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MIDWEEK–EDITION

TUGS & TOWING NEWS

SOUTH KOREA'S FIRST ELECTRIC TUGBOAT UNVEILED

Emissions from docking and ship towage have been reduced in Busan Port with the introduction of battery-electric tug **Meta 7**. Towage in one of the largest and most polluted ports in South Korea is becoming greener with the introduction of a battery hybrid tugboat. DongSung shipyard built **Meta 7** as the first tug with hybrid-electric propulsion to handle, assist and dock ships at Busan Port, which faces increasing pressure to reduce air pollution. The port is known for its poor air quality, which is largely due to emissions from ships, so using electric tugboats such as **Meta 7** will help to mitigate this problem by reducing the exhaust of harmful pollutants. **Meta 7** started operations in Q3 2024 and is seen as a pioneering project, demonstrating the potential of electric propulsion in the maritime industry. By reducing emissions and improving air quality, the vessel can help to create a more sustainable and environmentally friendly port environment, says owner Meta Tug's vice president Hong Jae Kim. "Since its deployment in Busan this summer, battery hybrid tug **Meta 7** has shown promising results. By utilising battery power for up to one hour during transit operations, we have successfully reduced emissions and improved air quality, contributing to a more sustainable and environmentally friendly port environment." **Meta 7** has an energy storage system, distribution system for direct current (DC), a transformer and connection for shore power charging, plus it has a power take-in (PTI) unit and a diesel engine to drive power to the two azimuth thrusters. "While the diesel engine remains in use and automatic hybrid mode conversion is not yet applied, the PTI mode has proven beneficial by lowering fuel consumption and easing maintenance due to the reduced operating time of rotating machinery," says Mr Hong. "As the demand for cleaner and more efficient vessels grows, we anticipate seeing more electric tugboats such as **Meta 7** in the future." Another hybrid-electric tugboat is near completion in South Korea as part of the Sunjin project to operate in Ulsan Port, and another for Gunsan Port is scheduled for commissioning and delivery in 2025. These vessels all feature hybrid systems and propulsion from Kongsberg Maritime for reducing emissions and improving ship manoeuvring and docking in harbours and terminals. **Meta 7**'s hybrid-electric propulsion combines 646 kWh of batteries with a diesel engine to generate

electricity running twin Kongsberg US 255 S P30 azimuth thrusters with electric induction motors and a fixed-pitch propeller. The electric motor can be used to propel the vessel independently or in conjunction with the diesel engine. Kongsberg integrated the power and propulsion system and supplied its K-Power DC electrical system with the energy storage modules, transformer, connection for shore charging and the K-Chief 700 automation and controls. When operating on electric power, **Meta 7** produces no emissions, a significant advantage over traditional diesel-powered tugboats. By reducing its reliance on diesel fuel, **Meta 7** is helping to improve the air quality in Busan Port and contribute to a more sustainable maritime industry. "**Meta 7** is designed to operate on full electric power for most of its tasks, including berthing and unberthing operations," says Kongsberg Maritime team manager for LNG and energy, Hyeon Ho Hwang. "This is made possible by the vessel's advanced battery system, which can store enough energy to power the electric motor for extended periods. Generally, the tug can operate for one hour for normal speed transit operations." Kongsberg Maritime vice president for regional sales in South Korea and Japan, Kyu Sung Jung, says there are several benefits from **Meta 7** operating on full electric, including reduced emissions. "This is particularly important for tugboats, which often operate in confined spaces near residential areas," he says. "The reduction in smoke emissions will help to improve air quality and reduce the impact of port operations on local communities. As the demand for cleaner and more efficient vessels continues to grow, it is likely we will see more electric tugboats and other electric marine vessels being introduced in the years to come." Following the delivery of the three hybrid-electric tugs in South Korea, the vessel operators and system provider will monitor their activities and emissions to gain a greater understanding of the savings and costs of battery-hybrid systems. Busan Port, located on the southeastern coast of South Korea, is a major international shipping hub. The port handles a wide range of marine traffic, including container ships, bulk carriers, tankers, and roro vessels. In recent years, there has been a significant increase in the number of ultra-large container ships calling at the port, driven by the growth of global trade. *(Source: Riviera by Martyn Wingrove)*

THE FIRST OF TWO TUGBOATS BUILT BY UZMAR FOR BOTAŞ HAS BEEN DELIVERED.

Sultanhani, the first of two tugboats in Turkey with the first LNG-Diesel dual fuel system built for

BOTAŞ by UZMAR Shipyard , was delivered to BOTAŞ FSRU Terminal. Following the "TRAktor V3900-DF" series tugboat named **Sultanhani**, the second one named **Silivri** is expected to be delivered in the coming days. *We love firsts* Speaking at the steel cutting ceremony of the tugboats, Mehmet Tecimen, Regional Manager of BOTAŞ Petroleum Operations, touched upon the importance of BOTAŞ's maritime activities and said that they have 14 tugboats in their fleet and have 55 years of experience in tugboat operations, pilotage, mooring, and combating fire and pollution at sea. Underlining that Ertuğrul Gazi FSRU, which is the first Turkish flagged ship in our country and has a limited number in the world, started its operations at Dörtyol LNG Terminal in March 2021, BOTAŞ Petroleum Operations Regional Manager Mehmet Tecimen said, "As an organization that loves firsts, we are proud and honored to sign another 'first'. Today, we are all together here experiencing the joy of adding a new one to the sustainable, technological and universal goals of our country and BOTAŞ. I hope that our 2 tugboats to be built as Duel Fuel will bring good luck to our country, the maritime sector and BOTAŞ." *We couldn't build 20 years ago* UZMAR Board Chairman Ahmet Noyan Altuğ said, "We could not build these tugboats, which are equipped with the highest technological features in the world compared to those in Europe, America and Austria, 20 years ago, we could only import them. As Turkish engineers, we are proud to be able to build such sophisticated and technological tugboats today. The 'TRAktor V3900-DF' tugboats are equipped with Voith Schneider propellers and have increased operational safety with 360-degree visibility in all directions. Our tugboats, which operate with LNG fuel and can also operate with diesel fuel when deemed necessary, and whose NOX emission standards have been reduced to zero with these extremely environmentally friendly features, have a technology above their counterparts. We congratulate and thank BOTAŞ for making such an important investment in such technological tugboats." **Sultanhani** features are as follows: Length: 39 m; Width: 14.50 m'Depth: 5.80 meters; Traction power: 80 tons *(Source: HaberDenizde)*

ADMIRAL ATALAY IN THE DAK/SAR FLEET

Admiral Atalay, the first boat built with donations in the history of amateur maritime, will save lives in the Marmara and Bosphorus Straits. Maritime Search and Rescue Association DAK/SAR will continue to save lives in the Marmara and Bosphorus Straits with the **Admiral Atalay** boat, which was launched in October 2024 and later joined its fleet. **Admiral Atalay**, which was put into service with a ceremony at Setur Kalamış Marina on December 14, has the distinction of being the first boat in the history of amateur maritime to be built with donations. Giving information about the construction process of the Admiral Atalay boat in his speech at the ceremony, DAK/SAR President Murat Kaya stated that they have carried out around 4000 search and rescue and backup operations for 24 years. Noting that they performed most of the backups with the veteran boat number 301, Kaya continued as follows: *"Safety from Shore to Horizon"* "I have personally set out on hundreds of backups with this boat. Thankfully, although some of these operations were difficult, they were all successful. Since this old boat had safety issues, acquiring a new backup and service boat was a personal goal and dream for me. As a result of the difficult work I did to realize this dream in mid-2023, we have now created this boat as a complete example of social responsibility with the valuable contributions of individuals and institutions. We dedicate this boat to the memory of our valuable founding president, my dear brother, the late Admiral Varol Atalay." Noting that their slogan is "Safety from the Shore to the Horizon", Kaya said, "The main goal of DAK/SAR is to gather amateur and sportive sailors on the Turkish coasts under a safety umbrella." *601 lives saved* DAK/SAR has a total of 9 boats, 4 of which are fast special inflatable rescue boats. DAK/SAR, which last came to the fore by saving the lives of two people in a canoe that was hit by a water taxi off the coast of Caddebostan in recent months, has saved 601 lives to date. DAK-SAR is a special project that was initiated in 2001 within the scope of the activities of the Seafarers Solidarity Association, which was founded in 1993 under the leadership of Rear Admiral Varol Atalay. It provides service with 335 volunteers from many professions, including businessmen, entrepreneurs, academics, doctors, scientists, journalists, artists and students. Volunteers are ready to provide emergency aid and lifesaving services 24 hours a day at the DAK/SAR center located in Kalamış Bay, Istanbul. *(Source: Deniz Haber)*

