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

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M I D W E E K – E D I T I O N

## TUGS & TOWING NEWS

### SANMAR SHIPYARDS DELIVERS TWO TUGS TO SMS TOWAGE



Sanmar has delivered two more tugboats to SMS Towage, the UK’s largest independent family towage company, and one of the Turkish shipbuilder’s oldest and most loyal customers. The delivery of the two RAmports 2200 class sister tugs, which previously worked in Sanmar’s own fleet, brings the total number of tugboats Sanmar has delivered to SMS Towage to

14. The first was **SCOTSMAN** which was delivered in 2008. Known as **SIRAPINAR XVIII** and **SIRAPINAR XV** while working in Türkiye, the tugs have been renamed **TRUEMAN** and **KINGSMAN** by their new owner, which has a fleet of tugs strategically positioned around the UK in the Humber, Bristol Channel, Belfast, Portsmouth, Teeside and the River Tyne. The twin sisters are based on the RAmports 2200 design from Canadian naval architects Robert Allan Ltd and measure 22.4m LOA, with a moulded beam of 10.84m, least moulded depth of 4.4m and approximate

navigational draft of 4.85m. The twin Z-drive, diesel powered tugs are designed for low manning operation and maximum efficiency in the performance of ship-handling duties for sea going ships. They are both powered by two Caterpillar 3512 C main engines, each producing 1,500 kW at 1,600 rev/min



to drive 360-degree azimuthing Schottel SRP 360 FP thrusters. **TRUEMAN** and **KINGSMAN** can

achieve bollard pulls of 52 tons ahead and 49 tons astern and a free running speed of 11.5 knots. The tugs' tank capacities include approximately 72m<sup>3</sup> of fuel oil, 10.8m<sup>3</sup> of fresh water and a 2.4m<sup>3</sup> foam tank. A fire-fighting pump is driven through clutched flexible coupling in front of each main engine with a capacity of 1,200m<sup>3</sup>/hour. Both **TRUEMAN** and **KINGSMAN** are classified by Registro Italiano Navale (RINA) as C<sup>1</sup> Tug  $\square$  AUT-UMS, INWATERSURVEY, Unrestricted Navigation, MLC DESIGN. Ruchan Civgin, Commercial Director of Sanmar Shipyards, said: "We have had a long term, mutually beneficial relationship with our friends at SMS Towage and we are delighted that we can once again provide them with the type of tugboats that fit their successful business's specific operational needs. Our popular RAmports 2200 class tugs are compact, highly manoeuvrable workhorse tugs that get the job done time after time. Our relationship with SMS Towage goes back a long way, and it is always pleasing when they come back to us again and again when enhancing their tug fleet." (PR)

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### *DAMEN ASD 2312 TUG FOR FAIRPLAY TOWAGE*



Fast delivery of harbour tug for operations in Port of Rotterdam. Engaging her impressive 70 ton bollard pull, Azimuthing Stern Drive tug **Fairplay-93** will be performing towage services in Port of Rotterdam from the first months of 2023 onwards. Fairplay Towage has closed a lease contract with Damen Marine Services, who is able to deliver the vessel at very short notice following the contract signing on 27 October. The

contract marks the third contract that Fairplay Towage concludes with Damen within the last 18 months, encompassing a total of four vessels. The newly built Shoalbuster 2711 with Ice class 1D notation, called **Fairplay-37**, was delivered to the Group on 13 October. Two RSD 2513 tugs,



**Fairplay-90** and **Fairplay-91**, are in the final stages of outfitting at Damen Song Cam Shipyard. These vessels will be delivered from the yard in January 2023. The 23 meter long vessel, with a 12 meter beam and 5.40 meter draught, is built to the Damen standardized ASD 2312 design. It was constructed at the Damen Song Cam Shipyard in Vietnam to be available for European delivery in the fourth quarter of this year. Just before her departure from Vietnam, Fairplay decided to add the vessel to their fleet. The possibility of very quick delivery of this ready-built tug enables rapid deployment in the Towage Group's operations. Two azimuthing stern drive propellers in nozzles each span a diameter of 2.8 meter. Power comes from two Caterpillar 3512TA engines, providing total of 5102 horsepower propulsion. Twin fins under the hull allow for side stepping as a special manoeuvre in narrow harbours. An exhaust gas after treatment system is installed to ensure the vessel's compliance with IMO tier III emission standards. The vessel has a FiFi-1 fire extinguishing system that can spray up to 1400 cubic meters of water per hour. (PR)

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## OWNERS EXPAND HARBOUR FLEETS IN AMERICAS

Owners have taken delivery of more powerful and efficient tugboats to enhance ship towage and handling in ports from Canada to Chile. Tug owners in Latin America have invested to modernise their fleets and expand towage operations into new markets as the region's ports have been extended and larger ships have arrived. Towage demand was buoyed by additional maritime



trade to and from South and Central America ports and within the Caribbean as new terminals are opened and existing ports are expanded. Some of the biggest towage and marine service providers in the region added harbour and escort tugs to their fleets. SAAM Towage was the leader in fleet expansion in 2022 with additions in Chile, Panama and Peru. In Chile, SAAM Towage named **Mataquito II** in Valparaíso and **Halcón III** in San Vicente in September, following their arrival in Q3 2022. They were built by Sanmar Shipyards to designs by Robert Allan Ltd (RAL). **Mataquito II** is a Bigacay-class, 29-m escort and fire-fighting tugboat of RAsstar 2900SX design with twin azimuth Z-drives on the stern, providing more than 80 tonnes of bollard pull. Halcón III is a Bogacay-series compact tug, built to a RAsparts 2400SX design, with 4,200-kW of propulsion power and an overall length of 24 m. SAAM Towage also welcomed **SAAM Condor** to the Port of Callao, Peru, in July, and

**SAAM Quibian** in Panama, in October. Both were built by Sanmar as Bogacay series tugs to a RAmports 2400SX design, with 70 tonnes of bollard pull and top speeds of 13 knots. During 2022, SAAM Towage completed its acquisition of Ian Taylor's operations in Peru, as part of its long-term strategy to grow the towage business across South America. In October, SAAM Group announced its plans to sell its terminals to Hapag-Lloyd and concentrate on building its growing towage business. Through this agreement, Hapag-Lloyd will gain operation and management of 10 port terminals throughout six countries in the Americas, plus bonded warehouses and integrated logistics operations for importers and exporters. Also in the Port of Valparaíso, Chile, CPT Towage named two tugs it added to the fleet in 2021. **Coloso** and **Poderoso** were built to a RAL design and with 86 tonnes of bollard-pull, coming from total power of 5,050 kW. These 492-gt tugs have FiFi1 fire-fighting systems and equipment for dealing with maritime emergencies and oil pollution. CPT said they each have a remote monitoring system, which allows data and artificial intelligence models to be used to reduce fuel consumption, predict the need for maintenance, and better plan commercial activities. In Q2 2022, CPT added **Azapa** to the Chilean fleet after its construction by Cheoy Lee Shipyards to a RAL RAmports 2500-CL design. This 348-gt tug has an overall length of 25-m, beam of 12 m, a draught of 5.2 m and 70 tonnes of bollard pull. In July, Chile-based shipbuilder Astilleros ASENAV launched the first tug of its ASD 25/11M design for Remolcadores Ultratug into the Calle Calle River. **Grey** is a 25-m tug, with a beam of 11 m and bollard pull of 70 tonnes. ASENAV started building this first speculative project in Q3 2021 in response to expected growth and modernisation of the maritime industry in Chile. It was completed in September with a FiFi1 class fire-fighting system, with two water monitors, and MAN main diesel engines driving Kongsberg azimuth thrusters. Ultratug purchased a newbuild ASD tug from Turkish shipbuilder Med Marine for operations in



Peru. **Brujo** is a multipurpose, compact tug with 75 tonnes of bollard pull, FiFi1 fire-fighting system and two Kongsberg-supplied US255 P30 thrusters with fixed-pitch propellers. Also in Peru, PSA Marine is set to take delivery of PSA **Tallan**, a new RAmports 2400W design tug with 70 tonnes of bollard pull, due to be delivered by the end of the year. In Brazil, Wilson Sons has

added two escort tugs, **WS Centaurus** in July and **WS Orion** in September, to its fleet in the state of Maranhão. These have 90 tonnes of bollard pull and propulsion compliant with IMO Tier III emissions standards, the first in Brazil. They were built at the Wilson Sons shipyard in Guarujá as reverse stern drive (RSD) tugs to Damen's RSD 2513 design with an overall length of 25 m and beam of 13 m. Hidrovias do Brasil had two pusher tugs built by Uzmar's shipyard in Turkey for inland waterways operations in Brazil. **HB Mapará** and **HB Dourada** will be transported across the Atlantic to start transporting cargo along the north channel of the Amazon River from 2023. These 46-m, shallow-draught pusher tugs were built to RApide 4600 design, including three Wärtsilä 20 engines. **Caribbean investments** There has also been more modernisation of tugboat fleets in the Caribbean in 2022, with several new tugs introduced to enhance towage capabilities in island ports. Svitzer has been in the lead with these additions with two tugs, **Svitzer Rivas** and **Svitzer Isobela**, brought into the Dominican Republic. These were built by Sanmar in Turkey to a RAmports 2400SX design, with bollard pull of 70 tonnes and speeds of 12.5 knots. Svitzer is also adding **Svitzer Abaco** in the Bahamas after its construction by Damen Shipyards in Vietnam. It is a 23-m, Damen ASD 2312 tug with 70



tonnes of bollard pull. In Guadeloupe, Caraibes Remorquage took delivery of Piriou-built tug **Pointe Vigie 2** in Pointe-à-Pitre. This is a 30.3-m, OST 30-design tug, with 60 tonnes of bollard pull. In Jamaica, Ocean Group added tug **Ocean Blue Mahoe** after it was purchased from Med Marine. This ASD, MED-A2575 series tug was built at the Eregli Shipyard to a RAmports 2500W design and has a bollard pull of 75 tonnes. In Martinique, Somara added ASD tug **Plis Fos** to its fleet in Port of Fort de France. Damen built this tug to an ASD 2813 design with IMO Tier III-compliant propulsion and 85.3 tons of bollard pull. Mexicana Maritima added another Damen-built and designed tug, **CMM Catrina**, in Mexico and in Panama, Boluda Towage added tug **VB Condor**.

