Tugs Towing & Offshore Newsletter

26th Volume, No. 49 *1963 – "61 years tugboatman" - 2024* Dated 22 June 2025

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

Distribution twice a week 22.150+

TUGS & TOWING NEWS.

New Tug Kaiaua to increase towage capacity at Port Marlborough

Port Marlborough New Zealand has signed a contract with Damen Shipyards for the construction of a new Azimuth Stern Drive (ASD) Tug 2312, further strengthening the port's towage capacity and marking the second brand new addition to the towage fleet in recent years. At almost 23 metres in length, the new tug will deliver a 70-tonne bollard pull and feature advanced manoeuvrability through its Twin Fin skeg and Azimuth thrusters. This compact but powerful tug has been selected to support Port Marlborough's towage capabilities in Picton Harbour, which saw more than 3,100 vessel visits (500GT+) in the previous financial year. Port Marlborough enables the State Highway one connection for New Zealand, and facilitates Marlborough's most important industries, including forestry export, wine, aquaculture, cruise tourism and recreational boating. The new tug will support these sectors by enhancing safety and efficiency during berthing and unberthing operations as required. The ASD Tug 2312 complements Port Marlborough's existing ASD Tug 2111 **Kaiana**, purchased from Damen in 2023. Like **Kaiana**, the new tug includes several enhancements that exceed regulatory compliance, including: ● A 360° bridge to maximise visibility for the crew; ● Single winch concept for both forward and aft operations; ● Obstacle free working decks due to the single winch positioned in the deckhouse; ● Patented Damen Twin Fin skeg for extra stability; ● Beyond NZ compliant standards – upgraded IMO Tier III engines to reduce emissions by the installation of a Damen Emission Reduction System; ● An innovative electric power generation system that uses power from the main engines, further reducing fuel use and emissions. "We're proud to be investing in the future capability of our port with a second modern tug," said Port Marlborough CEO Rhys Welbourn. "Partnering again with Damen gives us access to world-class technology that improves the safety, performance and reliability of our towage services. This

customer-led investment strengthens our ability to respond quickly, assist effectively, and support shipping partners making use of the deepest berth in New Zealand. The upgrade to IMO Tier III engines also reinforces our commitment to lowering emissions and operating responsibly." Upon arrival the port will boast the nation's newest towage fleet. The new tug will replace older vessels **Monowai** and **Maungatea** over time. Manawhenua iwi of Waitohi Picton, Te Ātiawa o te Waka a Maui Trust have named the new tug, **KAIAUA** – a name similar to the existing new Damen tug **KAIANA**. The pairing and coordination of the names was intentional and holds cultural significance for Te Ātiawa o te Waka a Maui. Both reference important mahinga kai and ecological sites within the rohe, and the relationship between them reflects a deeper narrative around place, connection, and kaitiakitanga which is something Te Ātiawa found fitting for sister vessels operating in local waters. Delivery to Marlborough is expected after sea trials in mid-2026. *(PR-Port Marlborough)*

KONGSBERG MARITIME SECURES THRUSTER CONTRACTS FROM SANMAR SHIPYARDS FOR 17 TUGS

Kongsberg Maritime will supply 17 shipsets of its US range of azimuth thrusters to Türkiye's Sanmar Shipyards for a range of international tug projects. The US azimuth thrusters will be supplied across a range of power outputs between 1765kW and 2525kW with a bollard pull ranging between 60 and 85 tons. Sanmar Shipyards is a long-standing customer of Kongsberg Maritime and specialises in tugboat construction with nearly five decades of experience and more than 300 tugs delivered worldwide. Operating two facilities in Tuzla and Altınova, Sanmar builds a wide range of tug designs. Its portfolio includes battery-electric, LNG-fuelled, methanol, hybrid, and autonomous tugs, many based on world-renowned Robert Allan Ltd. designs. Volkan Gün, Sanmar Shipyards Senior Supply Chain Manager, said; "We value long-term partnerships built on trust, technical capability, consistent delivery and sustainable after-sales service. Kongsberg Maritime continues to be a dependable and solution-oriented partner. Their Project Contracts, Sales Support, and R&D teams have demonstrated a high level of competence, responsibility, and collaboration throughout every

phase of our cooperation. “During the post-contract phase, the Kongsberg Maritime team has shown great ownership, ensuring successful execution of previous agreements. The commitment and responsiveness of their Türkiye-based team further strengthens our confidence in this partnership and we look forward to another successful chapter in our long-standing relationship.” Emre Kopuz, Kongsberg Maritime, Senior Sales Manager, said: “These latest contracts with Sanmar Shipyards builds on our long and successful relationship with one of Türkiye’s leading tug builders. We are delighted to sign these contracts totalling 34 azimuth thrusters for 17 new tugs and look forward to delivering and commissioning these efficient and powerful propulsion systems for a range of projects.” Tomi Venttola, Kongsberg Maritime, Senior Sales Manager, Rauma, Finland, added: “The tug market is one where our thrusters have continued to demonstrate proven reliability, power, and efficiency for tug operations across the world. We continue to develop our thruster systems to meet the growing demands for more efficient, cleaner operations, with mechanical, hybrid and electric solutions. *(PR-Kongsberg)*

SAAM TOWAGE LEADS BATTERY TUG REVOLUTION IN THE AMERICAS

A Chilean owner has operated two battery-electric tugs in British Columbia for a year and is adding another in Chile to cut towage emissions. SAAM Towage is a pioneer in reducing emissions from port operations in the Americas, being the first to operate battery-electric harbour tugs in North and South America. The Chilean owner is also considering using alternative fuels on its existing vessels and offsetting its environmental footprint in projects across Latin America. SAAM Towage has operated two battery-electric tugs in British Columbia, Canada for a year and will commission the first in South America in Q3 2025 after it arrives from Turkey. All three were built by Sanmar Shipyards in Turkey to ElectRA designs supplied by Canada’s Robert Allan Ltd, with Corvus Energy battery systems and Caterpillar back-up gensets on board. After its first year operating electric tugs in Canada, the company’s carbon intensity index has fallen 72% compared with running diesel-powered vessels with similar features. A further 90% reduction is projected for the second year of operation as crews gain operational experience and greater familiarisation with the onboard systems, and these tugs increasingly use shore power for recharging. SAAM Towage has also seen operating expenses 70% lower on these electric tugs compared with its diesel-powered tugboats operating in the same

area. SAAM Volta and Chief Dan George have been supporting ships in the Port of Vancouver, in British Columbia, since mid-2024, including bulk carriers at the Neptune Terminal, which is used by Tuck Resources to export coal for the steel industry. These are ElectRA 2300SX design 23-m tugs with a beam of 12 m, a maximum draught of 5 m, a bollard pull of 70 tonnes and an Orca energy storage system (ESS) of 3,616 kWh. Sanmar-built **Trapananda** is heading to Chile on heavy transport ship BBC Olympus I and will be unloaded at Puerto Montt in July after a 45-day voyage. From there, this battery-electric tug will sail to Puerto Chacabuco in the Aysen region, where it will support Chilean energy group Enap's terminal operations. "This is the third electric tug in our fleet, and the first for Latin America," says SAAM Towage sustainability and development manager, Pablo Caceres. "It is particularly symbolic because it is a step forward in our strategy for the future: we want to grow in partnership with our customers with increasingly sustainable operations." Built to an ElectRA 2500SX design, **Trapananda** has an overall length of 25 m, a beam of 13 m, a draught of around 6 m, a bollard pull of 70 tonnes and a speed of more than 12 knots, plus a Corvus Orca ESS of 3,616 kWh. "Introducing electric tugboats marks a profound change in our industry," says Mr Caceres. "Our experience in Vancouver demonstrates maritime electro-mobility is not only a viable solution 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 says these electric tugs demonstrate SAAM Towage's commitment to sustainability and operational efficiency, "bringing substantial emissions reductions, significant fuel savings and lower operational costs." This sustainability journey, however, has not been free of challenges. SAAM Towage has overcome obstacles related to design and construction, battery charging infrastructure, crew training and financial viability; addressing these complexities through strategic collaborations with Robert Allan and Sanmar. Looking to the future, SAAM Towage continues to explore alternatives and technologies for reducing its environmental footprint. "We have a long road ahead of us," says Mr Caceres. "We want to advance the availability and use of alternative fuels, re-engineer existing tugboats, electrify and introduce more sustainable technologies, data management and energy efficiency, and reduce underwater noise." SAAM Towage is actively seeking the best solutions that meet customer requirements and local conditions, similar to its alliances with Neptune Terminal in Canada and Enap in Chile. Mr Caceres says **Trapananda** has sufficient battery capacity for two consecutive ship-handling and docking jobs, with diesel gensets for back-up and range extension when required. These will be used for its transit from Puerto Montt to Puerto Chacabuco and until it can connect to a quayside charging facility. "We are certain **Trapananda** will achieve the sustainability goals we have imposed on ourselves, making both SAAM Towage and Sanmar proud of our decisions and of specifically delivering a sustainable solution to one of our strategic clients," says Mr Caceres. Enap corporate supply chain manager Mauricio Naveas says Trapananda will help the energy company reduce its environmental footprint in Chile. "**Trapananda** is one of the paths we are following to help protect the environment and decarbonise the country," he says. "This tug, which will support our operations in Puerto Chacabuco, reflects our vision of the future and how we are taking on the challenges of the energy transition." In other sustainability drives, Enap has started using LNG-fuelled lorries producing diesel from used cooking oil and is

