Tugs Towing & Offshore Newsletter

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

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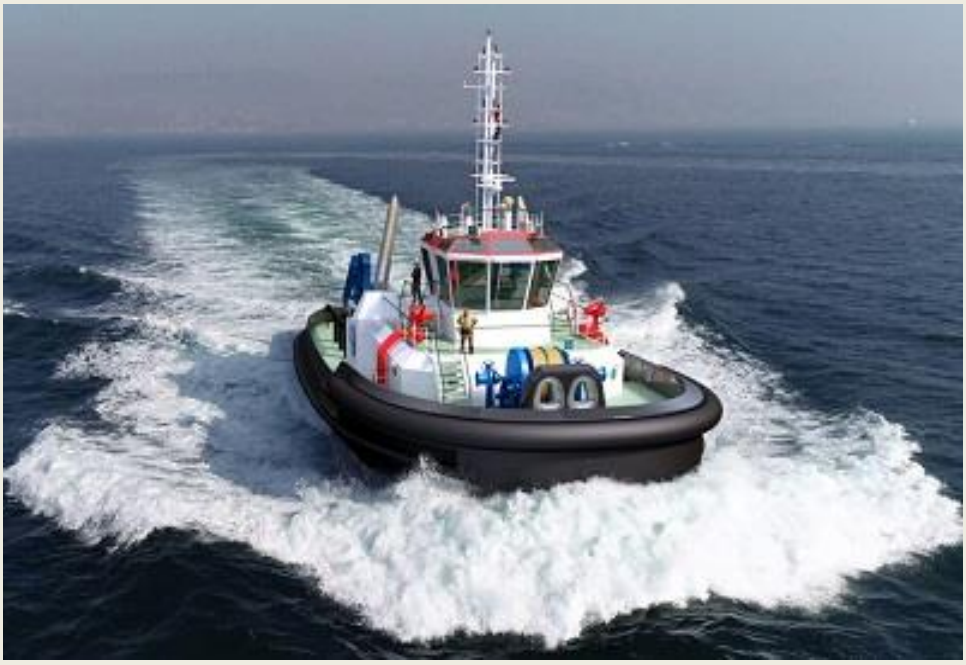
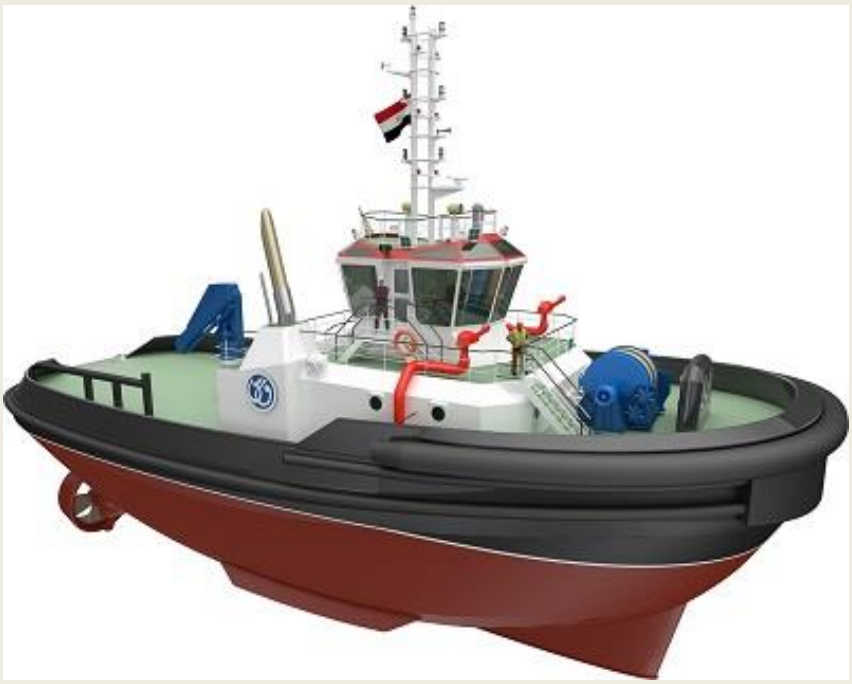
TUGS & TOWING NEWS.

TEN RASTAR 3200-W ASD TUGS BUILT FOR THE SUEZ CANAL AUTHORITY



Robert Allan Ltd. is pleased to announce the award of a significant new contract with South Red Sea Shipyard (SRSS) in Egypt for the design of ten (10) RAstar 3200-W ASD tugs to be built for the Suez Canal Authority. These new vessels build on the success of the RAstar 3200-W platform, of which there are over 20 vessels in service worldwide. On completion of this contract, the Suez Canal Authority will own and operate over 20 Robert Allan Ltd. designed tugs, all of which are high-performance ASD tugs. These new vessels will complement the existing eight Robert Allan Ltd. designed tugs currently working in Egypt for commercial operators. *(PR)*



SHIPYARD OVERCOMES CHALLENGES THROUGH STRATEGIC PLANNING

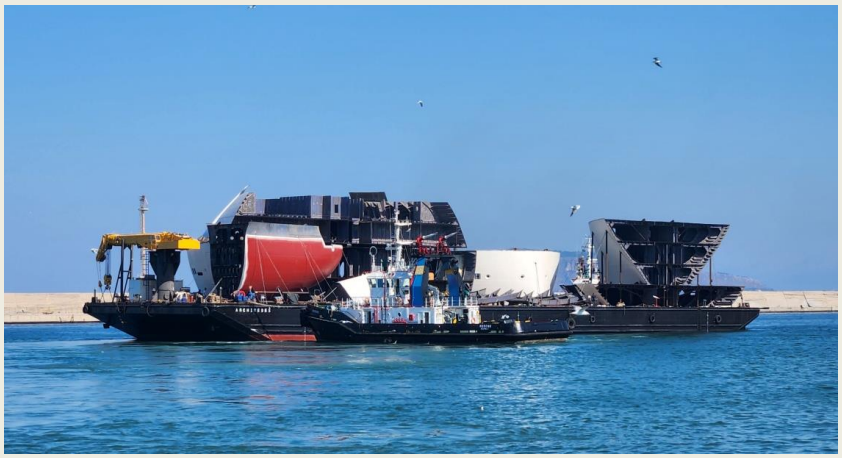
Med Marine is an early adopter of tug technology through its new VoltRA series and stock construction. Med Marine develops advanced tugboats while leading the drive for electric-powered vessels, stringent IMO emissions standards and biofuels. The Turkish tug owner and builder uses the Eregli Shipyard to construct vessels and Robert Allan Ltd, among others, for tugboat designs with rapid delivery timelines. “The shipyard efficiently manages the high number of projects and orders through strategic planning, efficient processes and, of course, a skilled workforce,” says Med Marine business development director Melis Üçüncü. Med Marine and Eregli Shipyard have overcome many of the large challenges facing tug builders through resource allocation, project prioritisation, good communications, workforce investment, strategic planning and speculative building. “Tug construction poses several significant challenges,” says Ms Üçüncü. “First of all, designing tugs with optimal power and manoeuvrability to handle diverse vessels and challenging conditions requires careful engineering.” Another challenge is ensuring tug newbuilds comply with evolving environmental regulations, which “demands innovative solutions for emissions reduction and fuel efficiency.” This adds complexity to tugboat construction, along with advanced technologies for navigation, communications and operations. “We can meet safety standards and environmental protection demands,” adds Ms Üçüncü. “There is an element of thinking for the future. As a yard and as a company, we must always be one step ahead.” This includes understanding future requirements and being prepared to implement new technologies. “Booking in advance is vital. We must stay ahead of the game, which needs constant forecasting and planning,” she explains. “Every day, we work on how we can improve what we do and how we do it. Staying on top of all the major trends in our industry and accommodating our customers’ needs are priorities.” Med Marine has accumulated knowledge and experience since it started tug building in 1995 and has evolved in parallel with changing trends by introducing electric tug designs. “All

shipyards and operators are looking for options to build emissions-free vessels that are safe, and economically viable," says Ms Üçüncü. "To electrify tugboats, battery solutions are increasingly introduced to the market, with various types of batteries with electric motors for pure electric for decarbonisation, or diesel-electric and hybrid propulsion types." Med Marine introduced the **VoltRA series** of electric tugs earlier this year after working with Robert Allan on these designs. It has five different battery electric tug designs – 21 m, 23 m, 25 m, 28 m and 30 m – with bollard pulls between 40 tonnes and 90 tonnes. "Our wide range of battery-electric tugs, designed for Med Marine, are ready to be delivered to customers," says Ms Üçüncü. Tug owners are testing biofuels on tugs, including hydrotreated vegetable oil (HVO) in Svitzer's fleets in the UK and tugs in Australia. Med Marine is building an escort tug to run on HVO for Svitzer in northwest Australia. Owners are also installing selective catalytic reactor modules on tugs in Europe, compliant with IMO Tier III emissions standards, to minimise NOx from exhaust gases. Med Marine can deliver to these requirements. But in the longer term, tug owners need to consider other solutions. "To cut carbon emissions in harbours, tugs need to use alternative fuels such as LNG and methanol," says Ms Üçüncü. "LNG as fuel can significantly improve the environmental footprint of a vessel." LNG use reduces 100% of SOx emissions and particulate matter, 80% of NOx and 23% of greenhouse gas emissions, depending on the engine technology. "Methanol is also important to owners as a potential future marine fuel. It significantly reduces NOx, SOx and particulate emissions," says Ms Üçüncü. "It is easy to store, handle and transport on board and in most major ports. Methanol also has a higher volumetric energy content than alternative fuels such as ammonia or hydrogen." Med Marine will prepare to provide tugboats using these alternative fuels by incorporating it into its strategic planning, using skilled personnel and effective communications to deliver advanced tugboats to owners' requirements. *(Source: Riviera by Martyn Wingrove)*

SPECIAL DELIVERY OF SHIP'S SECTIONS FOR FICANTERI

On the 19Th September 2023 the Ocean Barge **Archimedes** delivered 15 sections of Project 6300, the new cruise ship being built at Fincantieri Marghera Shipyard (Venice). The 750 NMiles voyage on tow from Fincantieri Palermo Shipyard, due to the possibility of sudden meteorological events, caused by the rapid increase of Mediterranean surface water's temperature, like the Cyclon Daniel, still active in the low Med Basin, was escorted by a second tug for part of the voyage in the Ionian sea. This Project, being the biggest delivery from the Sicilian Shipyard to the Northern Shipyard in Venice, was performed and executed by 3 associated Companies that put together their expertise and floating assets, in a proven alliance that has served well Fincantieri over the last 23 years, using Tripcovich of Trieste as Agent. Rimorchiatori Siciliani has provided the logistic, the engineering and

execution of the Sea Fastening Plan, using their proprietary technology and a dedicated SW. Copet, a company from Augusta, a main provider of skilled carpentry worker to Italian shipyards, with a work force of more than 300 skilled employees and a fully equipped workshop in Augusta, has provided the necessary steel work in record time both in Palermo at loading, and Venice at delivery. Purple Water an offshore and heavy transport company, that is also the provider of towage service to all ships calling Dublin Port, has made available the Cargo Ballastable Crane Barge **Archimedes**, that in the past has delivered the Mose Project's dams in Venice and the Izmit bridge sections in Turkye. As the new Italian Government has included in his priorities the building of what is going to be the longest suspension bridge in the world : the Messina Strait Bridge, the consortium of the 3 Companies specialized in heavy steel work and delivery of special projects by sea, has recently joined forces with, as main partner, the Shipyard Cantieri Navali del Mediterraneo in Naples, the largest shipyard and dry dock in Mid Tyrrenian Sea area, perfectly positioned at only 170 NMiles from Messina, to serve as ''one stop only'' to build and deliver the sections of the future bridge. A project that it will take some 5 years to be completed at an estimated cost of about 10 Billions Euro. *(PR)*

