredging 30 workhorse and could be bought



'off the shelf', expediting delivery and improving options for servicing and parts once commissioned. "This will be a state-of-the-art piece of equipment set to transform access into and out of Lake Macquarie," he said. "Its periodic deployment to Swansea Channel, by the NSW Government, will help create reliable and safe passage for thousands of boats and other watercraft each year." Birdon Executive General Manager of Environment Jim Cole added that his company had provided similar dredging solutions for councils and government agencies throughout Australia. "We also own, operate and maintain multiple Beaver dredges Australia-wide," he said. "The **Beaver 30** is a highly efficient, low-cost suction dredge that combines powerful single-engine performance with advanced fuel and maintenance savings. Its remote monitoring capabilities mean operators can track performance in real time, ensuring reliability and responsiveness." Birdon will also provide and install a sand transfer system to pump dredged sand from the lake overland to the beach at Belmont South. Testing and commissioning of the new dredge and sand transfer system is scheduled to take place in early 2026, with both operational by the middle of the year. *(Source: Dredging Today)*

Høj Nordic completes dredging in the German Wadden Sea

Høj Nordic recently completed a complex and specialized dredging operation in the German part of



the Wadden Sea. The assignment involved dredging to a depth of -4.5 meters at a ferry berth and was carried out as part of a regular maintenance routine performed each spring and autumn. The purpose was to ensure sufficient draft for ferry operations and to maintain safe navigational conditions in the shallow and dynamic waters. The work was performed under particularly challenging conditions due to strong tidal currents in the area. A key limitation was that dredging operations were only permitted

during the outgoing tide. The company's dredger, Vilma Høj demonstrated her capacity and versatility in an environment where both technical competence and local knowledge are essential. *(Source: Dredging Today)*



NMDC, ETERMAR COMPLETE CONSTRUCTION OF THE FIRST CAISSON-BASED QUAYS IN **UAE**

NMDC Group and Etermar have successfully completed the construction of 600 linear meters berth using caissons for the first time in the United Arab Emirates. The project was executed on an artificial offshore island in Abu Dhabi designed and built by NMDC, to berth some of the world's largest mega yachts (over 100 meters long). The casting and



construction of the berth was completed in just five months, showcasing the efficiency of this

sustainable engineering solution, which Etermar introduced in cooperation with NMDC at this Region. The collaboration between the two companies involved the design and construction of two quay walls composed of sixteen reinforced concrete caissons (300m + 300m) – built locally at Mina Zayed Port on a floating dock mobilized from Portugal by Etermar and towed to the project site by sea, where Etermar installed them. Also, the project included the detailed design of the capping beam, scour protection system and foundation trench. Approximately 190 workers of various nationalities contributed to this endeavor, about half Portuguese. *(Source: Dredging Today)*

Herman Senior's multicat Odin and shoalbuster Baloe busy at Romanian coast



As part of an ongoing dredging project for Van Oord, Herman Senior's multicat Odin and shoalbuster **Baloe** are operating off the Romanian coast to provide marine support. This task includes a lot of operations - from towing and handling floating pipelines to assisting with the positioning of barges loaded with heavy rock. Commissioned by Administratia Bazinala de Apa Dobrogea-Litoral (ABA-DL), the project aims to protect Constanța's

coastline from erosion and flooding while enhancing tourism. To protect the beaches from storm waves, Van Oord installed breakwaters over a length of 9 kilometers. These coastal defense structures will serve to shield the coast against tides, currents, waves and storm surges, said the Dutch giant. Herman's shoalbuster **Baloe** is going to be available again around 10th of June for any future projects or towages towards NW Europe, the company said. *(Source: Dredging Today)*

JULONG LAUNCHES ANOTHER ELECTRIC CSD IN EUROPE

Shandong Julong Intel-Tech Co.,Ltd has launched and commissioned the second unit all-electric cutter suction dredger in Europe, said by Deputy General Manager, Mr. Xiang Peng. The non-selfpropelled electric cutter suction dredger has an overall length of 38 meters, and a maximum dredging depth of 18.0 meters. All the machineries were driven by electric motor via frequency convertor and one



operator can controlled the dredger easily, the company said. In 2020, Julong provided one unit all

electric cutter suction dredger for a Bulgarian sand mining contractor. "Because of the extreme low operation cost and excellent performance of first unit all electric cutter suction dredger, this client purchased the second unit for increasing the production to meet the marketing requirements in 2025," Julong said. The dredgers are fully electric so they can be connected to the electrical system from the public electric circuit. *(Source: Dredging Today)*



WYRE MARINE WRAPS UP EYEMOUTH DREDGING WORK



The latest round of dredging work is officially wrapped up Eyemouth at Harbor, Scotland. Over the last couple of weeks, the contractor Wyre Marine worked tirelessly to remove accumulated sediment from the bottom of the harbor. The Grab Hopper 'Wyre Estuary' has carried out dredging of the Canyon Entrance and Basin, followed by other areas of the harbor. During the works, the west pier was temporarily fenced off from

the halfway point to mitigate any person getting too close to the vessel during dredging operations. *(Source: Dredging Today)*