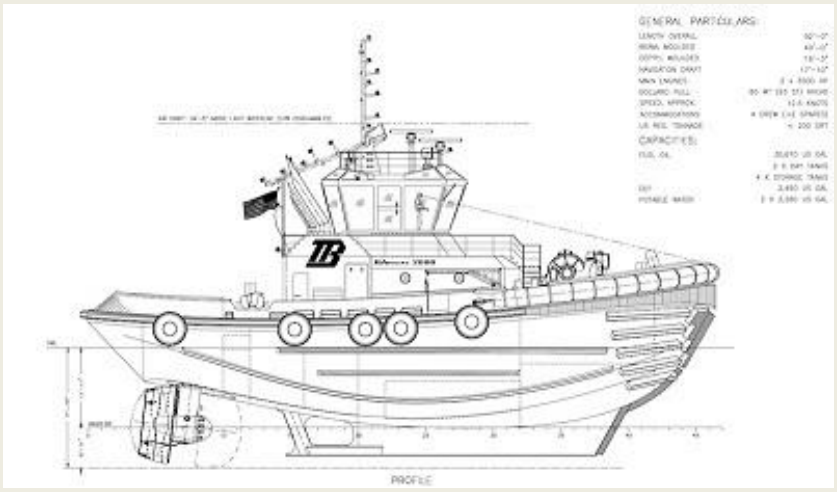
developing infrastructure for green hydrogen use in Magallanes. Other emissions-reduction programmes by SAAM Towage will be undertaken in partnership with Caterpillar Marine, through a memorandum of understanding between the two companies, to evaluate, analyse and implement power solutions including electrification and alternative fuels, across tugboat fleets. Both companies plan to test a diesel-methanol dual-fuel engine on tugs in 2026 and will also consider ethanol as an alternative fuel as this is readily available in South America, particularly in Brazil. A Cat 3500E-series methanol dual-fuel engine will be adopted initially, which Caterpillar expects to begin testing this year. “This alliance is in line with the sustainable development objectives the company has set for itself,” says Mr Caceres. “It is a powerful tool to address the challenges presented by climate change and the decarbonisation efforts of the global maritime industry.” Both companies will also evaluate operating tugs with hybrid propulsion or all-electric drivetrains with large energy storage systems and Caterpillar back-up generators. “Adopting alternative energy sources that reduce greenhouse gas emissions, such as electrification and less carbon-intensive fuels, positions us at the forefront of maritime innovation,” says Mr Caceres. *(Source: Riviera by Martyn Wingrove)*

CONSTRUCTION OF TWO T20 PROJECT PUSHER TUGS CONTINUES

The Russian Classification Society (RCO) continues technical supervision of the construction of two T20 project pusher tugs. This was stated in a statement by the institution on June 13. The construction of the vessels is being carried out under the technical supervision of the Ob-Irtysh branch of RCO. The tugs are being built to class "P1.2 (ice 30)". Project T20 pusher tug. Overall length - 20.5 m Length; by design waterline - 20.29 m; Overall width - 6.15 m; Width by design waterline - 6.0 m; Height at midship - 3.0 m; Vessel draft at midship - 1.5 m; Gross tonnage – 143; Propelling power plant capacity - 411.0 kW; Crew size - 3 persons. *(Source: Sudostroenie; Photo: RCO)*

BOSTON TOWING & TRANSPORTATION BUILDING TWO NEW TRACTOR TUGS

oston Towing & Transportation, Boston, announced that it is going to build the first two of a new class of 92'x40'x16'3" tractor tugs coming to Boston Harbor in the near future. The new tugs will have a draft of 17'10" and be powered by twin 3,500-hp marine engines that will give the boats a running speed of 12.5 knots and bollard pull of 85 metric tons (93 standard tons) ahead. Tankage will include 30,870 gals. of fuel in two day tanks and four storage tanks; 2,280 gal. tanks of potable water; and 2,490 gals. DEF. The tugs will have accommodations for crews of four and two "spares." Additional information was not forthcoming. *(Source: Workboat)*



CLASSIFICATION DOCUMENTS ISSUED FOR RESCUE TUGS "PECHAK" AND "UZON"

The Russian Maritime Register of Shipping (RS) has issued classification documents for the Arctic tugboats and rescue vessels **Pechak** and **Uzon** of Project NE025. This was stated in a message from RS dated June 19. The tugs have passed all the necessary tests under the technical supervision of RS and confirmed their technical readiness to perform the assigned tasks. The new vessels are designed for towing non-self-propelled watercraft, installing and removing floating and coastal shipping signs, setting and lifting anchors, and transporting cargo on the working deck. They are also capable of supporting the work of the dredging fleet and hydraulic engineering works, delivering and deploying OSR equipment without entering an oil slick, and providing assistance in extinguishing fires. "**Uzon**" and "**Pechak**" are the fourth and fifth vessels in the series of Arctic tugs of the NE025 project, built for "Morspasluzhba" at the "Okskaya Sudoverf" according to the design of

the company "Nordic Engineering". The tug and rescue vessels of the NE025 project are designed to participate in emergency response and rescue operations, eliminate oil spills, ensure safe maneuvering of large vessels in difficult areas in the ports and harbors of the Northern Sea Route, etc. The key feature of the project is the optimization of design solutions using mainly domestic equipment. The localization level is about 70%. The type of vessel is single-deck, with a two-shaft diesel power plant, with a bow location of the two-tier superstructure and an open working deck in the stern. *Tug and rescue vessel of the NE025 project*. Class – KM ✪ Arc4 (hull, machinery) R1 AUT3 FF3WS Tug; Length – 29 m; Width – 10.0 m; Height of the side at midship – 4.2 m; Draft on the GLV at midship – 3.2 m; Power of main engines – 2 x 694 kW; Crew – 8 people. *(Source: Sudostroenie; Photo: "Morresluzhba")*

MULTRASHIP PROTECTOR ON STATION

To temporarily replace the permanent station tug **Guardian**, the Coastguard has brought the sea tug **Multraship Protector** to Den Helder. On Monday 16 June, it was moored at one of the jetties on the Harssens peninsula. The **Multraship Protector**, which is over 58 metres long, has a capacity of 14,000 KW and a tractive force of almost 200 tonnes. Normally, the ship is used at the wind farms off the coast of South Holland. The **Guardian** has in turn been assigned to the nautical security of the NATO summit that will be held in The Hague at the end of this month. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

MOORING TRIALS HAVE BEGUN ON THE KERCH STRAIT VESSEL

Shipbuilders of the Amur Shipyard (ASZ) of USC have begun mooring trials of the rescue vessel of the **Kerch Strait** project MPSV06. This was reported to Sudostroenie.info on June 19 by the press service of the enterprise. According to the shipyard, the main diesel generators (MDG) have been launched on the vessel, the interface of the integrated ship control system with the MDG control system has been checked, the water fire extinguishing systems have been tested; preparations are underway for testing the emergency diesel generator, and the installation of furniture and equipment

in the cabins of the first and second tiers of the superstructure and the forecastle deck is being completed. Testing of the rescue vessel equipment for its intended purpose has begun. The multifunctional ice-class emergency rescue vessel with a capacity of 7 MW of the MPSV 06 **Kerch Strait** project is being built by order of the Federal State Budgetary Institution "State Customer Directorate" for the Federal State Budgetary Institution "Morrespassluzhba". Let us recall that the construction of the multifunctional emergency rescue vessel of the MPSV06 project "**Kerch Strait**" (formerly "Spasatel Petr Gruzinsky") began at the ASZ in 2010. The vessel was launched in November 2020. The order was transferred to the outfitting base in Vladivostok in October 2024. The vessel of the MPSV06 project is designed for patrolling, duty and providing emergency assistance to ships in distress with the evacuation and accommodation of people in areas of shipping, fishing, offshore oil and gas fields; providing assistance during towing. The tug is not limited to navigation areas, including can operate along the Northern Sea Route. *Multifunctional rescue vessel of the MPSV06 project* Project developer – Marine Engineering Bureau; Overall length – 86 m; Overall width – 19.1 m; Draft – 6 m; Power – 7 MW; Speed – 15 knots; Ice class – Icebreaker6. *(Source: Sudostroenie; Photo: ASZ)*

AUSTAL USA LAUNCHES ITS FIRST STEEL SHIP FOR US NAVY TOWING AND SALVAGE

Shipbuilder Austal USA launched its first steel vessel, the future **USNS Billy Frank Jr.** (T-ATS 11), on June 14 at its shipyard in Mobile, Alabama. The ship is the first built using the company's new automated steel panel line. The 3,100-ton vessel is the heaviest ship launched by Austal USA to date. **Billy Frank Jr**. is the first of three Navy towing, salvage and rescue ships (T-ATS) currently under construction at the shipyard. The vessel was over 85 per cent complete at the time of its launch and will now undergo preparations for sea trials and delivery. The T-ATS platform is a multi-mission common hull designed to replace the capabilities of the retiring rescue and salvage ship and fleet ocean tug classes. The vessels will provide ocean-going towing, salvage, and rescue capabilities and will feature 6,000 square feet (557 square metres) of deck space for embarked systems to support various missions, including oil spill response and humanitarian assistance. The ship is named after **Billy Frank Jr**., a Native American activist and a veteran of the Korean War. *(Source: Baird)*