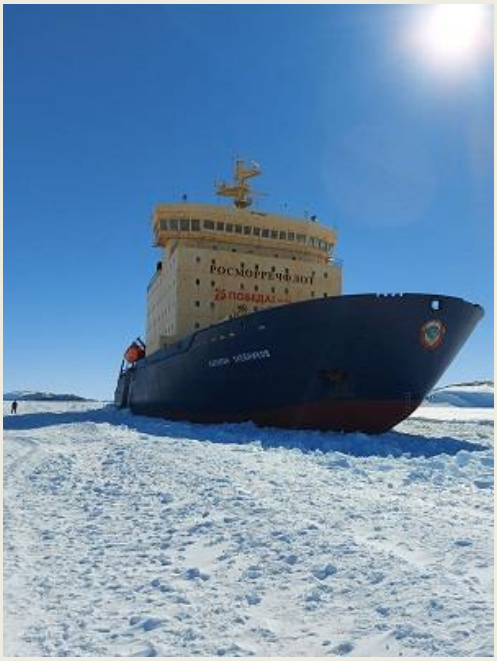


NTSB URGES SPEED LIMITS FOR ASD TUGS DURING HARBOR-ASSIST MANEUVERS

The National Transportation Safety Board is encouraging owners and operators of azimuthing stern drive (ASD) tugs to set speed limits during certain harbor-assist maneuvers following two accidents where excessive speed was a factor. The NTSB on Thursday released its report into the grounding of the **CC Portland** in the Corpus Christi Ship Channel last year, revealing that the grounding was caused by excessive speed during a bow-to-bow harbor-assist maneuver. The **CC Portland** grounded outside the Corpus Christi Ship Channel while trying to secure a tow line on an LNG carrier, causing $1.3 million in damages but no reported injuries. ASD tugs are equipped with two azimuth thrusters under the stern and are designed for push-pull, harbour assist and escort towing. ASD tugs perform the majority of towing operations over the bow. The NTSB determined that the grounding was caused by the mate's attempt to make up bow-to-bow with an

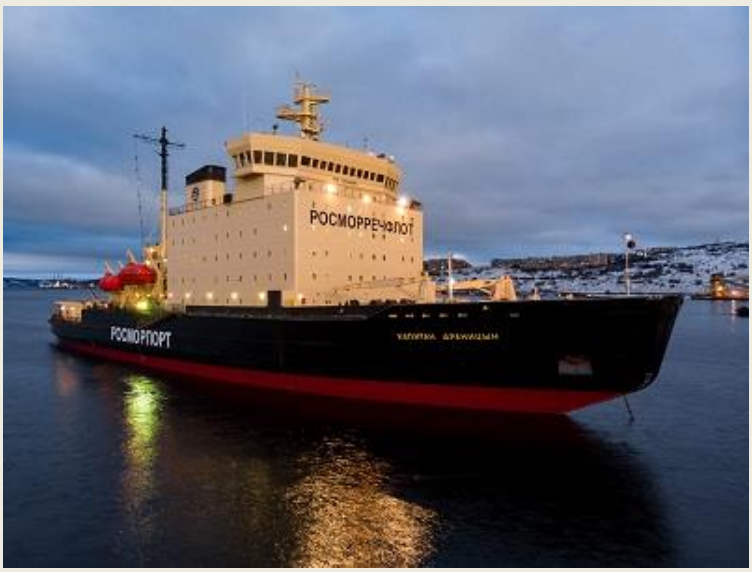
LNG carrier at excessive speed during a harbor-assist maneuver. The lack of a company policy regarding maximum speed for bow-assist maneuvers also contributed to the grounding. The report noted it was the second marine casualty it investigated in 2022 caused by excessive speed in ASD tugboats while in the center lead forward position. On April 14, 2022, the tugboat **George M** and containership MSC Aquarius collided in the Houston Ship Channel. No injuries were reported, but damages to both vessels totaled over $900,000. The NTSB determined that the collision was caused by the **George M** mate's attempt to approach bow-to-bow at an excessive speed. The NTSB continues to encourage owners and operators of ASD tugboats that perform bow-to-bow harbor-assist operations to establish speed limits. "The risk of a casualty during these operations with ASD tugboats increases with increasing speed," NTSB investigators said in the final report. "Higher speed reduces the amount of reserve propulsion power available to the operator. If the tugboat moves out of position, the operator has less power to regain position as compared to the same maneuver at a lower ship transit speed." Marine Investigation Report 23-19 is available on the NTSB website. *(Source: gCaptain)*

ROSMORPORT TO APPROVE DESIGN FOR MODERNIZATION OF TWO ICEBREAKERS TO MEET CRUISE TASKS



The icebreakers' service life is to be extended by 15 years. Having undergone modernization, two icebreakers of Rosmorport, **Kapitan Khlebnikov** and **Kapitan Dranitsin**, will probably turn into a basis for cruise shipping in the Arctic and in the Far East, IAA PortNews correspondent cites Vasily Strugov, Deputy General Director, Fleet, Rosmorport, as saying at the Neva 2023 exhibition in Saint-Petersburg. According to the speaker, the company's fleet of icebreakers currently numbers 33 units of various power and age with most of ships built in Finland in late 70s – early 80s. Two icebreakers are being decommissioned. "Construction of new ships is a problem, mainly due to the shipyards' work load, so the company is set to extend the life of icebreakers and use them both for cadets' practice (year-round practice on the **Kapitan Khlebnikov** is planned) and for organization of cruises," said Vasily Strugov. Two icebreakers built in Finland in 1977-1981,

the **Kapitan Khlebnikov** and the **Kapitan Dranitsyn**, are in the spotlight. They are supposed to be converted into cruise ships. By the way, two other ships in the series have been upgraded with the enhancement of ice-breaking capacity although with the loss of performance in ice-free water. An impetus has been given to the project by the successful experience of the recent 15 years on involvement of the **Kapitan Khlebnikov** and the **Kapitan Dranitsyn** icebreakers for expeditionary and personnel transportation purposes in the Arctic and Antarctica in the summer season. "Structurally,

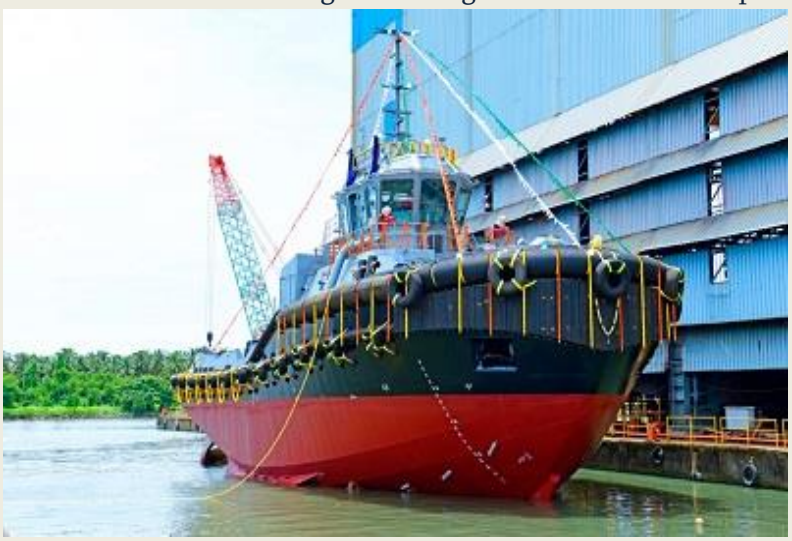


the ship can accommodate 120 passengers each but the existing cabins are not designed for tourists," explained Vasily Strugov. It is proposed to perform the modernization of so that to extend their service life by 15 years and to convert them into passenger ships for organization of cruises in the White Sea, in the Eastern Arctic and in the Far East. According to the speaker, these vessels can be used in the summer season for organization of two 30-day long voyages: from Murmansk and from Vladivostok (according to their ports of registration), with calls to the Far East and Arctic ports. Although the plan is exciting, one of the main problems is insufficient infrastructure, first of all, that of berths: "Zodiac boats can be used to deliver passengers to the shore, which is the usual practice for expedition voyages. The crucial issue, however, is the modernization of ships. First of all, they need modernization of cabins with the quality standard probably based on the accommodation standards of the **Victor Chernomyrdin** icebreaker, Vasily Strugov believes. "By today, the vessels have been re-equipped to meet Icebreaker 7 class, taking into account the requirements of environmental safety. Of course, the cabins will be renewed. The modernization design has been drafted already and the fourth quarter of this year we probably see the completion of the technical project for obtaining allocations to finance the modernization," summarized Vasily Strugov. *(Source: PortNews)*

UDUPI-COCHIN SHIPYARD LAUNCHES 62-TONNE BOLLARD PULL TUG

The shipyard has confirmed orders for six short-sea shipping vessels from Norway and two more tugs Reviving the ship building industry in coastal Karnataka, the Udupi-Cochin Shipyard Ltd., a wholly owned subsidiary of Cochin Shipyard Ltd., a central public sector undertaking, delivered a 62-tonne bollard pull tug for Ocean Sparkle Ltd., a Adani Group company, at Malpe near Udupi. The tug is the first to be manufactured and delivered after CSL took over the shipyard from Tebma in September 2020. With over 100 tugs, Adani Harbour Services Ltd., and Ocean Sparkle Ltd., are the largest tug owners and operators in India. Ritu Sanjay Kumar Kewalramani, wife Adani Harbour Services CEO Sanjay Kumar Kewalramani did the naming and launching of the vessel in the presence of CSL Chairman and Managing Director Madhu S. Nair, Director (Technical) Bejoy Bhaskar, Udupi CSL CEO A. Harikumar, Deputy Commissioner K. VidyaKumari, Coastal Security Police SP Anshu Kumar and others. The 62T bollard pull Azimuth Stern Drive (ASD) tugs are primarily intended for Harbour Towing and Ship Assist with Firefighting in water and Coastal Towing as secondary roles. The vessel

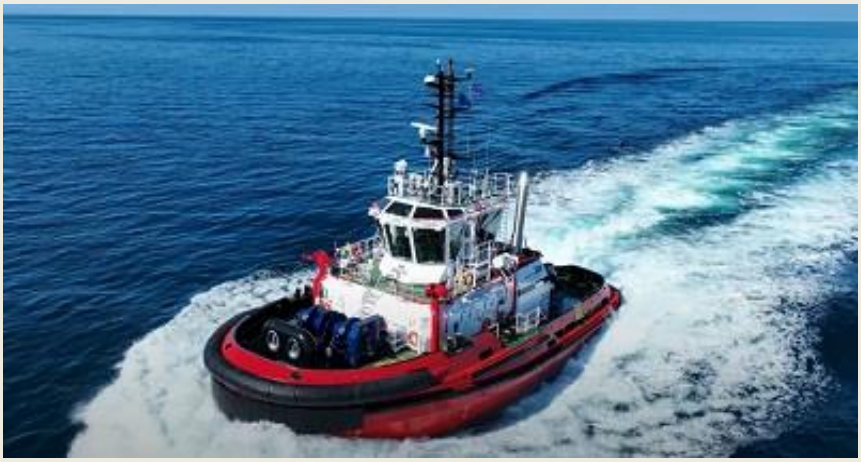
is 33 m long, 11.9 m wide and has 5.4 m draft with 500 tonne gross tonnage. It accommodates up to 12 crew members and has guaranteed speed of 12.5 knot. Built under Indian Flag, its static bollard pull ahead is 62 tonnes. The tug is also the first to be built under Approved Standard Tug Design and Specifications (ASTDS) of Government of India for standardising Tugs operating in India and an achievement under Atma Nirbhar Bharat programme, said Udupi CSL. The company has also contracted two 70-tonne bollard pull tugs for Polestar Maritime Limited and six 3,800 TDW future proof dry cargo vessels for Wilson ASA, Norway. Deep Sea Fishing Boats for Pradhan Mantri Matsya Sampada Yojana (PMMSY) are also under construction at the yard. Udupi CSL employs 450 personnel, 60% of them being direct employees from Karnataka and is expected to employ 800 personnel by next year. With new projects in hand, the company supports ancillary industries in the region. *(Source: The Hindu; Photo: Udupi-Cochin Shipyard).*



MED MARINE SUCCESSFULLY DELIVERED "VERNICOS SCAFI III" TO VERNICOS SCAFI.

