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

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MIDWEEK-EDITION

## TUGS & TOWING NEWS

### *MED MARINE CELEBRATES THE DELIVERY OF MED-A3200 SERIES TUG TO P&O MARITIME LOGISTICS*



MED MARINE is proud to announce the successful delivery of its latest MED-A3200 series tugboat to P&O Maritime Logistics. The delivery was celebrated in Istanbul on January 30, marking another milestone in the ongoing partnership between the two companies. Named '[P&O Africa](#)' by her owners, this 32-meter RAstar 3200-W Escort Tug

combines strength and reliability, achieving a remarkable 80-ton bollard pull. Meeting FIFI 1 Class standards, the vessel is equipped with advanced firefighting systems, gas detection sensors, and emergency shutdown

protocols, ensuring swift and efficient action in the face of potential threats. Armed with a forward escort winch, an aft winch, and an aft towing hook, '[P&O Africa](#)' is engineered to perform a wide array of maritime tasks—from ship handling and towing to escorting, mooring, and emergency response. With her robust design and state-of-the-art equipment, she is poised to navigate even the most challenging and demanding maritime environments with unmatched reliability. *Technical*



the most challenging and demanding maritime environments with unmatched reliability. *Technical*

*specifications of the tugboat:* Length: 31,80 m; Draft: 6,05 m; Depth: 5,57 m; Bollard Pull: 80 tonnes; Speed: 12,5 knots; Crew: 10 persons. (PR-Med Marine)

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## EYMARD DELIVERS Mv. SOARING EAGLE TO COLONIAL TOWING



Colonial Towing Inc., the marine fuel subsidiary of Colonial Group, headquartered in Savannah, Ga., recently took delivery of a new towboat, mv. **Soaring Eagle**. Colonial Group, one of the largest independent oil companies in the United States, is a family-owned entity consisting of a variety of subsidiaries involved with wholesale petroleum marketing, liquid and dry bulk terminal storage, fuel and lubricant distribution, marine bunkering and other related services across 34 states. When the company

was founded in 1921 as the American Oil Company, it was Savannah's first independent petroleum wholesaler. The company was acquired by Standard Oil Company of Indiana in 1933, and it re-emerged a year later as Colonial Group Inc. Leading the company today is President and CEO Christian Demere, the great grandson of founder Raymond Demere and son of Robert Demere Jr., current chairman and former president and CEO. The company employs more than 1,800 people. The mv. **Soaring Eagle** was built by Eymard Marine Construction & Repair at its yard on the Harvey Canal, just across the Mississippi River from New Orleans. The Entech-designed vessel is a 1,600 hp., open-wheel, twin-screw towboat that measures 67.5 by 28 feet and draws 8 feet when fully loaded. The **Soaring Eagle** departed New Orleans shortly after Christmas Day and headed east on the Gulf Intracoastal Waterway. With a lock on the Okeechobee Waterway closed to navigation, the crew aboard the mv. Soaring Eagle had to go through the Florida Keys and up the east coast of Florida, with a stop in Miami due to weather. "We're looking to get into Savannah Friday evening," said Travis Moran, captain aboard the **Soaring Eagle**, in a January 8 phone interview. "The boat's been running good. Eymard built a solid boat." The **Soaring Eagle** is the fourth vessel in Colonial Towing's fleet. The vessel will primarily work between Charleston, S.C., and Jacksonville, Fla., pushing a new tank barge that Conrad Industries delivered to Colonial last year. Colonial Group's crest features an eagle with its wings spread. Building on the eagle symbolism, the company each year recognizes an

employee who has played a significant role in shaping company culture and reinforcing company values. “The boat is named in honor of the past and future recipients of the Robert H. Demere Jr. Soaring Eagle Award,” said Gary Gale, manager of marine fuels for Colonial Towing. The towboat, besides its nameplates, features a metal soaring eagle affixed to the second cabin. Will Easton, a New Orleans graphic designer, designed the soaring eagle, which was produced by MPress Printing. *Soaring Eagle Specs* Capacities aboard the mv. **Soaring Eagle** are 18,400 gallons of fuel, 4,361 gallons of water, 435 gallons of lube and 277 gallons of gear oil. The Soaring Eagle has four flanking rudders and two steering rudders. The main engines are two Cat C-32 Tier 3 units, each producing 800 hp., from Louisiana Cat. The engines turn Sound 68- by 57-inch wheels on 7-inch shafts with Duramax seals and bearings. Twin Disc MGX5321 gears from Sewart Supply provide a 5.96:1 reduction. The engines are cooled by a Duracooler system. The mechanical-over-hydraulic steering system and engine alarms are from Hydra Force. The auxiliary equipment is powered by two John Deere 65 kw. generators. **Soaring Eagle’s** wheelhouse affords the pilot an eyelevel of some 30 feet and is fully stocked with communication and navigation equipment from Wheelhouse Electronics, including two Furuno radars, a 12 kw. BB radar, two Furuno 6-foot antennas, two Nauticomp 19-inch marine monitors, a Furuno sounder system, a Furuno AIS system, three iCom VHF radio rear mics, three Shakespeare VHF antennas, a Standard hailer with intercom, a Rose Point ECS + Inland, an Airmar, 220WX weather station, a KVH TV1, satellite TVRO and a Furuno SC70 satellite compass. The second deck contains rooms with four double-bunk berths and an adjoining bathroom between each pair. In the galley is an electric range, a side-by-side refrigerator and freezer, granite countertops and Spanish cedar cabinets. Deckhouse flooring features Flexcore vinyl and FRP paneling throughout. One unusual feature, for an inland towboat at least, are the two 40-ton Patterson winches on the bow and two 20-ton Patterson winches on the stern required for towing on the Atlantic Intracoastal Waterway. The hull is protected by Schuyler fendering. *(Source: The Waterways Journal)*



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## *DP TECHNOLOGY DEVELOPED FOR ADVANCED TOWAGE*



Tugboats can be automatically commanded by dynamic positioning technology when towing and positioning floating offshore structures. Kongsberg Maritime has developed digital technology to make towing and maneuvering large offshore and marine construction structures more efficient by co-ordinating multiple tugs and vessels. The Norwegian group has introduced