Mar Brobbel

Wim Plokker

TWO RESCUE VESSELS FOR THE NORTHERN SEA ROUTE WILL BE DELIVERED IN 2024

There are currently eight ice-class emergency rescue vessels operating on the Northern Sea Route (NSR), 16 vessels are under construction, two of which will be delivered by the end of 2024, and another 14 in 2025-2026. As reported by the correspondent of the IAA "PortNews" , such data was presented by the Director of the Department of State Policy in the Field of Maritime and River Transport of the Ministry of Transport of Russia Vitaly Klyuev during the XIV International Forum "Arctic: Present and Future". In total, at maximum shipping intensity on the Northern Sea Route, 54 emergency rescue vessels will be required. According to Vitaly Klyuev, these vessels must be capable of sailing in any ice conditions and be equipped with the necessary equipment to eliminate emergency spills of oil and oil products. At the same time, the use of specialized drones with equipment for OSR operations will optimize the number of vessels and their placement. In addition, an agreement has been reached with Rosatom on the placement of emergency rescue teams and the said drones on icebreakers. As reported by IAA PortNews , it was initially assumed that 16 emergency rescue vessels of various capacities would be built by the end of 2024, and another 30 vessels by 2030. In May 2024, Deputy Head of the Federal State Budgetary Institution "Morresluzhba" Alexander Naumenko stated that the fleet of 16 vessels to provide emergency rescue work on the NSR was being built with delays, but all vessels were expected to be delivered in 2025. *(Source: PortNews)*

SEA TRIALS OF THE NUCLEAR ICEBREAKER YAKUTIA HAVE BEEN COMPLETED

The fourth universal nuclear icebreaker of Project 22220 "**Yakutia**", built at the Baltic Shipyard of

USC, has completed the stage of factory sea trials. This was reported to Sudostroenie.info on December 13 by the press service of the corporation. As USC reminds, the vessel left for the Gulf of Finland on December 1. Specialists of the Baltic Shipyard, together with the icebreaker's crew and representatives of counterparty organizations, checked the speed qualities of the icebreaker, its maneuverability, checked the operation of mechanisms and equipment, automation systems, communications and navigation, tested the steam turbine plant, electric propulsion systems, the operation of shaft lines and deck mechanisms (anchor and steering devices). Upon return, the nuclear-powered icebreaker was moored at the berth of the Baltic Shipyard on the Neva. In the near future, the company's specialists will complete the adjustment of the vessel's systems and prepare it for delivery to the customer. Let us recall that **Yakutia** is the third serial (fourth in a row) universal nuclear icebreaker of Project 22220. The contract for the construction of the icebreaker was concluded between the Baltic Shipyard of USC and FSUE Atomflot (part of the Rosatom State Corporation) in August 2019 following the results of an open tender. The keel of the nuclear icebreaker **Yakutia** was laid on May 26, 2020, and the launch took place on November 22, 2022. According to the terms of the contract, the vessel should be handed over to the customer in December 2024. *Universal nuclear icebreaker of Project 22220* Project developer – Iceberg Central Design Bureau; Length – 173.3 m (160 m by design waterline); Width – 34 m (33 m by design waterline); Height – 52 m; Propeller power – 60 MW; Speed – 22 knots (in clear water); Icebreaking capacity – up to 3 m; Design waterline draft – 10.5 m; Minimum working draft – 9.03 m; Full displacement – 33.54 thousand tons; Designated service life – 40 years; Crew – 53 people. *(Source: Sudostroenie; Photo: USC)*

Freek de Koning

Rieky & Ruud Zegwaard

NAVIGATION SEASON CLOSES ON THE UPPER MISS

The 2024 navigation season on the Upper Mississippi River officially ended on Dec. 1 when the final towboat of the year passed through Lock and Dam 2 near Hastings, Minn. The last vessel was the

Ashley Danielson, a 105'7" towboat operated by Genesis Marine LLC, which passed through the lock

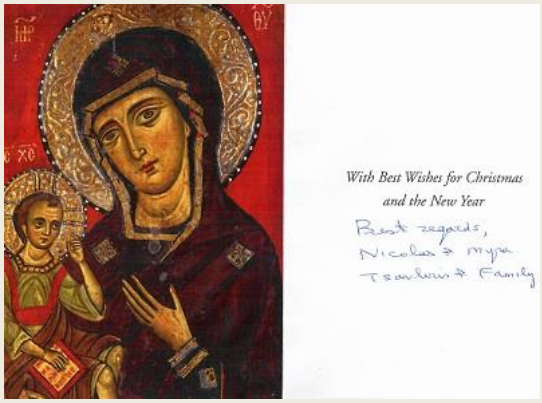
at 11:48 a.m., according to the U.S. Army Corps of Engineers, St. Paul District. Traditionally, the last tow departing St. Paul, Minn., and heading south of Lock and Dam 2 marks the unofficial end of the navigation season. This typically occurs during the last week of November or the first week of December. The 2024 season began on March 17, when Marquette Transportation Company's 129'6" towboat Joseph Patrick Eckstein passed through Lock and Dam 2 with 12 barges. Following the season's conclusion, St. Paul District staff are conducting scheduled maintenance at several locks. The projects include miter gate anchorage bar replacements at Locks and Dams 7 and 9, guidewall repairs at Locks and Dam 2, and gate maintenance at Locks and Dams 5 and 5A. *(Source: Workboat)*

MED MARINE SET TO EXPAND ITS FLEET WITH THE LAUNCH OF THE MED-A2360 TUGBOAT

MED-A2360 tugboat was launched on December 5, 2024, at EREĞLİ SHIPYARD. Designed to deliver exceptional performance and reliability, this upcoming addition will further strengthens MED MARINE's ability to address the evolving needs of the maritime industry with advanced craftsmanship and expertise. Measuring 23 meters in length and delivering

an impressive 65-ton bollard pull, **MED-A2360** is built to meet Class FIFI-1 standards. This versatile RAmparts 2300-W series tug is equipped with both forward and aft winches, making it highly capable for a variety of operations, including ship handling, towing, pushing, mooring, and firefighting. Additionally, its aft towing hook enhances operational efficiency, ensuring it excels across multiple maritime applications. **MED-A2360** tug is powered by an azimuth stern drive system, featuring two diesel engines connected to Z-drive units and fixed pitch propellers with high-efficiency nozzles for optimal bollard pull. Constructed with welded steel, the RAmparts 2300-W series tug includes watertight bulkheads dividing key compartments such as the engine room, accommodation, and fuel tanks, ensuring durability and safety. Technical specifications of the tugboat: Length: 23,40 m; Draft: 5.75 m; Depth: 4.60 m; Beam: 10.90 m; Bollard Pull: 65 tons; Speed: 11.6 knots; Crew: 7 persons. Watch the YouTube video HERE *(PR-MedMarine)*

Anton & Marjo de Krieger



Nicolas & Myra Tsavliris & family

AURIGA EXPANDS PORT OPERATIONS WITH AUSTRALIAN ACQUISITION

A growing Australian portfolio company has completed its acquisition of a vessel owner focused on marine services in the Northern Territory. Auriga Group has acquired Darwin Tug and Line Services (DTLS) to expand its marine services in northern Australia. The OPTrust and Boab portfolio company has gained a fleet of 17 vessels following the acquisition of DTLS, which has been owned by Aecor Enterprises since 2016. DTLS operates six twin-screw tugboats, four harbour workboats, three survey vessels, two passenger and crew transfer vessels, a landing barge and a modular barge. These are available for hire in Darwin and the surrounding areas and can be fitted with specialised hydraulic equipment such as A-frames, cranes and winches as required. This acquisition resets the long-term outlook and growth strategy for Auriga Group, which is expanding its capabilities in northern Australia. Auriga already provides pilotage, aviation and marine services. Its pilotage services date back to 1874 in the Torres Strait and through the Great Barrier Reef to Victoria. It has a team of over 80 marine pilots, performing more than 9,000 pilotage movements annually across 13 locations covering Western Australia, Northern Territory, Queensland and Victoria. Auriga also provides coastal shipping services for remote logistics around

the Northern Territory with a fleet of six vessels, including four landing barges and a tug and barge set from two marine supply bases. Following the acquisition, DTLS directors Peter West and Chris Farris will remain in their positions and continue to manage business operations and strategic growth. *(Source: Riviera by Martyn Wingrove)*