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*Owners invest in green tugboats* In Canada, Ocean Group added 263-gt ASD tugs **Ocean Cartier** and **Ocean Yaletown** in Vancouver, British Columbia. Damen built each from its ASD 2312 design with an overall length of 22.8 m, beam of 11.3 m and draught of 4.4 m. SAAM Towage also added **SAAM James Point** in Vancouver, after Damen built this in Vietnam to its ASD 2312 design; it is 22.8 m in length, with a beam of 11.3 m and draught of 4.4 m. Its Cat 3512C main engines are compliant with IMO Tier III emissions requirements and deliver 70 tonnes of bollard pull. In the US, shipyards delivered new harbour and escort tugs with propulsion complying with US Environmental Protection Agency's (EPA) Tier 4 emissions standards. Seabulk added three escort tugs – **Hermes**, **Spartan** and **Titan** – to its towage operations in the Gulf Coast ports, following their construction by Master Boat Builders. **Spartan** and **Titan** were built to a RApport 3000 design with integrated hybrid propulsion from Berg Propulsion, including MTA 628 thrusters and Caterpillar engines and generators, delivering bollard pull of 90 tonnes for these 30-m tugs. **Hermes**, as a sister of 2021-built **Nike**, was built to a Rotortug/Robert Allan ART 90-98 design with three Cat 3513E main engines, Schottel Z-drives producing 87 tonnes of bollard pull and free running speeds of 13 knots. Master Boat Builders

also delivered **Hayden Grace** to Bay-Houston Towing. It was built to a RApport 2600 tug design, with a length of 26 m, beam of 12 m and draught of 4.6 m. Caterpillar EPA Tier 4-compliant engines deliver bollard pull of 52.5 tonnes and speeds over 12.5 knots. Tampa Bay Shipbuilding has been building a series of harbour tugs for Edison Chouest Offshore over 2021 and 2022,



with at least four of these vessels in operation. Tugs of 498 gt, **Emily**, **Jack**, **Matthew** and **Morgan** were delivered with each having an overall length of 30.1 m, beam of 12 m and draught of 5.9 m. Washburn & Doughty built two harbour tugs in 2022 for two different owners. Moran Towing took delivery of **Dennis Moran** and McAllister Towing brought **Jane McAllister** into service in US east

coast ports. The East Boothbay, Maine shipbuilder launched Glosten-designed **Seaway Trident**, an ice-strengthened harbour tug, in October. This will be completed and undergo sea trials in Q4 2022 before its delivery to Great Lakes St Lawrence Seaway Development Corp. Diversified Marine completed another escort tug with Brusco Tug & Barge, with **Athena** immediately chartered to Crowley to serve out of Puget Sound, Washington. With 96 tonnes of bollard pull and 5,070 kW of power, from two Caterpillar Cat 3516 engines, it is one of the most powerful harbour tugs in the Americas. Main Iron Works delivered tractor tug, **Capt Joseph Bisso**, to Bisso Towboat in Q1 2022, with 4,480 kW of power and 78 tonnes of bollard pull. (Source: Riviera by Martyn Wingrove)

## ASD ENHANCES JAMAICA SHIP HANDLING



Portside Towing added a Bureau Veritas-classed azimuth stern drive (ASD) tug to its fleet in Jamaica during April 2022 for towing, mooring, oil pollution control and fire-fighting. Damen Shipyards supplied **Ajax**, one of its ASD 2312 tugs, with an overall length of 22.8 m, beam of 12 m and draught of 5.6 m. Propulsion comes

from two Cat 3512C TA main diesel engines with total power of 3,804 kW at 1,800 rpm, driving two Kongsberg US 205 azimuth thrusters, with a propeller diameter of 280 cm. This gives Ajax a bollard pull of 68 tonnes and speed ahead of 13.1 knots. In the engineroom are two Cat C4.4 TA generator sets generating 100 kW of electrical power at 400 V and 50 Hz, two Azcue CA-50/3A service pumps, a Azcue CA-32/05 bilge pump and Azcue CA40-1B fuel transfer pump. The fuel system includes two coalescer filters with water separators, two CJC PTU3 27/81 oil purifiers and 54.6 m<sup>3</sup> of fuel oil storage. Ajax has box and keel cooling, two engine-drive hydraulic pumps and an oil pollution control unit. Its fire-fighting system has a pump driven by the main engine pumping 1,400 m<sup>3</sup>/hr of water and foam to one monitor. There is accommodation for six crew, D-shaped-fenders along the sides, cylindrical fendering at transom corners and W-block and cylindrical fendering on the bow. On the deck there is a hydraulically driven, double-drum towing winch with a brake holding force of 175 tons and pull of 35 tons at speeds of up to 40 m/min on the second layer. There is also a Mampaey towing hook of 1000 kN and an electrically driven capstan. **Ajax particulars** Owner: Portside Towing; Country of operation: Jamaica; Builder: Damen Shipyards; Designer: Damen; Design: ASD 2312; Length, oa: 22.8 m; Beam: 12 m; Draught: 5.6 m; Bollard pull: 68 tonnes; Speed: 13.1 knots; Main engines: 2 x Cat 3512C TA 1,902 kW at 1,800 rpm; Propulsion: 2 x Kongsberg US 205 (Source: Riviera by Martyn Wingrove)

## REGISA WILL INCORPORATE AN ASD 2312 TUGBOAT IN 2023

REGISA has closed an agreement with Damen for a new ASD type 2312 tugboat, which is expected to be incorporated into its fleet next January. He is called to relieve the "**Navia**" and although his name has not yet been released, it is likely to be called "**Deva**", according to Asturian maritime media. It is a tugboat with 70 tons of maximum traction from the bollards, in a hull of 22.80 m in length and 12 m



in width, with a power of 2,804 kW and a speed of 12 knots. According to the manufacturer Damen, the ASD Tug 2312 tug is based on the ASD Tug 2310 and refers to a safe and highly efficient escort vessel. It is a compact multipurpose model with azimuth thrusters and excellent maneuverability. It meets the most demanding stability standards and its versatile bridge with a window coverage of 86%, uses impact-resistant safety glass and guarantees excellent visualization of the situation. Safe, sustainable, efficient and reliable, the ASD Tug 2312 is an excellent and versatile harbor tug. (Source: *Puente de Mando*; Photo: Damen)



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### CARLONE (PORT AUTHORITY): “MSC IN TOW? WE DREAD THIS MOMENT”

An outcry also from the technical-nautical services and from Zeno D'agostino. Only for Vettosi (Confitarma) and Visco (Federimorchiatori) there are no risks for the market and for safety. The entry of the MSC group into the port towage business (through the acquisition of 100% of Rimorchiatori Mediterranei, after already 100% of Con.tug in Gioia Tauro) worries the maritime authority. Admiral Nicola Carlone, general commander of the Port Authority Corps, said it in no uncertain terms, speaking at the conference entitled 'Ports between new identities and old horizons' which took place in the capital. The progressive vertical integration of the first shipowner in the world in the container sector in terms of hold capacity, fourth in cruises and among the first in the Mediterranean in ferries, does not let the maritime authority sleep peacefully if safety comes into play. of navigation guaranteed precisely by the technical-nautical services, including tugboats. “In some parts of Europe – Carlone explained – we see the piloting performed by the terminal operator (with the consequent choice whether to use the piloting or not). There is a risk that terminal

operators and shipowners will approach the tow and we fear this moment. We must have the



impartiality of this service. I, the maritime authority, need that governance role towards tugboats also to manage safety situations. Especially with these increasingly extreme weather conditions". According to the general commander of the Harbor Master's Office, obviously passing into the hands of a maritime carrier could jeopardize this prerequisite of safety to the detriment of greater attention to profit. A point of view also espoused by Roberto Bunicci, new

president of Fedepiloti, according to whom, at the basis of the stranding of the **Ever Given** container ship in the Suez Canal, there are precisely safety choices that are overshadowed by the search for profit. "The stranding of the **Ever Given**, an incident that I was able to investigate with care and interest, occurred because the pilots are employees of an economic body that obtains profit from the transit of ships, instead of a third party responsible for the full and total security," Bunicci argued. Also giving the example of a commander of a LNG carrier who, predicting strong crosswinds, preferred to avoid transit along the canal to avoid a similar accident. "Italian pilots depend on the Maritime Authority and MIT and so it must be for the role they also have in matters of security and safety" added the president of Fedepiloti. Who finally recalled how "often the pilots report to the Captaincy deficiency of the ships that otherwise the captain would not report for economic reasons and to avoid forced stops of the ship". A thought also shared by Rodolfo Giampieri, president of Assoport, according to whom "safety and savings are a combination that is impossible even to listen to". Not even the Deputy Minister Edoardo Rixi looks favorably on the growing dominance of MSC, now extended to port towage: "I care about the fact - he stated - that there is supervision by the public not only for safety, because if one were to monopolist in the trailer would also jeopardize the free movement of goods". Of the same opinion is Zeno D'Agostino, president of Espo and of the port authority of Trieste and Monfalcone: "The importance of some parts of our territory is growing more and more and one cannot think of leaving them to the power of an entrepreneur who, even if enlightened, it still goes about its business. Strategic logistic hubs should not be left to the interests of entrepreneurial groups that pursue results and priorities different from that of the state". D'Agostino then added: "More than the vertical integrations, I'm concerned about the horizontal integrations repeated in various airports. If all the vertical networks in the various Italian ports are managed by someone, then I'm worried". He invited Marco Odone, national secretary of Uiltrasporti, to "keep our guard up": "We are concerned about the latest acquisition of Rimorchiatori Mediterranei by MSC" he underlined, immediately after recalling the memory of the tragedy of the pilot tower that took place in Genoa . "You risk making security-sensitive activities a commercial aspect." Stefania Visco, president of Federimorchiatori (the trade association which in the future could welcome the fleet and the companies acquired by MSC and now represented by Assorimorchiatori – Confitarma) 'took up the defence' of MSC: "I note that there is confusion between the shareholder and the management of the towing service" he began his speech, before