YARD NEWS

MEGAMAS CONTRACTS ULSTEIN DESIGN & SOLUTIONS AS FOR CABLE-LAYING VESSEL DESIGN

Megamas Resources announced a ship design contract with Norway-based Ulstein Design & Solutions AS to start the engineering phase on a fibre-optic cable-laying vessel (CLV) planned to be built at the Lloyd Werft Bremerhaven GmbH. Capt. Tiew Sien Kheng, managing partner at Megamas, disclosed the contract at Ulstein's booth at the Nor-Shipping exhibition today. "The contract marks a significant milestone following the Letter of Intent (LOI) signed in May between Megamas and Lloyd Werft, paving the way for the potential construction of a state-of-the-art,

multi-purpose cable laying vessel. Today's agreement represents the first formal step toward

realising this project," stated Kheng. "Ulstein Design & Solutions AS, together with Lloyd Werft, will contribute its extensive expertise to deliver a highspecialised specification, vessel. Conceptual design work began in autumn 2023, centred on the ULSTEIN SX228 - a nextgeneration fibre-optic cable



laying vessel (CLV)," he explained. "We are thrilled to collaborate with Megamas Resources on this groundbreaking project. The ULSTEIN SX228 has been designed to meet the highest standards of efficiency and sustainability. Our team, alongside Lloyd Werft, is committed to delivering a vessel that not only meets but exceeds the expectations of the subsea telecommunications and renewable energy industries. This contract is a testament to our long expertise in offshore ship designs." The ULSTEIN SX228 has a deadweight of 8,200 tonnes and a cable capacity of 5,500 tonnes. Measuring 121.7 metres in length with a 23-metre beam, the vessel has been specifically optimised for fibreoptic cable laying and is also prepared for future power cable operations. This includes an underdeck carousel integrated into the cable tanks. Equipped with two firing lines and all necessary cable handling equipment within an enclosed working area, the vessel ensures safe and efficient operations in challenging offshore environments. Additional features include an ROV hangar for the cable trencher, a 50-tonne A-frame, and a bollard pull capacity of up to 120 tonnes for subsea ploughing. "Developed in collaboration with Crewstone International Private Equity & Investments, the project addresses the global shortage of specialised offshore vessels. These vessels will play a key role in supporting both the renewable energy and subsea telecommunications industries," Kheng said, and concluded: "The vessel is designed to meet DNV's Clean (Design) and Recyclable class notations, underscoring Megamas' commitment to sustainable practices and environmentally responsible shipbuilding. Megamas aims to deliver the first vessel by the end of 2027." (PR-Ulstein)

TENERIFE SHIPYARDS HAS BEEN AWARDED THE CONTRACT TO REACTIVATE THE "FLOATEL RELIANCE" FLOTEL.



Tenerife Shipyards, a Hidramar Group company, has beaten its competitors in the port of Las Palmas de Gran Canaria and won the contract to reactivate the **"Floatel Reliance"** flotel, which has been inactive in the port of Santa Cruz de Tenerife since April 2016. The Tenerife shipyard estimates that the project will last a month and a half, until the end of July. For nine years, it has been berthed in the Los Llanos Basin, generating revenue for the Port Authority, security services, the shipping agency's commission, and little else. During this time, it has become part of the city's urban and maritime landscape. This is a floating hotel for the offshore industry. A semi-submersible structure that resembles an oil platform more than a flotel, considering vessels like those built in Spain and other countries for this purpose. Owned by Floatel International, it offers accommodation for 500 people and entertainment for work breaks on the platforms. It has 40 well-equipped cabins for connections to the outside world, a cinema, a gym, a hospital, shops, a restaurant, and other facilities. Two cranes, one 120 ton and the other 25 ton, allow for the hoisting of food and spare parts. The main deck covers an area of 1,300 square meters. A telescopic gangway facilitates access to the platforms, and it is propelled by four electric motors with a combined power of 16 MW. Weighing 18,406 gross tons, it measures 109 m in length, 68 m in beam, and 20 m in height from the base line to the main deck. Built at the Keppel Shipyard in Singapore, it is registered in Bermuda and entered service in late 2010. IMO 8770247. *(Source: Puente de Mando: Photo: Jorge Rodríguez Suárez)*

WEBSITE NEWS

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Last week there have been new updates posted:

- 1. Several updates on the News page posted last week:
 - Van Wijngaarden Marine Services signs LOI with Kooiman Marine Group for nextgeneration DP2 Multi Purpose Vessel
 - *Med Marine to build Voltra: The first fully electric tug powered by Caterpillar battery system*
 - Damen delivers two RSD Tugs 2513 to Tripmare for enhanced port operations
 - 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
- *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*

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