CONSIDER DETERIORATING TUG PERFORMANCE WHEN PREPARING PILOTAGE PLANS

Plans for escorting, handling, towing and docking ships need to assess the assisted vessel's speed and how this affects safe working loads. The Workboat Association chief executive Kerrie Forster uses his experience in post-incident proceedings to offer advice to marine pilots to improve ship handling safety and prevent further accidents occurring. He highlights how the design and age of tugs, the propulsion systems and deck machinery will impact the safe performance of these vessels during ship towage. Mr Forster is calling for tug performance information, current sea and weather conditions and the ships' speed to be included in more detail in pilotage plans. "It is a fact that speed kills," he says. "Taking suitable retrospective actions, we can together minimise dangerous and fatal incidents in port services." Its design and age will affect a tug's ability to assist ships, especially the ultra-large vessels increasingly introduced in global maritime trade. "Modern ship-assist tugs are designed to remain extremely stable and stiff in buoyancy," he explains. "It they are tipped up, they return quickly to the upright position once the tipping forces are removed. The acting forces applied by tow ropes are positioned on board in the places that contribute the least tipping force and the most opposing force." However, older tugs are not necessarily designed directly for ship-assist work and have different buoyancy and self-righting properties. "They are often built with a soft stability curve, inherent of a more traditional hull shape, mixed with the alternative, more traditional placement of the towing apparatus or forces," says Mr Forster. "Often single or twin (similarly located) propeller driven, with a hull design focused on longitudinal efficiency and primarily in a forward direction." Therefore, it is recommended to use modern tugs, designed for self-righting, to assist large ship in ports. But the ship's speed is just as important to consider. "The greater the speed, the greater the energy mass, the greater the pressure

and the more volatile and higher risk the process," says Mr Forster. "But pressure is relative to the construction and material of anything coming into force with that pressure. All apparatus containing or connected to pressurised systems are tested for their maximum working load." This applies to tugs, ropes and towing apparatus that can be tested for their maximum working load, bollard pull and safe working load (SWL) and these can change over time. "Often this working load is used for the contrary purpose. For example, the bollard pull of a tug is often used to highlight a tug's ability, not its weakness," says Mr Forster. "A procurement team will look at the SWL of a tug and use that as a comparison index to judge it against another vessel." This data can be used to create a risk-assessed limit of safe working conditions. "To help us make dynamic operational decisions over the maximum safe limits of the towline's working load that can be applied." But Mr Forster says safe working load and maximum load are not the same thing. "Also tugs and their equipment tire with age. The propulsion and engines will not be as powerful, the tow apparatus will need replacing and the SWL of the winch or the deck it is connected to will not be as strong." The overall tug performance does not remain the same throughout its lifetime. "As a result, the safe and maximum load of the tug will change (positively and negatively), based on many variables related to the technical condition of the vessel and its equipment," says Mr Forster. Therefore, pilotage plans need to have the SWL of tugs, their age, design and actual performance. They should also have "the speed at which the ship will make the working load (pressure) of the tow rise above that SWL in the current conditions," he concludes. *(Source: Riviera by Martyn Wingrove)*

Bootmodel

Van Stee

FINLAND GREENLIGHTS NEW BALTIC ICEBREAKER

Finland's government has taken a decisive step toward modernizing its critical maritime infrastructure by supporting funding for a new Baltic Sea Class B icebreaker, marking a significant development in regional maritime capabilities. The announcement, made by the Government's Economic Policy Committee, comes as part of a comprehensive reform of Finland's icebreaking services. The new vessel, dubbed "**Aino**," represents the first phase of a major fleet renewal program aimed at maintaining Finland's vital maritime operations. "Functional icebreaking services are crucial from the perspective of Finland's security of supply, foreign trade, and industrial investments," stated Minister of Transport and Communications Lulu Ranne, noting that "functional winter navigation is part of Europe's overall security". The significance of this investment is underscored by Finland's heavy reliance on maritime trade, with approximately 96 percent of cargo foreign trade conducted by sea as of 2023. The new icebreaker, specifically designed for the

Bothnian Sea and Gulf of Finland conditions, is scheduled to begin construction in early 2026 with completion expected by 2028. This development gains additional strategic importance in light of recent international cooperation efforts. Finland, along with the United States and Canada, recently signed a Memorandum of Understanding to jointly develop Arctic and polar icebreakers through the ICE Pact, established in July 2024. This trilateral cooperation aims to strengthen the nations' collective Arctic presence, particularly significant given the increasing Russia-China cooperation in the region. The vessel's development will follow the preliminary concept design of the WINMOS III project, previously supported by the EU's Connecting Europe Facility. This initiative takes on renewed importance in the context of regional security, particularly following Russia's war of aggression. As Finland moves forward with its modernization efforts, the U.S. Coast Guard's icebreaker fleet expansion program has encountered significant delays, with their first Polar Security Cutter now not expected until 2030. *(Source: gCaptain)*

THE LAURA BASSI OCEANOGRAPHIC VESSEL SETS SAIL FOR ANTARCTICA

The icebreaker will sail for 3 months in Antarctic waters to continue the research planned within the framework of 6 projects funded by the Pnra. The Italian icebreaker **Laura Bassi** left the port of Lyttelton in New Zealand, heading for Antarctica, with 27 technical and scientific personnel and 23 crew members on board. Thus begins the mission of the ship planned for the 40th Italian expedition to Antarctica, financed by the Ministry of University and Research as part of the National Research Program in Antarctica, managed by the CNR for scientific coordination, by ENEA for the planning and logistical organization of the activities at the Antarctic bases, and by the National Institute of Oceanography and Experimental Geophysics for the technical and scientific management of the icebreaker **Laura Bassi**. The icebreaker will sail for a total of 3 months in Antarctic waters, to carry out the research activities planned within the scope of 6 projects funded by the PNRA, in addition to activities in collaboration with the Hydrographic Institute of the Navy and support and logistics for the Italian base in Antarctica "Mario Zucchelli". Of the six projects on board, two are coordinated by

OGS: Ioppiers – Ice-Ocean Past and Present Interactions in the Eastern Ross Sea – coordinated by Michele Rebesco – has as its main objective to investigate the past and present interactions between ice, ocean and sediments in the Hillary Canyon area (Eastern Ross Sea). Ibiza – Iron-Binding organic ligands – planktonic microbes interactions in coastal and offshore Zones of the Ross sea (Antarctica) – coordinated by Mauro Celussi – aims to deepen the knowledge on the dynamics of interaction between organic iron ligands and planktonic microorganisms (prokaryotes and protists) in the waters of the Ross Sea. The return to the port of Lyttelton, New Zealand, is scheduled for March 7, 2025, while the return to Italy is expected in the second half of April 2025. *(Source: Shipping Italy)*

SeaBrokers

The Maritime Executive

ACCIDENTS – SALVAGE NEWS

TWO RUSSIAN TANKERS SINK IN BLACK SEA SPILLING 4,300 TONNES OF OIL

Two Russian tankers carrying more than 4,000 tonnes of oil products have sunk in the Black Sea amid stormy conditions, threatening an ecological disaster. The cargo ship **Volgoneft-212** snapped in half on Sunday after being hit by a large wave. Video showed its bow end sticking vertically out of the water. The boat got into difficulties off the east coast of occupied Crimea, 5 miles (8km) from the Kerch strait, Russian media reported. The tanker was carrying 4,300 tonnes of low-grade heavy fuel oil, known as mazut. Russia's emergency service launched a rescue operation involving tugboats and a Mil Mi-8 helicopter. Thirteen crew members were onboard. Shortly afterwards, another cargo transporter, the **Volgoneft-239**, got into difficulties in the same area. It was carrying 4 tonnes of fuel oil. The vessel also reportedly sank. "Another ship is going down. Holy shit!" a sailor said, filming

from a nearby boat. Ukrainian officials accused Moscow of recklessness. Dmytro Pletenchuk, Ukraine's navy spokesperson, said: "These are quite old Russian tankers. You can't go to sea in such a storm. The Russians violated the operating rules. The result is an accident." Commentators pointed out that the oil products, if spilled into the Black Sea, would cause serious ecological damage to a marine environment already badly affected by war. The Volgoneft-212 was 55 years old, registered in St Petersburg and recently refitted. The centre was cut out and the stern and bow were welded together, forming a huge seam in the middle. It is this section that appears to have broken. Crew members watched as the helpless ship was wrecked. Video footage showed men standing in the bridge wearing orange lifejackets. A black slick could be seen floating on the surface, next to a parabolic upturned bow. Waves crashed over the stricken hull. The accident involving decrepit Russian boats is the latest marine catastrophe to take place near the coast of southern Ukraine. The Black Sea has been a zone of intense military conflict since the start of Vladimir Putin's 2022 full-scale invasion of the country. Ukraine has used sea drones and other missiles to sink some of Russia's Black Sea fleet. It has been forced to leave the Crimean port of Sevastopol and to relocate to the safer Russian harbour of Novorossiysk. In June 2023, Russian troops blew up the Kakhovka hydroelectric dam over the Dnipro River, in occupied territory, in order to hamper a Ukrainian military attack. The explosion released 18bn tonnes of water held upstream in a giant reservoir. The floodwater swept away dozens of villages. Water contaminated with fuel, sewage and fertilisers cascaded into the Black Sea. According to biologists, the pollution wiped out mussels and other molluscs, as well as fish and crustaceans. Scientists have recorded a rise in deaths among dolphins and porpoises since the Kremlin's all-out attack. About 1,000 cetaceans were killed in 2022. Populations of bottlenose and white-sided dolphins suffered. Watch the YouTube video HERE *(Source: The Guardian)*

STORM GROUNDS BARGE NAMED SEAPORT IN BERKELEY WATERS

"It looks pretty rusty," one reader said. "I'd love to know the story." A massive barge appeared in the