Med Marine is pleased to announce the successful delivery of a cutting-edge 25-meter, 75-ton bollard pull tugboat to Vernicos Scafi, marking a significant milestone in ongoing partnership. The contract for this remarkable vessel was signed in June, and today, Med Marine proudly unveil it to meet the growing marine demands of Vernicos at the busy port of Piraeus. The MED-A2575 series Ramparts

2500w series tug was named **Vernicos Scafi III**. It symbolizes Med Marine's commitment to excellence. **Vernicos Scafi III** represents efficiency and reliability in harbor operations. Vernicos Scafi selected this vessel for its outstanding performance and unwavering dedication to safe and efficient marine solutions. This tug will serve as a testament to Med Marine's commitment to innovation and excellence in shipbuilding. It is equipped to handle the most challenging maritime tasks, ensuring seamless port operations for Vernicos Scafi. Med Marine views this delivery as a cornerstone in their long-standing collaboration with Vernicos Scafi. The addition of "**Vernicos Scafi III**" to their fleet will significantly enhance their capabilities, enabling them to serve their clients even better. This successful delivery underscores Med Marine's dedication to delivering top-tier vessels that exceed industry standards. We take immense pride in our craftsmanship and unwavering commitment to customer satisfaction. Med Marine looks forward to further strengthening their partnership with Vernicos Scafi and exploring new opportunities to meet the ever-evolving needs of the maritime industry. This milestone reaffirms Med Marine's position as a global leader in shipbuilding and maritime solutions. *The tugboat's Specifications:* Length: 25.2 m; Breath: 12 m; Depth: 4.6m; Draft: 5.75 m; GRT: <400; Bollard Pull: 70; Speed: 11 knots; Main Engine: MTU / 16V4000M63; Total Power: 2x 2000 kW @ 1800 rpm; Emissions Standard: IMO TIER II; Azimuth Stern Drive: KONGSBERG / US 205S P20 FP; Propeller: 2800MM; Shafting: Composite Shaft; Accommodation: 7 Watch the YouTube video *HERE (PR)*



"VB MENCEY" REPLACES "VB RISBAN" IN THE PORT OF LA PALMA

Boluda Towage has positioned the tug "**VB Mencey**" in the port of Santa Cruz de La Palma, for the duration of the stranding of the tug "**VB Risban**", which has been transferred for this purpose to the port of Las Palmas de Gran Canaria. If the first has demonstrated a very acceptable operational capacity, the second is another reliable and proven tugboat. Formerly "**Guerande**", it comes from the Abeilles Nantes fleet and entered service in 1988. Of 198 gross tons, it measures 26.88 m in length, 9.12 m in width and 3.25 m in draft. She has a power of 3,220

horsepower and a pull of 40 tons. IMO code 8521165. *(Source: Puente de Mando; Photos: Alberto Pérez Fernández)*

INVESTMENT AND TECHNOLOGY BOOST SHIPYARD'S CAPABILITIES

Tugboats with electric propulsion could be built by Uzmar Shipyard following key contracts. Turkish tug owner and builder Uzmar Shipyard has increased its production capacity to build more than 30 vessels a year through key investments. It has shortened delivery times and raised output by investing in additional shipyard facilities and technology capabilities. It has a shipyard area of 60,000 m2, 30,000 m2 of enclosed building areas and a 240-m pier. The shipyard has five paint halls equipped with new-generation technological equipment with dust-free steel grid management. It has also put into operation a closed engine assembly room with semi-mechanised loading support. Uzmar has a floating dock for tug deliveries and two closed production hangars equipped with overhead cranes with a total carrying capacity of 270 tonnes. This enables produced blocks to be lifted in one piece without the need for additional support in the main production hangar. The Turkish company started constructing an additional production area of 10,000 m2 in Q4 2022 to increase building capacity to up to 37 vessels annually, sized between 23-100 m in length. In addition to the new production hangars, the existing production areas will be connected to each other, creating a highly efficient production flow. Uzmar has signed a memorandum of understanding with Canadian naval architects Robert Allan Ltd (RAL) to construct electric tugs. Uzmar president and chief executive Ahmet Noyan Altug and RAL chief executive Mike Fitzpatrick signed the MoU on 23 March 2023 at Uzmar's headquarters in Istanbul, Turkey. RAL will produce exclusive designs for a battery-electric tugboat series to be built by Uzmar at its expanding vessel-building factory. "We are ready for a new era," says Mr Altug. "All tugboat operators, designers and producers are reviewing [new] technologies. This is important for the future of the industry." Uzmar has reacted to technology trends in the sector by providing these electric tug offerings, for low-

emissions towage and ship handling in harbours and terminals. Mr Altug says tugs the company builds have "superior technological equipment and maritime capabilities" for owners' requirements. "We are working to make a difference in the world with our progressive projects we invest in for future generations," he explains. "Our environmentally friendly and sustainable vessels have low emissions and carbon footprints. We export our intellectual and technical knowhow, experience, enhanced technology and technical capability of Turkish engineering." Uzmar has demonstrated flexible tug construction through a contract with a major global tugboat owner. Svitzer has ordered two multipurpose TRAnsverse tugs from this Turkish shipyard to work in the Port of Newcastle, New South Wales (NSW), Australia. Svitzer says these vessels will have 10-15% lower fuel consumption than conventional azimuth stern drive tugs when they are deployed in this busy, diverse port with a complex harbour, tidal restrictions and a channel environment. These TRAnsverse tugs will have two 12-cylinder MAN 175D diesel engines in V configuration and 2,400 kW of full power. Completion is scheduled for H2 2024. These engines will be ready to combust hydrotreated vegetable oil (HVO) biofuel as a low-emissions alternative to diesel. In Q2 2023, Uzmar delivered **Svitzer Elizabeth** for Svitzer's operations in the Port of Liverpool, UK. This 32-m, 499-gt tugboat was built to RAL's RAstar 3200-W design and Bureau Veritas class notations. This escort-class tug has a moulded beam of 13 m, a fire-fighting FiFi1 unit, a hull depth of around 5 m, and storage for 199 m3 of fuel and 40 m3 of fresh water. It has two Caterpillar-manufactured Cat 3516E main engines, rated at 2,350 kW at 1,800 rpm, connected to a certified aftertreatment system to reduce NOx emissions for compliance with IMO Tier III standards. These drive two Kongsberg Maritime US255 Z-drives with 2.8-m fixed-pitch propellers, delivering 80 tonnes of bollard pull. **Svitzer Elizabeth** is the 12th tug built by Uzmar to RAstar 3200-W design and is the first Uzmar-built tug in Svitzer's European fleet. *(Source: Riviera by Martyn Wingrove)*

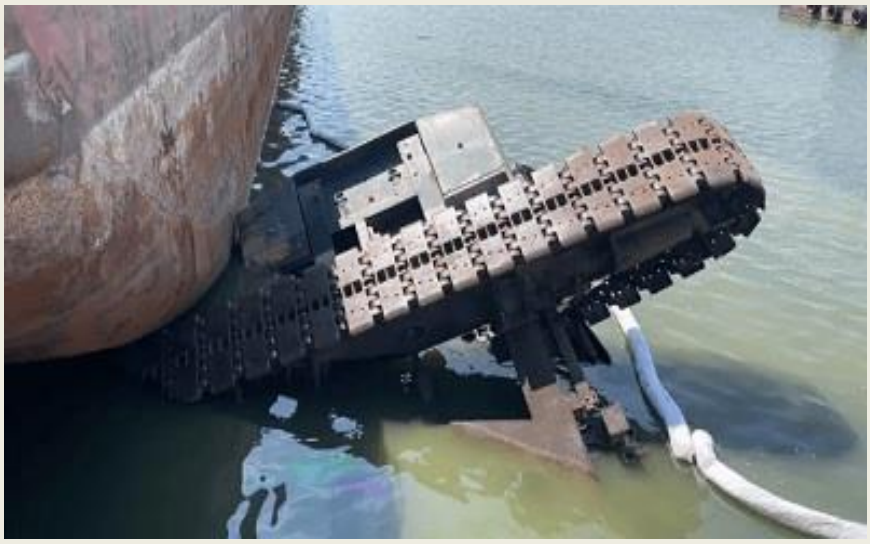
ACCIDENTS – SALVAGE NEWS

IN THE ROSTOV REGION, THE MOTOR SHIP "VOLGO-DON 225" COLLIDED WITH THE SHIP "ASTROL-5"

As a result of the incident, both vessels received mechanical damage. In the Rostov region, investigators are establishing the circumstances of the pile-up of motor ships, the Western Interregional Investigative Directorate for Transport of the Investigative Committee of Russia reports on Telegram. Information about the incident was received on the morning of September 19. At the 2998 kilometer of the Sukhoi-Donetsk riffle of the Don River, the left side of the **Volgo-Don 225** motor ship collided with the left side of the **Astrol-5** vessel, as a result of which both vessels received

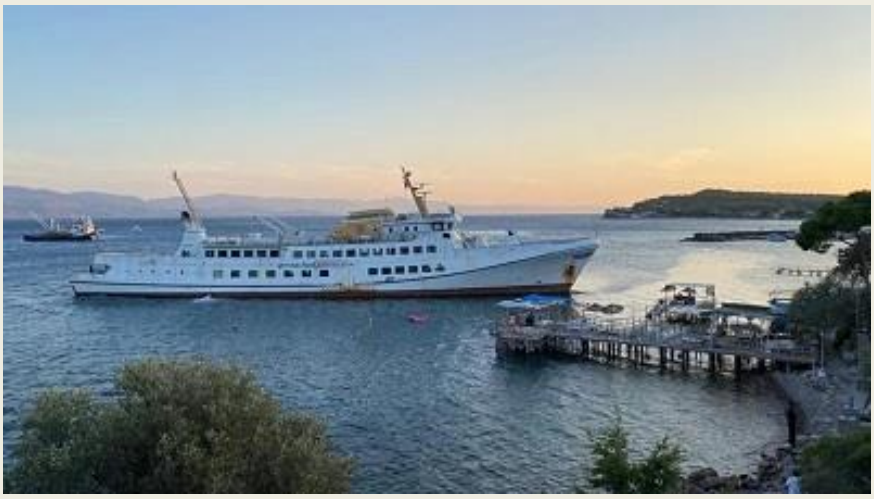
mechanical damage. “There are no casualties. There is no oil spill,” the department’s press service explained. The Rostov Transport Investigation Department is conducting a pre-investigation check into the incident with motor ships on the Don River, organizing a set of verification activities aimed at establishing all the circumstances, causes and conditions of the incident. *(Source: PortNews)*