Tow Assist, which uses dynamic positioning (DP) technology and operational analysis to improve situational awareness, safety and efficiency throughout all stages of the towing operation. This builds on the K-Pos DP system, enabling unpowered floating structures to become DP-enabled during complex towing operations by calculating and distributing the optimal allocation of the connected vessels. Kongsberg primarily developed this technology to be used to tow huge floating wind turbines to remote offshore fields, but it can also be deployed on other large offshore and marine structures. It successfully trialled Tow Assist in the North Sea in 2024. This system provides real-time situational awareness through graphical guidance for precise and efficient towage and positioning. Information is displayed on the lead towing vessel that can automatically command other tugs involved in towing, maneuvering and positioning the floating offshore structure. This enables automated towages, and provides insights to towage masters and vessel captains who could remain in control of the operation. This DP-based technology was unveiled as Kongsberg Maritime presented a range of innovations, designs and methods to transform and industrialize the transport and installation (T&I) of floating offshore wind turbines. “We aim to offer a full package of equipment and technology, from the point the floating turbines leave their assembly site to the moment they are connected to the power grid,” said Kongsberg Maritime senior vice president of business concepts, Gunnar Thorsen. “Our new methods for anchor tensioning, mooring installation, tow-out and cable pull-in will represent a big leap forward in the industrialization of floating wind installation,” he said. “They are also applicable to other offshore energy structures, so our investment in these novel solutions will also be relevant and benefit oil and gas-related operations.” These new solutions will streamline the entire process, from anchor and mooring installation through to electrical cable pull-in, ensuring turbines are ready to be connected to energy grids, and offer a comprehensive solution for the floating offshore wind market. Kongsberg’s naval architects have developed new vessel designs for efficient large-scale mooring and installation operations. Its equipment teams have developed an integrated tensioning concept, including permanent-magnet winches, for safe mooring line hook-up operations and increasing the operational weather window. Kongsberg also developed a new method for cable pull-in operations using digital devices on a floating structure to speed up the overall rate of installation of the windfarm array and reduce risks for offshore engineers. “At present, cable pull-in operations require mobilizing equipment such as winches, power packs and fuel tanks on the floating turbine,” said Mr Thorsen. “Personnel must be on board the floater after it has been hooked up to perform the cable pull-in,” he explained. “However, with the new, patented method, all necessary equipment is placed on the vessel, significantly reducing the complexity and risk associated with the operation. This new approach offers several advantages, including enhanced safety by reducing the number of people on board the floater to a minimum during the pull-in operation. “Equipment lifting operations

and personnel transfer are minimized which allows operations to continue in harsher weather conditions. This is crucial for maintaining year-round productivity and speeds up the overall rate of installation of the windfarm array.” (Source: *Riviera by Martyn Wingrove*)

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### KEEL LAID ON FIRST ELECTRIC TUG FOR SINGAPORE

A shipyard in Indonesia has started constructing a fully electric tug as part of a Singapore-backed project to cut emissions from ship manoeuvring. PaxOcean Batam, in Indonesia, has laid the keel of what will become a battery-electric tugboat with an expected bollard pull of 50 tonnes when it is completed in Q1 2026. This project is part of



the Coastal Sustainability Alliance (CSA) activities in Singapore and Indonesia to reduce emissions from harbour operations, which includes introducing zero-emissions towage. CSA, led by Kuok Maritime Group (KMG) celebrated laying the keel for this PXO-ACE-1 tugboat on 5 February as the alliance also launched its first fully electric supply boat. This project is backed by the Maritime and Port Authority of Singapore (MPA) to attain its goal of minimising emissions from port and marine activities, and is supported by the MPA Maritime Innovation and Technology Fund. Once the hull of this electric tug is built, it will be mobilised to Singapore for the rest of its assembly. It will then be commissioned, its technology tested and will undergo sea trials before delivery. Pacific Workboats will operate this vessel, which will be classed by Bureau Veritas and become the first battery-electric harbour tug to operate in Singapore. **PXO-ACE-1** electric tug will incorporate advanced technologies for propulsion, energy storage and battery management systems. Product development is supported by digital twin models developed by CSA’s research collaborators to ensure this electric tug meets operational requirements within the Port of Singapore. Also on 5 February, CSA celebrated the launch of its first fully electric supply boat as part of the MPA’s drive for energy-efficient methods of supporting shipping within the nation’s territorial waters. This PXO-EXL-1 electric supply boat will be dual-classed by Bureau Veritas and RINA and will be ready for sea trials and operations near the end of this year. It was designed with operational insights from harbour craft owners to deliver up to 40 tonnes or 60 pallets, with range extension for remote deliveries to optimise deliveries and reduce marine traffic. CSA said its efficient hull design and

optimised marine logistics mean this “vessel can achieve 60% energy savings over a conventional lighter making multiple trips, providing significant cost and carbon emissions reduction for the industry.” It will have an energy storage system, a battery management package and a back-up generator set prepared to use zero-carbon fuels when they are available. CSA will bring together international shipping agencies to explore off-taking arrangements and trial the electric supply boat after its completion and commissioning. “Today, we witnessed the fruits of industry and researchers’ partnerships and collaboration in driving maritime decarbonisation, and advancing energy-efficient solutions for maritime Singapore,” said MPA’s assistant chief executive for industry and transformation, Kenneth Lim. “MPA is committed to working with industry partners such as CSA to achieve Singapore’s sustainability and decarbonisation goals.” CSA chair and PaxOcean Group chief executive and managing director, Tan Thai Yong, said the launch of the PXO-EXL-1 e-supply boat “is a testament to our commitment to decarbonising Singapore’s coastal logistics ecosystem.” He said it demonstrates what CSA can achieve when industry players, researchers and regulators come together to innovate and collaborate. “The launch of this vessel, together with the keel lay of the PXO-ACE-1 electric tug, bring us closer to achieving a green and operationally efficient maritime sector.” *(Source: Riviera by Martyn Wingrove)*

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### *THE SEAMAN OF A TOWING COMPANY IS NOT ONLY REQUIRED TO PROVIDE PORT SERVICE*

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Fratelli Barretta announces victory in the Supreme Court on the appeal of two dismissed employees for refusing to perform work at high altitude. “The refusal of seafarers to perform an extra-port service constitutes a breach of contract that justifies dismissal.” This is what the Brindisi-based towing company Fratelli Barretta says, following two Supreme Court rulings (published by the

company, with names obscured) which saw it prevail, as in the previous levels of judgment, regarding the appeals of two sailors against the dismissal given to them, as stated in the ruling, “following two disciplinary disputes imposed for the refusal (at two different times) to carry out services consisting of work outside the port of Brindisi (so-called offshore)”. According to what was reconstructed by Fratelli Barretta and confirmed by the Supreme Court, the seafarers justified the refusal by appealing to the fact that the company’s concession is limited to the port service. For the judges, however, “the evaluation of the enforceability of the work performance must be conducted on the basis of the contractual obligations that bind the parties (and therefore on the specific Ccnl of the category), not being able to invoke any type of binding force to the administrative act between the parties involved in the discipline of the subordinate employment contract”. In particular, the Court of Cassation ruled that “the possibility of employing the workforce in extra-port services is not excluded, either directly or indirectly, by articles 327 of the Italian Navigation Code and 172-bis of the Italian Navigation Code (concerning recruitment for multiple ships of the same shipowner)”, rejecting “the worker’s thesis regarding the sole voluntary nature of the performances on the high seas, because it conflicts with the provisions contained in the collective bargaining agreement of the category”. The Ccnl, in fact,

provides for “the possibility for the shipowner to assign crew members to a service other than that for which they were embarked, provided that it is not inappropriate for their rank and qualification, the allowance for offshore service, a specific union procedure to overcome any difficulties in reaching an agreement on compensation for offshore services”. Finally, the ruling specified that “the recruitment contract, as the source of the employment relationship stipulated between the shipowner or owner of the vessel and the maritime personnel, is not conditioned by the content of the maritime concession that may exist in favour of the shipowner”. For the Apulian company, “This decision represents an important precedent in maritime labor law, clarifying the boundaries between the worker's obligation of obedience and the rights of the company, strengthening the position of maritime companies in the operational management of personnel, requiring workers to be flexible and to respect contractual obligations.” (*Source: Shipping Italy*)

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## TAIFUN WITH BARGE SPOTTED

Last week a special tugboat was spotted by one of the readers during a transport of a pontoon. The well-known tugboat built in 1956 by a very well-known shipyard of building tugboats. We see in the picture the tugboat Taifun with a very special history. Built under yard number 501 at the Scheepswerven v/h H.H.