asking. “Who is the tugboat operator who is not also a shipowner in Italy? They have always had bulk ships, ferries, etc. Those who left only with tugboats then bought the ships” were the words of Stefania Visco to explain that the control of a towage company by a shipowner is nothing new). “There is regulation of the system in every sense, and for this reason inequality has never been created. In each port, the harbor master's office sets up the berthing commission with which the priority of the landings is established. The regulation is given by the Captaincy. The day before, it is established who among the ships enters first and who enters later. It is a guaranteed system for the equalization of the port”. Therefore, according to Stefania Visco, there is no possibility for MSC to adopt a difference in treatment in favor or against some ships. Of the same opinion also Fabrizio Vettosi, general manager of Vsl Club, who finally recalled how “the towing service is managed through a concession following a tender for the market (not in the market). There is no risk. There is no possibility of cheating. It is not possible to apply a different tariff” from the one foreseen by the agreements with the maritime authority. Bread for the teeth of the antitrust Authority which will be called upon to give its go-ahead for the acquisition of Rimorchiatori Mediterranei by MSC for about 1 billion euro. *(Source: Shipping Italy)*

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## DAMEN SHIPYARDS, CATERPILLAR AND PON POWER SIGN MOU FOR THE DEVELOPMENT OF METHANOL POWERED TUGS

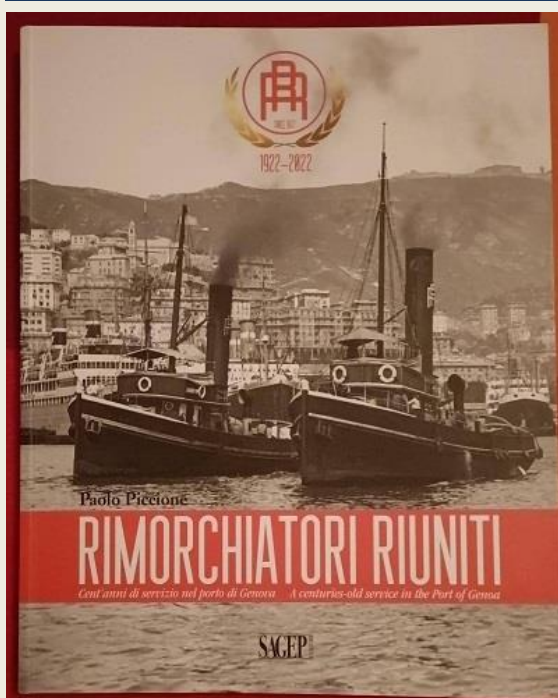
On 28 November, Arnout Damen of Damen Shipyards, Derrick York of Caterpillar Inc and Kees-Jan Mes of Pon Power signed a Memorandum of Understanding (MoU) for the joint development of a series of dual-fuel methanol / diesel powered tugs. This follows Damen's recent delivery of its first, all-electric RSD-E Tug 2513, Sparky, to Ports of Auckland, New Zealand, continuing its commitment to becoming the world's most sustainable shipbuilder. Damen's long-term strategy to achieve this includes offering a full range of sustainable tugboats featuring both zero emission electric and carbon neutral methanol powered vessels. The methanol ready CAT 3500E



Zealand, continuing its commitment to becoming the world's most sustainable shipbuilder. Damen's long-term strategy to achieve this includes offering a full range of sustainable tugboats featuring both zero emission electric and carbon neutral methanol powered vessels. The methanol ready CAT 3500E

series dual-fuel pilot engines will be delivered to Damen by Pon Power in 2024 when the process of integration and testing will begin. This will be a complex undertaking involving integrating the engines with all aspects of the ship's control, monitoring, ventilation and other systems and will take place in close cooperation with the classification societies. The aim is to have methanol powered vessels to be series production-ready in 2026. Damen's strategy is to offer fully-electric models offering bollard pulls of 40, 60 and 80 tonnes respectively and methanol-fueled models with 60, 80 and 100 tonnes bollard pull. Electrically-powered tugs are ideal for zero emission operations in harbors and terminals where low cost electricity can be easily accessed between assignments via onshore infrastructure. With its greater energy density than batteries, methanol delivers increased energy storage capacity, making it suited for longer duration operations while remaining CO<sub>2</sub> neutral. All the vessels will be equipped with a standard Emission Reduction System developed and delivered by Damen Sustainable Solutions B.V. Joost Mathôt, Director of Products at Damen's Workboats division, said, "We're delighted to be working with Caterpillar on this ground-breaking project. It is of mutual benefit to all the parties involved to begin operating the pilot engines as soon as possible, so that we can experience what it means to use methanol as a fuel in a maritime environment. We are very happy to be continuing our longstanding partnerships and are very confident that together we will be able to offer our end customers the sustainable solutions they are asking for, in the near future." "For Damen, the introduction of methanol-fueled propulsion systems is the logical next step in our drive towards low-emission propulsion right across our product range and an integral part of our drive to become the world's most sustainable shipbuilder." "Our collaboration with Damen Shipyards Group and Pon Power brings together immeasurable expertise that allows us to learn together and innovate to address the great challenge of the energy transition," added Brad Johnson, Vice President and General Manager Caterpillar Marine. "This is an exciting technical challenge to tackle, but most importantly, it fosters our industry's goal to reach sustainable, low carbon operations." (PR)

## RIMORCHIATORI RIUNITI. A CENTURY OLD SERVICE IN THE PORT OF GENOA. – THE BOOK

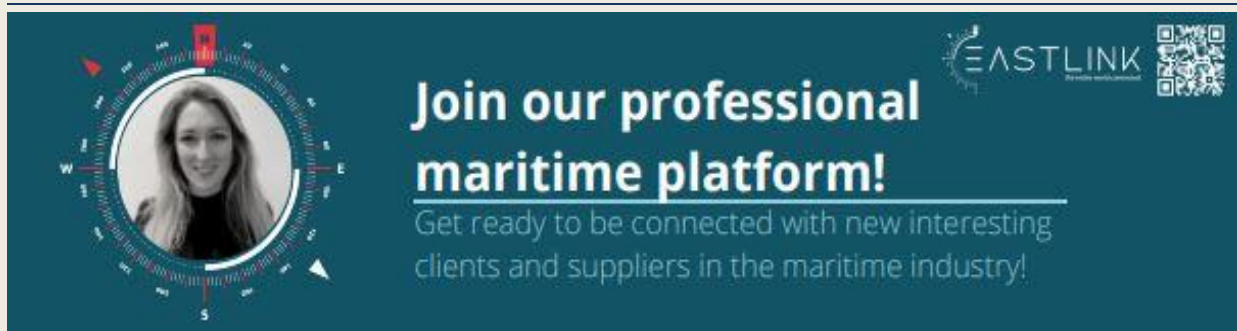


This book is dedicated to Romchiatori Riuniti, born in Genoa in 1922. But whose roots date back to the end of the 19<sup>th</sup> century. The history of the towing service in the port of Genoa is presented here with the evolution of the company's fleet, from the first wooden hulled steam tugs to the current powerful and complex units, without which the most important Mediterranean port could not operate with efficiency and safety. Today Rimorchiatori Riuniti, following acquisitions and investments, is one of the largest ship owning groups of tugboats in the world, operating in numerous ports on the Italian peninsula, in the Mediterranean, in North Europe, Central America and the Far East. A success history that began in Genoa one hundred years ago. This book covers the hundred years of Rimorchiatori Riuniti's history from 1922 to today. The first chapter illustrates the beginnings of the towing service in the port of Genoa, the birth of the Società dei Rimorchiatori Genovesi and Rimorchiatori Italiana whose joint fleets will



give rise to the RR brand. It follows in the next two chapters, the development of company from the 1920s to the II World War and then from the reconstruction to the end of the Millennium. Parallel to the profound transformation of the Genoese port, the dimensional and technical evolution of the fleet is taking place, from steam tugs to the sophisticated and powerful machines today. The fourth chapter traces the formation of the Rimochiatori Riuniti group as it currently is: a dynamic enterprise that has invested in the acquisition of other companies holding port towing concessions in numerous Italian and non-European ports and simultaneously manages and owns ships for offshore and maritime transport. Another chapter briefly describes the evolution of the port tug, avoiding excessive technicalities, and finally there is the Fleet List, composed of technical biographical form of each unit owned by the company from its origins to today. Rimorchiatori Riuniti, through the subholding Rimorchiatori Mediterranei, is present in numerous Italian ports on the Tyrrhenian Sea, on the Adriatic, in Sicily, in Greece, in Norway, in Colombia and in the centenary years it extended its presence also to Singapore and in Malaysia. This is the success story that began in Genoa in 1922. Book ISBN 978-88-6373-897-1