TUG CREWMEMBER RESCUES OPERATOR OF SUNKEN CRAWLER CRANE



On Tuesday, a good samaritan mariner rescued a machinery operator after a crawler crane fell into the water at a drydock near Memphis, Tennessee. At about 1015 hours, a mobile crane flipped over at the Wepfer Marine shipyard and plunged into the waters of McKellar Lake, an oxbow lake on the Mississippi located southwest of Memphis. A good samaritan on a nearby tug jumped into the water, swam to the crane and dove down to rescue the operator from the wreckage. Crewmembers from the Coast Guard cutters **Ouachita** and **Obion** were nearby, and they responded to the scene when the crane collapsed. They improvised and used a nearby firehose as a lifeline to pull the good samaritan and the crane operator to shore. The victim was unresponsive when they pulled him onto the pier. After checking his vital signs, the Coast Guard responders began administering CPR. They successfully rescuscitated him and waited with him until an ambulance arrived to take him for further care. "I couldn't be more proud of how our crew responded," said Chief Petty Officer Will Parris, Coast Guard Cutter **Ouachita**, executive petty officer. "They relied on their training, experience and each other to get the gentleman the care he needed." The crane landed upside-down and came to rest on the bottom, with one of its tracks in the air. It has been boomed off to control any potential pollution. Salvage plans have not yet been announced, and the cause of the accident remains under investigation. *(Source: Marex)*

THE SHIP, WHICH RAN AGROUND OFF THE COAST OF AYVACIK, WAS RESCUED BY ITS OWN MEANS.



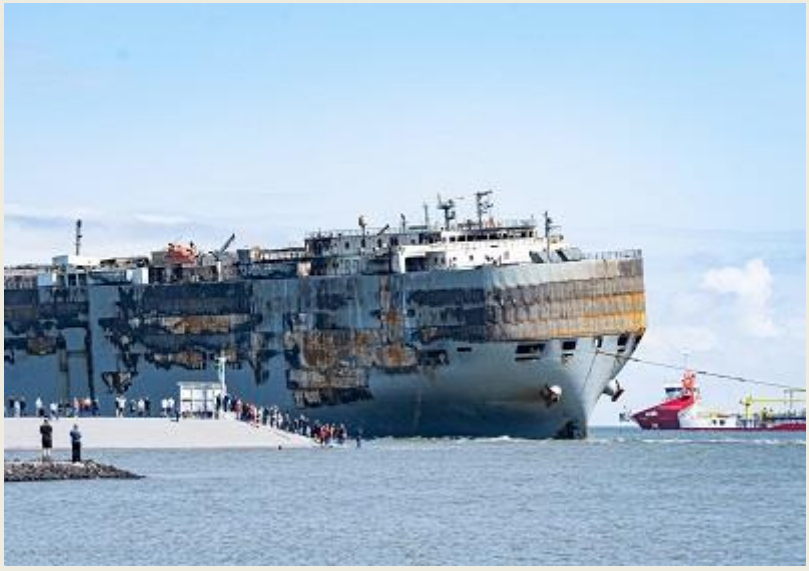
In Çanakkale, the Palau-flagged 68-meter-long passenger ship 'The Majestic' ran aground off the coast of Balabanlı village in Ayvacık district while trying to anchor while going to Tuzla for maintenance and repair. The ship captain reported the situation to the General Directorate of Coastal Safety. The ship, which was learned to have no passengers on board, escaped from the area where it ran aground by its own means after 12 hours and continued its sailing. *(Source: Deniz Haber)*

CARGO SHIP CREW EVACUATED AFTER EXPLOSION NEAR ROMANIAN DANUBE PORT

The crew of a Togo-flagged general cargo ship bound for one of Ukraine's Danube river ports was evacuated early on Wednesday after an explosion on board near the Romanian port of Sulina, Romanian officials said. The Seama ship reported an explosion early on Wednesday and requested the evacuation of the 12-person crew near Sulina, where the Danube flows into the Black Sea. "At the moment the causes ... are unclear, whether it was a mine or merely an explosion in the engine room," Romanian Transport Minister Sorin Grindeanu told reporters. The crew was evacuated by the Romanian Agency for Saving Life at Sea (ARSVOM), which is coordinated by the transport ministry. The Romanian naval forces deployed a sea mine hunter vessel with divers to Sulina to search for mines, the defense ministry said. Russia invaded Ukraine in February 2022, and mines have since then been laid in the Black Sea by the combatants. Romanian, Bulgarian and Turkish military diving teams have been defusing those that have drifted into their waters. Moscow has also been intensifying attacks on Ukraine's Danube river ports across from

Romania since it abandoned a deal to lift a de facto Russian blockade of Ukraine's Black Sea ports. The Black Sea is crucial for shipments of grain, oil and oil products and is shared by Bulgaria, Romania, Georgia and Turkey, as well as Ukraine and Russia. Romania, both a European Union and NATO member, shares a 650-km (400 mile) border with Ukraine, is host to a U.S. ballistic missile defence system and, as of last year, has a permanent alliance battle group stationed on its territory. *(Source: MarineLink)*

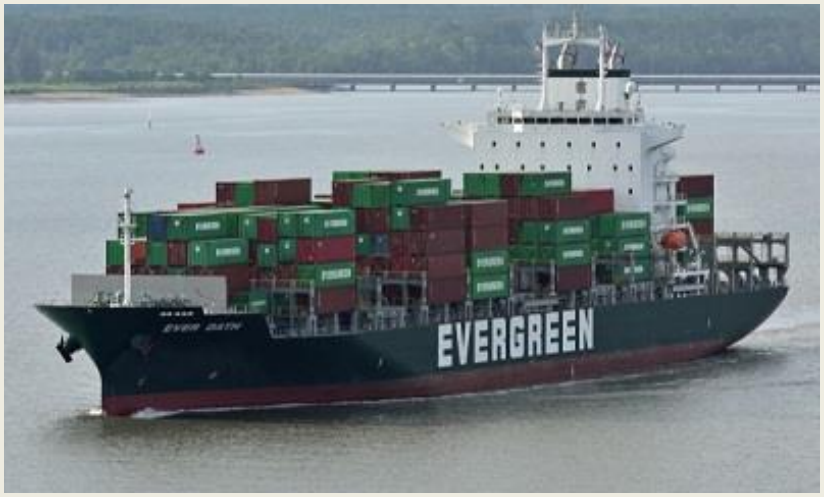
FREMANTLE HIGHWAY TO DAMEN SHIPREPAIR ROTTERDAM



The burned-out car carrier **Fremantle Highway** leaves for Rotterdam on Thursday afternoon. The ship is expected to arrive at Damen Shiprepair in Botlek on Saturday around noon. Koole Contractors then starts working on the ship. The ship will leave Groningen's Eemshaven around 4:00 PM today and will be towed to Rotterdam. The arrival time depends on the weather conditions. At Damen Shiprepair in the Botlek it is moored in Dock 5. This is where further clean-up work and inspections take place. This work will take about four to five months. Koole Contractors carries out this work. “We are proud to be able to accommodate the **Fremantle Highway** on behalf of Koole Contractors,” said Peter Altena, managing director of Damen Shiprepair Rotterdam. 'They will take care of all the work, but it is a great thing that we still have room in the Netherlands to carry out these types of projects undisturbed and safely for people, nature and the environment.' *Experienced expert* Koole Contractors has experience with ships that are no longer in their original condition. The 178 meter long bulk carrier **OS-35** was recovered with a team of 30 people. The ship, loaded with 40,000 tons of rebar, collided with the LNG tanker **Adam LNG** on the night of August 29 to 30, 2022 and sank. The job started with the unloading of the cargo of 40,000 tons of reinforcing steel, which, rendered unusable by the prolonged action of seawater, was

transported to Overdie Metals in Zaandam to be processed into scrap. At the beginning of July, the two parts of the **OS 35** itself were placed on the deck of the semi-submersible **Fjord**. It then took several weeks before the cargo was lashed in a storm-tight manner. The return trip was planned for 10 days, but that ended up being a week longer. Summer storms caused the towing journey to be interrupted several times for a few days. On one of those occasions, shelter was sought from halfway down the Portuguese west coast for the Algarve, on the south coast. *(Source: Schuttevaer)*

EVERGREEN CONTAINERSHIP TOWED AFTER ENGINE FAILURE, VIETNAM



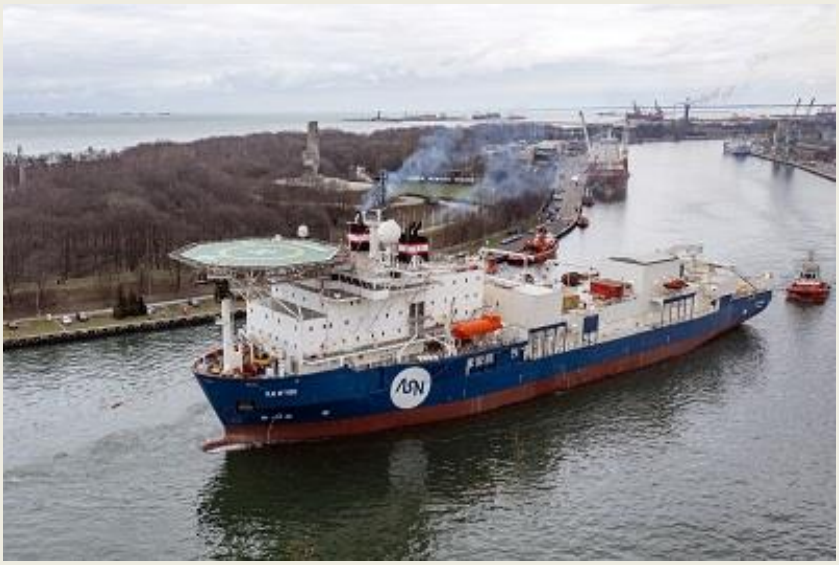
An Evergreen container vessel had to be towed as suffered an engine failure while approaching Vietnam. The containership, **Ever Oath**, experienced an engine failure while approaching Vung Tau, Vietnam on 17 September 2023. Reports said it was brought towards Cai Mep International Port to unload. Specifically, the vessel was towed by tug towards Tan Cang – Cai Mep International Port to unload the imported cargo on board, as reported by WK Webster on September 17. WK Webster and Co Ltd, a marine and transit claims consultancy firm, said on Sunday "that cargo not destined for Vietnam will be transhipped to destination whilst **Ever Oath** undertakes repairs as it is reported." The consultancy said it is possible general average / salvage and associated recovery issues may arise as a result of this casualty. The 2,476-teu **Ever Oath** (built 2022), sailing under the flag of Panama, has an overall length of 194.96 meters, whilst her width is 33 meters. *(Source: Shipping Telegraph)*