Bodewes – Millingen; Netherlands for the famous tugboat company L. Smit & Co's Internationale Sleepdienst Maatschappij – Rotterdam named **Pollux** as a red band funnel tug. In 1972 she was transferred to Smit Internationale Havensleepdiensten BV – Rotterdam. In 1974 she was sold to Sleepdienst & Transportonderneming Gerrit J. Eerland Lcm Zn – Rotterdam and renamed **Eerland 21**. In 1992 she was re-engined with a GM diesel of 496 kW (675 bhp) and refitted with the wheelhouse of the tug **Mars II**. In 2002 she was transferred to Smit Transport Europe BV – Rotterdam and the same year sold to Ulrich Harms GmbH & Co, - Hamburg; Germany and renamed **Biber**. In 2007 she was sold to Lührs Schiffahrt OHG (Robin & Jonas Lührs) – Hamburg and received its current name **Taifun**. She has a length of 21,32 mtrs a beam of 6.02 mtrs and a depth of 2.80 mtrs. Her first engine was a K.H.Deutz with an output of 213 kW (290 bhp). She is shown in the photo, considering her age, in very good condition. (*Photo: Wim Plokker*)

## ANNA – ANOTHER FINE PICTURE OF A SMALL TUG



The tugboat **Anna** is owned by L.J. Ernst and E.J.M. Bijleveld from Hoogmade. The ship was built in 1946 by the Van Duivedijk shipyard in Ouderkerk aan de Amstel. Originally, the engine room was filled with an 80 hp Kromhout engine. In 1980, this was replaced by a 153 hp Scania engine (type D11R832107, number 892107).

*The dimensions of the Anna*

*are:* Length: 10.25 meters; Width: 3.45 meters; Draught: 1.50 meters. This beautiful, small tugboat has always been neatly maintained by Jos Ernst and has a neat paint job. *Previous owners and ship names:* 1946 – **Nama** | M.W. van de Bogaard, Beneden Leeuwen; 1951 – **Harold** | G. den Heeten & Co, Leiden; 1951 – **Cora** | B.J.T. Baay, Tholen; 1963 – **Forward II** | B.C. van der Klooster, Zwijndrecht; 1963 – **Elly** | C. Leeuwestein, Sliedrecht; 1964 – **Co Hermke** | A.J. Hartman Gzn, Hasselt; 1980 – **Perseverance II** | Th. Zijda, Hasselt; 19?? – R.J.J.A. & L. Thomassen, 's-Hertogenbosch; 1990 – Reinier Raukema, Koudum; 1998 – **Anna** | F.P. Schutter & C. de Dubbelden; 2004 – **Anna** | L.J. Ernst & E.H.M. Bijleveld. (Source *Vereniging de MotorSleepboot (VDMS)*; Photo: *Jan Weij*)

## PT DUMAS SHIPYARD DELIVERS TWO MOORING BOATS TO AMMAN

PT Amman Mineral Nusa Tenggara (AMNT), a subsidiary of PT Amman Mineral Internasional Tbk, has taken delivery of two new RAmblar 1400 mooring boats, named **Amman Khatulistiwa 01** and **Amman Khatulistiwa 02**, according to Robert Allan's release. The vessels were built by PT Dumas Shipyard and the construction was supervised by PT IMEC International Services (IMEC), which provides project management



and naval engineering services for AMMAN. Designed for operation at the port of Benete in West Nusa Tenggara, Indonesia, the boats will primarily handle mooring lines for large LNG ships. Their capabilities also include line towing, pushing, and oil spill recovery. During sea trials, the boats exceeded the required performance standards. The vessels feature a single chine hull for enhanced stability and simplified construction. They are equipped with a rope guard cage to protect the



wheelhouse and have lower bulwarks aft to prevent towline fouling. For oil spill recovery operations, a dedicated deck space is available for deploying a skimmer. Propulsion is provided by two Caterpillar C7 diesel engines, each rated at 209 kW. The boats are also equipped with a single generator and large battery banks to power essential systems. PT Amman Mineral Internasional Tbk is a holding company involved in exploration, development, mining, processing, smelting, and refining operations in Indonesia. Robert Allan Ltd. is a Canadian naval architecture firm specializing in the design of various vessel types, including tugs, ferries, and research vessels. *(Source: PortNews)*

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## ACCIDENTS – SALVAGE NEWS

### RARE VESSEL SINKS EN ROUTE TO FAMED BOAT FESTIVAL IN AUSTRALIA



A rare vessel has sunk off Tasmania due to mechanical failure on its way to a wooden boat festival, forcing its crew members to scramble to safety. Police were called to the 20-metre 1958 pilot cutter MV **Goondooloo** about 3.45pm yesterday after the vessel began taking on water in the D'Entrecasteaux Channel, near Whale Boat Rock in Tasmania. The two crew, a 50-year-old

woman and 59-year-old male both from Hobart, were sailing from Port Huon to Hobart to participate in the Wooden Boat Festival when the incident took place. The vessel was only one of three of its type and had previously served as a pilot vessel on Sydney Harbour. As it quickly began to sink, the crew members took to marine radio, an EPIRB and mobile phone to raise the alarm and provide information to emergency services. Two police vessels rushed to the scene but the boat couldn't be saved and sank soon after. The crew was rescued by police and had been wearing life jackets along with having safety equipment. No one was physically injured in the incident. Hobart Police Acting Inspector Danny Jackson said the incident should be a warning for others on the water to wear life jackets, take the proper safety precautions, and remember to let someone know travel destinations and times. *(Source: INews)*

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## CHINESE BULKER RUNS AGROUND IN A STORM OFF SAKHALIN

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A Chinese bulker has gone aground on the shores of Sakhalin Island in the Russian Far East, and first responders have not yet been able to reach the scene. Videos released by state media show that the Chinese bulker **An Yang 2** is hard aground on a rocky shore just south of the port of Nevelsk, on the southwestern end of Sakhalin. The vessel is exposed to heavy wave action and is broadside to the surf zone. Because of rough conditions from a winter storm,



salvors have not yet been able to reach the ship to evaluate its condition, said regional governor Valery Limarenko in a statement on the Russian social media application Telegram. "A high alert regime has been introduced in the district," he said. Bystander photos show that the vessel's starboard anchor is deployed. The crew are still aboard and are reportedly safe, and local authorities are in contact with them as they discuss next steps. According to the Ministry of Emergency Situations, **An Yang 2** has 1,000 tonnes of coal in her holds, along with 56 tonnes of diesel and 700 tonnes of fuel oil. No pollution has been reported. "The main task now is to eliminate environmental risks. All necessary measures are already being taken," said Limarenko. "This is not the first case: in 2021, another Chinese ship ran aground in the Kholmsky District. Then its owners refused to solve the problem, shifting all costs to the region." **An Yang 2** is a 2010-built bulker of 56,000 dwt tonnes, owned and managed by a shipping company in Hainan. It is the second major casualty in Russia in two days. On Sunday, a tanker partially sank at the pier after an engine room explosion at the port of Ust-Luga, near St. Petersburg. Watch the video [HERE](#) & [HERE](#) (Source: Marex)