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and powered by Cat® marine solutions, including 3500 series engines. That practice continues with the company's current build expected for delivery in 2023. Golding Barge's new boat will be its first vessel built for U.S. EPA Tier 4 emission standards and will be powered by three 3512E Cat engines. *Continuing to count on Caterpillar* When starting the design process back in 2021, the company considered all components of the new vessel's construction – accounting for owning and operating

costs in addition to performance and reliability. “We’re building a boat that we designed from the ground up, and we designed it around what we know,” says Rusty Moore, vice president of operations for Golding Barge. “The efficiency and reliability of the Cat 3500 engine series, which we know very well, was the determining factor in choosing the new boat’s engines.” The Golding Barge team consulted its Cat dealer, Puckett Power Systems, to determine the best engine solution: “Puckett has been really important in our planning and making sure we’re getting the right Cat engine package for the job,” says Moore. *CAT® 3512E engines: A fuel-efficient fit* Engine selection was a critical factor. In coordination with Puckett, Moore and the Golding Barge team chose the fuel-efficiency-optimized Cat® 3512E engine system. It was the right fit for maximum performance and low operating costs and offered the same powerful, reliable core engine the company has come to count on. “The 3512 Cat engine in the current configuration is the backbone of our operation,” says Moore. “We like the engine, the performance and the cost to operate. All of those things are heavily weighted toward us staying with the 3512 in our future builds.” Powered by a triple-screw 3512E configuration, Golding Barge has confidence that its first Tier 4 vessel will move efficiently – in terms of fuel consumption and operating costs – when the new vessel takes to the mainline river in 2023. “This boat is a 40- to 50-year investment and was built with flexibility in mind,” says Moore. “It will be able to push anything from aggregate to oil. We trust that this vessel is going to work a long time.” (PR)

## ELECTRIC AND HYDROGEN TUGS ARE COMING



2023 will be a year of growth in the ‘green’ tug sector, as more owners put their confidence in the technology. 2023 will see a raft of new ‘green’ technology enter the tugboat sector, with the first hydrogen-fuelled towage vessel and more all-electric tugs being prepared to enter service. In Belgium, [Hydrotug 1](#) will undergo sea trials and fuel testing over the

rest of Q4 2022 before starting operations in the Port of Antwerp-Bruges in January 2023. It arrived in the Port of Ostend, Belgium, on 27 October following its transit from Armón Shipyards in Navia, Spain where the vessel was built. This 4,100 kW, 496-gt tug was developed by CMB.Tech to store 415 kg of compressed hydrogen in six tanks installed on deck. Its propulsion configuration consists of two BeHydro V12 dual-fuel, medium-speed engines that can run on both hydrogen and diesel fuel. In Japan, the first electric-powered tug, Tokyo Kisen’s Taiga, is about to enter service, providing zero-emissions towage in Tokyo Bay after its construction by Kanagawa Dockyard. Its hybrid-electric propulsion system includes high-capacity lithium-ion batteries, generators, direct-current (DC) switchboard and grid and Z-Peller azimuth thrusters. IHI Power Systems was system integrator and supplied the azimuth thrusters and diesel generators. OSD-IMT designed the hull of Taiga, e5Lab Inc, a Japanese consortium assigned to develop fully electric vessels, was the consultant for this project. It is equipped with ABB’s Onboard DC Grid and energy storage systems, incorporating large-capacity lithium-ion batteries developed by e5Lab. These 2.5-MWh battery systems will power the thrusters during daily operations and act as spinning reserve back-up power to prevent prolonged outages. ABB’s PEMS power and energy management system will control the



overall power distribution, increase fault tolerance and provide a high degree of reliability. “In Japan, the electric-powered **Taiga** is about to enter service, providing zero-emissions towage in Tokyo Bay” In Turkey, Navtek Naval Technologies is commissioning its second all-electric harbour tugboat, **Gisas Power II**, ready for operations in January 2023. It was built at Gisas & Navtek Shipyard to a ZeeTug30 design, with around 30 tonnes of bollard pull and a speed of 10 knots. **Gisas Power II** has an overall length of 18.7 m, beam of 6.7 m, depth of 4.7 m and a draught of 3.5 m. Corvus batteries drive two propulsion motors connected to azimuth thrusters. Navtek collaborated with Turkish power systems integrator BMA Technology and drive and converter supplier ABB on these fully electric tugs. For safety, **Gisas Power II** has two redundant battery rooms, one fore and one aft, that are maintained at a constant temperature by a cooling system. It can be charged in less than an hour through a quayside charging station. Damen Shipyards and Sanmar Shipyards are anticipating deliveries of their all-electric tugboats in 2023. Up to five fully electric tugs and two LNG-fuelled escort vessels have been ordered from Sanmar by HaiSea Marine and SAAM Towage to operate in British Columbia, Canada, all scheduled for delivery by end-2023. In the case of HaiSea Marine, a joint venture between Haisla Nation and Seaspan, two dual-fuel LNG-powered escort tugs and three ElectRA tugs, will provide ship assistance and towing services at the new LNG export facility in Kitimat, British Columbia, from the start of 2024. SAAM Towage Canada ordered two ElectRA tugs from Sanmar during the 26th ITS Convention, held in Istanbul in September, for delivery in Q4 2023. These will have Corvus Energy batteries with a combined 3,616 kWh power capacity and bollard pull of around 70 tonnes. Sanmar is also building an ElectRA tug for Norwegian owner Buksér og Berging, to operate in the Port of Oslo from November 2023. Damen plans to build more electric-powered tugboats at its shipyards following the success of the first one, **Sparky**, in New Zealand. This includes another RSD-E 2513 design ready for harbour towage in Q3 2023 and electric-powered versions of the ASD 2111 design. Damen could also build a methanol-fuelled tugboat in 2023. (*Source: Riviera by Martyn Wingrove*)

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## ACCIDENTS – SALVAGE NEWS

### *VERDEMAR REGRETS THAT THE WITHDRAWAL OF OS35 IS IN THE HANDS OF THE INSURERS AS THE DEADLINES LENGTHEN*

Verdemar-Ecologistas en Acción has regretted that the withdrawal of the ship **OS35**, sunk in Gibraltar off the coast of La Línea de la Concepción (Cádiz) since the end of August, has been left in the hands of the insurers, since "it lengthens the deadlines until the month of May. It should be remembered that the Port Authority has confirmed that, after an exhaustive review of the technical proposal for the removal of the ship and all its contents, the Gibraltar Port Authority has ratified

TMC Marine, the company that acts on behalf of the owners and the insurers, that the technical proposal by the Dutch specialist Koole Contractors is accepted in principle. In statements to Europa Press, Verdemar's spokesman, Antonio Muñoz, has indicated that "the problem that Gibraltar has is that it has put itself in the hands of the insurers in terms of terms, which makes them lengthen." In this sense, he has insisted that "having the operations to remove the



ship and its contents until May is a risk, because you are left with excessive time at the expense of weather conditions in an area with its winds and tides is complicated." Likewise, Muñoz has stated that "according to what the Gibraltar Captainty has made public, the plan is to cut the ship in two parts and then remove it, as well as remove the more than 32,000 tons of cargo of steel bars and their subsequent recycling." In this sense, he has once again expressed the concern of environmentalists in the movement of cargo and deadlines, since "everything that ends up at the bottom of the sea because it cannot be extracted or because some storm causes it to end up there, is an environmental disaster for the seabed". (Source: *LavanGuardia*)

### *SHIP CAPSIZES IN KROONDUINERVAART NEAR LEMMER, FIRE BRIGADE PLACES OIL SCREENS IN THE WATER*



A ship capsized on the Kroonduikervaart near Lemmer while unloading big bags (bags in which rubble, bulky waste or, for example, building materials are transported). The ship suddenly lost its stability while the crew put the big bags ashore with their own equipment. The crew was able to safely leave the ship, after which it capsized. The fire brigades of Sneek and Lemmer are on site to place oil screens

around the ship, and a special salvage company will be on site to straighten the ship. (Source: *Leeuwarder Courant*; Photo: *Brandweer Lemmer*)

### *ÞÓR PULLED A FISHING BOAT TO REYKJAVÍK*

The guard ship **Þór** was called out yesterday morning due to an engine failure in an Icelandic fishing



boat, **Runólf SH 135** from Grundarfjörður, and the ships arrived at Reykjavík around noon today. This is confirmed by Ásgeir Erlendsson, information representative of the Coast Guard, in an interview with mbl.is. The fishing boat was about 16 nautical miles west of Látrabjargi, but some time later the captain contacted the Coast Guard again due to a small leak that had surfaced. However, the pumps on board were able to handle him, as stated in an announcement from the Coast Guard. The guard ship **Þór** was at Bíldudal and the crew was on the spot quickly. **Þór** had arrived at the fishing boat at eleven o'clock yesterday morning. Guardsmen shot a line between the ships, and after that the tugboat headed for Reykjavík, where the ships arrived today. (Source: MBL.is)



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## SUNFISH TRAWLER SUSTAINS NO SERIOUS DAMAGE IN FIRE



The blaze at the vessel with the crew of 104 occurred on November 27 in the Sea of Okhotsk 300 kilometers from the shore. The Sunfish fishing trawler has sustained no serious damage in a fire that broke out onboard and the vessel is heading to a safe location to wait out the inclement

weather, the Merkuriy ship operator told TASS. The blaze at the vessel with the crew of 104 occurred on November 27 in the Sea of Okhotsk 300 kilometers from the shore. Following the report of the

fire, seven vessels headed towards the trawler and handed over fire-fighting equipment. "The vessel is operating and all of its equipment is functioning. Currently it is heading to the Second Kuril Strait to wait out a storm in the Sea of Okhotsk. Then the trawler will go to Vladivostok where the fire damage will be assessed," the company said. Sunfish is registered in the port of Nevelsk in Sakhalin and is trawling for herring. The fire was extinguished by the vessel's crew. There were no casualties. A pre-investigation inspection has been launched. *(Source: Tass)*