OFFSHORE NEWS

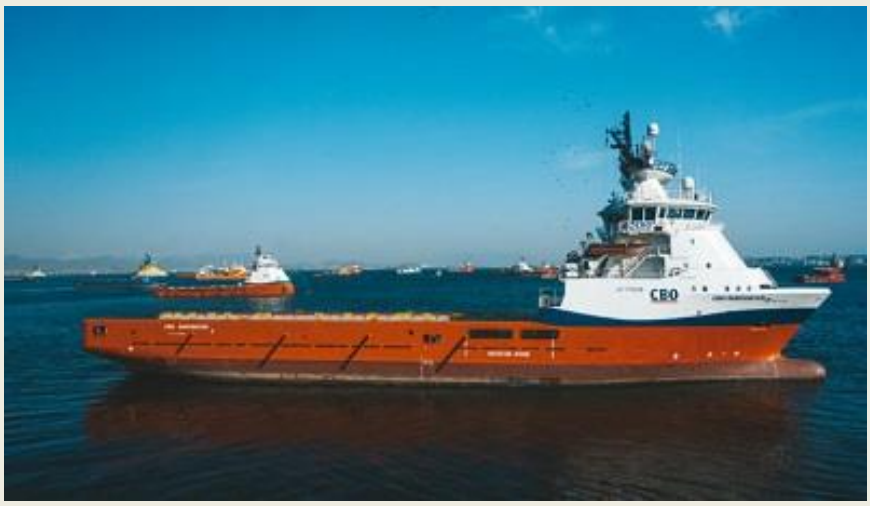
TWO DECADE-OLD PIPELAYER IS REBORN AS OPTIMISED SUBMARINE CABLE LAYER

Extensive conversion turns 2001-built construction and pipelay vessel into a submarine cable installation vessel, with the world's largest cable-loading capacity. A 22-year-old construction and pipelaying vessel has been reborn as a submarine cable-laying vessel, following its conversion at a Polish shipyard. The 13,129-dwt **Ile d'Yeu** was delivered in June to French owner Alcatel Submarine Networks (ASN) and ship operator Louis Dreyfus Armateurs (LDA), following an extensive refit by Poland's Remontowa Shiprepair to ready the ship for laying subsea fibre optic cables. As a result of the refit, the vessel now has the world's largest cable-loading capacity, with the ability to transport more than 8,500 tonnes of cable in a single voyage. In preparation for the conversion, the shipyard removed and dismantled all the equipment associated with the vessel's previous mission, including its

massive 340 tonne tiltable lay system and main crane and prefabricated a hangar to accommodate specialised equipment for all operations related to the handling of submarine fibre optic cables. New equipment added for the conversion includes stern sheaves, for lowering and raising the cable from the seabed. To accommodate the sheaves, the vessel had to be lengthened by several metres. Cable tanks were constructed on the ship, and deck cranes and other specialised equipment was installed. A highly complex conversion, the work scope covered modifications to the cable tanks, including constructing cable cones and bight slots, modifying the transom, and installing cable sheaves and cable line devices, and refurbishment of the ship's A-frame. *"Ile d'Yeu has the world's largest cable-loading capacity'* Shipyard sister company, Remontowa Marine Design & Consulting, supplied the basic design of architecture, covering ship systems, electrical equipment, and installations, while the shipyard's engineers prepared the detail and workshop design, developing the documentation for construction for the hangar for the cable-laying equipment ,fully fitted with lighting and pipes, the flume tank and the stern with cable-laying facility. Equipment for the onboard cable-laying system, including foundations and reinforcements for the tow winch, umbilical winch, stairs, platforms and other components, were also deployed in accordance with the workshop design. Flying the French flag, **Ile d'Yeu** has joined the LDA fleet to install a transoceanic telecommunication system. Over its 20-plus-year life, the vessel changed hands and names several times. ASN acquired the 13,129-dwt **Ile d'Yeu** (ex Seven Mar) from Subsea 7 in 2021 for conversion to a cable layer. The 145 m vessel was built by South Korea's Hyundai Mipo Dockyard and delivered as Knight to original owner, Dockwise Shipping in 2001, before being sold to GC Rieber Shipping in 2005. Subsea 7 acquired the vessel in 2010. ASN, part of Nokia, has a fleet of seven cable vessels to support its 650,000 km of optical submarine systems deployed around the world. ANS also supports the offshore oil and gas industry, helping to optimise oilfield production and increase oil recovery rates through the installation of permanent reservoir monitoring systems. *(Source: Riviera)*



CBO REPORTS CLOSING OF ACQUISITION OF BRAZILIAN COMPANY FINARGE



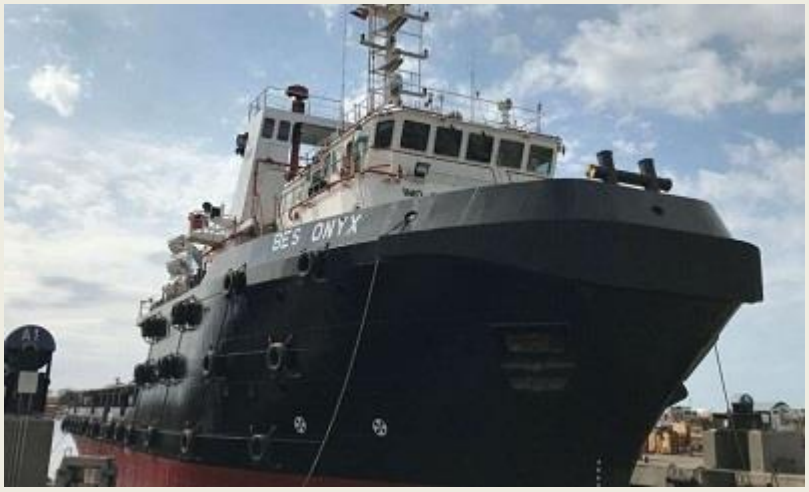
CBO Holding informed its shareholders and the market that it concluded the closing of the acquisition of the Brazilian company Finarge Apoio Maritimo, owner of an AHTS (Anchor Handling Tug Supply) type vessel flying the Brazilian flag and four with a foreign emblem belonging to the Italian Finarge Genosese Weaponry. The total amount of the transaction is USD 94.4 million and its payment, as defined in the signed investment contract, was divided into three parts: cash payment (part to date and another during the next 24 months) ; assumption of the existing debt in Finarge Apoio Marítimo Ltda; and payment through an increase in share capital with the issuance of new shares of the company, representing 5.6% of its share capital, which will be subscribed and paid out by Finarge SRL. Regarding the corporate structure, to allow Finarge SRL to become a shareholder of the company, the capital increase was approved through the issuance of 7,762,856 new common, nominative, book-entry shares, without par value, subscribed and paid for by this company. Four of the ships already have contracts signed with Petrobras with terms of between two and four years, which represent a gross income of approximately USD 126 million. *(Source: Portal Portuario)*

STANDARD SUPPLY FLIPS ANOTHER PSV

Norwegian PSV owner Standard Supply has cashed in on one of Northern Supply's mid-sized units. The Oslo-listed company is shipping out the 2008-built **FS Balmoral** for $9.5m. Standard Supply picked up the sister ship to the **FS Braemar** for $6m when the company lifted its ownership in Northern Supply from 28% to 51% in June 2022. The sale is expected to close in September. "Today we are realising a 60% higher price. After factoring in earnings during this time and costs from the five-year SPS this summer, our total returns stand at an estimated 75%. Staying true to our strategy, we intend to return this capital to our shareholders

promptly," said Martin Nes, chairman of Standard Supply and Northern Supply. Standard Supply, majority owned by Øystein Stray Spetalen's investment vehicle SD Standard ETC, owns a fleet of seven PSVs. In July, the company flipped the 2012-built PSV **Standard Duke** for some $4m profit. *(Source: Splash24/7)*

SINGAPORE'S JASPER INVESTMENTS AND BERLITZ MARINE FORGE OFFSHORE TIE-UP

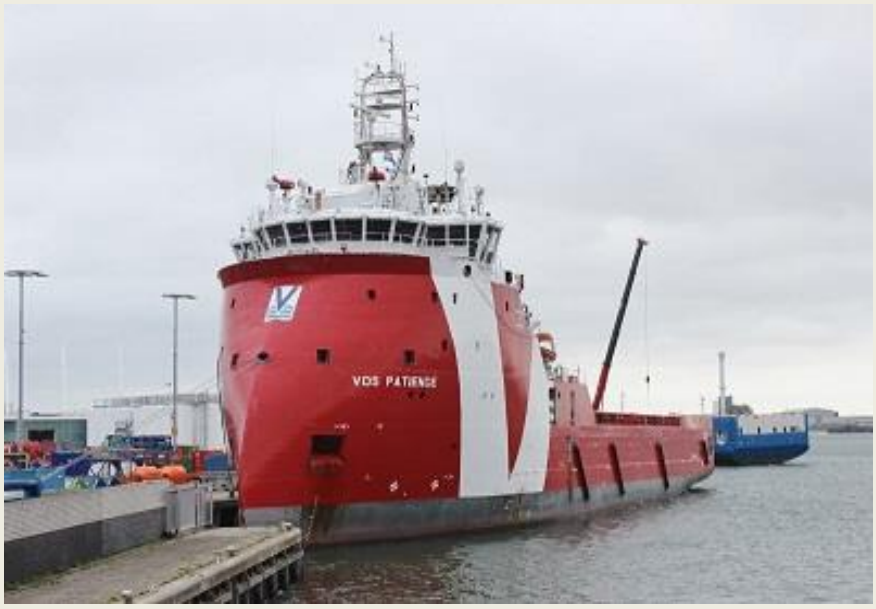


Singapore-based Jasper Investments has entered into a strategic collaboration framework agreement with fellow vessel owner and operator Berlitz Marine to expand and grow the company's core marine and offshore business. The duo will look into various ventures, including the acquisition, operation and management of offshore support vessels for deployment in the Southeast Asia and Gulf Cooperation Council regions. Jasper, which mostly targets investments in the offshore oil and gas drilling and services sector, said in a stock exchange filing that the companies will also link up for other marine and offshore related services and supplies, including project and logistics management, operations and maintenance services, fleet management and marine supply. Established by KM Chan in early 2013, Berlitz lists 19 vessels on its website, comprising tugs and barges, anchor handling tugs, anchor handling supply tugs and multipurpose vessels. Jasper added that the parties are currently looking at up to eight OSVs as preliminary targets but that there is no limit to the number of vessels that may be supplied under the acquisition programme. *(Source: Splash24/7)*

VOS PATIENCE BACK IN DEN HELDER

The **VOS Patience** from Vroon Offshore Services can once again be seen in Den Helder. The well-known supplier has been chartered for a short period by Peterson Den Helder for deployment in the

Southern North Sea (SNS) Pool operating from Den Helder. The **VOS Patience** was previously in the news due to its possible sale, together with four other Vroon boats, to Golden Energy Offshore Services from Aalesund, Norway. On Saturday, September 16, the **VOS Patience** came from Aberdeen to Den Helder to moor at the Paleiskade (photo). Shortly afterwards, the first cargo run to the K13-A platform in the Dutch sector of the North Sea was made on charter from the SNS Pool. The over 83 meter long diesel-electric powered supplier is of the well-known Ulstein PX121 type and was launched in China at Cosco Guangzhou Shipyard in 2017. *(Source: www.maritiemdenhelder.eu)*



McDermott scores contract win offshore Brazil

Houston-based subsea and deepwater engineering and construction player McDermott has won a contract from PRIO, formerly PetroRio, for work on the Wahoo field, offshore Brazil. The deal covers the transportation and installation of around 30 km of coated 10-inch rigid pipelines and associated subsea structures. Once installed, the pipelines will connect the Wahoo field to the Frade floating production storage and offloading unit. McDermott did not disclose the contract's value but said it also includes an extension option for a second pipeline. The installation activities will be performed by one of McDermott's rigid pipelay vessels 30 km north of the already-producing Frade field in Brazil's Campos basin. *(Source: Splash24/7)*

Britoil Justice - Sea trial successfully completed.