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## RUSSIA PROBES EXPLOSION ON OIL TANKER

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An explosion occurred on Sunday in the engine room of the "**Koala**" oil tanker at Ust-Luga port in northwest Russia, forcing the crew to evacuate. The blast did not cause any oil spills or threaten the ship's stability. An explosion Sunday on an oil tanker at a port in northwest Russia forced the crew to

evacuate and was being investigated, the country's federal shipping agency said. The Rosmorrechflot maritime and river transport agency wrote on Telegram that "an explosion took place in the engine room" of the "**Koala**" in Ust-Luga port west of Saint Petersburg on Sunday morning. It said the crew fled the vessel but the blast did not cause "a spill of the cargo or a leak of oil products" and there was

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no risk of the ship sinking. "The appropriate agencies are investigating the incident," it said, and the ship's condition would be inspected. Ship tracking site Vesselfinder showed that the **Koala**, built in 2023 and flying the Antigua and Barbuda flag, arrived at Ust-Luga on Thursday. Russia's Baza Telegram channel wrote that the ship is carrying 130,000 tonnes of heavy fuel oil. Two tankers carrying oil were wrecked in the Black Sea in December causing a massive spill of fuel that is still washing up ashore. The United States in January designated more than 180 Russian ships it assesses to be part of Russia's "shadow fleet" exporting crude oil despite Western sanctions. The Koala is not on this list. Ukraine's security services in January claimed to have used drones to strike a fuel terminal at Ust-Luga, saying that "through it, Russia sells oil and gas with the help of the 'shadow fleet'". (Source: ANews)

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## ADVERSE WEATHER OBSTACLE TO MARITIME TRANSPORTATION

Today's, 7<sup>th</sup> February 2025, 6 trips of sea buses operated by Bursa Metropolitan Municipality between Bursa and Istanbul were cancelled due to adverse weather conditions. In Çanakkale, some ferry trips planned for today on the Kabatepe-Gökçeada Line were cancelled. According to the announcement on the Bursa Sea Buses (BUDO) website, the Bursa (Mudanya)-Istanbul



(Eminönü/Sirkeci) trips at 13.30 and 16.45 and the Istanbul (Eminönü/Sirkeci)-Bursa (Mudanya) trips at 14.00 and 17.00 will not be operated due to adverse weather conditions. For the same reason, the 14.00 Istanbul (Eminönü/Sirkeci)-Armutlu (İhlas) and 15.25 Armutlu (İhlas)-Bursa (Mudanya) flights will not be operated. BUDO's 6 flights today were also cancelled for the same reason. *Some ferry services in Çanakkale have been cancelled.* Due to adverse weather conditions in the north of the Aegean Sea, some ferry services planned for today on the Kabatepe-Gökçeada Line in Çanakkale were cancelled. In the statement made by GESTAŞ AŞ, which provides transportation between the Dardanelles and the islands, it was stated that today, there will be trips from Gökçeada at 18:00 and 22:00 and from Kabatepe at 20:00 on the Kabatepe-Gökçeada Line. In the statement, it was announced that the 13:00 flights from Gökçeada and 15:00 flights from Kabatepe were cancelled due

to adverse weather conditions. (Source: *Deniz Haber*)

## AN ACCIDENT WHILE MOVING A PATROL BOAT UNDER CONSTRUCTION IN GDAŃSK



An accident occurred during the operation of moving the first of two new patrol vessels for the Finnish Border Guard (Rajavartiolaitos), which is being built by Baltic Operator Sp. According to information provided to our editorial office, the hull of the vessel automatically slid into the water, contributing to the partial sinking of the barge **Carrier 8**. The hull of the patrol vessel was buoyant, which is why it remained

afloat and is currently being secured by the pushboats **Nosorożec G-01** and **Nosorożec G-02**. There is currently no information on whether the hull of the patrol vessel was also damaged. According to our sources, several people on the barge may have fallen into the water during the incident. There is no information about casualties at this time. We will return to the accident on the Martwa Wisła River after obtaining more detailed information. Baltic Operator Sp. z o. o. acts as a subcontractor of the Finnish shipyard Meyer Turku Oy from Turku, which is responsible for the implementation of the contract with Rajavartiolaitos. According to the contract signed in December 2022, Baltic Operator is responsible for the construction of partially equipped hulls of two patrol vessels, which will be completed and equipped in Finland. Construction of the first of these units began on Ostrów Island in Gdańsk on December 12, 2023. (Source: *Portal Morski*; Photo: *Sławomir Lewandowski*)

## SALVORS RECOVER SIGNIFICANT AMOUNT OF LIQUID FROM TANKS ON MANAWANUI

A further milestone in the removal of diesel fuel and other pollutants from HMNZS **Manawanui** has been reached with the salvors' barge returning to Apia to unload tanktainers of liquid completing the second cycle of removal, according to New Zealand Defence Force (NZDF) release. After 17 days of intensive work, salvors have successfully



recovered a significant amount of liquid from tanks. HMNZS **Manawanui** ran aground in Samoa

whilst conducting a hydrographic survey of a reef on Saturday October 5. The ship sank on Sunday, October 6. “The salvors have recovered a significant amount of liquid from tanks on the Manawanui after operating above Manawanui for the past 17 days,” NZDF senior national representative for operation resolution, commodore Andrew Brown said. The salvors have pumped liquid from the larger and more accessible tanks, and are now moving to harder to reach, and smaller, tanks. Commodore Brown said, at this stage of the operation the salvors’ divers need to cut access into the ship to reach the more difficult to get to tanks. There are 54 tanks of various sizes on the ship. Some contain diesel fuel, some lubricating oil, and some water, wastewater (or greywater), and bilge water. NZDF Senior National Representative for Operation Resolution, Commodore Andrew Brown, praised the progress made so far. “Just over 340,000 litres of liquid has been recovered from **Manawanui**. Of this we estimate 320,000 litres of diesel fuel mix has been recovered from the ship’s diesel fuel tanks. This liquid is a mixture of diesel fuel and seawater. Volumes recorded on the barge can fluctuate as liquids, including fuel, are subject to expansion and contraction with heat.” “The amount of diesel fuel in the liquid recovered won’t be known until the liquid is processed, although the majority of the volume of liquid recovered so far is assessed to be diesel fuel,” he said. “In addition to the liquids from the diesel fuel tanks, the salvors have recovered around 18,000 litres of lubricating oil from oil storage tanks within the ship.” Brown said, with the diesel fuel and other pollutants removal well underway, the focus is now shifting to what’s next for **Manawanui**. The Samoan and New Zealand Governments are working closely together to identify what these next steps are. “The New Zealand Defence Force and the salvors maintain an absolute focus on protecting coastal and marine environments. As we progress toward the completion of the diesel fuel and other pollutants removal, it is extremely important we remain focussed on doing a careful and thorough job. New Zealand remains absolutely committed to doing the right thing,” he added. [HERE](#) (Source: *Shipping Telegraph*)

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## FOR THE GUANG RONG SHIP, THE FUEL RECOVERY PLAN BY F.LLI NERI CAN START