San Francisco Bay in Berkeley on Saturday, prompting multiple questions from community members. The barge got knocked loose from its moorings due to heavy winds from recent storms and ended up lodged next to the riprap south of the Berkeley Marina and readily visible from the freeway and West Frontage Road, one reader said. The barge, which prominently bore the name **Seaport**, appeared to have been stranded at high tide. Another reader said the shipwreck was "right at Frontage Road between University and Ashby avenues. It looks pretty rusty," she said. "Probably abandoned and pushed to shore with the storm. I'd love to know the story." On Saturday evening, The Scanner asked the fire department for information. Berkeley Fire Battalion Chief Christopher Van Luen confirmed that the barge had busted loose during the recent storm. Van Luen said the U.S. Coast Guard was aware of the vessel and that the owner was planning to salvage it Sunday. He said the barge, which was part of a project underway in the bay, was stable and had "nothing in it to be wary about." "It's not a hazard at this time," Van Luen said. Rain pounded the Bay Area late Friday and overnight Saturday, resulting in a tornado in Scotts Valley north of Santa Cruz. A coastal flood advisory remains in effect in Berkeley until 1 p.m. Monday, with rain expected in the city before 4 p.m., according to the latest forecast. *Update*, Sunday, Dec. 15: The barge was towed away Sunday morning. *(Source: The Berkeley Scanner; Photo: Jef Poskanzer)*

KARIHANI GROUDED BY CYKLONE CHIDO

On Dec 14, 2024, the "**Karihani**" was grounded by the cyklone "Chido", which raged over the region with wind speeds of 220 kilometers per hour, in the Mayotte territory in the Indian Ocean. The ship was stuck amid debris, flooded and listing to the side. The double-deck ferry connected Petite-Terre and Grande-Terre in Mayotte. *(Source: Vesseltracker)*

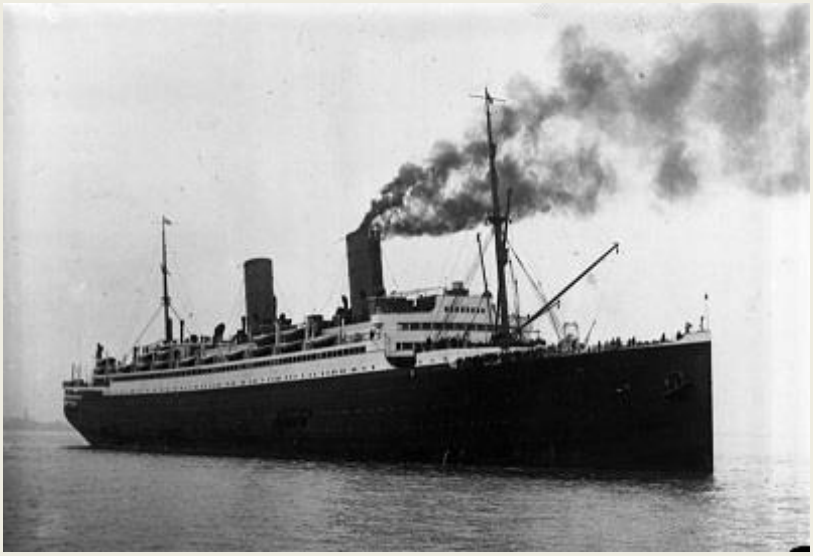
CONSEQUENCES OF ACCIDENTS INVOLVING TWO TANKERS TO BE ELIMINATED IN BLACK SEA WATERS

Russian Prime Minister Mikhail Mishustin, on the instructions of the President, created a working group to coordinate the work to eliminate the consequences of the emergency with tankers in the

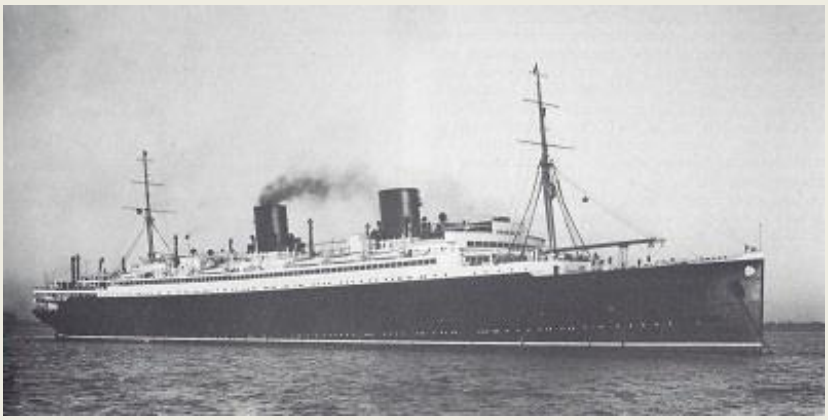
Black Sea. This was stated in a government statement dated December 15. It is noted that the working group is headed by Deputy Prime Minister Vitaly Savelyev. The commission includes Transport Minister Roman Starovoit, Head of Rosmorrechflot Andrei Tarasenko, Head of Rostransnadzor Viktor Basargin, representatives of the Ministry of Natural Resources, the Ministry of Emergency Situations, and the administration of the Krasnodar Territory. Recall that on December 15, as a result of a storm in the Black Sea, two tankers, **Volgoneft 212** and **Volgoneft 239**, sank. There were crews of 15 and 14 people on board the ships. The accident resulted in an oil spill. According to Rosmorrechflot, a rescue operation was organized, two tugboats and two helicopters were sent to the tankers. Measures have been taken to eliminate the oil spill by the Marine Rescue Service and the Russian Emergencies Ministry. The Rosmorrechflot operational message from December 16 noted that the **Volgoneft-212** tanker with a cargo of fuel oil suffered a hull fracture at 08.57 on Sunday near Cape Takil in the southern part of the Kerch Strait. The emergency occurred in stormy conditions, with a wind speed of up to 24 m/s and waves of about 3 m. At about 13.00, the stern of the vessel went under water. With the participation of two helicopters of the Black Sea Fleet and the rescue tugboat **Mercury**, 12 people were rescued. Unfortunately, one crew member died due to hypothermia. His family will be provided with the necessary assistance. The **Volgoneft-239** tanker with a cargo of fuel oil crashed in the same area at 10.20. Under the influence of the waves, the stern of the vessel drifted towards the shore in the area of Cape Panagia and sat on the ground 80 m from the coastline. According to the Russian Emergencies Ministry on December 16, the operation to rescue the crew from the tanker **Volgoneft 239** has been completed. All 14 people were safely evacuated to the shore. *(Source: Sudostroenie; Photo: "Morresluzhba")*

REMEMBER TODAY

S.S. COLUMBUS – 19 DECEMBER 1939



SS **Columbus** was a German ocean liner laid down before the start of World War I. The vessel was originally to be named **Hindenburg**. However, her then-sister, originally named **Columbus**, was handed over to British government and then sold to the White Star Line after the war as part of reparations in 1920 and renamed **Homeric** by her new owners. The Allies allowed the Norddeutscher Lloyd (NDL), her owners, to keep the remaining ship. NDL decided to give her the name of her departed sister, now the British Homeric. Construction, which had been held up by the war, resumed at Schichau Shipyards in Danzig, Germany. *Construction and maiden voyage* Material shortages caused by the war delayed her completion until 1922. She made her maiden voyage in April 1924. At the time, she was the German merchant marine's largest, fastest ocean liner. She measured 32,581 gross register tons, was 750 feet (230 m) long with 1,750 cabins for luxury, first, second and tourist class passengers. The maximum speed was 18 knots (33 km/h; 21 mph), propulsion was supplied by triple-expansion steam engines. **Columbus** was quite popular and convinced NDL that larger passenger liners were feasible. She was also one of the first liners to have an outside swimming pool installed on her top deck, as well as a platform for night-time dancing. “She had been chartered for a number of years by Cooks Travel Agency in New York and cruised into West Indian waters about every two weeks with occasional trips around South America and Africa." *Later career* With the building of the liners **Bremen** and **Europa**, the **Columbus** was supplanted as the flagship of the NDL fleet. In 1929, the liner was given a refit to modernise the vessel and was remodelled in the style of her younger, larger and faster running mates. This included the addition of two larger, much shorter smokestacks and replacement of the reciprocating engines with geared steam turbines. At the outbreak of World War II in September 1939, **Columbus** was ordered to immediately return to Germany. The Royal Navy was on the lookout for enemy ships. Putting her passengers ashore at Havana, Cuba, the ship travelled to Veracruz, evading the British. In early November, they received orders to attempt a blockade run to Germany. On 14 December, the **Columbus** departed Veracruz, escorted by seven American destroyers through the American coastal neutrality zone. On 19



December, the British destroyer **HMS Hyperion** sighted **Columbus** about 400 miles off the coast of Virginia. The still neutral American heavy cruiser **USS Tuscaloosa** was also in the area and silently observed the two ships. Rather than surrender the ship, the crew scuttled. Her passengers and crew, 576 crewmembers, including boys, stevedores and nurses, were taken aboard **Tuscaloosa** as rescued seamen, not as prisoners of war as they would have been had the British picked them up. **Tuscaloosa** took all personnel to New York City. On 18 January 1940, 512 crewmen were moved to Angel Island. In October, eight officers were able to escape on the **Asama Maru**. In 1941, 411 German nationals from the **Columbus** were sent to Fort Stanton, New Mexico. At the end of war many returned to Germany. On 11 December 1941, in a speech before the German Reichstag announcing his decision to declare war on the United States, Adolf Hitler described the presence of **Tuscaloosa** at the scuttling of the **Columbus** as a hostile act against the German nation, insisting that the American cruiser had forced the liner "into the hands of British warships". As such, Hitler listed the loss of the **Columbus** among the casus belli for his declaration of war. *(Source: Wikipedia)*