Britoil's new platform supply vessel, the Britoil Justice, successfully completed seatrial on 17 September 2023. The vessel is based on the ULSTEIN P128 design. As with her sister vessel, the Britoil Journey, the DP2 vessel (dynamic positioning 2) has a diesel-electric propulsion system and

several energy-saving features. She has a deck of 610 square metres and a deadweight of 3,000 tonnes.

In addition to the basic design, Ulstein has provided a power & automation package, and pre-commissioning and commissioning to the project. The power automation package includes switchboards, PMS and propulsion drives. This is the second PSV design that Kuma Shipping originally ordered from Ulstein Design & Solutions AS, and which has been acquired by Britoil. She will be delivered to Britoil after the final touching-up. *(PR)*

ULSTEIN VERFT SIGNS NEW SHIPBUILDING CONTRACT ON A CABLE LAYING VESSEL FOR NEXANS

On 19 September 2023, Nexans Marine Operations AS and Ulstein Verft entered into a contract on the construction of a large DP3 cable laying vessel. The vessel, an ST-297 CLV design by Skipsteknisk, is an updated version of the **Nexans Aurora**, delivered in 2021. "We awarded the contract for a new vessel to Ulstein after an extensive tendering process, where Ulstein's track record, including the delivery of **Nexans Aurora**, was important factors in deciding on the shipyard Ulstein Verft yet

again. We are looking forward to working with Ulstein for this new exciting project", says Pascal Radue, Nexans EVP Generation & Transmission. "Ulstein is excited to see Nexans return to Ulstein Verft for the construction of a new cable laying vessel. In 2021, we delivered the **Nexans Aurora** on time despite the challenges we faced with handling the Covid pandemic. This adds to our long history of delivering vessels to the agreed quality and time. We look forward to continuing our close collaboration with Nexans and are very pleased that Nexans again trusts Ulstein Verft with the new addition to its fleet, states Ulstein Group's CEO, Cathrine Kristiseter Marti. The new vessel is based on the **Nexans Aurora** design, as developed by Skipsteknisk, which is now playing an important role in Nexans' turn-key supply of advanced subsea high voltage systems to support the electrification of the world, including providing vital connections between countries and regions, offshore renewable solutions as well as electrification solutions for other offshore installations. The vessel is specially designed to carry out the transport and laying of various types of subsea cables, including cable bundles as well as recovery and repair. It can perform effectively even in challenging weather conditions and boasts exceptional manoeuvrability and station-keeping capabilities. Ulstein Verft is responsible for the vessel's construction and the preparation of its topside equipment. This cutting-edge cable laying vessel features a split turntable on deck capable of holding up to 10,000t of cable, an under-deck turntable with a 3,500t cable capacity, and a fibre optic basket holding 450t. The vessel measures 31 metres in width, 149.9 metres in length, and is accommodated for a crew of 90. "We are experienced in constructing large and complex vessels and we look forward to commencing the work on the cable laying vessel for Nexans", says Lars Lühr Olsen, managing director at Ulstein Verft. For over 120 years, Nexans has played a crucial role in the electrification. The Group is a leader in the design and manufacturing of advanced cable systems and services. Norway-headquartered Ulstein Group is a family-owned company established in 1917, and specialises in ship design, shipbuilding, systems and services for the maritime market. The ship design company Skipsteknisk was established in 1976 and designs specialised vessels with emphasis on offshore, research and fisheries. *(PR)*

WINDFARM NEWS - RENEWABLES

$350,000 DAILY RENTAL FOR ONE OF LAURO'S NEW VESSELS IN THE OFFSHORE WIND BUSINESS

Seajacks (subsidiary of Eneti) has also just sold three ships, completely exiting the oil & gas business. Ineti, the former Scorpio Bulkers led by the Italian-Monegasque Emanuele Lauro, has announced that it has chartered, through its British subsidiary Seajacks, one of the new ships under construction for the transport and installation of offshore wind farms at a daily rate of approximately $350,000. The fix concerns more precisely a wind turbine installation vessel currently identified as NG16000X under

construction at the South Korean shipyard Hanwha Ocean. The rental will begin in 2027 and will last between 210 and 245 days for total revenues estimated at 87-100 million dollars. CEO Emanuele Lauro said that, "thanks to the possibility of employing one of our two new buildings, this project offers maximum flexibility and increasing future cash flows". Further to this he added: "With net revenues approaching $350,000 per day, the contract reflects improving offshore wind fundamentals and current market conditions." In the month of August Eneti accelerated its transition by freeing itself of its last ties to the offshore oil and gas sector with the sale of three vessels often used to service oil & gas platforms. More precisely, the three NG 2500 units (**Seajacks Hydra**, **Seajacks Leviathan** and **Seajacks Kraken**) were sold to a Middle Eastern buyer for approximately 70 million dollars. For Seajacks, the sale will bring in approximately $57 million after repayment of bank debt. *(Source: Shipping Italy)*

GEOTECHNICAL INVESTIGATION CONTRACT AWARDED FOR 3 GW SCOTTISH FLOATING WIND PROJECT

Geoquip Marine has secured a contract to gather engineering data to support a proposed floating offshore wind project in Scotland that is being developed by ScottishPower and Shell. To support the MarramWind project, Geoquip Marine is set to perform a complete geotechnical investigation to gather soil and geotechnical data for developing an engineering ground model. According to the company, this model is essential for feasibility studies, including the design and installation assessments of various components, such as anchors for the floating platforms, fixed foundations for the offshore substation,

and inter-array cable systems. The survey work is being undertaken by Geoquip's vessel **Seehorn** and will continue into 2024 when down-hole work using one of the company's integrated geotechnical survey vessels (IGSV) will take place. "Floating wind will be a global gamechanger for the offshore renewables industry and we're really excited that MarramWind could be one of the first commercial-scale floating offshore wind farms in the world," said Richard Eakin, Project Director for MarramWind. "It's great to see MarramWind moving on with pace and purpose and to have Geoquip Marine on board as we undertake this vital geotechnical survey work that will inform upcoming technical studies and design activities for this exciting green energy project." ScottishPower and Shell were awarded seabed rights for the MarramWind project in last year's auction in Scotland, as well as for the 2 GW CampionWind floating wind project that will be built 100 kilometres offshore the east coast of Scotland. Located 75 kilometres off the northeast coast of Scotland, in water depths averaging 100 metres, the proposed MarramWind project could deliver up to 3 GW of cleaner renewable energy, enough to power the equivalent of more than 3.5 million homes. *(Source: Offshore Wind)*

GONDAN SHIPBUILDERS MARKS DUAL MILESTONES: THE DELIVERY OF 'EDDA NORDRI' AND LAUNCH OF CSOV C492

GONDAN Shipbuilders is pleased to share two significant milestones: the successful delivery of the vessel Edda Nordri and the launching of our newly CSOV C492. In addition to these achievements, our expanded facilities are actively engaged with a strong workload, including a Buoy Tender Vessel for Scotland, an advanced USV for Norway, and eco-friendly electric ferries for Portugal. Delivery of **Edda Nordri** took place in the Port of El Musel in Gijón, where its naming ceremony was also held. The naming ceremony was graced by the presence of ladysponsor Tone Lunde Bakker, CEO of Eksfin (Export Finance Norway) as well as the Board of Directors and the management of Edda Wind and Østensjø Rederi. Following the '**Edda Nordri**' celebration, the C492 was officially launched at GONDAN main facilities in Castropol, Asturias. This new CSOV -the fourth of the 6 vessels series ordered by Edda Wind- is a product of collaborative efforts,

detailed craftsmanship, and our commitment to meeting the evolving needs of the maritime industry. With enhanced production capabilities, our expanded facilities are set to further our tradition of delivering reliable and innovative vessels. We are actively managing the construction of 6 Commissioning Service Operation Vessels (CSOVs), emphasizing our expertise in the specialized vessel segment. Moreover, we're entrusted with crafting a buoy handling vessel for the Northern Lighthouse Board of Scotland. Our collaboration with renowned maritime players Østensjø Rederi, Solstad, and Deep Ocean has resulted in our involvement in the development of an advanced USV, uncrewed surface vessel. Additionally, our commitment to sustainable maritime solutions is shown as we're currently building 10 fully electric ferries for Transtejo-Soflusa in Portugal, marking a significant step towards eco-friendly transportation. We express our gratitude to everyone who has been a part of these projects and to those who continue to trust and collaborate with GONDAN Shipbuilders. *(PR)*

STRUCTURAL DEFECTS DELAY JAPAN'S FIRST FLOATING OFFSHORE WIND FARM

Japan's Goto Floating Wind Farm Consortium has postponed the commissioning of the Goto City Offshore Wind Power Generation Project by two years following the discovery of defects in the floating structures to be used for the project. The project's commercial operation date was initially scheduled for January 2024. However, the construction process was delayed due to defects discovered in a floating structure during construction. Accordingly, the consortium filed an application to revise the project's public occupancy plan, rescheduling the operational startup for January 2026. The application was approved by Japan's Ministry of Economy, Trade and Industry (METI) and the Ministry of Land, Infrastructure,

Transport and Tourism (MLIT) on 22 September. TODA Corporation, which oversees the project's construction operations, announced that the defects were discovered in two floating structures under construction at an onshore yard back in May. TODA subsequently confirmed the facts, investigated the causes, and considered countermeasures. The company has also taken corrective measures for the defects in the two floating structures and restarted construction work at the onshore yard. Additionally, TODA will conduct inspections of a floating structure already installed off the coast Sakiyama to verify the existence of defects. One of the three floating structures already installed off the coast of Sakiyama will be landed on the yard in Fukue Port where the integrity of the floating structure will be verified. Based on the results, TODA plans to decide whether to inspect the remaining two floating structures that were already installed. The 16.8 MW Goto floating wind farm will comprise eight Hitachi 2.1 MW turbines installed off Goto City, Nagasaki Prefecture. The wind turbines are supported by hybrid SPAR-type, three-point mooring floating foundations. The Goto Floating Wind Farm LLC Consortium was selected as the winner of Japan's first offshore wind auction since the Renewable Sea Area Utilization Law came into power in April 2019. The consortium is led by TODA and also includes Eneos Corporation, Osaka Gas, Inpex Corporation, Kansai Electric Power, and Chubu Electric Power. *(Source: Offshore Wind)*

EDDA WIND SCORES BUMPER RATE ON VESTAS SOV CHARTER

Oslo-listed offshore wind service pure play Edda Wind has secured a charter deal with turbine maker Vestas for its service operation vessel (SOV) **Edda Passat**. The vessel has operated for Ørsted at Race Bank offshore wind farm since it was built in 2018 and its charter is expiring in October 2023. The new deal will secure utilisation for the majority of Q4, including options, at rates significantly above the previous contract, Edda Wind said. "The offshore wind market has developed favorably, and we are satisfied that the new rate reflects this," stated Kenneth Walland, CEO of Edda Wind. The Haugesund-headquartered company backed by Wilhelmsen and Østensjø, as well as John Fredriksen and Idan Ofer, owns and operates three SOVs and two CSOVs and has nine offshore wind vessels under construction. *(Source: Splash24/7)*