The fact that the engine room did not flood makes it less likely (but still possible) that the owner will declare a constructive total loss. The plan to 'reclaim' and remove the general cargo ship **Guang Rong** that ran aground on the coast of Marina di Massa on January 28 can proceed with the second phase, namely the emptying of fuel, after the anti-pollution booms had already been installed in recent days. The approval came after the last summit at the Prefecture and following the favorable opinion of the Coast Guard, which examined the intervention conceived by the company Fratelli Neri of Livorno, which deals with port and offshore towing but also with marine anti-pollution. The company, in fact, has been offering “specific activities for the protection of the coastal marine environment” since 1997 and “protects – as stated on its website – a part of the Italian coast with tugboats, reclaiming polluted areas in an emergency, and participating in a 'Contract for the Defense of the Sea' established by the

Italian Ministry of the Environment through the subsidiary Castalia Ecolmar”. No decisions have yet



been made on the rest of the recovery and removal operations of the hull. According to what SHIPPING ITALY has learned, the first inspections conducted on board have made it possible to ascertain that the engine room (the engine) of the ship does not appear to have been flooded during the sinking or in the days following and this

makes it less certain (although still possible, if not probable) that the shipowner (the company Sea Commander Srl of Chioggia) will declare a total constructive loss. The type of recovery that will be arranged will also depend on this decision: if the shipowner decides to keep the ownership of the Guang Rong and intends to put it back into service, a salvage contract will be drawn up; if instead he chooses to abandon the hull to its fate, declaring it a total loss (for reasons of economic convenience because the repairs to the ship would cost more than its commercial value), it will be up to the insurance companies (in this case the P&I Club – Steamship Mutual) to take care of and bear the costs of recovering the wreck. A decision should be made shortly to then proceed with the subsequent intervention phases. The next step, namely the removal of the approximately 100 tons of fuel on board, will take place through the preparation from land of a pumping system that will allow the bunker to be transferred from the ship to tankers that will be positioned for the occasion on land or on the pier whose terminal part was destroyed by the collision with the ship. Tommaso Pisino, commander of the Port Authority of Marina di Carrara since last October, had announced in recent days that "inspection operations have begun to identify the access areas and allow the removal of fuel on board". Attention is focused on the port side of the vessel, both the emerged and submerged parts, to check the condition of the hull and speed up the transfer of fuel. According to the Port Authority, there are currently no fuel spills, also thanks to the timely installation of floating and absorbent booms. The mayor of Massa, Francesco Persiani, expressed cautious optimism: "The situation is under control. It is positive that the ship has no leaks and that its structure is in order. The main tank has been reached and the diesel could be sucked through the manhole. The pipes have already been prepared on the dock and the vehicles are ready to intervene." The mayor also provided updates on the stability of the pier, specifying that "the investigations are ongoing. We have carried out inspections both above and below the structure and are awaiting the report of the structural engineer, who is acquiring the necessary documentation. In addition, we are awaiting authorization to carry out load tests on the pier, which would be essential for fuel extraction operations. We must ensure that everything happens safely, but our goal is to avoid downtime and proceed without interruption." Although the situation appears to be under control, the priority is to avoid the risk of spills, especially in the event of worsening weather conditions. The Coast Guard has requested satellite images to monitor the environment and prevent ecological damage. "From the beginning we have paid great attention to environmental aspects, with the support of divers, naval units and coordination between all institutions," reiterated Commander Pisino. The intervention plan includes, once the fuel has been drained, the evaluation of the hull stability and the possibility of towing the vessel to a safe area. Watch the video [HERE](#) (Source: Shipping Italy)

## ASPHALT TERANGA DISABLED TOWED TO MALTA



The Croatian built (2005) Asphalt/Bitumen **ASPHALT TERANGA** entering Grand Harbour, Malta on Saturday 8th February, 2025 after towed by tugboat **ST.ELMO** after engine failure while she was due to leave Bunkering Area. (Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))

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## NTSB SAYS INEFFECTIVE VOYAGE PLANNING LEAD TO CRANE HITTING MACKINAC BRIDGE

A captain and barge company managers not identifying that the crane they were towing was too high to pass under the Mackinac Bridge near Mackinaw City, Michigan led to the crane hitting the bridge, the National Transportation Safety Board (NTSB) said Monday. On May 7, 2023, the towing vessel **Nickelena** was transiting the Straits of Mackinac, while towing a deck barge, transporting a crawler crane, when the crane boom struck the main span of the Mackinac Bridge. The contact bent the crane boom backwards, causing the boom to eventually collapse onto the aft end of the barge. No injuries or pollution was reported. Damage to the Mackinac Bridge was estimated at \$145,000 and damage to the crane was estimated at \$665,000. The **Nickelena** was transporting a crawler crane with a 160-foot-long boom and a five-foot “rooster” sheave attachment on the deck barge to a construction project at

Sault Ste. Marie, Michigan. Before departure, managers from the towing vessel operating company visually estimated the angle of the boom to be between 50° and 60°. Using their visual estimation of the crane's boom angle and an estimate of the crane's boom length, both of which were incorrect, they believed that the boom was at a safe height for the transit. Investigators determined that the actual boom angle was about 62°, corresponding to a boom height of about 162 feet above the water. Given the



vertical clearance was 153 feet at the time of the contact, the crane was about 10 feet too high to transit under the bridge. Towing vessel operations are required to have a towing safety management system, or TSMS, which is a formal, documented system for owners and operators to ensure that rules and procedures related to safe operations are in place. Voyage planning would have been included in a TSMS. The vessel owners, Basic Towing, told investigators that they had a TSMS. However, there was no documentation that a navigation assessment was conducted before departure, and the captain took no additional actions to verify the tow was safe to transit the intended route after the towing company managers told him the tow was "ready to go". The NTSB determined the probable cause of the contact with the Mackinac Bridge was the captain's and barge company managers' ineffective voyage planning, which did not identify the crane being towed was too high to pass safely under the bridge. "For vessels and tows with high air drafts, such as crane barges, bridges pose a risk of overhead contact," the report said. "Operators should ensure they have the most accurate and objective data about the crane and bridge heights before getting underway. "Appropriate navigational resources such as the US Coast Pilot or navigational charts should be consulted by owners and operators when developing voyage plans to assess navigation risks and hazards, including the air draft relative to bridge vertical clearances along the intended route." (Source: Baird)

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## REMEMBER TODAY

### *S.S. AFRIC – 12<sup>TH</sup> FEBRUARY 1917*

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SS **Afric** was a steamship built for White Star Line by Harland and Wolff shipyards. She was of the Jubilee class, had a reported gross register tonnage of 11,948, and had a port of registry of Liverpool, England. **Afric** was launched on November 16, 1898, and was involved in shipping between Liverpool and Australia. **Afric** was the first of five Jubilee-class ships built by White Star Line for their new service to Australia, the others were **Medic**, **Persic**, **Runic** and **Suevic**. **Afric** was a single-funnel liner with a capacity for 320 third-class passengers on three decks, she also had substantial cargo capacity with seven cargo holds, most of them refrigerated for the transport of Australian meat. *Service history* **Afric** made her maiden voyage on 8 February 1899, between Liverpool and New York; this was considered a test run, and when she returned she underwent further work to prepare her for her intended career on the Australia service. She entered service between Liverpool and Sydney via Cape Town on 9 September 1899. During the Boer War from 1900 to 1902, **Afric** was used to transport troops and horses to South Africa on the outbound part of her journey, returning