OFFSHORE NEWS

HEALY BACK IN SEATTLE AFTER THREE-PHASE ARCTIC DEPLOYMENT

The crew aboard the U.S. Coast Guard cutter **Healy** (WAGB 20) returned to Seattle on Thursday following a 73-day Arctic deployment supporting scientific research missions, search and rescue operations, and training exercises in the region. The crew aboard Healy, a 420-foot polar icebreaker, conducted three distinct phases of activity throughout the cutter's 2024 Arctic fall deployment. The first phase was a collaboration between the Coast Guard, the National Oceanographic and Atmospheric Administration (NOAA), the National Science Foundation (NSF), and the University of New Hampshire. The interagency science mission to the Chukchi and Beaufort seas north of Alaska combined oceanographic buoy deployments with a coordinated mapping effort to survey uncharted waters and acquire depth data along a portion of the

Alaskan Arctic Coast Port Access Route Study (AACPARS) corridor. The AACPARS corridor is a Coast Guard-proposed preferred vessel route from Utqiaġvik, Alaska, to the demarcation point of the border between U.S. and Canada. During the second phase, Healy hosted 10 postdoctoral researchers and junior faculty members from various institutions supporting the U.S. NSF-funded polar early career scientist training project, with contributions from NOAA and the Coast Guard. The at-sea training and research opportunities for the early career scientists included seafloor mapping, water and sediment collection, and other scientific sampling across various disciplines in the operational areas of the Chukchi and Beaufort seas and within the marginal ice zone. The time underway provided the early career polar scientists and their mentors with hands-on experience at sea, equipping them with the knowledge and skills to plan, implement, and lead future interdisciplinary scientific expeditions on U.S. Arctic vessels. During Healy's third phase, the ship conducted a late-season transit of the International Maritime Organization's western Bering Strait routing measure through Russian territorial seas, ensuring a free and open Arctic region. The crew conducted multi-mission operations throughout the Chukchi Sea, Bering Sea and Gulf of Alaska and conducted training above the Arctic Circle to prepare future high-latitude polar operators. The training included helicopter operations and search and rescue exercises with Joint Rescue Coordination Center Juneau (JRCC Juneau) and Coast Guard Air Station Kodiak. The exercise enhanced readiness to respond to vessels in distress and facilitated valuable shipboard helicopter training for the cutter and air crews. Healy also rendezvoused with the Coast Guard cutter **Bertholf** (WMSL 750) north of the Aleutian Islands for a series of coordinated at-sea exercises. While sailing in southeast Alaska, **Healy** was one of several Coast Guard and good Samaritan vessels who responded to the fishing vessel **Wind Walker** search and rescue case, which took place near Couverden Point, Alaska. **Healy's** crew made a port visit to Juneau, where the crew hosted over 430 visitors aboard for tours of the cutter. The Coast Guard announced in July it will home-port a commercially procured icebreaker in Juneau. "**Healy's** Arctic west fall deployment demonstrates the agility and dedication of the crew," said **Healy's** commanding officer Capt. Michele Schallip. "In addition to contributing to navigation safety and support of scientific research, our deployment exercised the broad array of Coast Guard missions we conduct in the Arctic." **Healy** is the Coast Guard's only icebreaker specifically designed to support Arctic research. It provides high-latitude U.S. presence and scientific access to areas too challenging for most research vessels to reach. *(Source: Professional Mariner)*

ARGEO BAGS FIVE-YEAR OFFSHORE SITE INVESTIGATION DEAL WITH TOTALENERGIES

Norwegian surveyor Argeo has established a global framework agreement for offshore site investigation services with French energy major TotalEnergies. The agreement has a fixed five-year term, with two optional one-year extensions, allowing for a total duration of up to seven years. The agreement with TotalEnergies will take effect immediately and is designed to streamline and accelerate global procurement processes, enabling Argeo to respond quickly to

project requirements. “This agreement reflects a shared vision of agility and innovation that will enable us to seize opportunities swiftly and deliver exceptional value over the validity of the agreement,” said Trond Crantz, CEO of Argeo. *(Source: Splash24/7)*

FACED WITH "ITALIAN SANCTIONS", DOCTORS WITHOUT BORDERS ANNOUNCES IT IS ENDING ITS RESCUE OPERATIONS IN THE MEDITERRANEAN

In a press release published on Friday, December 13, the association announced the suspension of operations of the Geo Barents vessel , operational since June 2021. "Italian laws and policies have made it impossible to continue its operations under the current terms." On Friday, December 13, the association Médecins Sans Frontières announced the end of operations of the ship **Geo Barents** in the Mediterranean, which it had chartered for migrant rescue operations since 2021. "After careful consideration, we have come to the conclusion that it is untenable to operate the **Geo Barents** under such absurd Italian laws and policies ," the statement published on the association's website explains. "MSF will consider how best to adapt to this difficult context and is committed to continuing search and rescue activities," assures Juan Matias Gil, MSF's representative for search and rescue operations. "160 days of immobilization at the port" The association recalls that in the last two years, the **Geo Barents** "has been subject to four sanctions by the Italian authorities, imposing a total of 160 days of immobilization in port." Sanctions that the press release considers to be the direct consequence of the Piantedosi decree, a law introduced by the Italian government at the beginning of 2023. And that Italy has further "intensified in December 2024, by facilitating and accelerating the confiscation of humanitarian search and rescue vessels," preventing Doctors Without Borders "from fulfilling its humanitarian and legal duty to save lives at sea. "Doctors Without Borders also accuses the Italian government of Georgia Meloni of deliberately designating “remote ports” in the north of the country to make the ship’s task more difficult. “In June 2023, the Italian authorities asked the **Geo Barents** , which can accommodate up to 600 people on board, to go to La Spezia, in northern Italy, to disembark 13 survivors. This

represented a navigation of more than 1,000 kilometers, despite the existence of much closer ports ," the association claims. Since 2014, more than 31,000 people have died or gone missing trying to cross this central Mediterranean route. *(Source: Le Figaro)*

HILONG LAUNCHES $8M COUNTERCLAIM AGAINST VALLIANZ IN AHTS CHARTER DISPUTE

Singapore OSV owner and operator Vallianz is facing a legal challenge in a vessel charter dispute with Hilong Marine Engineering. The company said in a stock exchange filing that its subsidiary, Vallianz Offshore Marine, has been served with a counterclaim of $8.1m from the subsidiary of Hong Kong-listed Hilong Holding over alleged deficiencies in the chartered vessel **Vallianz Supreme**. The initial dispute arose after Vallianz sought $702,217 in unpaid charter fees. The two companies settled on the claim in May, but Vallianz said Hilong failed to pay the amount despite reminders, which resulted in a further $54,297 accrued interest. The 2012-built anchor handling tug supply vessel, chartered from August 2023 and returned in March this year, saw its fixture extended despite Hilong's claims of operational downtime and the need for a replacement vessel, Vallianz said, adding that it is currently consulting its lawyers on the counterclaim and taking necessary action to pursue its claims against Hilong. *(Source: Splash24/7)*

WINTERSHALL EXTENDS GLOMAR OFFSHORE SUPPORT VESSELS DEAL

Dutch offshore support vessel player Glomar has secured an extension of its vessel framework agreement with Wintershall Noordzee. The Den Helder-headquartered owner and operator has been providing safety standby vessels for Wintershall in the Dutch and UK sectors for many years. The operator has nine offshore production installations and 4 subsea completions, producing gas from the Dutch sector of the North Sea and in recent years, has further expanded its operated portfolio to the continental shelves of Germany, the UK and Denmark. Glomar said the extension highlights "the strength of collaboration and mutual dedication to safety at sea", without disclosing further details about the deal. *(Source: Splash24/7)*

KEIZERSBORG MOORED AT PALEISKADE

Last weekend, the **Keizersborg** of Wagenborg Offshore from Delfzijl was spotted at the Paleiskade. This multifunctional offshore support vessel, measuring over 79 metres in length, had arrived from Great Yarmouth to Den Helder on Saturday 14 December. On Saturday evening, the **Keizersborg** set sail again, bound for the West Sole Field in the British sector of the North Sea. The ship was delivered as a supplier by the Chinese Wuhu shipyard in 2020 and has had several owners since then. In 2021, it was converted into an offshore support vessel for the current owner at the Niestern Sander shipyard in Delfzijl. It can also be used as an Emergency Response and Rescue Vessel (ERRV). The ship's striking features include the extra accommodation and the Ampelmann Walk-to-Work system on the work deck. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