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## ITALIAN NAVY ASSISTS DISABLED TANKER AFTER PIRATES STEAL CARGO

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The Italian Navy is assisting the South Korean product tanker **B. Ocean** that was robbed and left disabled by pirates last week in the Gulf of Guinea. After attempting to proceed under its own power to Abidjan in Cote d'Ivoire it was determined that the tanker requires assistance and is not expected to reach port till mid-week. The Italian patrol vessel **Comandante Borsini** was dispatched to



assist the product tanker, which had been boarded on November 23. The pirates left the vessel the following day and the captain of the tanker reported the incident to the shipping company in South Korea. Security forces had reported losing communication with the tanker last Wednesday and requested the assistance of vessels operating in the area to report sightings or any unusual activity in the area. The corvette reports that when they reached the tanker it was adrift about 300 miles from the coast, due to technical problems with its engines. A security team from the San Marco Marina Brigade was placed on board the tanker by helicopter to check the situation. They are confirming that the 19 crew members were safe but that the pirates had robbed them of money and valuables. The pirates also for the second time this year stole a portion of the fuel cargo from the **B. Ocean**. In January 2022, it was reported that they stole 977 tons of fuel in a similar incident. A technical team from the **Borsini** boarded the tanker and was working to assist to restore the propulsion. The Italian Navy reports that the pirates had tampered with the navigation and communication systems. They also caused extensive damage to the engine. Initial reports indicated that the **B. Ocean** was expected to reach Abidjan on Sunday, November 27. A spokesperson for the South Korean Foreign Ministry however is reporting that the tanker is requiring a tow to port. The Italian Navy is confirming the request for deep-sea tugs to transfer the tanker to Abidjan. The **B. Ocean** is now expected to reach port on Wednesday, November 30. The Italian Navy has been assisting in the region since 2019 with project Gabinia, a national operation to contribute to maritime security in the Gulf of Guinea. In April 2022, another Italian frigate assisted a bulk carrier that had been threatened in the area. In 2020, the Italian Navy sent a helicopter to another tanker that had been boarded off Benin and helped in getting the pirates to leave the tanker unharmed. *(Source: Marex)*

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## DISABLED FREIGHTER TOWED TO BREST



General cargo ship **MSM DOLORES** was disabled in the evening Nov 23 in Biscay SW of Brest suffered engine failure, caused by cooling system issue, and went NUC. Was taken on tow by SAR tug **ABELLE BOURBON** later this day, and towed to Brest. The ship is en route from Casablanca to

Antwerp. As of Nov 27, remained berthed at Brest. General cargo ship **MSM Dolores**, IMO 9519030, dwt 5746, built 2012, flag Cyprus, manager MASTERMIND SHIPMANAGEMENT LTD. (Source: *Maritime Bulletin*)

## 11000-TEU GERMAN CONTAINER SHIP DISABLED, UNDER TOW IN BISCAY

Container ship **CARTAGENA EXPRESS** suffered engine failure in the morning Nov 27 54 nm W of Ushant, France, western English Channel. The ship en route from Antwerp to Caucedo Dominican Republic, started to drift. SAR ship **ABELLE BOURBON** responded, **CARTAGENA EXPRESS** was taken on tow to be towed to Brest, ETA Nov 29. Towage commenced in the afternoon Nov 27, caravan under way as of 0600 UTC Nov 28, some 65 nm off Brest. (Source: *Fleetmon*)



## STOWAWAYS RESCUED FROM SHIP'S RUDDER AFTER 11-DAY VOYAGE

The Spanish coastguard said it rescued three migrants stowed away on the rudder of a ship that

arrived in the Canary Islands from Nigeria. In a photograph distributed on Twitter by the coastguard



on Monday, the three stowaways are shown perched on the rudder of the oil and chemical tanker **Althini II**. The **Althini II** arrived in Las Palmas in Gran Canaria on Monday after an 11-day voyage from Lagos in Nigeria, according to Marine Traffic, a ship-tracking website. The migrants were taken into the port and attended to by health services, the coastguard said on Twitter. The Spanish-owned Canary Islands are a popular gateway for African migrants attempting to reach Europe. Spanish data shows migration by sea to the archipelago

jumped 51% in the first five months of the year compared to a year earlier. (Source: *gCaptain Reporting by Charlie Devereux; editing by Grant McCool*)

## REMEMBER TODAY

### M.S. HANS BERNSTEIN AGROUND – 03 NOVEMBER 1969

Built as "**Brandenburg**" for owners James Stevenson, Stettin(Szczecin) Szczecin. In 1919, it was transferred to Great Britain as war reparations to Robert Mackill & Co, Glasgow, Great Britain (according to other sources, "British Government", London). 1920 purchased by Ellerman Wilson Line Hull, UK and renamed **Vasco**. In 1929 sold to Franz L. Nimitz, (Stettin)



Szczecin, Prussia and renamed **Franz-Jurgen**. During the war, an Allied air raid ran aground in the Kiel Canal in April 1945. In 1949 she was refloated and towed for repairs. Renamed "**Franz-Jurgen J. Nimitz**" in 1952 owner Nimitz FL Sold to "Hedwigshutte, Kohlen & Kokswerke AG", Hamburg, Germany in 1954 and renamed "Hans Bernstein". In 1969, the ship left as it turned out on its last voyage from the port of Saint-Malo, France to the port of Klaipeda. On November 03, 1969, a hurricane, standing on the outer



roadstead of the port of Klaipeda in the Baltic Sea, was torn from anchor and thrown ashore of the Curonian Spit, Smiltyne at coordinates 55.41.58N / 21.06.10E (men's beach). After a couple of years, it ended up more than 100 meters from the water, cut into pieces, right on the beach and taken out. Until the early 2000s, the keel of the ship was visible in the water. There are currently no visible parts of the ship left. *(Thanks to Wim Plokker)*

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## OFFSHORE NEWS

### SULNOX FUEL EMULSIFIERS AND CONDITIONERS USED TO DECARBONISE OSV FLEET

OSV owner Caspian Marine Services (CMS) has entered trials with SulNOx Group to reduce the fuel consumption and emissions of its fleet. The Azerbaijan-based CMS operates a fleet of more than 25 OSVs, chartering many of its ships to large oil producers for deployment in the Caspian Sea. In a joint press statement CMS supervisory board chairman Carl Rolaston and CMS chief executive



Farid Gurbanov, said: "Sustainability and the desire to reduce fuel consumption and emissions is at the top of the board's agenda. We are acutely aware that the water level of the Caspian Sea, the world's largest inland body of water, is falling dramatically, and this is likely to intensify in the coming years due to global warming. "By using SulNOx," continued the CMS executives, "we are leading the way in Azerbaijan and demonstrating to our clients that we are looking for green solutions both on a local and national level as part of Azerbaijan's commitment to the mitigation of climate change and implementation of adaptation activities stated at COP27." To support the decarbonisation of marine fuels, SulNOx has developed proprietary fuel emulsifier and conditioners to reduce the production of harmful, environmentally damaging emissions whilst also offering significant fuel and other cost savings. SulNOx Group non-executive director and head of marine Lord Nicholas Fairfax, said: "Whilst the Republic of Azerbaijan contributes only 0.15% of the global greenhouse gas emissions, the country has taken an ambitious target to reduce greenhouse gas



emissions by 35% by 2030, compared to 1990. We congratulate CMS on laying the first stone in the region and its maritime sector by evaluating the SulNOx products in its fleet.” The agreement follows SulNOx Group’s strengthening of its presence in North America with the appointment of new sales organisation Steele Environmental. The Steele Environmental team has been working with the shipping industry to help identify solutions in advance of Carbon Intensity Indicator (CII) regulations coming into force in January 2023, where ship operators will be required to reduce fuel consumption and their environmental impact year on year. SulNOx Group will also be presenting its solutions to the shipping sector later this month at Riviera Maritime Media’s Maritime Decarbonisation Conference in Singapore on 29-30 November. The event is a global hub for developing and promoting environmental solutions in the maritime sector. Earlier this month, SulNOx Group was recognised with the Innovation prize at the Logistics Leadership Awards. The Logistic Leaders Network, which hosted the awards, said SulNOx Group had clearly demonstrated that its products could “make a significant difference to the business of its customers”. SulNOx Group executive director Nawaz Haq, said: “Immediate decarbonising solutions are a key measure that must be considered by the shipping industry, to improve both technical and operational efficiencies.” (*Source: Riviera by John Snyder*)

## NEXANS WILL INSTALL THE FUTURE ELECTRICITY CABLE BETWEEN FRANCE AND IRELAND



Entrusted to Nexans with its cable ship **Nexans Aurora**, the Celtic interconnector project, an electric cable that will link France and Ireland, was the subject of an intergovernmental agreement signed on November 25. The technical and financial agreements were signed in Paris by Irish Prime Minister Michael Martin, French Energy Transition Minister Agnès Pannier-Runacher and her Irish counterpart Eamon Ryan. The

joint venture between RTE, which manages the French electricity transmission network, and its Irish counterpart Eirgrid, has awarded the turnkey contract (manufacture and installation of cables) to Nexans, the parties announced on 25 November. Siemens energy will supply its high-voltage direct current transmission technology, an order that the German group values “at several hundred million euros”. *A first direct link to Ireland* Celtic interconnector, which has been under study for more than a decade and which the European Union has recognized as a project of common interest (Pic) because it strengthens energy solidarity between Member States, which is moreover after Brexit, will connect for the first time in a direct line from Ireland to the European continent with a transmission capacity of 700 MW, equivalent to the electricity consumption of more than 450,000 households. This is, according to the French specialist in electrical cables, which employs 25,000 people in 42 countries, the “largest XLPE (Editor’s note: cross-linked polyethylene) interconnection cable ever built in the world”. Construction will begin in early 2023 and commissioning is scheduled for 2026, Nexans announces. The interconnection between France and Ireland will use 320 kV HVDC (high voltage direct current) technology supplied by Siemens energy, with two bundled submarine power cables of