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them to the UK on the return journey. Following the conclusion of the war, **Afric** settled into the



routine of normal peacetime service, which was mostly uneventful, except for one incident in November 1913 when she ran aground and became stuck on a sandbank in the River Mersey whilst leaving the Canada Dock at Liverpool. After several unsuccessful attempts to free her, she was eventually pulled off the sandbank by tugs at high tide after her cargo had been removed by barges to lighten

the ship. Following the outbreak of the First World War in 1914, **Afric** was requisitioned by the Australian government in October 1914 for use as a troopship and was given the designation HMAT (His Majesty's Australian Transport) **A19**. In April/May 1915, she was refitted at Sydney to carry 549 troops and 500 horses. She completed six troopship voyages up to November 1916, however on 12 February 1917 she was sunk in the English Channel after being torpedoed by the German submarine SM **UC-66**, whilst sailing outbound between Liverpool and Plymouth, 12 miles (19 km) south south-west of the Eddystone Lighthouse, there were 145 survivors, but 22 people lost their lives. *Wreck* The wreck lies at the position (49°59'N 04°18'W) at a depth of around 70 metres (229.7 feet), and has been filmed by divers. (*Source: Wikipedia*)



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## OFFSHORE NEWS

### TGS ADDS TO 4D STREAMER BACKLOG OFFSHORE NORWAY



Oslo-listed surveyor and seismic data specialist TGS has won two new contracts offshore Norway. The work scope covers 4D streamer acquisition projects, one in the North Sea and one in the Norwegian Sea, the company said Monday. The projects are scheduled to be acquired back-to-back, starting in June this year. They are estimated to

last about 80 days. The client and financial details of the new contracts that take TGS' 4D streamer summer backlog to six have not been disclosed. In mid-January, the company secured four 4D streamer contracts, three in the North Sea and one in the Barents Sea, with a combined duration of about 180 days. This was followed by two offshore wind site survey contracts offshore the UK. *(Source: Splash24/7)*

### CENOVUS HIRES DOF ANCHOR HANDLER DUO FOR A TOTAL OF SIX YEARS

Norwegian offshore vessel owner DOF has won deals for two anchor handlers for work in Canada. The company won contracts for the 2018-built **Skandi Minder** and **Skandi Mover** from Cenovus Energy. The former was hired for one year while the latter won a contract for five years. Financial details of the deals were not revealed. Both vessels will mobilise from the North Sea to Canada



later this quarter. The two vessels were formerly known as the **Maersk Minder** and **Maersk Mover**. They joined the DOF fleet after the company completed the acquisition of Maersk Supply Service late last year. The vessels were part of a series of six sister vessels. All six were delivered between 2017 and 2019 and DOF's fleet now holds five of these. *(Source: Splash24/7)*

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## CABLE LAYING VESSEL – ÎLE DE BATZ



For those who are regular users of the internet, they will have noticed that access, bandwidth, and speed to the worldwide web has got better over the past few years. Fans who keep up with the modern developments of international communications will be very much aware that this is solely due to the fact that South Africa has had an increase in the number of modern submarine communications cables that have landed around

South African shores, with the

two big ones in recent years being the Equiano cable and the 2Africa cable. With cables comes Cable Ships. On 27th January, at midday, the cable laying vessel **'Île de Batz'** (IMO 9247041) arrived off Cape Town, from Dunkerque in France. She proceeded into the Duncan dock and went alongside the outer berth of the Eastern Mole. Her promulgated programme registered her as yet another candidate for a Houthi forced diversion around the Cape sea route, and her call into the Mother City was for logistical purposes of bunkers, stores and fresh provisions. Built in 2001 by Hyundai Mipo dockyard at Ulsan in South Korea, **'Île de Batz'** is 141 metres in length and has a deadweight tonnage of 9,820 tons. She is a diesel electric vessel with both propulsion and domestic power being derived by four MaK 9M32 generators providing 4,320 kW each. Power for propulsion is transferred to two Alstom M26 HXD800-100/4 electric motors which provide 4,000 kW each to drive two nozzled Lips fixed pitch propellers, with two independent rudders, for an intervention speed of 15.4 knots. Her auxiliary machinery includes a single MaK 8M20 emergency generator providing 1,360 kW. For added manoeuvrability **'Île de Batz'** has a forward Lips retractable azimuth thruster providing 1,500 kW, two bow Lips transverse thrusters providing 1,500 kW each, and two stern Lips transverse thrusters providing 1,500 kW each. Her mix of propellers and thrusters gives **'Île de Batz'** a dynamic positioning classification of DP2. Her dynamic positioning is provided through an Alstom ADP DPII system which utilises, amongst other things, three gyro compasses, three differential GPS systems, and an underwater hydro acoustic positioning system. For her cable laying requirements, and her cable repair needs, **'Île de Batz'** is fitted with two cable tanks of 1,500 m<sup>3</sup>, and with each tank capable of holding 3,000 tons of submarine cable. She is also fitted with two additional reserve cable

tanks of 150 m<sup>3</sup>, and with each tank capable of holding 250 tons of submarine cable. To support her long distance cable laying capability she is fitted with storage for up to 200 cable repeaters. Unlike some cable laying vessels who conduct their operations over the bow, 'Île de Batz' conducts all of her cable operations over the stern, and has four sheaves to allow for overside operations. One sheave is utilised for cable laying, with a second sheave for cable repairs, her third sheave is for umbilical cables, and her fourth sheave is for seabed ploughing cables. For deployment of her seabed plough she is fitted with a stern A-Frame, which is capable of lifting 50 tons. The plough is able to dig a continuous trench up to 3 metres deep, and then cover it up. For her ploughing operations 'Île de Batz' has an 80 ton towing winch, and a bollard pull of 130 tons. To allow for movement of cables, and cable laying equipment, on her working deck, she is fitted with a knuckleboom crane with a lifting capacity of 5 tons. With accommodation for up to 70 personnel, 'Île de Batz' is owned by ASN Marine, of Suresnes in France, and is operated by Alcatel Submarine Networks (ASN) SASU, also of Suresnes. She is managed by the famous French shipping company of Louis Dreyfus Armateurs SAS, who are also located at Suresnes, which is an inner suburb located in the southwest of the city of Paris. She is one of three sisterships, with all of them having called at Cape Town in the last few years on cable laying duties. In September 2022 her sistership 'Île de Sein' called in after she had brought the Equiano submarine cable ashore at Melkbosstrand in the Western Cape. This was a Europe to South Africa cable that terminated at Melkbosstrand. This call by one of her sisterships was followed two months later, in November 2022, when her other sistership 'Île de Brehat' called in when bringing the 2Africa cable ashore at Dufnefontein in the Western Cape. This cable is a European cable that is circumnavigating Africa, bringing access to 33 countries, and serving 3 billion people, with a total of 46 landings, which included three in South Africa, with Pollock Beach in Port Elizabeth, and Amanzimtoti, just south of Durban, being the other two local cable landing locations. When completed, the 2Africa cable will be the longest in the world, at 45,000 kilometres, and will provide data at a rate of 180 Terabits per second, via 16 fibre-optic cable pairs. It is Alcatel Submarine Networks, and their fleet of cable laying vessels, that are responsible for the manufacture, laying, and completion of the 2Africa cable. The cable should have been completed in 2024, but the route along the Red Sea has been delayed by the Houthi menace. The dangers of this idiocy is further manifested when, in March 2024, four submarine cables were cut off to Yemen, with blame pointing to the Houthis. Another issue where a terror organisation has regressed the development of the rest of the world. After an extended period alongside in Cape Town which lasted just under 72 hours, and with her bunkers, stores and fresh provisions loaded, plus any technical issues sorted out, 'Île de Batz' was ready to sail. At 08:00 on the morning of 30th January she sailed from Cape Town, with her AIS destination set as Salalah in Oman. This is a further development towards the final completion of the laying of the 2Africa cable. She has been contracted by the telecommunication company, Ooreedo Oman, to land what is known as the 'Pearls' extension of the 2Africa cable, linking the main cable to the Gulf states. The two landings for Oman were selected at Salalah, to cover the south of the country, and Barka, near Muscat, to cover the north of the country. A further contract for Alcatel Submarine Networks, which might mean 'Île de Brehat' remaining in the Persian Gulf area, is that the Qatar based Ooreedo Group have contracted ASN to manufacture the cable, and undertake the laying, of the Fibre In Gulf (FIG) cable. This will be an impressive 24 Fibre-Optic pairs, providing data of up to 720 Terabits per second, and linking the seven Gulf States of Qatar, Oman, UAE, Bahrain, Kuwait, Saudi Arabia, and Iraq. It will provide a new, secure, cable route from the Gulf, via a link, to Europe. One operation, that 'Île de Batz' was called to assist with, had nothing to do with cable laying, or cable repairing. On 3rd January 2004, a Boeing 737-300 airliner belonging to Flash Airlines, of Cairo, crashed into the Red Sea, less than 3 minutes after taking off from Sharm-El-Sheikh airport, in the Sinai Peninsula, and heading to Paris. Sadly, the crash, occurring less than 10 kilometres offshore killed all 7 crew