GEOQUIP MARINE EXPANDS FLEET WITH CONVERSION OF GEOQUIP SILVRETTA

Geoquip Marine is pleased to announce the addition of a seventh vessel, the Geoquip Silvretta, to its fleet. Originally built as a platform supply vessel by Green Yard Kleven, the **Geoquip Silvretta** is being converted in Norway into a state-of-the-art geo-technical services platform for the offshore energy sector. The conversion, scheduled for completion in spring 2025, will include the installation of Geoquip's largest drilling rig, the GMTR150. The efficient and reliable cutting-edge rig will ensure a low carbon footprint, lower fuel consumption and will enable the vessel to conduct high-quality geo-technical site investigations in a range of sea states. Once the upgrade is complete, the **Geoquip Silvretta** will mobilise for a project in northern Europe, ready to tackle any challenging metocean conditions. The Geoquip fleet's newest addition, was built as a DP2 vessel and no changes are planned to the propulsion, main components or machinery. However, Green Yard Kleven will work with the vessel's original designer, Marin Teknikk AS, to customise the interior for Geoquip's

global projects. These upgrades will include installing a moonpool, moving and adding cranes, extending the shelter deck, increasing office and meeting space, and building a new accommodation block. Opportunities to lower the vessel's energy consumption will be realised through new LED lighting, and heating, ventilation and air conditioning (HVAC) systems that incorporate heat recovery. During the conversion, as many components as possible will be reused and re-certified to minimise waste; steel removed from the decks during the moonpool installation will be recycled locally in Norway, while new components will be made of high-scrap-content European steel. Rune Olav Pedersen, Geoquip's incoming CEO, commented: "Expanding our fleet with this new vessel, complete with our flagship GMTR150 drilling rig, gives Geoquip even more capacity to deliver high-quality site investigations in varied weather conditions. We're also pleased to have awarded the conversion project to Green Yard, a full-service shipyard with sustainability high on their agenda. The Geoquip team can look forward to working on a vessel that's been purpose-built for offshore site investigations and which will include a new accommodation block, ample office and meeting facilities, and an offshore laboratory to gather fast and accurate data for clients." Arvid Trolle, Board Director at Geoquip Marine and Co-Founder of Njord Partners, added:"The addition of **Geoquip Silvretta** to the company's existing fleet reflects the significant opportunities we are seeing in the buoyant offshore market. We are committed to investing for the long-term, with sustainable vessels at the core of Geoquip's offering as the company continues to strengthen its position in the sector." *(Source: Workboat365)*

GLOMAR SISTERS BEHIND BLUE PORT CENTRE

Since Saturday 14 December, GloMar Offshore's sister ships **Glomar Supporter** and **Glomar Worker** have been moored side by side behind the Blue Port Centre. The **Glomar Supporter** came to Den Helder from Esbjerg and the **Glomar Worker** from Sunderland. The two former French suppliers have been part of the GloMar Offshore fleet since 2020. They sail under the flag of Panama and their home port is Den Helder. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

MUSEUM NEWS

KROMHOUTMUSEUM VIERT 50-JARIG JUBILEUM

Museumwerf 't Kromhout viert feest in 2025, en wil daar graag een bijzondere dag aan wijden. Alle schepen met een Kromhoutmotor worden van harte uitgenodigd om acte de présence te geven op zaterdag 14 juni aan de Hoogte Kadijk in Amsterdam. Naast de 5-jaarlijkse Sail-manifestatie in Amsterdam, die in 2025 natuurlijk terecht alle aandacht trekt, zal er aan nog een andere heuglijke gebeurtenis aandacht worden gegeven. Een gebeurtenis die, gezien haar betekenis voor de vaderlandse maritieme geschiedenis en de herinnering aan de ontwikkeling van de brandstofmotor, zeker even interessant is als de Sail-optocht, ook al wordt ze -in haar organisatie en publicitaire uitstraling – wat minder opvallend gepresenteerd. *50-jaar Kromhoutmuseum* Dit heuglijke feit mag natuurlijk niet ongemerkt voorbijgaan en daarom zijn een aantal vrijwilligers van het museum al geruime tijd bezig een bijzondere dag te organiseren, die in het teken zal staan van de ontwikkeling van de verschillende manieren van aandrijving in de scheepvaart. Zo zullen er niet alleen demonstraties zeilen plaats vinden maar zal er ook aandacht worden geschonken aan wrikken, jagen, varen met een zijschroef, én de ontwikkelingen van de stoom –brandstof –stroom en wellicht waterstofmotor. Om een en ander niet volledig geïsoleerd te laten plaatsvinden, wordt dit feest gevierd in het weekend waarop ook de "Amsterdamse Havendagen" plaatsvinden, te weten op zaterdag 14 juni. *Schepen met draaiende Kromhout* Omdat het ruim 100 jaar durende bestaan van de Kromhoutmotor een belangrijke bijdrage heeft geleverd aan de ontwikkeling van de brandstofmotor, wil de organisatie op deze dag graag zoveel mogelijk schepen met een draaiende Kromhoutmotor van allerlei verschillende types naar Amsterdam zien te krijgen. Mocht je dus in het bezit zijn van een schip met een Kromhoutmotor, en geef je graag acte de présence op 14 juni, meld je dan aan via dit, of via dit emailadres. *(Source: Scheepspost)*

PRESIDENTIAL SUPERYACHT TITO TO BECOME MUSEUM

The 117-meter superyacht **Galeb** was once owned by President Josip Broz Tito of the former Yugoslavia. After being saved from the scrapyard, the Croatian government decided to preserve the **Galeb** as a museum ship. The **Galeb** has an illustrious past. The ship was built by Ansaldo in Genoa, where she was launched in 1938 as **RAMB III**, which stands for Regia Azienda Monopolio Banane, an Italian state-owned company that imported bananas from East Africa. The **RAMB III** was part of a series of four very fast ships, which were powered by Fiat engines. *British torpedo* At the beginning of World War II, the ship was used to transport meat for the Italian army in Libya. In 1941, the bow was damaged in Benghazi by a British torpedo. To prevent too much water from flowing in, the captain manoeuvred his ship backwards towards Italy. After a crossing of 900 miles, she reached Sicily, after which she was repaired in Trieste. *Sunk* After the surrender of Italy, the ship fell into the hands of the Germans. They converted her into a minelayer and under the name **Kiebitz**, 5,000 mines were laid off the Croatian coast. On 5 November 1944, Allied aircraft sank the ship in the port of Rijeka. That seemed to be the final blow for **RAMB III** alias **Kiebitz**, but three years later it was decided to salvage the ship. Thanks to a groundbreaking technology (based on air cylinders), the ship was successfully raised in March 1948. She was then completely rebuilt in Pula. Initially, the former banana boat served as a training ship for the Yugoslav Navy. In 1952, President Tito confiscated her and renamed her **Galeb** (seagull in Croatian). *Memorable journey* From 1952 to 1979, Tito used the **Galeb** as a residential yacht and for state affairs. His first foreign state visit (to London in 1953) is considered one of the most memorable journeys from the **Galeb** era. This visit symbolised the opening of Yugoslavia to the West, after the split with Stalin and the Eastern Bloc. In return, Tito also received more than 100 world leaders in his floating residence. A colourful procession of dignitaries accepted his invitation, including Gaddafi, Sukarno, Brezhnev and Indira Gandhi. Even Hollywood stars such as Elizabeth Taylor and Richard Burton visited Tito's residence. *Pitiful state* After Tito's death in 1980, Yugoslavia fell apart and the **Galeb** was moved to Montenegro. In the late 1990s, the ship was sold to the Greek billionaire John Paul Papanicolaou. Due to arrears in mooring fees, the Croatian government seized the ship. In 2006, the Croatian Ministry of Culture

classified the **Galeb** as a cultural heritage. In 2009, the city of Rijeka became the owner and decided to turn it into a museum ship. At that time, however, the **Galeb** was in a poor state. The eight million euro restoration that followed took almost six years. The museum will open next year. Read the full history of the **Galeb** HERE *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

SEAWAY 7 WINS WORK ON WIND FARM OFF SCOTLAND

Seaway 7, the renewable arm of Subsea 7, has been awarded a contract by the developers of the Inch Cape offshore wind farm for the transport and installation of pin-pile jacket foundations and transition pieces. Inch Cape offshore wind farm is owned by Inch Cape Offshore Limited, an equal joint venture between Edinburgh-based renewable and sustainable energy company Red Rock Renewables and Ireland's energy company ESB. Seaway 7's scope of work includes the transport and installation of 18 pin-pile jacket foundations and 54 transition pieces with offshore works expected to begin in 2026. No financial details were provided but the company said the contract was substantial which is considered to be worth between $150m and $300m. The 1.1GW wind farm is located in the North Sea some 15 km from the Angus coast on a site covering 150 sq km. It will feature up to 72 wind turbines and a single offshore substation. The wind farm is expected to be fully operational in 2027. The generated power will be transported 85 km via export cables to a new substation being built on the East Lothian coast at the site of the former Cockenzie Power Plant. From there it will enter the national transmission network at an existing connection point. *(Source: Splash24/7)*

SMST TO SUPPLY MISSION EQUIPMENT FOR NEWBUILD CSOV REM OFFSHORE

SMST has been awarded a contract by shipbuilder Vard Vung Tau to supply mission equipment for