BRAZILIAN OWNERS BET ON EFFICIENT TUG NEWBUILDS

In a thriving tug building industry in Brazil, shipyards constructed vessels for Wilson Sons, Sulnorte, Svitzer and Camorim. Wilson Sons is increasing the use of biofuels on its tugs and installing charging infrastructure on quaysides in key ports in Brazil, while it prepares for the arrival of newbuilds from its own shipyard. It operates a fleet of 82 tugs, all in Brazil, and is in the middle of another tug newbuilding campaign. Wilson Sons is now 56% owned by Mediterranean Shipping Co (MSC) after the Switzerland-headquartered shipping group's subsidiary, SAS Shipping Agencies Services, acquired a shareholding from Bermuda-based investment group Ocean Wilsons for US$594M on 4 June 2025. Reducing emissions from port operations and introducing more sustainable towage services are key strategies of the Brazilian port and tug operator, says Wilson Sons executive director of the towage business, Marcio Castro. He says Wilson Sons has started using hydrogenated vegetable oil (HVO) biofuel on its tugs in one of the largest ports in Brazil and is encouraging other harbours to introduce shore power. "We are improving our efficiency, using shore power when our tugs are on standby, and we are spreading it along the Brazilian coast," he explains to International Tug & Salvage. "It is very important to reduce our carbon footprint, so we are also starting a pilot using HVO in one of the biggest ports in Brazil." It is testing HVO on tugs in the Port of Açu, in São João da Barra, working with Efen and Vast Infrastructure at its TLA liquid bulk terminal. It is assessing the CO2 emissions reduction from using green diesel, which could be 80% compared with using marine gasoil. "Our decarbonisation agenda does not only include building more efficient tugboats but also decreasing the environmental impact of our fleet of more than 80 vessels," says Mr Castro. "HVO is a promising solution as a drop-in fuel that does not require any adaptations to our equipment, representing an important choice for the port support industry." Wilson Sons is building azimuth stern drive (ASD) tugboats to a Damen design at its shipyard in Guarujá in the state of São Paulo, with the first delivery expected in November 2025, and the others in March and June 2026. These newbuilds will be more efficient than conventional tugs and compliant with IMO Tier III emissions standards, with aftertreatment units removing around 70% of NOx from engine exhaust gas. "We are just finishing a new series of tugboats at our own shipyard, and they will be IMO Tier III compliant and have 70 tonnes of bollard pull," says Mr Castro. These 23-m tugs will be built to Damen's ASD 2312 design, with a twin-fin hull design, a beam of 12 m, a FiFi1 fire-fighting system

and propulsion consisting of two diesel four-stroke engines linked to a selective catalytic reduction unit driving two azimuth thrusters. According to Mr Castro, they will be powerful enough to support the berthing and undocking manoeuvres of 366-m ultra-large container ships in Brazil's main ports, while reducing greenhouse gas emissions and fuel consumption by 14% compared with conventional tugs. Its shipyard in Guarujá completed six reverse stern drive (RSD) tugs to another Damen design in 2024, with the last, **WS Onix**, beginning work in the Port of Santos in September. All six 25-m tugs were built to RSD 2513 design with a bollard pull of more than 90 tonnes and compliance with the IMO Tier III regulations. Wilson Sons is also using digitalisation in Latin America, with a specialist centre managing fleet operations. It uses real-time operational data to gain insights and intelligence to improve maintenance and lower fuel consumption and emissions. "Our operations centre takes care of all the fleet," says Mr Castro. "We receive lots of data and we are adding intelligence to this for getting important information for our maintenance and operations. We are using internet of things on our tugboats to improve the efficiency of our operations." *Rio Maguari newbuilds* Sulnorte Serviços Maritimos is anticipating the delivery of newbuilds in H2 2025 and 2026 from Rio Maguari

Shipyard after welcoming a new 298-gt ASD tug from the Brazilian shipyard in 2024. Rio Maguari is scheduled to deliver **SN Acarau** and **SN Caraiva** to Sulnorte after their construction to ABS class and Robert Allan's RAmparts 2300 design. These tugs will have a FiFi1 off-ship fire-fighting system, and 70 tonnes of bollard pull coming from a pair of Caterpillar 3516C diesel engines driving two Kongsberg Z-drives, while these tugs will also have a Krasival-supplied winch for ship towage. Sulnorte took delivery of **SN Cariri**, a 23-m harbour tug built to ABS class and RAmparts 2300 design, from Rio Maguari in 2024 and it is operating in Madre de Deus, Brazil, according to automatic identification system (AIS) information. This ASD tug has a moulded beam of 11 m, a hull depth of 4 m, a bollard pull of 63 tonnes and a free running speed of 12 knots. Its propulsion consists of two Caterpillar 3516C diesel engines, rated at 1,641 kW at 1,600 rpm, driving Kongsberg US205S Z-drives with 2,400 mm diameter fixed-pitch propellers. The electrical system includes two Caterpillar C4.4 diesel generators, each producing 99 ekW at 230 V, 3-phase, 60 Hz. Sulnorte commercial director Fabio Vasconcellos says the newbuild harbour tugs, offering modern designs and high performance, will enable the owner to extend its port services in South America and across the Atlantic. "We are expanding our operations in the international market, with a focus on exporting high-performance tugs to operators in Latin America and West Africa," he says. Sulnorte is using crew training, digital tools and better planning to reduce fuel and contribute to more sustainable port services. Its tugs feature an efficient preventive maintenance and management system and "adopt responsible practices to ensure our operations are aligned with the highest standards of sustainability and environmental safety," the tug owner says. Its operations and technical teams work with shipmanagement systems to schedule tugboat dockings to maintain their class and performance and enable high availability. Rio Maguari is also building three 23-m tugs to a RAmpart 2300 design, each with a top speed of 13 knots, a bollard pull of more than 70 tonnes and a Fifi1 fire-fighting system. These are to be named **Svitzer Copacabana**, **Svitzer Cassino** and **Svitzer Encintados** and will be delivered from Q3 2025 to February 2026. They will have Rolls-Royce mtu 4000 series

engines, Kongsberg azimuth thrusters, Caterpillar gensets and Ibercisa winches. Detroit shipyard in Itajaí is constructing a series of harbour tugs for Camorim Serviços Marítimos, with the fifth and final vessel, **C-Harpia**, launched on 12 June. It joins **C-Condor**, delivered in April, **C-Albatroz** (in March), **C-Falcao** (in January) and **C-Fenix** (in November 2024). All are 24-m ASD tugs built to Detroit's DB-2470 design with a bollard pull of 70 tonnes, a forward winch for ship handling, tyre fendering and Marsis-delivered FiFi1 fire-fighting systems. *(Source: Riviera by Martyn Wingrove)*

EGYPT'S SUEZ CANAL AUTHORITY LAUNCHES REGION'S MOST POWERFUL RESCUE TUG

Egypt's Suez Canal Authority (SCA) has launched **Ismailia 1**, the most powerful rescue tugboat in the Middle East, as part of efforts to modernise its fleet and advance local shipbuilding, the authority said on Tuesday. The tugboat, built by Alexandria Shipyard in cooperation with the Naval Forces, has a bollard pull of 190 tonnes and measures 71.6 metres in length with a draught of 7 metres. It can reach a top speed of 16 knots. A second vessel, Ismailia 2, is due for delivery by the end of 2025. SCA Chairman Osama Rabie said the authority's maritime fleet has undergone "an unprecedented upgrade — the most significant in 30 years" with the addition of 30 tugboats of various models and bollard pull capacities ranging from 9 to 190 tons. Rabie described the newly launched tug as "the largest and most advanced in the history of the authority's fleet," noting it delivers greater bollard pull than any of the SCA's existing rescue vessels. He added that the tug is equipped with a dynamic positioning (DP) system that "allows easy manoeuvring when handling external units" and features a selective catalytic reduction (SCR) system to reduce carbon emissions, in line with the SCA's "Green Canal" strategy. The tug is the largest addition to the SCA's fleet, which has expanded by 30 vessels over the past three decades, Rabie said. The launch is part of a three-phase plan to boost domestic shipbuilding through partnerships with state institutions and the private sector, including Red Sea South Shipyard. *(Source: Amwal Al Ghad)*

CRESCENT TOWING AND BLAKELEY BOATWORKS TO START BUILD OF NEW Z-DRIVE TUGBOAT

Continuing a long-running partnership, two Cooper Group companies —Crescent Towing and Blakeley BoatWorks —plan to begin construction of Hull 115, a new 6,000 HP tier 4 Z-drive tugboat. To be built at Blakeley BoatWorks in Mobile, Ala.,it will be added to Crescent Towing's Mississippi River ship assist operations upon completion. This vessel will be the third in a series of 6,000 HP Z-drive tugboats that Blakeley BoatWorks has constructed for Crescent Towing. The second vessel in the series, M/V **Kentucky**, will be delivered to Crescent Towing's Mississippi River operations late this summer. "Our ongoing newbuild initiative, in partnership with Blakeley BoatWorks, emphasizes our commitment to providing our customers with the most powerful and technologically advanced equipment in the industry," said Scott H. Cooper, president of Crescent Towing. "Following the delivery of Hull 115, we plan to continue this initiative long-term to further strengthen our fleet and best serve our customers." "Our team is always working relentlessly to provide the highest quality ship assist towing service in the United States," said Keith Kettenring, Crescent Towing's executive VP and COO. "Adding new 6,000 HP tier 4 Z-drive tugboats to our fleet provides our team with more incredible tools to continue to offer the safest and most reliable towing services on the Mississippi River." To be named at a later date, the new escort towing vessel, designed by Crowley Engineering Services, will be 92 feet long and 38 feet wide with a draft of 19 feet. IT will be powered by twin Caterpillar 3516E tier 4 engines, each producing 3,004 HP and poweingr Kongsberg 255 fixed pitch azimuthing drives (Z-drives). "Blakeley BoatWorks is honored to continue our partnership with Crescent Towing to construct this series of 6,000 HP tugboats," said Swathin Kannalath, managing director of Blakeley BoatWorks. "The opportunity to construct some of the most advanced tugboats operating on the Mississippi River is very exciting for our entire team." *(Source: MarineLog)*