members, and 141 passengers, all of whom were from the Paris region. The aircraft lay in 1,000 metres of water, and 'Île de Batz' was called in to locate and recover the Flight Data Recorder (FDR). Using her onboard Remote Operating Vehicle (ROV) she successfully completed the recovery of both black boxes, which allowed the Air Accident Investigating Teams to determine what caused the crash. It was not terror related. For the nomenclature aficionado amongst the casual maritime observers, 'Île de Batz' is named



after a small island which is situated at 48°44' North 004°00' West, and lies off the port of Roscoff, in Brittany, Northern France. The island lies just cover, both the black boxes aboard the airliner, which consisted of the Cockpit Voice Recorder (CVR), 3 kilometres offshore, and has an area of only 3.05 km<sup>2</sup>, with its highest point being just 33 metres above sea level, and with a total population of just 457 people. (Source: *African Ports & Ships* by Jay Gates; Photos: Alcatel; Dockrat)

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## STRATEGIC MARINE INKS CONTRACT WITH ODYSSEY GROUP FOR NEW BUILD SURVEY VESSEL

Strategic Marine, a leading provider of specialised aluminium vessels, is proud to announce the signing of a new contract with Odyssey Group to build a state-of-the-art multi-purpose survey vessel. Incorporating the proven success of new technologies for operational use in Australia. Under the terms of the agreement, Strategic Marine will construct the advanced survey vessel tailored to meet Odyssey Group's specific operational needs. The vessel will be equipped with the latest technology, including gyro-stabilization for improved vessel stability and operational capability, a moonpool will be provided for the launching and recovery of survey equipment and a reinforced aft deck to facilitate a possible future A-frame installation, all of which to aid marine exploration, research, and survey tasks as required. The vessel will also be fitted with a deck crane coupled with an open transom with rollers and tugger winch for ease of buoy servicing. Powered by twin

Caterpillar C18s and props, coupled with twin bow thrusters, the vessel will have excellent manoeuvrability. With an overall length (LOA) of 24m, and Australia Maritime Safety Authority (AMSA) class 1E, 2B survey vessel will allow the vessel to be used for both passenger transport and for further offshore operations. “We are excited to partner with Odyssey Group on this important project,” said Chan Eng Yew, CEO of Strategic Marine. “This contract is a



testament to our capabilities in building highly specialized vessels, and we look forward to delivering this multi-purpose survey vessel that will support Odyssey Group’s mission of providing world-class marine services. This new build aligns with our ongoing strategy to expand our portfolio and serve clients on all continents. ” Odyssey Group are known for its excellence in operating hydrographic survey crafts, pilot boats and other work boats. The new survey vessel will be equipped to operate in diverse and challenging environments, including offshore and deep-water regions, enhancing the company’s operational capabilities. “We are thrilled to work with Strategic Marine on the construction of this vessel,” said Wesley van der Spuy, CEO of Odyssey Group. “Their expertise and reputation for building high-quality vessels and familiarity with Australian rules and requirements make them the ideal partner for this project. The new multi-purpose survey vessel will provide our team with the capabilities needed to expand our operations and offer even more services to our clients.” The vessel’s construction will begin immediately, with delivery anticipated for Q4 2025. Strategic Marine is committed to ensuring that the project meets the highest standards of quality, safety, and performance. *(Source: PR-Strategic Marine)*

## HORNBECK AWARDED \$48.3M NAVY CONTRACT

Hornbeck Offshore Operators, Covington, La., has been awarded a \$48,360,544 firm-fixed-price contract (N3220525C4134) for the operation and maintenance of four government-owned Transportation Auxiliary General Submarine Escort (T-AGSE) vessels. The vessels under this award include [USNS Arrowhead](#), [USNS Eagleview](#), [USNS Westwind](#), and [USNS Black Powder](#).



All were originally built as 250EDF class OSVs for Hornbeck Offshore Services (HOS) and subsequently acquired by the U.S. Government. The contract includes a six-month base period with a six-month option. The contract will be performed in Kings Bay, Ga.; and Bangor, Washington, beginning March 1, 2025, based on the availability of funds clause at Federal

Acquisition Regulation (FAR) 52.232-18 and will utilize fiscal 2025 working capital funds (Navy), and will conclude Feb. 28, 2026, if the option is exercised. Military Sealift Command, Norfolk, Va., is the contracting activity. *(Source: MarineLog)*

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## KEYFIELD WINS TWO RM56MIL VESSEL CONTRACTS



Keyfield International Bhd's unit Keyfield Offshore Sdn Bhd has secured two work orders from Petronas Carigali Sdn Bhd for RM56 million. In a filing with Bursa Malaysia, the company said it received a work order award (WOA) in December 2024 and a work order extension (WOE) in November 2024. The work orders were for the charter of two units of dynamic positioning accommodation workboats for Petronas Carigali under the Panel Contractor

Contract for Offshore Support Vessel Services that started in January 2025. "Subject to charterer's rights under the contract, the WOA and WOE will have durations of five to six months each from the respective commencement dates," it added. Keyfield International said the WOA and WOE are expected to contribute positively to its earnings and net assets for the financial year ending Dec 31, 2025. Keyfield International's share price closed two sen or 0.9 per cent at RM2.33, valuing the company at RM1.87 billion. *(Source: Business Times)*

## MUSEUM NEWS

### KARTAL STEAMBOAT IN ÇANAKKALE

The **Kartal** steamboat, which is expected to meet the Turkish nation in Istanbul, will be exhibited in the Çanakkale Naval Museum. The **Kartal** steamboat, which was found half-sunken in Tuzla in 2017 and restored by volunteers under the name of the **Kartal** steamboat rescue and revival platform and

delivered to the Turkish Naval Forces, has been "temporarily" exhibited in the Canakkale Maritime Museum. While it was expected that the steamboat would meet the Turkish nation in the Beşiktaş Naval Museum or Sarayburnu after the restoration, it was decided that it would be exhibited in Çanakkale by the Turkish Naval Forces. *They Go As They Come Kartal* was taken to Çanakkale by the **TCG Ç-144** Landing Ship from the Pendik Military Shipyard Command.