Rem Offshore's new Construction Service Operation Vessel (CSOV). After having outfitted the CSOV **Rem Energy** with similar equipment in 2021, SMST is once again facilitating safe and efficient logistic operations for the newest vessel of Rem Offshore. The CSOV, developed by Vard Design in Norway and built at Vard Vung Tau in Vietnam, provides all support operations for offshore wind farms worldwide. SMST's modular system package, consisting of a Telescopic Access Bridge (TAB-L2) with Access and Cargo Tower (ACT) and Motion Compensated Crane (MCC-L), meets the strong focus of the vessel's design onboard logistics, safety, comfort and superior functionality. "Our experience on board **Rem Energy** has shown that the mission equipment of SMST assures a thorough execution of the vessel's design principle", states Kristian Stavset, Head of Projects at Rem Offshore, "We are convinced that with their contribution we can maintain our standards of innovative solutions, high workability and low emissions." By equipping the CSOV with an SMST gangway suitable for autonomous operations, safer, faster and easier connections are guaranteed. "Our automation packages with automatic tracking and landing of the gangway have been proven successful on the **Rem Energy**", says Jochem Tuinstra, Sales Manager at SMST, "We are confident we can make a difference once more and are thankful for the continued trust of Rem Offshore and Vard in our partnership." "We are pleased to work together with SMST again. SMST has proven to deliver reliable equipment within the agreed delivery time," according to Birte L. Steinsvik, Project Manager at Vard Vung Tau, "These are important values that match the core principles of our shipbuilding company." *(PR)*

FEED CONTRACTS AWARDED FOR PIONEERING FLOATING WIND PROJECT

The developers of the Green Volt floating offshore windfarm off the northeast coast of Scotland have awarded front-end engineering and design (FEED) contracts for the pioneering project. The developers of the project, Norway-based Vårgrønn and Edinburgh, Scotland-headquartered Flotation Energy, awarded the Phase 1 FEED contracts to Aker Solutions and ABB, and Aibel and Hitachi Energy. The announcement came as the UK and Norway announced the launch of a Green Industrial Partnership, combining capabilities in clean energy, to drive economic growth and deliver on the Prime Minister's Plan for Change. Green Volt won a UK Government Contract for Difference (CfD) in September 2024 and is one of the first large-scale commercial floating wind developments in Europe. The CfD puts it on track to become the world's largest floating offshore windfarm with a government contract. The FEED 1 scopes include engineering, procurement and construction of an offshore substation, encompassing both the jacket and topsides, as well as the design of the high-voltage equipment, such as power to oil and gas assets and power to the onshore substation. The

electrification of oil and gas assets with offshore wind, while simultaneously providing power to the UK grid, is a new concept with many engineering and electrical complexities. The decision to award contracts to multiple partnerships was based on the specific skills of each supplier, as well as Green Volt's ambition to collaborate with, and develop, the UK's floating wind supply chain. Many of the scopes will be managed out of the contractors' UK offices in Aberdeen and London. Successful concepts will then be carried forward into the next phase of the FEED. Once operational, Green Volt will not only supply clean power to the grid but also help the oil and gas industry to meet its goal of halving emissions in 2030 by electrifying offshore assets. Responding, Prime Minister Keir Starmer said, "The Green Volt windfarm is a prime example of how the UK and Norway can work together to move away from fossil fuels and deliver clean, secure energy for millions of households up and down the country. "I welcome this announcement as we deliver our Plan For Change to secure home-grown energy, protect billpayers, and put us on track to make Britian a clean energy superpower by 2030." Flotation Energy Green Volt project director Matthew Green said, "Green Volt is a truly trailblazing project that will boost the floating offshore wind supply chain, stimulate investment and help accelerate the development of more windfarms. "The award of these FEED contracts is a significant milestone for Green Volt. We are thrilled to be collaborating with these engineering teams as we continue to develop the windfarm at rapid pace." Speaking on behalf of the Aker Solutions and ABB consortium, Aker Solutions director Nicola Grieve said, "We are excited to collaborate with Vårgrønn and Flotation Energy on the Green Volt project. This award underscores Aker Solutions' commitment to accelerating the deployment of offshore wind solutions and contributes to a sustainable energy future." Once operational, Green Volt will not only supply clean power to the grid but also help the oil and gas industry to meet its goal of halving emissions in 2030 by electrifying offshore assets. *(Source: Riviera by David Foxwell)*

DREDGING NEWS

HID LAUNCHES NEW CSD IN MALAYSIA

HID Shipyard launched its latest cutter suction dredger (CSD) in Malaysia last week. The new CSD

was specifically designed for coastal reclamation and riverbank maintenance projects. According to HID, the dredger can work in water depths up to -12 m. "In total, 1500KW of installed power ensures an impressive discharge distance and dredge production of 4,000 m3/h-4500m3/h on average," the company stated. After successful installation and commissioning operations, the new CSD is already operational on-site, HID said. *(Source: Dredging Today)*

CREATING OVER 500 ACRES OF NEW MARSH IN SOUTHEAST LOUISIANA

The widespread and catastrophic damage from Hurricane Katrina is still evident today, nearly 20 years later. That destruction is apparent in Southeast Louisiana's Breton Sound Basin where an estimated 40 square miles of marsh were destroyed by the storm. Louisiana Coastal Protection and Restoration Authority (CPRA) and its partners continue the critically important work of creating over 500 acres of new marsh. "We're making that happen by dredging Lake Lery and using its sediment to rebuild habitats for endangered wildlife," said CPRA. "This project – like many others CPRA prioritizes – is ensuring resiliency and storm surge protection for Louisiana's coastal communities." Watch the YouTube video HERE *(Source: Dredging Today)*

CASHMAN DREDGING SECURES CONTRACT IN JACKSONVILLE, FL

The U.S. Army Corps of Engineers has awarded an $18.5 million contract to Cashman Dredging & Marine Contracting for maintenance dredging works in Jacksonville, Florida. The project consists of maintenance dredging in the Jacksonville Harbor federal navigation channel. The dredging will allow larger vessels to access the channel, reducing transportation costs, providing increased navigational safety, while avoiding or minimizing impacts to environmental resources. According to the Corps, the contract is split between a Base and four Options. The Base element consists of maintenance dredging portions of Cut-17 through Cut-42. Option A includes portions of Cut-42

through Cut-45. Option B includes portions of Cut-45 through Cut-55. Option C includes portions of Cut-55 through the Lower Terminal Channel. Option D includes portions of Cut-F through Cut-G in the West Blount Island Channel. Base and Option A material will be disposed into the Ocean Dredge Material Disposal Site (ODMDS), while Options B, C, and D will be disposed into Bartram Island Dredge Material Management Area (DMMA) Cell A. *(Source: Dredging Today)*

GLDD WINS $72.3M CHARLESTON BEACH RENOURISHMENT DEAL

Great Lakes Dredge & Dock Co. LLC, (GLDD) has won a $72.3 million firm-fixed-price contract for a beach renourishment work in South Carolina. Bids were solicited via the internet with two received, the U.S. Department of Defense (DoD) said. Work will be performed in Charleston, South Carolina, with an estimated completion date of May 26, 2026. According to DoD, fiscal 2025 civil construction funds in the amount of $72,336,435 were obligated at the time of the award. The U.S. Army Corps of Engineers, Charleston District, is the contracting activity. *(Source: Dredging Today)*

NEWARK BAY MAINTENANCE DREDGING PROJECT COMPLETE

The U.S. Army Corps of Engineers, New York District recently completed dredging four federal navigation channels in New York-New Jersey Harbor — Newark Bay Main Channel, Port Newark, Port Elizabeth and South Elizabeth – through the Newark Bay Maintenance Dredging Project. The work supports deep-draft commercial vessels calling on the Port of New York that, in turn, generates billions for the regional economy each year. Approximately 250,000 cubic yards of accumulated sediment was removed from these 40- and 50-foot shipping channels, allowing them to maintain authorized depths for the safe navigation of massive container ships. Maintenance dredging of Newark Bay channels is conducted each year — the Project Delivery Team (a group of interdisciplinary professionals guiding the initiative) has been working hard to execute a maintenance-dredging construction project each year, ensuring dredging is conducted safely, on schedule and within budget. *(Source: Dredging Today)*

GREAT PROGRESS WITH THE GERMAN PORTAL PUTTGARDEN

Femern A/S recently released a very interesting video named 'Fehmarnbelt tunnel – Great progress with the German portal Puttgarden Autumn 2024'. The video shows visible progress at the German portal near Puttgarden: the temporary retaining dyke that previously enclosed the northern part of the excavation pit has been completely removed. This means that the foremost tunnel section built on land now extends into the Baltic Sea. Also, this is where the first tunnel element, which is being manufactured in the factory on Lolland and towed to the coast near Fehmarn, will later be immersed. Watch the YouTube video HERE *(Source: Dredging Today)*