ACCIDENTS – SALVAGE NEWS

TAIC INVESTIGATION: FISHING VESSEL GROUNDS DUE TO NAVIGATIONAL ERRORS

New Zealand's Transport Accident Investigation Commission (TAIC) has issued a report regarding the grounding of a fishing vessel that happened due to the route not being properly appraised, planned, documented, or resourced before departure. *What happened* On 16 May 2024 the Japanese fishing vessel Chokyu Maru No.68 was inbound to the Auckland pilot boarding area when it grounded on rocks near The Noises island group. There were 27 crew on board; nobody was injured and there was no pollution as a consequence of the grounding. The vessel sustained a small hole at

the bow, heavy scraping of the hull paint and minor damage to the propeller. It was refloated later the same day and towed to an Auckland port facility. *Why it happened* The vessel's route from Yaizu, Japan to Auckland, New Zealand was not appraised, planned, documented or resourced before departure as required by industry rules and guidelines and standard seafaring practice. The crew responsible for navigation did not use all available means to determine the vessel's position in relation to navigable and unnavigable waters. Furthermore, the vessel was not carrying the appropriate nautical publications and large-scale charts that identified local navigational hazards such as The Noises and its outlying rocks. The master was not aware of rocks and islands between the vessel and the pilot boarding area and set a straight-line course that encountered these navigational hazards. *Lessons learned:* ● Compliance with SOLAS Chapter V ensures that prior to departing a berth, a vessel has a safe voyage plan known to all of the bridge watchkeepers. ● Large-scale chart information is essential in enhancing a navigator's situational awareness and ability to anticipate and avoid hazards to navigation. ● Safe vessel operations are primarily the responsibility of vessels' flag states and the vessels' owners/operators. A coastal state has limited influence on the standards on board a vessel when it enters the coastal state's waters. *(Source: Safety4Sea)*

GALLOO GENT DEMOLISHES DISASTER SHIP 'SOLONG' AND CRUISE LEGEND 'ASTORIA'

Recycling company Galloo is the buyer of '**Astoria'** and will dismantle the decommissioned Dutch cruise ship at its shipyard in Ghent. The container ship '**Solong'**, which burned out after a collision with an American fuel tanker, will also arrive there in mid-July. The burned out container ship '**Solong'** will be dismantled at the Galloo demolition yard in Ghent. It is expected there in mid-July, reports the Belgian recycling group with headquarters in Menen. The '**Solong'**, owned by the German company Ernst Russ and sailing under the Portuguese flag on a Samskip service, was on its way from Grangemouth in Scotland to Rotterdam on Monday morning, 10 March. In an anchorage zone off Grimsby (Humber estuary), the '**Solong'** rammed the stationary tanker '**Stena Immaculate'**. That ship of the Swedish Stena Group was chartered by the American ship management company

Crowley and was operating under the American flag with a cargo of kerosene for American military aircraft. Both ships caught fire during the impact. Due to the compartmentalization of the 'Stena Immaculate' and the coolness of the crew to activate the internal safety systems, the fire on the fuel tanker was locally contained. The remaining cargo could be pumped over to other tankers without contamination. The 'Stena Immaculate' has been moored at the quay in Great Yarmouth, England ever since. *Completely burnt out* The '**Solong'**, on the other hand, burned out completely for a week. The hull retained its buoyancy and was towed to Aberdeen, Scotland. All 23 American crew members of the **'Stena Immaculate'** were rescued. However, one of the fourteen crew members of the '**Solong'** – a 38-year-old Filipino sailor – was missing and presumed dead. Because the '**Solong'** rammed the '**Stena Immaculate'** without swerving or slowing down, Russian captain Vladimir Motin (59) is accused of manslaughter due to gross negligence. He was locked up and brought before the court. The date for the verdict was set for 12 January 2026. *Only bidder for 'Astoria'* Galloo also appears to be the buyer of the scrapped cruise ship '**Astoria'**, which was auctioned at the Rotterdam court on Tuesday 17 June. As the only bidder, Galloo immediately hit the mark with his opening bid of 200,000 euros. The 160-metre long and 21-metre wide '**Astoria'** was built in 1948 for a scheduled service between Sweden and the US. The ship has had a turbulent history with numerous name changes and a collision in 1956 that left 51 people dead. Since the 1990s, the ship has withstood a hurricane and several attacks by pirate ships. Ultimately, economic circumstances put paid to the cruise ship carrying six hundred passengers. The '**Astoria'** has been stuck in Rotterdam's Waalhaven for five years. After the bankruptcy of the British shipping company Cruise & Maritime Voyages during the Covid pandemic, it came into the hands of the Portuguese Teamson, a construction of American investors, in 2021. Given that Teamson has not paid its mooring and port fees in Rotterdam for two years, the court seized the ship. *97% recycling* "We will tow the legendary cruise ship '**Astoria'**, which can no longer sail independently, to our scrapyard in Ghent," says Galloo spokesperson Sylvie Sarlet. "The ship sailed under the Portuguese flag and must therefore be scrapped at a European-approved recycling yard. We have a long-standing reputation in the port of Ghent in dismantling, depollution and recycling of scrapped ships. The '**Astoria'** will be good for more than 12,000 tonnes of material, including ferrous and non-ferrous metals, wood, glass and plastics. We will recycle more than 97% of this into renewable raw materials. Through our network of 44 branches in Northern France, Belgium and the Netherlands, we give a second life to more than one million tonnes of metals and 20,000 tonnes of plastics every year." *(Source: Flows; Photo: Robert Lawrence Snr)*

RUSSIAN CAPTAIN CRASHES INTO MOORED SHIP IN BREMEN. HE WAS DRUNK

Last Thursday, a 55-year-old Russian captain, under the influence of alcohol, crashed into a moored

ship while trying to leave the port of Bremen. No one was injured, but both vessels suffered minor damage. When water police officers arrived at the scene, they immediately detected the smell of alcohol on the ship's captain. A voluntary breathalyzer test confirmed their suspicions: his blood alcohol level was over 1.6 per mille. The captain was banned from continuing his journey and ordered to pay bail of $6,000. The Russian's actions are under investigation. The service providing data on ship traffic based on the AIS system, which is cited by foreign media, has identified the unit commanded by the drunken captain and according to reports it is a slightly over 120-meter cargo ship intended for carrying cargo in coastal waters, the **Wilson Nanjing**, owned by the Norwegian shipowner Wilson ASA. *(Source: PortalMorski)*

TUG BOAT OFFICERS RESPONSIBLE FOR COLLISION WITH TWO BRIDGES

The captain, the first and the second mate of the **'Eems Warrior'** have been found responsible for the allisions with both the Botlek Bridge and the Spijkenisser Bridge on Dec 18, 2024, according the Disciplinary Board for Shipping. Due to various circumstances, including the fact that one of them was sent to the front in Ukraine, they got away with a fine or a reprimand. The ship was on its way to pick up a pontoon from Eemshaven in 's-Gravendeel.

Before passing the piers at Hoek van Holland, the captain entered the wheelhouse to take over the watch from the first mate. He took over the watch again a little later because the captain had to go to the toilet. When passing the Botlek Bridge and the Spijkenisser Bridge, which were both closed, the bottom of the bridge was hit by the navigation mast of the **'Eems Warrior'**. When this happened for the second time, the captain was back in the wheelhouse. The ILT inspector on duty filed a complaint against the captain and first mate for their involvement in the incidents. A complaint was filed against the second mate because he had drawn up the voyage plan. The third mate was accused of not having stated in the voyage plan that the bridges had to be open for a successful passage. The captain was accused of having approved this plan. According to the inspector, all three of them dropped stitches, including not knowing what the air draft of the **'Eems Warrior'** was and not being aware of the clearance height of both bridges when closed. The three had nothing to say against the ILT inspector's view of the case. Almost all objections against them were therefore acknowledged by the Disciplinary Board for Shipping, with a few exceptions. For exampl it was up to the captain, who knew the shipping route, to inform the first mate about opening the bridges. It was not up to the mate to ask the captain in the situation where the latter had to go to the toilet. No measure has been imposed on the captain, because he has already paid a fine of over 600 euros proposed by the Public Prosecution Service. According to the ILT inspector, the Disciplinary Board did not need to demand another measure. The board itself had a different opinion on this, because the purpose of a case before the board is different from a criminal case: punishment versus quality control. However, no measure was imposed, mainly because the ILT inspector did not demand anything and because the captain 'had been led to expect that the prosecution by the Disciplinary Board would not lead to the imposition of a measure.' The first mate is given a fine of 200 euros, which was lower than the inspector demanded. This was partly due to the fact that he has returned home due to family circumstances and that he has no income. Due to the allisions with the bridges, his contract with the shipping company has not been extended. The second mate has failed in his responsibilities, the Disciplinary Board for Shipping judged. In his case, personal circumstances were plaiying a role in not giving him a fine. He is now a soldier at the Ukrainian front, he has a very low income and it is also plausible in his case that his contract has not been extended due to the allisions. That is why only he receives a reprimand. *(Source: Vesseltracker)*