500 km each (also equipped with a optical fiber to repeaters offering full data transmission capacity) as well as a 40 km underground land cable on the north coast of Brittany and another 35 km in County Cork on the Irish side, i.e. 575 km in total end to end. The link will connect the town of La Martyre (Finistère), near Landerneau, to Knockraha, "which studies have identified as the best locations for connection to the network in the two countries" , indicates the Ministry of Energy Transition. *1,000 km to be built for the Halden plant* The 10 km 400 kV ACHT (high voltage alternating current) link connecting the project to the Irish grid is also part of the contract awarded to Nexans. The 1,000 km of submarine cables will be manufactured in Halden, Nexans' specialist power cable plant in Norway where the cable ships are directly loaded, the 180 km of underground cables in Charleroi in Belgium and the accessories in Cortaillod in Swiss. The laying will be carried out by the new cable ship **Nexans Aurora**, delivered in June 2021 , "and essential subcontractors" , indicates the French group. The cost of the project had already been revised upwards, from 930 million euros in 2019 to 1.48 billion, with additional provisions for risks (+141 million euros) due to inflation and tensions on the the supply markets, according to the Energy Regulation Commission (Cre). The total cost of the project is now 1.623 billion euros, indicated on November 25 the services of Agnès Pannier-Runacher. 65% of the cost is borne by Eirgrid and 35% by RTE, up to approximately 1.18 billion euros, then a 50/50 split. In 2019, thanks to the classification of the project in Peak, RTE and Eirgrid obtained for the project 530.7 million euros of financing from the mechanism for the interconnection in Europe. Financing for an amount of 800 million euros by the European Investment Bank, Danske bank, Barclays and BNP Paribas was officially signed on 25 November. Ireland, with its strong renewable energy potential, could be a valuable reinforcement for its European partners as the demand for electricity increases in the future. As part of the North Seas energy cooperation agreement known as NSEC (North seas energy cooperation), of which France is also a member, Ireland has set itself the objective of reaching 7 GW of offshore renewable energy by 2030 then 15 to 20 GW in 2040 and 37 GW in 2050. (*Source: Le Marin*)

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## *FIRST-OF-A-KIND FISHING VESSEL GENTLY VACUUMS SHELLFISH OFF THE BOTTOM*

This boat is packed with new technology that could be the start of a whole new method of bottom fishing. Now **Arctic Pearl**, which is the world's first and only fishing vessel of its kind, is heading for the Barents Sea to pick a rare delicacy - the cockle. The ship is a former seismic vessel which has been converted into a fishing vessel, and it is thus the only one of its kind so far. The boat is the first in over 30 years to be allowed to harvest the rich cockle deposits in Norwegian waters. The seabed harvester installed on board is completely new and cannot be compared to other fishing gear in use today: It can best be described as a shell picker which, through a selective water pump system, gently and contactlessly picks seafood from the seabed. The shells are lifted into a harvesting basket that

floats over the seabed where by-catch and smaller shells are sorted out before it is lifted to the surface. *The world's gentlest bottom fishing boat?* Because of the special technology, developed by Ava Ocean and SINTEF, the Norwegian authorities have granted a five-year test quota for the species cockleshell. During this period, Ava Ocean wants to prove to the world that it is possible to exploit more and more of the many food resources found on the seabed, without damaging



the vulnerable ecosystems in the sea. Today, there are no real alternatives to dredging, which is the most widespread way of fishing for benthic organisms today. Bottom dredging is a fishing method that is very destructive and banned in Norway and several other countries. **Arctic Pearl** will now not only start a new fishery for a seafood delicacy that few of us are familiar with, but will also do painstaking and careful work to document the shell picker's impact on the environment and fauna in collaboration with the Institute of Marine Research. "The goal is to be able to document that we have a tool that can not only pick seafood efficiently from the seabed, but also that it does not damage the ecosystem in which they live or the recruitment of new shells over time. It is only then that it is possible to develop a long-term sustainable fishery, from both an environmental and economic perspective," says Øystein Tvedt, CEO of Ava Ocean. (Source: Marex)

## SIEM OFFSHORE SCORES MPSV CONTRACT



Siem Offshore has been awarded a new contract for the 2009-built multipurpose support vessel (MPSV) **Siem Dorado**. The Norwegian offshore vessel operator said the ship had been fixed for a firm period of one year with options attached for further extensions. The contract will commence in direct continuation of the current agreement and

operations are expected to be primarily outside the North Sea. Earlier in November, Siem Offshore bagged a four to six-month contract for the 2014-built platform supply vessel **Siem Symphony** commencing in Q2 2023, with BP Canada. (Source: Splash24/7)

## PROSAFE FIRMS UP PETROBRAS FLOTEL DEAL

Offshore accommodation vessel owner Prosafe has officially won a bid for a 650-day firm period contract with Petrobras after submitting the most competitive offer in October. The contract, worth



\$73m, equivalent to \$112,500 per day, is expected to be signed before year-end and should utilise the 2015-built semisub **Safe Zephyrus**. The unit has been operating for BP at ETAP in the UK North Sea since January on a 10-month contract with up to four months of options. The contract runs until December 21, after which preparations and mobilisation for the contract with Petrobras will begin. In May, the 2019-built flotel **Safe Eurus** was awarded a four-year contract with Petrobras with a planned start-up in the first quarter of 2023, while the 2016-built **Safe Notos** commenced a new four-year contract with Petrobras in July, in direct continuation of the previous contract. (Source: *Splash24/7*)



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## NEPTUNE ENERGY EXTENDS CHARTER OF DSV SEAMAR SPLENDID



The SeaMar Group (SeaMar) has secured a second extension of its contract with Neptune Energy Netherlands B.V. (Neptune) for the charter of the **DSV SeaMar Splendid**. The initial contract obtained in 2019 for 3 years firm and 2 one-year options was extended by one year at the end of 2021. Neptune has now exercised the second option to extend the charter of the diving support vessel with another year. The **SeaMar Splendid** will support Neptune with Inspection, Repair and Maintenance (IRM) campaigns in the southern sector of the North Sea on the Dutch continental shelf in 2023. Rory Balkema, Managing Director of SeaMar said: “For the past 14 years the **SeaMar**

and Maintenance (IRM) campaigns in the southern sector of the North Sea on the Dutch continental shelf in 2023. Rory Balkema, Managing Director of SeaMar said: “For the past 14 years the **SeaMar**

**Splendid** has consistently supported Neptune with their activities in the North Sea. This extension demonstrates the capacity of the vessel and our experienced teams onboard to continually deliver a safe and stable platform for their services. We are pleased to continue to work with such a valued Client with whom we have built a trusted relationship". (PR)

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## DOF CHARTERS HAVILA PHOENIX CSV. WINS CONTRACTS IN ATLANTIC REGION

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Offshore vessel operator DOF Group is pleased to announce multiple new contracts in the Atlantic region and the long-term charter of the construction support vessel **Havila Phoenix**. In the Atlantic region, DOF said it had secured an Integrated Field Support Vessel (FSV) contract with an international operator in West-Africa. The contract is for 365 days firm, with 365 days of options. DOF said it would deliver project management,



engineering, procurement and logistics within deep-water construction and maintenance of existing subsea infrastructure. The company will use the Skandi Seven vessel for the project. Also in the Atlantic region, the company said it had secured multiple FEED studies towards prospective floating wind developments in the Atlantic region. "DOF shall use its project management, engineering and logistical expert teams to outline marine operation solutions, including mooring and dynamic cable installation," DOF said. Furthermore, DOF on Monday announced the charter of **Havila Phoenix** on a 3-year firm plus 2-year option contract, with the start-up in the first quarter of 2023. "Havila Phoenix is a large and modern CSV, equipped with one 250-ton AHC offshore crane, one 20-ton AHC offshore crane, 2 WROVs and a large construction deck. The vessel will be utilised within the DOF Subsea's project segment," DOF said. DOF did not share information on the financial details. (Source: [MarineLink](#))

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## DEEPOCEAN AWARDED \$202 MILLION IN SUBSEA CONTRACTS FROM EQUINOR, CONOCOPHILLIPS, BP

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Subsea services provider DeepOcean said Monday it had secured substantial contracts with oil and gas companies Equinor, ConocoPhillips, and BP worth a total of NOK 2 billion (\$201.8 million). The awards involve subsea IMR (inspection, maintenance and repair), subsea construction, removal and recycling of subsea equipment, and subsea survey scopes in the North Sea region, until the end of 2026. DeepOcean's technology initiatives include the construction of DeepOcean's unmanned surface vehicle (USV), use of subsea autonomous inspection drones (AID) as well as making the onshore Remote Operations Centre an integral part of DeepOcean and operators' offshore operations. **Ramping up in 2022** So far in 2022, DeepOcean has employed close to 200 new colleagues, including young trainees and apprentices, skilled offshore workers and engineers to add to DeepOcean's large in-house engineering team. "Energy supply is of great importance, DeepOcean has a large fleet of



very capable subsea vessels, and a highly talented workforce to support energy security and the green



transition in the energy markets. We are delighted to receive these important awards from some of our key clients both in oil and gas markets and within offshore wind,” Olaf A. Hansen, managing director of DeepOcean’s operations in Europe, said. DeepOcean is a world-leading ocean services provider, enabling energy transition and sustainable use of ocean resources. The company

delivers subsea services within oil and gas, removal and recycling of subsea infrastructure, offshore renewables, exploration of marine minerals, and to other ocean-based industries. (Source: World Oil)

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## HUA RUILONG – HEAVY-LIFT SALVAGE SHIP FOR CHINESE MINISTRY OF TRANSPORT