YARD NEWS

DAVIE PARTNERS WITH PEARLSON FOR FACILITY UPGRADES

On Dec. 10, Canadian multinational shipbuilder, Chantier Davie Canada Inc. (Davie), announced

the signing of an agreement with Pearlson Group, Kendall, Fla. According to a statement from Davie, the agreement supports the company's construction strategy aimed at meeting National Shipbuilding Strategy (NSS) requirements and responding to the Icebreaker Collaboration Effort (ICE Pact) opportunity. Davie's statement noted that its modernization program is essential for delivering seven heavy icebreakers and two hybrid ferries under Canada's NSS. The construction strategy involves plans for six new buildings, refurbishment and modernization of five existing structures, waterfront upgrades, and the creation of a new assembly hall and launch pad. The company also outlined plans for a comprehensive utility infrastructure upgrade, the installation of overhead traveling cranes for ship module construction, and the integration of new plant equipment and machinery. The project is supported by $519 million in financing from the Québec government, forming part of an $840 million expansion budget. The Davie release highlighted Pearlson's history of designing and developing facilities for shipbuilding and repair companies such as BAE Systems, Austal USA, and Fincantieri Marine Group. *(Source: Workboat)*

KONGSBERG MARITIME TO DELIVER SHIP DESIGN AND TECHNOLOGY FOR SIX HYBRID PSVS

Kongsberg Maritime is proud to announce a partnership with Compagnie Maritime Monegasque (CMM), which was ranked first in Petrobras' prestigious tender for six state-of-the-art, hybrid large multipurpose 5,000 DWT Platform Supply Vessels (PSV) with oil spill recovery capacity. This ranking positions CMM to secure firm 12-year charter contracts with Petrobras for the newbuilds, which will play a key role in supporting the company's offshore operations. Kongsberg Maritime will provide an innovative ship design and an integrated equipment package that ensures exceptional vessel performance. The 92-metre UT7420 Hybrid PSV is the latest generation of

Kongsberg Maritime's successful UT design range. They will each feature advanced design, cutting-edge technology, and hybrid propulsion systems that will contribute to a substantial improvement in fuel efficiency compared to conventional vessels. The vessels are designed to be upgraded to ethanol fuel, enabling further reduction in carbon emissions by up to 70% once the upgrade is executed. With a strong Brazilian presence, Kongsberg Maritime has supported the country's offshore industry for decades, delivering designs for more than 50 offshore vessels built in Brazil. Additionally, the company has delivered mission critical equipment and key systems to many other vessels built in Brazil and today employ more than 200 people locally. This latest project will also create new employment opportunities within Brazil, reinforcing Kongsberg Maritime's commitment to supporting the country's maritime sector while advancing sustainable offshore operations. Atle Gaasø, Sales Director Offshore, Kongsberg Maritime, said: "This project represents a significant step forward in sustainable offshore operations. Our innovative platform supply vessel design, combined with advanced hybrid propulsion and integrated solutions, ensures unparalleled fuel efficiency, safety, and sustainability." "Our longstanding presence in Brazil, with more than 50 offshore vessels built and a dedicated team of over 200 engaged employees, enables us to deliver tailored solutions that meet the specific needs of Petrobras and CMM. In addition, our experience and capabilities position us to effectively support Enseada Shipyard in achieving the high standards required for this transformative project." Christophe Vancauwenbergh, CEO of Compagnie Maritime Monegasque, added: "Kongsberg Maritime's innovative ship design is integral to achieving our vision for more efficient and sustainable offshore operations. Their expertise and Brazilian presence have been critical to the success of this bid, and we are optimistic about final confirmation of the tender." CMM is a Dutch-Brazilian maritime group with its operational headquarters in Rio de Janeiro. Specialising in offshore and shipping operations, CMM combines international expertise with a deep commitment to sustainable innovation in the maritime industry. *(Source: Workboat365)*

MAC LAREN GROUP HAS BEEN SEEKING PARTNERSHIPS WITH COMPANIES FOR AN INTEGRATED MODEL. FLOATING DOCK IS IN THE SCOPE

Mac Laren has been investing in the 'One Stop Shop' concept and bringing together specialized companies from different areas of activity to offer naval maintenance and repair in a single location. The project aims to transform the group's facilities in Rio de Janeiro into a center of excellence for maintenance and repairs, promoting the integration of services and strengthening the maritime industry. The platform will have service providers with multiple skills in order to offer an integrated, efficient and sustainable solution for maritime assets. The first step was taken with the signing of a letter of intent with the Danish company Vestergaard Marine Services (VMS), whose facilities will be located within Mac Laren, where a new workshop will be built. The Mac Laren group currently has two units in Niterói (RJ), one on Ilha da Conceição and another on Ponta D'Areia, totaling more than 100 thousand square meters of area and 886 meters of quay. The director

of new business development at Mac Laren (RJ), Ronaldo Melendez, believes that this is an innovative initiative in Latin America. Melendez says that the project includes the arrival of a floating dock with the capacity to serve the most diverse profiles of offshore support vessels (OSVs), providing a complete infrastructure and corrective, preventive, predictive maintenance services and modernizations. Melendez says that the model, with management concentrated at Mac Laren, has the potential to break industry paradigms, adopting more predictive maintenance, increasing the predictability of when and what the demands of shipping companies will be. According to the director, the group has sought to attract national and international partners and there is still room to include, for example, providers of diving, electrical, dynamic positioning (DP) services or other potential demands that may arise. The company has been reiterating that it believes it has a multidisciplinary profile to absorb and serve various businesses in the market. In November, it was announced that the consortium formed by Mac Laren (RJ) and Ecovix qualified for the next stages of the Transpetro bidding process, launched in July, which foresees the construction of four Handy class vessels. The tankers will have a gross tonnage of 15,000 to 18,000 tons (DWT) and will be used to transport light products. If the result is approved, the hulls will be built at the Rio Grande Shipyard (RS), owned by Ecovix, and the final construction will be at Mac Laren, in Niterói. *(Source: Sinaval)*

DAMEN DELIVERS SECOND OPV 2600 TO PAKISTAN NAVY

Collaboration between the two parties advances with MoU. Damen Shipyards Group has delivered the second in a series of two Offshore Patrol Vessels (OPV) 2600 to the Pakistan Navy. The vessel, named **PNS Yamama**, follows the delivery of the **PNS Hunain** in summer 2024. This latest delivery marks a milestone moment in a long-term relationship beginning with Damen's earlier construction of the two Yarmook Class vessels, based on the Damen OPV 1900, in 2020. The handover ceremony for the **PNS Yamama** took place on 17th December at Constanta in Romania. The second batch OPVs feature a displacement of 2600 tons and are 98 metres in length. They are suited to a wide

range of maritime operations including maritime security and military operations other than war. The vessels are capable and equipped to undertake sustained operations in contested environments with resilience, flexibility and adaptability. Speaking during the ceremony, Vice Admiral Muhammad Faisal Abbasi, said, "The Offshore Patrol Vessels project is an ultimate success not only for Pakistan but for Damen, the Galati Shipyard and all co-makers involved in the conception, design, construction and commissioning of the four OPVs. I am confident that the collaboration between the Pakistan Navy and Damen will further extend to new avenues for shared gains." The OPV project has brought both the Pakistan Navy and Damen to new levels of enhanced cooperation in diverse fields. The delivery of the fourth OPV comes at a time of increasing collaboration as the two parties signed a memorandum of understanding (MoU) during the International Defence Exhibition and Seminar (IDEAS) in Karachi in November. The MoU demonstrates Damen's commitment to supporting the Pakistan Maritime Science and Technology Park (PMSTP), an initiative recently unveiled by the Pakistan Navy. With the creation of a central hub close to the University of Bahria, Karachi, the PMSTP looks to foster collaboration between the authorities, industry and researchers, towards innovation and advancement in maritime technology. As part of its scope as a PMSTP partner, Damen will be supporting the establishment of a local service centre to provide maintenance and services to Damen vessels operating in the region, such as the Pakistan Navy's OPVs. Damen will collaborate with local businesses on shipbuilding projects, leveraging the advanced design and engineering capabilities it will develop as a partner in the PMSTP, enabling the joint design and development of new vessels for the Pakistan Navy. Damen Regional Sales Director Stephan Stout said, "The PMSTP initiative aligns well with Damen's way of working. Wherever we are operating in the world, we look to cooperate with local governments, industry, and education and research institutes. We believe that, in this way, our shipbuilding projects can provide a boost to domestic industry and local employment, while at the same facilitating the development of a strong local supply chain. We're looking forward to collaborating with our partners in Pakistan and playing our part in advancing a sustainable maritime industry in the country for the long-term." *(PR-Damen)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Med Marine set to expand its fleet with the launch of the MED-A2360 Tugboat*
   - *Busy eight months of successful operations for Europe's first fully electric tug*
   - *Damen RSD Tug 2513 named Med Aldebaran in Tug Malta ceremony*
   - *Enap and SAAM launch Latin America's first electric tug in Turkey*
   - *Damen signs LOI with Herman Sr. for new Multi-Purpose Vessel 4916*
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)
   - *Dick van der Kamp Shipsales from Holland is selling: "Berry C" (new)*
3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem (new)*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*
   - *SCRA - Casablanca by Jasiu van Haarlem*

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