NAVAL SHIP RAMS WHEELHOUSE IN WILHELMSHAVEN

A naval vessel rammed the lock gate in Wilhelmshaven, causing significant damage. The wheelhouse was destroyed, and debris had to be salvaged. The cause of the accident remains unclear. Wilhelmshaven - The task force supply ship "Berlin" rammed the lock head between the two chambers of the fourth entrance with its bow on Sunday evening, causing significant damage. No one was injured. However, the wheelhouse for the monitoring station in the North Harbor was completely destroyed. The lock subsequently had to be closed because it was unclear whether there

were debris on the bottom near the rail on which the sliding gate is moved. "We commissioned divers from Jade Divers to search the area on Monday morning – and they found it. By this afternoon, all fallen stones from the bottom of the lock entrance should be recovered, and we can reopen the western chamber for locking," said Dirk Eickmeyer of the Weser-Jade-North Sea Waterways and Shipping Authority (WSA) in Wilhelmshaven in response to an inquiry. According to the Navy, the only visible dent on the starboard side (right) of the "Berlin" is below the emblem on the bow. There are no structural damages or technical malfunctions on board, so the EGV can begin its planned training program at sea on Tuesday, and other projects are not at risk. The 174-meter-long ship left its berth at the repair pier in the North Harbor at 7:10 p.m. on Sunday and, assisted by three tugboats, was supposed to enter the west chamber to exit the lock. Shortly before 8 p.m., the accident occurred. The "Berlin" initially returned to its previous berth. No one was willing to comment on the possible cause on Monday. The WSA has now appointed a structural expert to make recommendations for safety measures at the collapsed building before the remains must be demolished. "The federal government must continue to use the monitoring station, which is why a container will likely be set up at the lock head as a control center," says Dirk Eickmeyer. Most recently, the task force support vessel "Frankfurt am Main" rammed a concrete bow while attempting to reverse into the west chamber in March 2017. At that time, the damage to the stern was so severe that extensive repair work was required, and the EGV's participation in all planned projects had to be canceled. *(Source: NWZ; Photo: WSA)*

THE GREAT LAKES TOWING COMPANY TUGS SWIFTLY FREE VESSEL DURING NAVIGATIONAL INCIDENT ON CUYAHOGA RIVER

In the early hours of Friday, June 20, the Great Lakes Towing Company demonstrated its unwavering commitment to maritime safety and operational excellence by conducting a smooth and efficient refloating operation of the foreign-flagged freighter SUNNANVIK, which had become lodged in the narrow mouth of the Cuyahoga River

near the East Bank of the Flats. At approximately 12:43 a.m., the 9,000-ton **SUNNANVIK** became wedged in the canal, temporarily disrupting traffic. The Great Lakes Towing Company responded without delay, dispatching two of its finest tugs. The **NEW YORK**, expertly navigated by Captain Tim Herrle, arrived on scene around 2:30 a.m., followed by the **WISCONSIN**, piloted by Captain Brad Sheppard, who arrived at approximately 4:50 a.m. to provide additional assistance. By using their extensive experience navigating the complexities of the Cuyahoga River and the powerful capabilities of the tugs, the team coordinated seamlessly with the U.S. Coast Guard. Through precision maneuvers and unmatched teamwork, the **SUNNANVIK** was successfully freed just before 6 a.m., allowing river traffic to resume and enabling the vessel to continue safely to its destination. A U.S Coast Guard official praised the operation, remarking that the tugboats were "like mini muscle machines"—a testament to the incredible power and precision our tugboats bring to highstakes maritime scenarios. "This is why we're here," said Gregg Thauvette, Executive Vice President, Operations at The Great Lakes Towing Company. "Our crews and vessels stand ready — even when you didn't expect to need us. We're prepared to respond at a moment's notice to keep the waterway safe and open." No injuries were reported, and no pollution occurred. Following a brief inspection of the vessel and surrounding area, the SUNNANVIK was cleared to continue its commercial voyage. *(PR-The Great Lakes Towing Company)*

SALVORS RAISE MIKE LYNCH'S SUNKEN SUPERYACHT IN ITALY

Salvage experts winched Mike Lynch's sunken superyacht towards the surface on Friday, 10 months after it went down off the coast of Sicily, killing the British tech tycoon, his teenage daughter and five others. The vessel is scheduled to be lifted out of the water in the final phase of the recovery on Saturday, TMC Marine, the company leading the salvage operation, said. "Accelerated progress in salvage works off the coast of northern Sicily mean that all preparations are now nearing completion, ahead of the delicate lifting procedure," the statement said. The work was briefly halted last month after the death of a diver involved in the operation. The 56-meter-long (184-foot) **Bayesian** was moored off the small port of Porticello, near Palermo, in August last year when it sank during a sudden storm. UK Investigators Uncover Stability Issues Behind Tech Tycoon's Superyacht Sinking. The yacht was vulnerable to violent winds and was probably knocked over by gusts of more than 117 km (73 miles) per hour, an interim UK report said last month. The recovery process has been made easier after the vessel's 72-meter mast was detached using a remote-controlled cutting tool and placed on the seabed on Tuesday. The hull of the yacht has been supported by a specially designed steel wire lifting arrangement which is, in turn, attached to a floating lifting asset. The vessel is between two barges supplied by Hebo Maritimeservice, a Dutch specialist salvage company. The salvage experts are now reinforcing the cables because the yacht will be heavier once pulled out of the water, a source at the Italian coast guard said. The yacht is expected to be transported to the nearby port of Termini Imerese on Monday and handed over to the authorities who are investigating the tragedy. Lynch's daughter Hannah, lawyer Chris Morvillo and his wife Neda, banker Jonathan Bloomer and his wife Judy, and chef Recaldo Thomas were killed when the yacht

sank. Nine other crew members and six guests were rescued. *(Source: gCaptain)*

OFFSHORE NEWS

SUBSEA 7 SCORES EPCI WORK OFF NORWAY

Offshore engineering and services player Subsea 7 has won a new engineering, procurement, construction and installation contract offshore Norway. The EPCI deal involves pipeline bundles, spools, protection covers, and tie-ins using key vessels from Subsea 7's fleet for an undisclosed client. The financial details were not revealed; however, it was stated that the contract was substantial, falling within the $150m to $300m range. Project management and engineering will begin immediately at the company's offices in Stavanger and Aberdeen. Fabrication of pipeline bundles will take place at Wester. Offshore operations are expected to take place in 2025-2027. "By engaging early in the field development process, we can optimise design solutions and contribute to a positive final investment decision," said Erik Femsteinevik, VP for Subsea 7 Norway. *(Source: Splash24/7)*

PROSAFE VESSEL'S BRAZILIAN GIG CONFIRMED AS PETROBRAS UPHOLDS BID RESULTS

With the results of the tender reaffirmed, Oslo Stock Exchange-listed semi-submersible accommodation vessel owner and operator Prosafe is anticipating the prompt signing of a multi-year vessel contract in South America with Petrobras, Brazil's state-owned oil and gas giant. The company's **Safe Notos** dynamically positioned (DP3) semi-submersible safety and maintenance support vessel was selected as the winner of Petrobras' tender in May 2025. However, the four-year deal with the Brazilian giant was still subject to the approval process and a formal award. As

Petrobras has ratified the result of the bidding process for the provision of **the Safe Notos** semi-

submersible vessel for safety and maintenance support offshore Brazil, the contract with a total value of approximately $204 million is expected to be entered into without delay. The long-term assignment, which is scheduled to begin in September 2026, will last until Q3 2030. The 2016-built **Safe Notos** vessel, which can accommodate 500 persons, comes with a large crane capacity, open deck area, and a telescopic gangway. The vessel's current contract, which started in Q3 2022, was secured in May 2022. Prosafe revealed a revenue of $33 million in Q1 2025, with four vessels active during the quarter. *(Source: Offshore Energy)*

SEA TRIALS BEGIN FOR CANADIAN COAST GUARD'S NEWEST OCEAN RESEARCH SHIP

Canada's Seaspan Shipyards has begun conducting sea trials of a new research vessel slated for the Canadian Coast Guard. Classed as an "offshore oceanographic science vessel" (OOSV), the future **CCGS Naalak Nappaaluk** will measure 88 metres long and will accommodate up to 34 crewmembers and 26 Fisheries and Oceans Canada scientists. Over the next few weeks, the ship will be put through full-scale exercises on Canada's west coast by specialists from Seaspan, the Canadian Coast Guard and equipment suppliers to test the performance of key systems and assess the ship's seaworthiness. Following delivery, the OOSV will be stationed at the Bedford Institute of Oceanography in Dartmouth, Nova Scotia. The future **Naalak Nappaaluk** will be equipped with a deck that can swap out different equipment modules based on mission requirements, a marine mammal observation station, an ocean sampling room, multiple laboratories, and equipment for collecting and analysing information to better understand ocean ecosystems. The vessel can also support search and rescue operations and environmental response, when needed. The OOSV is the first in a planned class of three that Seaspan is building for the Canadian Coast Guard. *(Source: Baird)*

SBM OFFSHORE PENS OPERATIONS AND MAINTENANCE DEAL FOR SURINAME FPSO

Dutch floater expert SBM Offshore has signed an operations and maintenance contract with French energy major TotalEnergies for the GranMorgu FPSO set to operate offshore Suriname. The contract was signed with TotalEnergies EP Suriname, a subsidiary of TotalEnergies. The unit will be a part of the field development project located in offshore Block 58. The operations and maintenance contract encompasses the operation readiness phase preceding first oil, as well as the provision of operations and maintenance services for a minimum period of two years following first oil, with optional extension periods. "This contract reinforces SBM Offshore's long-term strategic partnership with TotalEnergies and marks a significant milestone as SBM Offshore becomes the first FPSO operator in Suriname," the company said in a statement. The GranMorgu project is located 150 km off the coast of Suriname and is the first oil and gas development off the country's shores. TotalEnergies ordered the GranMorgu FPSO from SBM Offshore back in November last year. Under the deal, the company, in partnership with Technip Energies, will construct the FPSO. The award followed the completion of FEED studies and the final investment decision on the project. The French firm also awarded billions in deals to Saipem and TechnipFMC for work on the project. In total, the two companies won contracts worth $2.9bn. In May this year, Staatsolie arranged a $1.6bn loan with a group of 18 international, regional and local banks and financial institutions to partly finance its 20% participation in the project. *(Source: Splash24/7)*