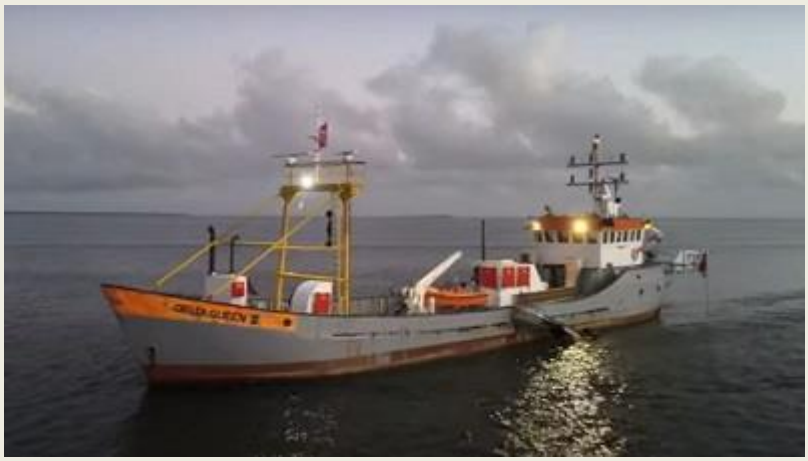
DREDGING NEWS

TYÖVENE'S FIRST EVER TSHD HITS THE WATER

Työvene's first ever trailing suction hopper dredger (TSHD) was successfully launched on September 19, 2023. The dredger will be used to maintain the depth in the Vistula Lagoon Canal and fairway in Poland. The TSHD, named **Ursa**, is a steel construction made to withstand a high level of wear and tear. The vessel is also tailor-made and designed to facilitate the very specific requirements put in

place by the Maritime Office in Gdynia, said Työvene. “Among other things the vessel must be able to conduct dredging operations in very shallow waters,” said Antti Vikainen, project manager at Työvene. “Työvene is always looking to expand into new segments, and building dredgers has the potential to broaden our customer base and create new business opportunities,” added Juha Granqvist, CEO of Työvene. This is the first time Työvene has built a dredger and to make sure that the highest standards were met Työvene cooperated with two Dutch companies with expertise in in the field: C-Job is a design company with experience in dredger designs and Holland Marine Technologies BV is supplying the dredging related equipment. *(Source: Dredging Today; Photo: Kasper Dudzik)*

DELTA QUEEN II DREDGING IN FRENCH GUIANA



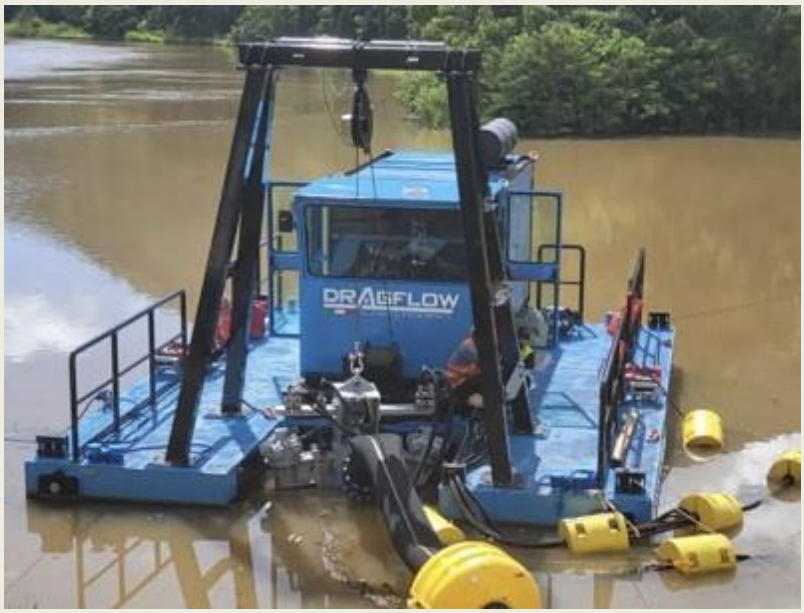
Baggerbedrijf De Boer – Dutch Dredging has just released a video of the Water and/or Air Injection Dredger (WID) ‘**Delta Queen II**’ working in French Guiana. The beautiful drone video was made by colleague Nander Kleen during the “Maintenance dredging and towing services in Cayenne and Kourou”. Dégrad des Cannes in Cayenne and port Pariacabo in Kourou are the main two seaports for the French overseas department in French Guyana. The company has been responsible for

maintaining the port since 2008. Since 2016, Dutch Dredging is in a new 12 year concession of the port that contains: ● Maintenance dredging in the entrance to the port of Dégrad des Cannes and port of Pariacabo, ● Provision of Towing services in the two ports, ● Survey services for entrance channels and port area, ● Transport of goods for the National Space Agency to Islands in front of the Kourou coast (with the landing craft Morlander). Watch the YouTube video HERE *(Source: Dredging Today)*

NORFOLK DREDGING COMPANY BAGS $9.8 MILLION DREDGING DEAL

Norfolk Dredging Co., from Chesapeake, Virginia, has won a $9.8 million firm-fixed-price contract for a dredging job in Norfolk. Work will be performed at Degaussing Station Range; and the waterfront area of Naval Station Norfolk, Norfolk, Virginia, and will be completed by July 2024. Fiscal 2023 operation and maintenance (Navy) funds in the amount of $9,810,396 will be obligated at time of award, and will expire at the end of the current fiscal year, according to the Department of Defense. This contract was competitively procured via the sam.gov and Procurement Integrated Enterprise Environment website, with five offers received. Naval Facilities Engineering Systems Command Mid-Atlantic, Norfolk, Virginia, is the contracting activity. *(Source: Dredging Today)*

DRAGFLOW SUPPORTING SUSTAINABLE GROWTH IN GUINEA



Dragflow – an Italian manufacturer of dredging equipment – recently delivered and successfully commissioned a Drh85/180 cable dredge at a hydroelectric dam in Guinea. The Drh85/180, equipped with a dredging pump with a pumping capacity of up to 800 m3/h, will be essential for pumping mud and debris deposited on the bottom of the dam. The ambitious project aims to provide clean and accessible drinking water and a reliable source of electricity for the people of Dabola and

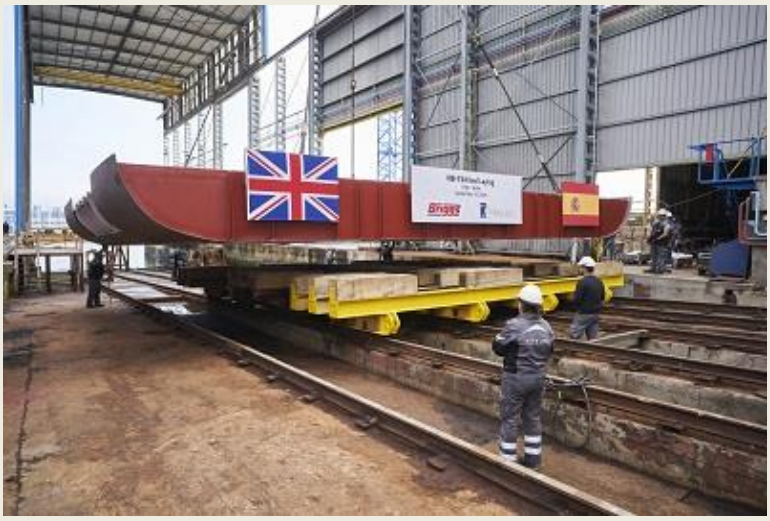
surrounding towns. Dragflow Sales Manager Charles Hage Chahine commented: "We are incredibly proud to see our technology in action to improve people's lives. The DRH85/180 has been designed to operate in challenging environmental conditions and is optimized to maximize dredging and material transportation efficiency." This project will impact the quality of life of the communities involved and help promote economic development and sustainable growth in Guinea. *(Source: Dredging Today)*

GLDD WINS DREDGING CONTRACTS TOTALING $177M

Great Lakes Dredge & Dock Corporation (GLDD) has won several dredging contracts totaling $177 million. *The awarded work includes:* ● Orange Beach, Gulf State Park, Gulf Shores Engineered Beach Renourishment Project (Coastal Protection, Alabama, $32.8 million); ● Fire Island Inlet to Montauk Inlet, PL 84-99 Rehabilitation Project (Coastal Protection, New York, $27.1 million); ● Mississippi River, Baton Rouge to Gulf of Mexico, Southwest Pass Maintenance Dredging Project (Maintenance, Louisiana, $22.1 million); ● Atchafalaya River Maintenance Dredging Project (Maintenance, Louisiana, $20.6 million); ● Naval Submarine Base Kings Bay – Entrance Channel, Maintenance Dredging Project (Maintenance, Florida, $18.6 million); ● Beach Nourishment of Cape May Inlet to Lower Township Project (Coastal Protection, New Jersey, $16.2 million); ● Mississippi River Southwest Pass and Calcasieu River Bar Channel Dredging Project (Maintenance, Texas, $16.1 million); ● Other capital and maintenance projects totaling $23.5 million. Lasse Petterson, President and Chief Executive Officer said: "These projects bring dredging backlog to approximately $1.1 billion to date." "Great Lakes is pleased to add these important projects to our 2023 backlog of capital, coastal protection and maintenance work." "Working on these projects allows Great Lakes to help support the overall improvement and resiliency of our country's environment, coastlines, and infrastructure." *(Source: Dredging Today)*

YARD NEWS

KEEL LAYING OF THE NEW MAINTENANCE SUPPORT VESSEL FOR BRIGGS MARINE AT FREIRE SHIPYARD

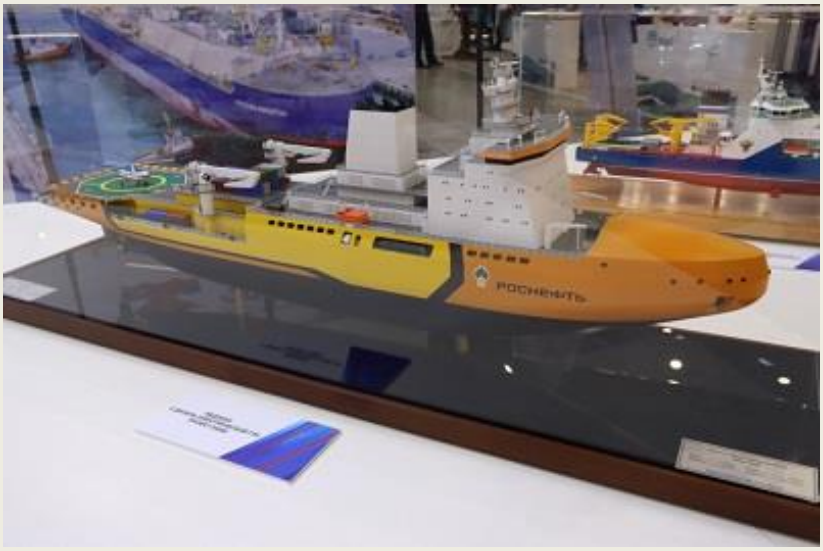


In a significant milestone for maritime excellence, the keel laying event for Briggs Marine's versatile Maintenance Support Vessel at the Freire Shipyard marks the beginning of a groundbreaking journey in maritime support. “The Freire Shipyard team is thrilled to witness this event right here at our shipyard. It represents the start of what we believe will be a game-changer in maritime support. We are excited to be part of this innovative journey that will enhance maritime support capabilities for years to come," explains the Freire Shipyard team. Collieson Briggs, Managing Director of Briggs Marine Contractors, said, "It’s great to see building has started on the vessel which will further enhance our marine project support capability for the expanding renewables sector, as well as the traditional marine construction industry in which Briggs Marine has built its reputation on over the past 50 years." The vessel's design is optimally configured to support Briggs’ ongoing contracts with UK Government, offshore wind farms and commercial ports. The vessel will primarily undertake inspection, servicing, and replacement of Aids to Navigation (AtoN) and heavy inshore moorings in the UK and overseas, but also will seamlessly handle various tasks such as diving, surveys, and maintenance support while maintaining its core functionality. Notable features include a moonpool, detachable A-frame, a 4-point mooring system, and a survey project office. Additionally, the design incorporates a demountable Crew Transfer Vessel (CTV) boarding ladder to support offshore windfarm projects. This upcoming construction, scheduled for delivery in 2024, boasts a length of 40 meters and utilizes a diesel-electric DP-2 propulsion system, carefully configured for peak efficiency during operations in UK and Northern European Waters. Briggs places a premium on crew comfort, evident through the vessel's noise reduction enhancements and MLC compliant accommodation for the 6-person crew and 10 project personnel. *(PR)*