China Merchants Heavy Industry Jiangsu recently handed over a new semi-submersible, heavy-lift vessel to the Chinese Ministry of Transport. Classed by China Classification Society (CCS), **Hua Ruilong** will be operated by the Guangzhou Salvage Bureau with commercial operation undertaken by Germany-based United Heavy Transport. The newbuild has an LOA of 252 metres, a moulded beam of 60



metres, a moulded depth of 14.8 metres, all-electric propulsion that can deliver a speed of 15 knots, and a DP2 system. The prominent asymmetric design places the superstructure forward and out to starboard to maximise the available space on deck. The size meanwhile makes the vessel the second-



largest vessel of its kind in China and the third-largest in the world, according to the manufacturer. Although designed primarily for the transport of damaged vessels of up to 100,000 tonnes as well as large offshore platform components, **Hua Ruilong** may also be employed for oil spill prevention duties and recovery of other vehicles in the water such as downed aircraft and satellites. The electronics suite also includes equipment from Sailor. Design work on **Hua Ruilong** was provided by China State Shipbuilding Corporation's 708 Research Institute. *(Source: Baird)*

## WINDFARM NEWS - RENEWABLES

### THIALF INSTALLS FIRST V174-9.5 MW TURBINE AT ARCADIS OST 1 USING FLOATING INSTALLATION METHOD



The first of the total of 27 Vestas's V174-9.5 MW wind turbines that will be installed at the Arcadis Ost 1 offshore wind farm in the Baltic Sea is now up. The offshore wind farm is developed and owned by Belgian developer Parkwind, for which this is its first project in Germany. The 257 MW Arcadis Ost 1 has now also marked a few other 'firsts', as this is the first 9.5

MW Vestas turbine with a 174-metre rotor to be installed on a commercial project, the first time Heerema Marine Contractors' **Thialf** entered the Baltic Sea, and the first time a wind turbine was installed using a novel floating installation method. Vestas currently has two European projects using the V174-9.5 MW technology in the pipeline, Arcadis Ost 1 and the Baltic Eagle offshore wind farm, also located in the German Baltic Sea. The novel floating installation method at Arcadis Ost 1, which was first tested in the Dutch North Sea last year onboard Heerema's crane vessel **Sleipnir**, starts with assembly and lifting operations that are being performed in parallel. One of the **Thialf's** two main cranes lifts the pre-assembled wind turbine tower onto the foundation, while the second main crane is used to pre-assemble the wind turbine at the same time. For the pre-assembly of wind turbines, Heerema developed a method where the Rotor Nacelle Assembly (RNA) lift takes place on a "support" tower on board of the crane vessel. The support tower provides a stable platform to allow a fast and secure assembly of the nacelle and the blades, according to the developer. Once pre-assembled, the complete RNA is lifted as one piece onto the wind turbine tower in only one lift. The reduced number of lifts between the vessel and the structure eliminates key risks of the floating installation, Parkwind says. To support the offshore floating installation at Arcadis Ost 1, Vestas has delivered RNA lift-feasible components by developing new tools. This method has two main advantages, according to Parkwind; The first is zero seabed interaction, especially important in areas of significant water depth or challenging soil conditions; and the second advantage is a shorter installation cycle. For the wind turbine installation work, **Thialf**, the world's second-largest semi-submersible crane vessel (SSCV), recently made its first entrance into the Baltic Sea, an occasion for which the vessel's A-frames needed to undergo modifications to enable passage under the Storebaelt Bridge, known as the "gate to the Baltic Sea". The Arcadis Ost 1 offshore wind farm is located in the

German territorial waters of the Baltic Sea, northeast of the island of Rügen, where offshore construction started in June 2022. The 257 MW wind farm is expected to be fully commissioned in 2023, as of when it will generate enough green energy to power the equivalent of up to 290,000 households. Arcadis Ost 1 has been developed by Parkwind with the participation of PMV and OstseeWindEnergie GmbH, a project company of the three partners Oberhessische Versorgungsbetriebe AG, Stadtwerke Bad Vilbel and WV Energie AG. (Source: *Offshore Wind*)

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## WINDCAT OFFSHORE AND DAMEN SHIPYARDS DEVELOP FUTURE-PROOF HYDROGEN CSOVs

Windcat, Europe's market-leading offshore personnel transfer company is pleased to announce an order for the construction of a series of hydrogen-powered Commissioning Service Operation Vessels ("CSOVs"), with Damen Shipyards, a global provider of maritime solutions. The "Elevation Series" CSOVs have been designed by Damen Shipyards in cooperation with Windcat and CMB.TECH. The result is a



revolutionary new design with increased capabilities and flexibility compared to existing vessels.

The vessels are 87 m long, 20 m wide, can accommodate 120 people on board and will be powered by hydrogen. The series will be delivered from 2025. The CSOVs will be built at Ha Long Shipyard, Vietnam, and will be delivered to Windcat Offshore, a new business unit within Windcat, which will focus on offshore energy commissioning and services. Initially, two vessels have been ordered with options for further vessels. A CSOV is a vessel that remains in an offshore wind farm for an extended period of up to 30 days, providing maintenance materials and housing technicians in hotel-style accommodation. This logical next step in Windcat's journey builds on Windcat's 20 years of experience in the offshore renewable energy sector and follows four years of market and vessel design evaluation. Damen, as creator of one of the first dedicated CSOVs based upon a bespoke design, is a leading global provider of maritime solutions with more than 96 years of experience in shipbuilding.

*Hydrogen* To significantly reduce the vessels' CO2 footprint, Windcat and CMB.TECH, will provide the same dual fuel hydrogen technology for the Elevation Series as on board of the Hydrocat, the world's first hydrogen powered CTV (Crew Transfer Vessel). This approach will also make a critical contribution to the development of rules and regulations related to the use of hydrogen as a fuel in medium-sized vessels. "Damen is committed to becoming the world's most sustainable shipbuilder and is a recognized pioneer in the development of Service Operation Vessels, having designed and built one of the world's first dedicated walk-to-work vessels 5 years ago. These vessels have set a benchmark in the offshore renewables market and are still performing very well in the North Sea. We are proud to work together with Windcat and CMB.TECH to build these vessels and make the groundbreaking design of the Windcat Elevation Series come to life." - Joost van der Weiden, Sales Manager Benelux at Damen Shipyards. "After 20 years of developing the CTV business in all aspects of vessel design, construction and operations, we started 4 years ago to lay the foundations for the creation of a ground-breaking CSOV design. I am pleased that we have been able to expand our CSOV sector specific knowledge with the initial appointment of Stephen Bolton as Managing Director Windcat Offshore. With this order we are now positioned to offer best-in-class services to both the CTV and CSOV sector on a side by side basis." – Robbert van Rijk, Managing Director and Co Founder of Windcat. *Long-lasting collaboration between two families* "We are very proud and happy that less than two years after the integration of Windcat into the CMB family, we are able to take a significant strategic step by investing in these state-of-the-art CSOVs and leverage CMB.TECH's hydrogen know-how to bring hydrogen to the offshore wind industry. I would like to thank Damen Shipyards for the excellent collaboration so far and am convinced that this is the beginning of a strong and long-term relationship between our groups." – Alexander Saverys, CEO of CMB. "CMB and Damen are family companies that both value long lasting relationships where collaboration takes place in an open and constructive manner. Both organizations also see a bright future for the offshore renewables sector and demand for vessels that fulfil the aspirations of their end clients for energy that is clean throughout the production and delivery process. We look forward



to a successful and long lasting relationship with CMB.TECH." - Arnout Damen, CEO Damen Shipyards. *State-of-the art CSOVs* The Elevation Series will be equipped with the latest gangway, crane, thrusters, hybrid battery technology and offshore charging capability, among other industry-leading features to be announced in the

next weeks. Windcat believes these vessels are the next logical step in the fast-growing offshore wind energy sector. "I truly believe the Elevation Series is an industry-leading design, a real game changer. A design that will lead the sector in exploring hydrogen as a fuel while delivering best-in-class performance and flexibility. Only with the combined team of Windcat, CMB.TECH and Damen has this been possible. Together we have addressed the current and future CSOV sector needs while starting to answer the greater maritime industry's challenge: how to significantly reduce our industry's greenhouse gas emissions." – Stephen Bolton, Managing Director Windcat Offshore. (PR)



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## JAN DE NUL INSTALLS CABLES FOR TENNET, BUYS NEW VESSEL

Jan De Nul Group has completed the first part of the cable installation works to connect the wind farms Hollandse Kust (noord) and (west Alpha) to the Dutch mainland. The 220-kV high-voltage tests of both sea and land cables for Hollandse Kust (noord) were successfully completed as well, from the onshore substation to the substation located 18 kilometres offshore, the



company said. The cable installation vessel Isaac Newton installed the cables on the seabed. In addition, Jan De Nul used several remote-controlled underwater trenchers and amphibious cranes in the surf zone to bury and protect the cable in the seabed. The Moonfish (pictured) is one of these trenchers, a Jan De Nul design tailored to the needs of this project. In the spring, the cable installation vessel Isaac Newton collected the first lot of 90 kilometres of sea cable from our consortium partner LS Cable & System in South Korea. After arriving in the Netherlands, the Isaac Newton installed four different sea cables, starting from the beach. In total, Jan De Nul is installing four sea cables in three installation campaigns. These sea cables will connect the transformer stations of the two wind farms Hollandse Kust (noord) and (west Alpha) to the mainland. Each transformer station will receive two cables, altogether accounting for a total cable length of 235 kilometres. Jan De Nul still needs to install two more cable sections to connect the future wind farm Hollandse Kust (West Alpha) to the grid. Jan De Nul's cable installation vessel **Connector** will collect the first in South Korea, transport it to the Netherlands, and then install it. The **Isaac Newton** will again be deployed for transporting and installing the final sea cable section. Located 18.5 kilometres off the west coast, near the town of Egmond aan Zee, the 759 MW Hollandse Kust (noord) wind farm will feature 69 Siemens Gamesa 11 MW wind turbines set to be fully operational in 2023. The west Alpha project is also located in the North Sea along the Dutch coast and, when completed, will contribute to over 40 per cent of the Netherlands household energy needs. The Hollandse Kust Noord grid connection is scheduled to be commissioned in 2023, and Hollandse Kust West Alpha is expected to follow suit in 2024. *New*