AF OFFSHORE DECOM SECURES HEEREMA DECOMMISSIONING GIG

Decommissioning specialist AF Offshore Decom has been awarded a contract by Heerema Marine Contractors for the onshore reception, dismantling, and recycling of a production platform from the

UK sector of the North Sea. The scope of work includes both the topside and jacket, with a combined weight of approximately 15,000 tonnes. According to the current schedule, the topside and upper jacket are expected to be delivered to the company's facility in Vats, renowned as one of the world's most environmentally friendly dismantling facilities, in 2026. The remaining jacket section will be delivered in 2027. *(Source: Splash24/7)*

SOLSTAD OFFSHORE ASA - CONTRACT AWARD IN BRAZIL FOR CSV NORMAND FLOWER

With reference to the stock exchange notice dated April 30, 2025, announcing the contract award with Petrobras for the CSV "**Normand Flower**" owned by Solstad Maritime ASA (SOMA), subject to Board approval: Solstad Offshore ASA (SOFF) is pleased to confirm that the subject has now been lifted, and the contract is signed. The contract, which will commence in January 2026, has a duration of 4 years and a gross value of approximately USD 115 million, excluding ROV services. The vessel will be on bareboat contracts from SOMA to SOFF, which is the contract holder with Petrobras. Solstad Offshore ASA holds 27,3% of the shares in Solstad Maritime ASA. *(PR-Solstad)*

LITA OCEAN DELIVERS ZAMIL 80 FOR ARAMCO OPERATIONS

Singaporean shipbuilder Lita Ocean announce the successful delivery of **ZAMIL 80**, to Zamil Offshore. A 60-meter DP2, FF1 Fast Support Intervention Vessel (FSIV) equipped with SMART and IDM-A capabilities, classed by ABS. This state-of-the-art vessel will soon depart for Saudi Arabia to commence operations in support of Aramco's offshore activities. **ZAMIL 80** represents the latest in maritime innovation, combining dynamic positioning (DP2), firefighting (FF1), and smart vessel technologies to maximize efficiency and safety in offshore operations. Designed by Incat Crowther, the fast support intervention vessel is powered by four MTU 16V4000 diesel engines coupled to ZF gearboxes driving Hamilton HT810 Waterjets, providing a full load service speed of 25 knots. Manoeuvrability of the DP2-certified vessels is enhanced by three Hydromaster tunnel bow thrusters, allowing safe docking and unloading of cargo and personnel. Two of the main engines will be coupled to 1200 m3/hr firefighting pumps offering FiFi-1 capability. The vessels' main deck offers an expansive 250m2 aft cargo deck rated at 2.5 t/ m2 and a climate-controlled forward cabin featuring

business-class seating for 60 service personnel in a spacious passenger lounge, as well as three bathrooms, an office, snack bar and well-equipped medical bay. The vessels' 18 crew are housed on the hull deck which offers four two-berth dorms, two four-bed dorms and two single-bed dorms. The hull deck also features a large pantry, mess, three bathrooms and laundry. The health of the crew is also prioritised with an isolation room located behind a sealed door. Lita Ocean extends its deepest gratitude to Zamil Offshore Services Company and all partners for their unwavering support in bringing this exceptional vessel to life. ZAMIL 80 is the first of three fast support intervention vessels in this series, with the next two set for delivery soon, reinforcing Lita Ocean's commitment to innovation and long-term collaboration with Zamil Offshore. *(Source: Workboat365)*

SEABIRD EXPLORATION PLC: CHANGE OF COMPANY NAME AND TICKER CODE FOLLOWING SUCCESSFUL MERGER

SeaBird Exploration Plc changes its name to SED Energy Holdings Plc ("Energy Holdings") and ticker code to "ENH" effective from June 20, 2025, following the successful merger between SeaBird Exploration Plc and Energy Drilling Ltd. The new company name has been registered with the Department of Registrar of Companies and Intellectual Property in Cyprus. The name

change and new ticker code “ENH” will be effective on Euronext Oslo Børs from and including June 20, 2025. "The name Energy Holdings marks our transition to a diversified energy investment company," said CEO, Kurt M. Waldeland. "It reflects the breadth of our portfolio and our focus on long-term value creation through strong cash flow generation, shareholder distributions and disciplined, value-accretive growth. As part of this evolution, we are pleased that Finn Atle Hamre will continue as CEO of the SeaBird business unit. Finn Atle has played a key role in SeaBird’s transformation in recent years, and his continued leadership will ensure continuity as SeaBird operates under the new group structure.” Final approval of the listing prospectus for the ordinary shares issued in relation to the transaction is expected in Q3 2025, after which the new ordinary shares will be listed and tradeable under the same ISIN as existing shares. *(PR-SeaBird Exploration)*

EQUINOR CONTRACTS COMPATRIOTS FOR 4D SURVEY OVER FIELD OPERATIONAL SINCE 2009

Norway’s state-owned energy company Equinor has contracted compatriot marine geoscience and technology company Shearwater GeoServices to perform a 4D survey over its Tyrihans field in the Norwegian Sea. Located 25 kilometers southeast of the Åsgard field in water depth of 270 meters, Tyrihans was discovered in 1983 and the plan for development and operation (PDO) was approved in 2006. The field is developed with five subsea templates tied back to the Kristin platform, four templates for production and gas injection and one template for seawater injection. Gas for injection and gas lift is supplied from the Åsgard B platform. Production started in 2009. According to the Norwegian Offshore Directorate, drilling of new wells is challenging on Tyrihans because of reservoir depletion. To increase recovery for both oil and gas, work related to low pressure production and possibilities for infill wells is ongoing. In 2024, a new production well was drilled on the field. Shearwater’s one-month 4D towed streamer seismic survey will begin in early August and will see the deployment of the 126-meter-long Amazon Conqueror, using Isometrix technology. It is the first project awarded under the 2021 Equinor frame agreement following a recent extension for an additional two years. The survey follows the 4D campaign for Equinor at the Mariner and Heidrun fields, performed last year. According to the company, applying the same technology to capture repeat high-quality seismic data over the area will help understand changes to the reservoir over time in the producing field and support future production strategies to optimize output. “The award reflects Shearwater’s strong technical capabilities and consistent operational reliability. Finding good solutions together with our clients is always a priority for us. In this case, we can provide our client with updated reservoir data to support long-term production optimisation and value creation,” said Irene Waage Basili, CEO of Shearwater GeoServices. Of note, Shearwater last month placed an order with Argus Remote Systems for the delivery of two XL work-class remotely operated vehicles (WROVs) for deepwater operations. *(Source: Offshore Energy)*

FUGRO DISCOVERY BRIEFLY IN PORT

Fugro ships continue to come and go in our port. Last Monday morning it was the turn of the 70-metre long **Fugro Discovery** that had come over from Bremerhaven to Den Helder. The survey vessel would only stay for a few hours, because in the afternoon it left again to work in a survey area in the North Sea. The ship was transferred to the Norwegian Coast Guard in 1997 by Naval Shipyard as Tromsø in Gdynia, Poland. Since 2007, the ship has sailed under the Fugro flag. In 2016, it made a name for itself with the search for the Malaysia Airline airliner that went missing over the Pacific Ocean during flight MH370. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

DOF'S SUBSEA CONSTRUCTION VESSEL GETS ATLANTIC REGION JOBS

DOF Group has signed multiple contracts for the **Skandi Inventor** subsea construction vessel (SCV) in the Atlantic region. The contract is for 100 days of firm work, with additional options available. The **Skandi Inventor**, a state-of-the-art DP3 construction vessel equipped with a 400-ton Active Heave Compensated

(AHC) crane and a large working deck, has recently undergone significant upgrades. The vessel is now fitted with two brand new Work Class ROVs (WROVs) and a modern survey suite, all of which will be fully operated by DOF. Preparations are already underway, with DOF delivering a full scope of project management, engineering, logistics, and offshore execution as part of the awarded campaigns. The value of the contract or the name of the client have not been disclosed. *(Source: MarineLink; Photo: Geir Vinnes)*

SAUDI ARABIA'S RAWABI VALLIANZ OFFSHORE WELCOMES NEW AHTS TO FLEET

Saudi Arabia-based Rawabi Vallianz Offshore Services took delivery of a new anchor handling tug supply vessel (AHTS) from Jiangmen Hangtong Shipbuilding of China on Wednesday, June 18. **Rawabi 214** belongs to a series of 10 AHTS ordered by Rawabi Vallianz Offshore for operation in the Middle East. The series also includes **Rawabi 213**, which was built by Shin Yang Shipyard of Malaysia and delivered late last year, and **Rawabi 210**, which Jiangmen Hangtong delivered last January. The newbuild has an LOA of 64 metres, a beam of 16 metres, a design draught of 3.5 metres, a depth of six metres, and accommodation for 28 crewmembers. A diesel-electric propulsion system delivers a maximum speed of 13.8 knots, a cruising speed of 10 knots, and a bollard pull of 55 tonnes. The AHTS is also fitted with two firefighting monitors and can be configured for oil spill recovery duties. **Rawabi 214** was designed in compliance with ABS class rules including those for unlimited navigation areas. *(Source: Baird)*