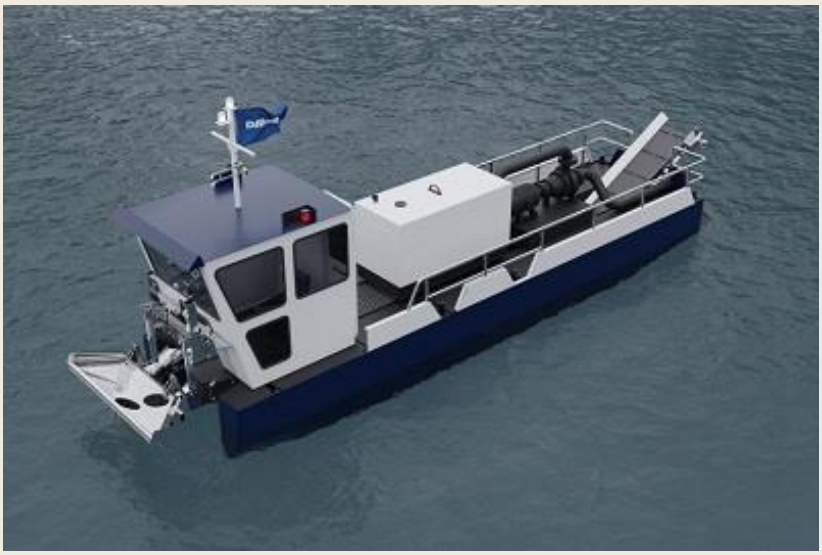
A NEW NON-NUCLEAR ICEBREAKER HAS APPEARED IN THE LINE OF PROJECTS OF THE SSK "ZVEZDA"

The Zvezda shipbuilding complex (part of the shipbuilding cluster of the Rosneft oil company) presented an icebreaker of Project 24500 during the NEVA 2023 exhibition. A model of the vessel is located at the stand of the builder, reports a Sudostroenie.info correspondent. According to SSK Zvezda, the Project 24500 icebreaker is equipped with a diesel-electric main power plant. The length of the icebreaker is 169 m, width - 31 m, draft - 9.25 m, speed - 20.7 knots. It should be noted that in June 2023 , Deputy Minister of Industry and Trade of the Russian Federation Viktor Evtukhov shared plans to build four non-nuclear icebreakers to operate on the Northern Sea Route according to a

project developed in the shipbuilding cluster of the Rosneft company. Let us remind you that the 17th International Exhibition on Civil Shipbuilding, Shipping, Port Operations and Ocean and Shelf Development "NEVA 2023" is being held in St. Petersburg at the Expoforum Convention and Exhibition Center from September 18 to 21, 2023. The Sudostroenie.info portal is the information partner of the event. Read about the key events of the forum in our thematic feed. *(Source: Sudostroenie)*



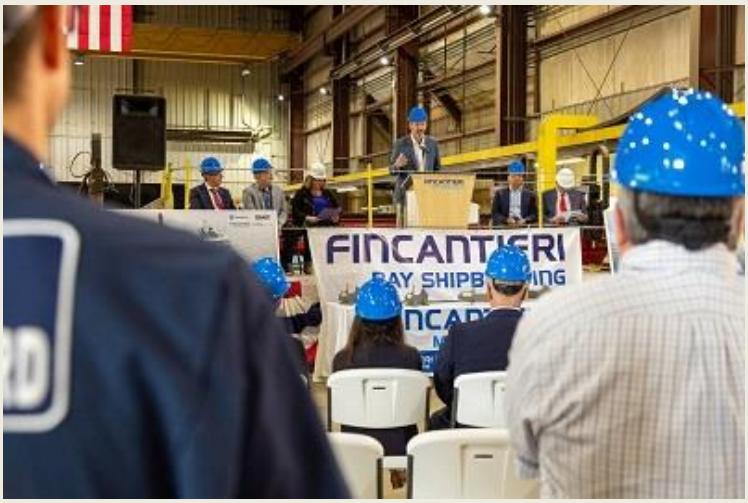
DAMEN GIVES SNEAK PREVIEW OF RIVER SCOOPER



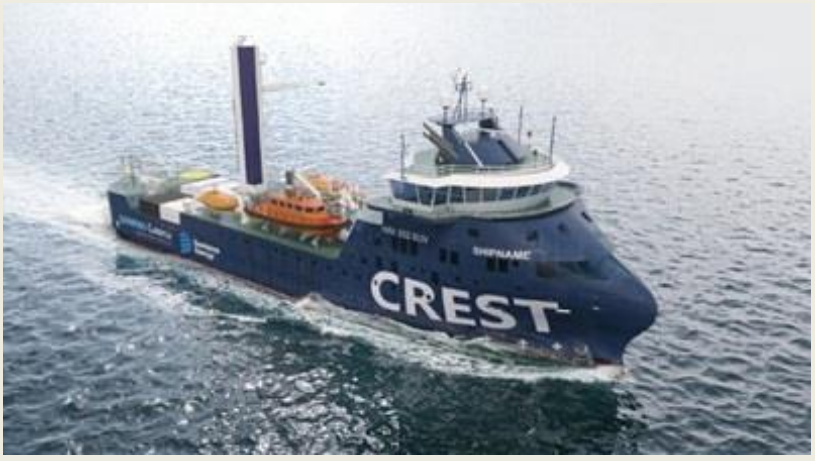
On 16 September, World Cleanup Day, Damen Shipyards presented a first glimpse of its **River Scooper**. The vessel is designed to collect plastic waste from rivers. Plastic pollution is a major threat to earth's environment. Damen, in collaboration with partners such as Clewat Oy, is now building vessels to collect plastic waste from rivers, thus preventing it from spreading further. *River Scooper* The **River Scooper** is a compact, container-sized hybrid vessel, with a float out of fully recyclable high-density polyethylene (HDPE). It is capable of collecting up to 6 tonnes of plastic waste per hour. It is fitted with a hybrid propulsion system of 100 kWh batteries able to sail on electric power. The vessel is designed circular and when it reaches end-

of-life, it can be remanufactured or recycled with a cradle-to-cradle approach. Damen says it will reveal more details of the vessel soon. *(SWZ/Maritime)*

FINCANTIERI CUTS STEEL FOR U.S.-BUILT SOV TO SUPPORT OFFSHORE WIND



Construction has begun on the next large U.S.-built vessel for the offshore wind sector. Fincantieri Bay Shipbuilding in Sturgeon Bay, Wisconsin held the ceremonial first steel cut for a Service Operation Vessel (SOV) which represents the company's entry into the U.S. offshore wind sector and another demonstration of the contribution to the shipbuilding industry coming from the emerging wind sector. The steel-cutting ceremony took place at the shipyard on September 20 marking the start of work on the vessel which was ordered in January 2023 by CREST Wind, a joint venture between Crowley and ESVAGT. The core design was developed by HAV Design of Norway, a specialist in SOVs, and the Fincantieri Marine Group has been completing the designs customized for the U.S. application and preparing it for construction. "The steel-cutting ceremony is the moment in time, where the design has developed to the point where we're ready to turn it over to the craftsmen, the artisans of this great shipyard," Ray Martus, the CREST Wind Project Manager, told WTAQ-WLUK at the ceremony. The 288-foot vessel will employ state-of-the-art technologies such as a motion-compensated gangway and transfer boats to augment safety, workability, and comfort to support the O&M activities of the wind farm project. It will have accommodations for 80 crew and technicians and provide recreational activities, including fitness facilities, a game room, a cinema, and individual accommodations. The vessel will be operating under a long-term charter to Siemens Gamesa which will be providing services to the Dominion Energy wind farm off the coast of Virginia. Executives at the steel-cutting ceremony told local reporters that the vessel is expected to be completed by early 2025 and will undergo sea trials on the Great Lakes. It will then be transferred to the U.S. East Coast where it is expected to be commissioned by 2026. This marks the second large SOV being built in U.S. shipyards to be Jones Act compliant and the fourth large vessel overall ready to support the emerging offshore wind industry. In the spring, Louisiana shipbuilder Edison Chouest Offshore reported that it had reached the halfway mark in the construction of another SOV for the wind sector. The vessel is slightly smaller than the one



Fincantieri is building as it will be 262 feet in length with accommodations for up to 60 technicians. It is due to enter service next year supporting Ørsted's U.S. wind farms. The two other large U.S. shipbuilding projects for the wind industry include the Charybdis, a wind turbine installation vessel under construction at the Keppel AmFELS shipyard in Brownsville, Texas. The vessel will be owned by a subsidiary of Dominion Energy. In July, Philly Shipyard in Pennsylvania marked the first steel cut for a rock installation vessel being built for Great Lakes Dredge & Dock Corp. The ship is due for delivery in 2024 and they also have an option for a sister vessel. The Biden administration highlights that companies have announced 18 offshore wind shipbuilding projects as well as investments of nearly $3.5 billion across 12 manufacturing facilities and 13 ports to develop the American offshore wind supply chain. In addition to the SOVs and other large vessels, there are multiple projects underway in U.S. shipyards to build smaller crew transfer vessels. Fincantieri views this as a significant project as they look to expand further into the sector to support the offshore wind industry. The expectation is that as the industry moves into construction and commercial operations, it will require additional investments in Jones Act compliant ships. *(Source: Marex)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Med Marine Successfully Delivered "Vernicos Scafi III" to Vernicos Scafi*
   - *Damen Shipyards signs contract with Port Marlborough NZ for the delivery of the new ASD Tug 2111 class*
   - *Med Marine Celebrates Successful Delivery of MED-A2885 Tugboat Built for Misurata Free Zone*
   - *Sanmar Shipyards delivered compact workhorse tug to expanding Danish port*
   - *Concordia Damen contracted to deliver a 5,400 HP River Pusher to Girona S.A., Paraguay*
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)
   - *Platform Supply Vessel – 'TEK-OCEAN SPIRIT" for sale (new)*

3. Several updates on the Newsletter – Fleetlist page posted last week
   - *Bonn & Mees - Rotterdam by Jasiu van Haarlem (new)*
   - *Suez Canal - Ismalia by Jasiu van Haarlem*
   - *AVRA Towage - Rotterdam by Jasiu van Haarlem*
   - *Herman Sr - Zwijndrecht by Jasiu van Haarlem*

- *Boa - Trondheim by Jasiu van Haarlem*
- *GPS – Rochester by Jasiu van Haarlem*

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