*Offshore Support Vessel* Jan De Nul has also signed a contract with Global Marine Systems for the



acquisition of the Offshore Support Vessel **Global Symphony**, marking a further investment in the offshore installation capacities of the Luxembourg-based maritime contractor. "Jan De Nul has a very modern cable installation fleet, with three large cable installation vessels, supporting trenchers and amphibious cranes," Wouter Vermeersch, Manager Offshore Cables at

Jan De Nul Group. "Our investment in an additional Offshore Support Vessel, that in legacy of her history and track record will be renamed as **Symphony**, underlines Jan De Nul Group's vision to offer the world a solution to the badly needed energy transition. With the success in the Netherlands and the investment in its offshore installation fleet, Jan De Nul validates its expertise in and resolute commitment to this energy transition." The **Symphony** will predominantly be used to support the company's cable installation activities and will operate as a dedicated Trenching Support Vessel. The recently delivered newbuilt trencher Swordfish will be installed on board the Symphony by the first quarter of 2023. (Source: *Offshore Wind*)

## DREDGING NEWS

### *KEEL LAYING CEREMONY FOR VAN OORD'S NEW WATER INJECTION DREDGER*

A successful keel laying ceremony for the first of two water injection dredgers (WIJs) for the Kooiman Marine Group took place last week at Vahali Zasavica. In July 2022, Van Oord ordered the construction of two additional state-of-the-art water injection vessels from Kooiman Marine Group after the successful operation of sister vessels **Maas** and **Mersey** in 2021. The new vessels will have the same specifications,



supplemented by innovative optimisations. The first of the two vessels will be commissioned in the first half of 2024. Energy management in this series of vessels was given special attention during the design phase. The water injection vessels will be equipped with a hybrid energy management system and will be able to store energy in batteries that can be used later for propulsion and other purposes.



Diesel-electric engines will reduce carbon emissions. The new water injection vessels will comply with IMO TIER III legislation for reducing harmful NOx emissions and take account of EU STAGE V legislation. *(Source: Dredging Today; Photo: Maas)*

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### *THE BIGGEST EVER WINTER DREDGING BEGINS AT GLOUCESTER DOCKS*



The Canal & River Trust has started its biggest ever programme of dredging at Gloucester's historic docks. The four-month dredging programme will remove 15,000 cubic metres of silt, enough to fill six Olympic swimming pools, using a powerful 'suction dredger'. This excess silt entered the docks from the River Severn during the exceptionally dry summer while the Trust ensured the vital daily water

supply for residents and businesses in Bristol. The completion of the £750,000 dredging project will once again allow boats, including tall ships, to freely navigate and moor in Gloucester Docks. As Rob Eaton, regional operations manager for the Canal & River Trust, said: "Water from the River Severn supplies up to half of the daily water supply for Bristol. It is pumped from the river into the docks at Gloucester, and then along the Gloucester & Sharpness Canal where Bristol Water treat it before supplying it to homes and businesses." "This summer Bristol Water took around 175 million litres of water per day from the canal and, exacerbated by the drought, it has meant that the water coming into Gloucester's docks from the River Severn has been far siltier than usual." "This led to a rapid build-up of silt which has reduced depth of water in the docks from our target of around 3.5 metres to one metre or less in some areas. That's enough for a narrowboat but little else, and is currently preventing deeper drafted boats such as passenger craft, and the tall ships who visit in May and June, from using part of the docks." Silt in Gloucester Docks is made up of a mixture of sand and sediment carried and deposited by the river. Over the next few months it will be 'sucked up' by the dredger, increasing water levels in the docks once more. Normally, the Trust can monitor the level of silt in the river water and only allow water into the docks when levels are low. However, this year, intensified by the drought and the need to meet the water demands at Bristol, more water has been required than usual regardless of silt levels. The dredging programme in winter avoids impacting coarse fish such as roach, perch and pike who spawn in the spring and summer months. Similarly,



works to the River Severn are completed in winter to avoid impacting migratory fish such as sea lamprey, twaite shad, allis shad, salmon, sea trout and eels. *(Source: Dredging Today)*

### CHARLESTON MARINA DREDGING ALMOST DONE

Dredging operations at the Charleston Marina have almost come to a conclusion for the 2022 season, according to the Port of Coos Bay. Over the last couple of weeks, the crews were busy conducting dredging near the Point Adams Facility, near B Dock, and near the OIMB Dock. The project was undertaken by the State of Oregon owned dredge “**THE LAURA**”. She is an Ellicott-360SL swing ladder suction dredge utilized for various projects throughout the State, especially along the south coast to dredge launch ramps and marinas. During the works, around 20,000 cubic yards of dredge sediment was removed from the Charleston Marina Complex, reported the Port of Coos Bay. *(Source: Dredging Today)*



## YARD NEWS

### NORD SERVICE WILL REPAIR THE SUPPORT VESSEL "BALTIC RESEARCHER" OF THE MARITIME RESCUE SERVICE



Nord Service Ship Repair Company LLC was recognized as the winner of an open tender for the repair of the support vessel "**Baltic Researcher**" of the Baltic branch of the Marine Rescue Service. The company offered the price of the contract in the amount of 76 million 484.5 thousand rubles, follows from the materials of the unified information system in the field of procurement. Thus, the initial price, which amounted to 110 million 220.7

thousand rubles, was reduced by 30%. LLC Svetlovsky Ship Repair Plant also participated in the tender, which valued the contract at 82 million 665.5 thousand rubles. Recall that no more than 120 calendar days are allotted for repairs. Currently, the ship is located in the city of Svetly, Kaliningrad Region. The **Baltic Explorer** was built in 2013 in Singapore and is designed for search and rescue operations, patrolling, surveying flooded and underwater objects. Vessel characteristics: maximum

length - 65.5 m; midship width - 16 m; side height to the main deck - 6 m; empty bow/stern draft - 4.5 m; displacement during docking - 2370.85 tons. *(Source: PortNews)*

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### *LAUNCHING FOR ONE UNIT OF 3824kW ASD TUGBOAT WITH FiFi-1*

On 25th of Nov., 2022, one unit of 3,824kW ASD Tugboat with FiFi-1 --“**Wen Xiao Tuo 17**” Which is designed and built by our Jiangsu Zhenjiang shipyard for Wenzhou Port Service Co.,Ltd has been hoisting launched successfully. Shipowners attended the launching ceremony. *(Source: Jiangsu Zhenjiang shipyard)*



### *LAUNCHING FOR ONE UNIT OF ANOTHER 4116kW ASD TUGBOAT WITH FiFi-1*



On 24th of Nov., 2022, one unit of another 4,116kW ASD Tugboat with FiFi-1 --“**Yonggang Xiaotuo No.15**” Which is designed and built by our Jiangsu Zhenjiang shipyard for Ningbo Oil Handling & Tug(Barge) Co., Ltd has been hoisting launched successfully. *(Source: Jiangsu Zhenjiang shipyard)*



## THE WINNER OF THE COMPETITION FOR THE CONSTRUCTION OF A SALVAGE VESSEL OF THE MPSV06M PROJECT HAS BEEN DETERMINED

FKU "Directorate of the State Customer" has published a protocol for summarizing the selection of a supplier for the construction of a multifunctional emergency rescue vessel with a capacity of 7 MW of the MPSV06M project. The document was posted in the EIS in the area of procurement on 18 November. As follows from the text of the protocol, two applications were submitted for participation in an open tender with an initial



maximum price of 7,463,133,100 rubles. Both were found to be compliant with the procurement requirements. The Baltic Shipbuilding Plant Yantar JSC was recognized as the winner of the procedure. The contract worth 17,463,132,100 rubles was signed by the contractor on November 25, 2022. Recall that an open tender was announced September 28, 2022. According to the procurement documentation, the contract deadline is January 28, 2025. (Source: Sudostroenie; Photo: Maritime Rescue Service)

## PSZ "YANTAR" SELLS A FLOATING DOCK



The Baltic shipyard "Yantar" will hold an auction for the sale of the dock. This is stated in the company's message dated November 25. The auction will be held in electronic form on the site etp-torgi.ru. Applications for participation in the procedure are accepted until December 19, 2022. The auction is scheduled for December 26, 2022. The initial price of the auction object is 37,235,999.60

rubles. The floating dock was built in 1959. The dock body is made of reinforced concrete. The dock is 131.75 m long, 30.5 m wide and has a net tonnage of 2458 tons. (Source: Sudostroenie; Photo: PSZ "Yantar")



## 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 ASD 2312 tug for Fairplay Towage](#)
  - [Sanmar Shipyards delivers two tugs to SMS Towage](#)
  - [Damen RSD 2513 Tugs add to sustainable operations in Port of Leixões](#)
  - [Master Boat Builders to Construct Two New Tugboats for Moran Towing](#)
  - [SANMAR delivers third tug to operate in challenging waters around Orkney](#)
  
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](mailto:jvds@towingline.com))
  - [Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale \(New\)](#)

*Several updates on the Newsletter – Fleetlist page posted last week*

- [Svitzer – København](#) by Jasiu van Haarlem (New)
- [SAR&H – Transnet – Kaapstad-Johannesburg](#) by Jasiu van Haarlem
- [Fairplay – Hamburg](#) by Jasiu van Haarlem
- [McAllister Towing - New York](#) by Jasiu van Haarlem
- 

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

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