MUSEUM NEWS

VERDUURZAMING HISTORISCHE SCHEPEN IS GEEN SINECURE

Kolengestookte schepen kennen nog geen realistisch duurzaam alternatief dat cultureel en technisch acceptabel is. Dat staat in een Adviesrapport over verduurzaming van het mobiele erfgoed, waarover we vorige week al schreven. De Rijksdienst voor Cultureel Erfgoed (RCE) onderzocht wat ervoor nodig is om erfgoedschepen te verduurzamen. Da t si niet of nauwelijks te doen, zo blijkt uit een eerste studie, naar aanleiding van een bijeenkomst belegd met de sector. Schepen met kolengestookte stoommachines kunnen bijvoorbeeld niet elektrisch gaan varen zonder de waarde van de historische voortstuwing blijvend aan te tasten. De **Hydrograaf**, die jaarlijks op nationale televisie fungeert als stoomboot van Sinterklaas wordt genoemd als voorbeeld. Gek genoeg vaart de **Hydrograaf**, ondanks de indrukwekkende schoorsteen, allang niet meer op stoom. Bij een renovatie in 1985 is de ketel verwijderd en zijn twee dieselmotoren geïnstalleerd. Eigenaar Ray Davis: 'Uit de kenmerkende schoorsteen komt wel stoom, maar die wordt gegenereerd door een speciale stoomgenerator, niet door een stoommachine of door de dieselmotoren.' *Alternatieve brandstoffen* Historische schepen

zoals **Hydrograaf** kunnen wel eenvoudig verduurzamen door diesel te vervangen door biobrandstoffen als HVO. Het brandstofverbruik blijft dan gelijk en de overstap vereist meestal geen aanpassing van de motor. HVO kan tot 90% CO_2-reductie opleveren. 'Toch blijft de overstap in veel gevallen nog uit', aldus het rapport. Uit een enquête onder leden van de Federatie Varend Erfgoed Nederland blijkt dat 99% van de de schippers die wel is overgestapt, positieve ervaringen heeft met het gebruik van HVO.

De overstap kan worden bevorderd door schippers beter te informeren over HVO, door de kosten te verlagen ten opzichte van reguliere diesel, de beschikbaarheid ervan te vergroten en door het gesprek onderling tussen schippers hierover op gang te brengen, zodat zij (positieve) verhalen van andere gebruikers horen. Het rapport presenteert aanbevelingen voor het ministerie om verduurzaming te bevorderen. Mogelijk wordt een tweede pilot opgezet waarbij schippers met elkaar in gesprek gaan over HVO. De **Hydrograaf** vaart overigens nog op gasolie. Davis: 'We overwegen HVO.' *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

MAYOR SCHOUTEN CHRISTENS VAN OORD'S OFFSHORE GIANT BOREAS IN ROTTERDAM

Mayor Carola Schouten of Rotterdam christened Van Oord's newest ship in Rotterdam on Wednesday 18 June. The offshore installation vessel is the largest of its kind. The ship is 175 metres long (47,000 gt) and has a 155-metre high boom, which can lift more than 3,000 tonnes. The Chinese-built **Boreas** can install the largest wind turbines at sea. The mayor spoke on the Nieuwe Maas in the presence of hundreds of invited guests about the importance of the ship. 'Not only because of its size; the largest in its class. Not only because it belongs to the new generation of installation vessels. But also because it is the largest investment the company has ever made. Because this latest addition to the Van Oord fleet is proof of their deep commitment to a shared green future.' With its height, the ship fits well into the Rotterdam streetscape and towers above the Erasmus Bridge. The ship was launched in China on May 14, 2024. Last January she started her

journey to the Netherlands. Stopovers were made in Singapore and Las Palmas. Early March the ship arrived in Amsterdam for further completion. *Legs* The four legs, each 126 metres long, enable the vessel to be jacked up above the waterline. This creates a stable platform that can be deployed in waters up to 70 metres deep. The Boreas is capable of installing 20 MW wind turbines at sea. *Methanol* Boreas can sail on methanol. A month ago, it was on the receiving end of the first ship-to-ship bunkering of methanol in Amsterdam. The ship can save 80% of emissions. It is important that there is sufficient green methanol available. CEO Govert van Oord told the Telegraaf: 'Everyone has to play their part in the chain. We are positive about the prospects of methanol.' A battery pack of approximately 6,000 kWh can absorb peak loads and regenerate energy to further reduce fuel consumption and the associated emissions. Van Oord is investing heavily in fleet renewal. The purchase of the Boreas is part of a total investment of 1 billion euros in the fleet. According to the Telegraaf, the Boreas is worth half of that amount, previously an amount of 300 million euros was mentioned. *Greek god* The offshore installation vessel is named after the Greek god of the north wind, **Boreas**. **Boreas** caused cold, darkness and snow in ancient Greece. He was therefore depicted as a cruel god. **Boreas** had three brothers, Euros (east wind), **Notos** (south wind) and **Zephyros** (west wind). *Shipyard* The fact that the ship was built in China led to parliamentary questions. The CDA wanted to know why the ship was not built in the Netherlands or Europe. But for a ship of this size and complexity, Van Oord could not find a European shipyard that wanted or could build it. *First job* After the christening ceremony, **Boreas** will depart for its first offshore wind project, the Nordsee cluster in the German North Sea, a joint venture between RWE (51%) and Norges Bank Management Investment (49%). Van Oord is responsible for the installation of 104 extended monopiles and scour protection. The 1.6 gigawatt wind farm cluster is expected to generate enough renewable energy to supply the equivalent of 1,600,000 German households. *(Source: Schuttevaer; Photo Robin Utrecht/ANP)*

LIFTOFF UNVEILS REVOLUTIONARY MAJOR COMPONENT EXCHANGE VESSEL (MCEV)

LiftOff unveils its revolutionary Major Component Exchange Vessel (MCEV) at the RenewableUK

Global Wind Offshore exhibition in London. Designed to meet rising demand for offshore wind turbine maintenance, the MCEV combines LiftOff's proven up-tower crane technology with capabilities of modern offshore dynamically positioned (DP) vessels and mission equipment. LiftOff will offer turnkey services for major component exchanges using the MCEV. With a rapidly expanding offshore wind energy market, combined with an aging fleet of installed wind turbines, operators face increasing delays due to limited jack-up and heavy-lift vessel availability. This drives up costs and increases turbine downtime, and threatening LCOE competitiveness. *A Purpose-Built Solution* LiftOff's MCEV is a purpose-built vessel designed to transport multiple generators and gearboxes, making it ideal for both large-scale and smaller Major Component Exchange (MCE) projects. The MCEV significantly shortens response times and enhances the efficiency of MCE operations. "With this new vessel, LiftOff is changing the game in the MCE market," says Eelko May, Managing Director of LiftOff. "The MCEV allows us to scale our services and better support wind farm owners, operators and turbine OEMS across the globe." Based on a conventional DP2 vessel, the MCEV features a custom up-tower crane with nacelle-mounted winches, enhancing safety by removing direct load connections to the vessel. The aft deck is equipped with a motion-compensated platform that carries cargo comprised of both crane equipment and wind turbine major components, while a motion-compensated walk-to-work system ensures safe and efficient crew and small component transfers. Unlike jack-up vessels, the MCEV does not require seabed contact, eliminating the need for pre-arrival site characterization. Its DP2 dynamic positioning system ensures precise station-keeping, even in challenging sea conditions. The vessel's performance also enables faster transit between turbines and sites, further reducing downtime. *Key Benefits* ● Simplified maintenance campaign planning and execution; ● No seabed interaction; ● Faster mobilization and transit reduces turbine downtime. Watch the YouTube video HERE *(PR-LiftOff)*

DREDGING NEWS

MIDDLESEX COUNTY: BROAD CREEK DREDGING WRAPS UP

Dredging work is now complete on Broad Creek in Middlesex County, restoring the channel to a controlling depth of 8 feet and ensuring safe, consistent navigation for both visiting and year-round boaters. “Broad Creek is essential to the marine industry in Middlesex County,” said Trenton Funkhouser, Executive Director of the Middlesex County Economic Development Authority. “We commend the County for making this a priority. This project ensures that the businesses along Broad Creek have the access they need to continue serving boaters efficiently and safely.” “The successful dredging of Broad Creek is a testament to the power of partnership,” added Anton Webre, co-owner of Norton Yachts and a member of the Middlesex EDA. “This project brought together local agencies, private citizens, and businesses – all working toward a common goal to improve access, safety, and opportunity for our community. When we join forces, we don’t just move sediment – we move our county forward.” The project was managed by Middlesex County with coordination from the Virginia Port Authority, Virginia Marine Resources Commission, Middle Peninsula Planning District Commission, and VHB Engineering. *(Source: Dredging Today)*

ALL SET FOR QUINCY BAY DREDGING

Dredging operations at the Quincy Bay are about to start in the following days. On Tuesday, workers were out on the Mississippi River using the equipment near the Bayview Bridge. According to the officials, the dredging program is expected to help the water flow along with depth of the river. The Quincy Bay has often dealt with silt accumulation, making it unsafe for boaters and others out on the water. Quincy received a 3.5 million dollar grant to dredge both the lower and upper bays. *(Source: Dredging Today)*

ULTRAMAR TERMINAL UPGRADES COMPLETE

Russia’s Ust-Luga Port has completed another infrastructure project – reconstruction of the Ultramar marine terminal (phase 3.2). During the works, the seafloor near berth No. 1b was deepened up to -

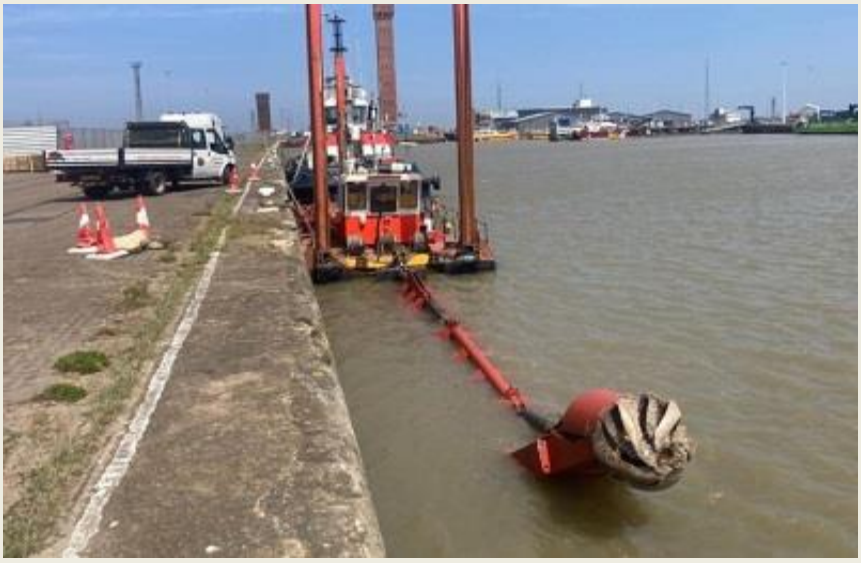
17.2 meters. FSUE Rosmorport, acting as the client for the terminal water area reconstruction, oversaw the removal of approx. 288,000 thousand cubic meters of dredge material from a 5.08-hectare area. The upgraded berth No. 1b is planned to be used for transshipping fertilizers in containers and bulk cargo. The works carried out as part of the Ultramar reconstruction will enhance the terminal's competitiveness. Combined with previously commissioned berthing facilities at the terminal, the safe entry of vessels with a draft of up to 15.35m is now ensured. *(Source: Dredging Today)*

SAN ELIJO LAGOON DREDGING STARTS THIS WEEK

As reported last week, the long-awaited **Sanderling** dredge arrived at the San Elijo Lagoon. The dredge – which came from San Diego Bay after undergoing modifications and retrofitting over the past few months in preparation for the San Elijo Lagoon project to remove 70,000 cubic yards of sand from the main channel – was transported to San Elijo Lagoon in pieces and lowered onto the banks of the lagoon with the help of cranes. Last week, crews reassembled the dredge and conducted diagnostic tests in preparation for a U.S. Army

Corps of Engineers' (USACE) Dredging Quality Management (DQM) certification, which verifies that the dredge is transmitting the required data. The dredge passed USACE certification. During testing, it was determined that one of the hydraulic cylinders controlling the cutterhead's depth – the equipment the dredge uses to loosen and suck up the sand – had broken during transport. The hydraulic cylinder was at the repair shop today and will be installed tomorrow. If everything goes well with the testing tomorrow, the dredging will begin on Thursday, June 19. Once dredging begins, the dredge will operate 24/7 to remove approximately 70,000 cubic yards of sand from the main channel, with most of the material located west of the Nature Center and east of the railroad bridge. The sand will be transported via pipes to the Chart House Restaurant area, utilizing lagoon water for the process. Following this, land excavation will occur at the Cardiff State Beach inlet for four days. *(Source: Dredging Today)*

DE KLOP REPAIRS SWING ARM DREDGER



Last weekend, DE Klop BV received an urgent service request from a customer in the United Kingdom. A seal issue had occurred in the bearing block of a swing arm dredger. "As soon as the bearing block arrived in the Netherlands, the bearing block and seal were renewed and everything was thoroughly checked," said DE Klop. "The team then traveled with the customer and the parts to the UK to reinstall and align the bearing block. Thanks to this fast and professional approach, the dredger was back up and running in no time." The swing arm dredgers from Machinefabriek De Hollandsche IJssel / DE Klop are specifically designed for efficient and precise dredging in smaller or hard-to-reach waterways. *(Source: Dredging Today)*

CASHMAN FINISHES DREDGING PROJECT IN JACKSONVILLE

Cashman Dredging has announced the successful completion of the Jacksonville Harbor Maintenance Dredging project in Duval County, FL. Under the $25 million contract, Cashman crews removed over 1,000,000 cubic yards of material from the federal channel. The work was completed in just over three months using the Dredge **Mighty Quinn** and Dredge **Dale Pyatt**, with material placed at Bartram Island and an offshore

disposal site. The federally-authorized Jacksonville Harbor project will allow larger vessels to access the channel, reducing transportation costs, providing increased navigational safety, while avoiding or minimizing impacts to environmental resources. *(Source: Dredging Today)*

DREDGING ABOUT TO BEGIN AT HMNB DEVONPORT

The Royal Navy has announced that maintenance dredging operations are about to begin at the HMNB Devonport. According to the Navy and the King's Harbour Master, maintenance dredging will take place at various places throughout HMNB Devonport, starting on June 20, 2025. The scheme will comprise trailing suction hopper dredger (TSHD) **Shoalway**, plough dredger **Obervargh** and survey vessel **Smit Neyland** working for approximately 10 days to complete the dredging. All dredged material will be disposed at Plymouth Deep (PL035) licensed disposal site. *(Source: Dredging Today)*

YARD NEWS

THECLA BODEWES SHIPYARDS CELEBRATES 100-YEAR ANNIVERSARY AND IS GRANTED THE HONORARY TITLE 'ROYAL'

Royal honor marks new chapter under the name Royal T Shipyards Kampen – On Friday, June 20, 2025, Thecla Bodewes Shipyards celebrated its 100th anniversary as an independent Dutch family-owned shipyard. During a festive event at the company's headquarters in Kampen, a century of dedication, innovation, and craftsmanship was commemorated — and a historic milestone announced: the shipyard may now officially carry the honorary title 'Royal'. On behalf of His Majesty the King, the King's Commissioner for the province of Overijssel, Mr. Andries Heidema, presented the honor. This prestigious distinction is the highest recognition a company in the Netherlands can receive and is reserved for businesses of national importance and enduring merit

— such as this family company, which has been a pillar of Dutch shipbuilding for generations. To

mark the occasion, CEO Thecla Bodewes unveiled the company's new name: *Thecla Bodewes Shipyards becomes Royal T Shipyards* "The 'T' in our new name connects past and future — and it stands for more than just Thecla," Bodewes explains. "It stands for Team – the people who make this company strong. For Tomorrow – our constant drive to move forward. For Together – because collaboration is our greatest strength. And for Trust and Tradition – the foundation of our craftsmanship. Royal T Shipyards is more than a name. It's our promise to the future." "We achieved this together – across generations of colleagues, suppliers, and customers. Receiving this honorary title is the ultimate recognition for everyone who contributed to our growth and success." *A Shipyard of National Significance* King's Commissioner Mr. Heidema emphasized the company's exemplary role in the Dutch maritime sector: "Royal T Shipyards is a beacon of stability, vision, and craftsmanship within the Dutch manufacturing industry. It makes a strong impact both locally and internationally. The company bridges our rich Hanseatic heritage with modern maritime development — a vital link in the regional and national maritime economy." Mayor Sander de Rouwe of Kampen also praised the shipyard: "This yard has been a cornerstone of our community for decades — not only as an employer, but also as an educator, innovator, and proud ambassador for our region. The honorary title and the new name Royal T Shipyards are well deserved and a tribute to the dedication of Thecla Bodewes and her team." *From Martenshoek to the World* What began in 1812 as Scheepswerven Gebroeders G. & H. Bodewes in Martenshoek evolved into a leading family-owned enterprise in Dutch shipbuilding. A turning point came 100 years ago, when the two branches of the Bodewes family set out on their own course and one branch established an independent yard in Hasselt – the foundation of the company as it exists today. *Now, the seventh generation is at the helm.* Today, Royal T Shipyards operates from four strategic locations in the Netherlands and is internationally recognized for high-quality, innovative shipbuilding. The company delivers tailormade solutions for inland shipping, short-sea operations, pushers and the dredging sector — with a strong focus on zero-emission propulsion and sustainable technologies. With the honorary title 'Royal' as a mark of distinction, a new name, and a forward-looking vision, Royal T Shipyards continues to build ships that matter — driven by technology, tradition and team work. *(PR-Royal T Shipyards)*

THE CYLINDRICAL FLOTEL "ARENDAL SPIRIT" RETURNS TO LAS PALMAS FOR A CONTRACT WITH ZAMAKONA YARDS

The cylindrical flotel "**Arendal Spirit**" is a long-time visitor to the ports of Santa Cruz de Tenerife and Las Palmas de Gran Canaria, where it is used for naval repairs. For that purpose, it has returned to the port of Gran Canaria, this time on a one-month contract with Zamakona Yards. Upon completion, it will travel to Ghana to support a platform operating in the area. Designed by Heinen & Hopman Marine Equipment of the Netherlands, it took shape at the Nantong shipyard (China) and entered service in 2015, operated by Nortrans and registered in the Bahamas. Its cylindrical hull gives it an advantage over other accommodation vessels of this type, including improved handling characteristics, greater stability, and more storage space. It has 248 cabins for 490 people and offers various entertainment options for oil rig crews. These floating hotels are used for rest periods or shifts in the oil fields where it operates. With a weight of 40,938 GRT, its main hull has a diameter of 60 m and a deck of 75 m. The operating draft is 14 m and the maximum draft is 27 m. It features a DP3 dynamic positioning system with six rotating propellers and a nine-point anchor mooring positioning system. IMO 9757046. *(Source: Puente de Mando)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

- *Damen delivers ASD Tug 3010 ICE to Sundsvall Hamn*
- *The journey begins: Med Marine launched the first of six state-of-art tugboats for OMMP*
- *Sanmar Strengthens Buksér og Berging's Fleet with Delivery of Advanced Tug BOSS*
- *Sister RAstar 3200-CL Tugs Set Sail for Coatzacoalcos, Mexico*
- *Van Wijngaarden Marine Services signs LOI with Kooiman Marine Group for next-generation DP2 Multi Purpose Vessel*

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*

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