While passing through the enemy battleships occupying Istanbul with his steamboat **Kartal**, Atatürk said the words "They will go as they came" and lit the flower of self-confidence that showed that the Turkish War of Independence would be concluded successfully. (Source: *Deniz Haber*)

## WINDFARM NEWS - RENEWABLES

### DAMEN INSTALLS NOX-REDUCING SCRs TO VAN OORD'S NEXUS



Damen Shipyards Group has recently carried out the installation of a series of selective catalytic reduction (SCR) systems to Van Oord's **Nexus**. The **Nexus** is a Damen Offshore Carrier (DOC) 8500 delivered in 2014. The 122.68 x 27.45 metre vessel undertakes cable laying operations, principally in the offshore wind sector. With the SCRs installed, Van Oord has reduced the NOX emissions of its vessel by up to 80%. The project required the installation of five SCR

units, one for each of the **Nexus**' engines. Damen developed its Marine NOX Reduction system in 2015 in preparation for IMO Tier III regulations. The system has proven itself on multiple applications on tugs, workboats, yachts and inland shipping vessels. The system uses a catalyst to react with injected urea to chemically reduce NOX from the vessel's exhaust gases. Damen adapted its proven, standard system to meet the specific requirements of the Nexus. *One-stop-ship-shop* This project demonstrates the synergy to be found within the Damen Group, an important factor for Van Oord, says Manager Projects Fleet Hein Leemhuis, "We chose Damen based on their familiarity with



the **Nexus** as the original builder. Additionally, they were able to offer us a one-stop-shop solution, taking care of the entire project.” Damen's included the undertaking of a feasibility study to assess, and make proposals for the installation of the SCR. Furthermore, Damen was responsible for the engineering, production and installation of the systems. Additionally, Damen's scope included unburdening the client by taking care of the arrangements for the verification and certification for class notation of the vessel. *Space saving system* A further factor in Van Oord's decision to contract Damen is that the Marine NOX Reduction system is a relatively compact system, with all component parts combined. “Damen's system combines the damper and scrubber in one unit. With an existing vessel that has not been built with an SCR installation in mind, there is a minimum of space available, so a system such as this, which requires less volume, is ideal for a retrofit project.” *A commitment to sustainability* Reduced NOX emissions is increasingly becoming a license to operate, particularly in the offshore wind sector in which the Nexus is active. Next to this, Van Oord, like Damen is committed to increased maritime sustainability. The company operates its own Sustainability Programme, within which it focuses on the four pillars of enhancing the energy transition, accelerating the energy transition, accelerating climate action, empowering nature and communities, and achieving net zero emissions. *Positive outcomes* Following the completion of the project, the **Nexus** has been extensively, independently tested and the effects of the SCR installation on her NOX emissions verified. Speaking of the successful conclusion to the project, Damen's Program Manager Sustainable Propulsion André de Bie says, “There is a good match in the culture and mentality between Damen and Van Oord – we both want to go forward. When you're both looking in the same direction, things are easier. As a result, there has been a very pleasant cooperation that has helped to ensure such a positive result.” *Video* A short video is available here. [HERE](#) (*PR-Damen*)

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## *SEA TRIALS FOR FIRST US FLAG WTIV*

Sea trials are underway for the **Charybdis**, the first U.S.-built wind turbine installation vessel now 96% complete at Brownsville, Texas, Dominion Energy reported in an updated on its Coastal Virginia Offshore Wind project. The 472' Charybdis was launched at the Seatrium AmFELS shipyard in Brownsville in mid-April 2024. The installation vessel will support the CVOW project with its planned 176 turbines rated up to 2.6 gigawatts. Dominion's investment was also aimed at the global shortage of wind installation vessels. As the first full-fledged U.S. Jones Act WTIV, the **Charybdis** would be available for other projects in U.S. waters. It could offer an alternative to Jones Act workaround, sharply with foreign-flag installation vessels reliant on U.S. tugs and barges ferrying turbine components to offshore installation sites. “**Charybdis** is vital not only to CVOW but also to the growth of the offshore wind industry along the U.S. East Coast and is key to the continued development of a domestic supply chain by providing a homegrown solution for the

installation of offshore wind turbines,” said Bob Blue, Dominion Energy's chair, president and chief executive officer, at the time of the launch. The Coastal Virginia project “is now approximately 50% complete and remains on track for on-time completion at the end of 2026,” according to a Feb. 3 update by Dominion Energy.” CVOW is credited with creating 2,000 direct and indirect American jobs and \$2 billion of economic activity.” But like the rest of the offshore wind industry,



Dominion’s project has been hit with sharply escalating costs – up around 9%, from \$9.8 billion to \$10.7 billion since “the original project budget was submitted to the Virginia State Corporation Commission (SCC) in November 2021, approximately 39 months ago,” the report notes. The higher costs are related to power network upgrades required by regional grid operator PJM (shorthand for Pennsylvania, New Jersey and Maryland) “as part of the generator interconnect process and higher onshore electrical interconnection costs,” according to Dominion. *(Source: Workboat)*

## LD TIDE NETS SECOND CTV CONTRACT WITH SIEMENS GAMESA IN FRANCE



Siemens Gamesa has selected LD Tide, a joint venture between Louis Dreyfus Armateurs and Tidal Transit, to supply a crew transfer vessel (CTV) for operations and maintenance work on the Îles d’Yeu and Noirmoutier offshore wind farm in France. The vessel, one of two CTVs currently being built by Strategic Marine, is scheduled to start operations for the French

offshore wind farm mid-2025. LD Tide, which secured the contract with Siemens Gamesa following an international call for tenders, will operate the new 24-passenger StratCat CTV at the the 488 MW Îles d’Yeu and Noirmoutier offshore wind farm, with the vessel to be crewed by a French crew and operated under French flag, according to Louis Dreyfus Armateurs. This is the second CTV contract Siemens Gamesa awarded to LD Tide. In 2023, the first CTV, named **Acti’vent**, started operating at the Fécamp offshore wind farm in France. The Îles d’Yeu and Noirmoutier offshore wind farm is currently under construction with wind turbine components now arriving at the Nantes-Saint Nazaire Port, from where they will be installed at the project site located 11.7 kilometres from the island of Yeu and 16.5 kilometres from the island of Noirmoutier. The project, which will comprise 61 Siemens Gamesa 8 MW turbines, is owned by Éoliennes en Mer des Îles d’Yeu et de Noirmoutier (EMYN), a consortium of Ocean Winds, Sumitomo Corporation, Banque des Territoires, and Vendée

Energie. The 488 MW Îles d'Yeu and Noirmoutier offshore wind farm is scheduled to be commissioned at the end of this year. (*Source: Offshore Wind*)

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### *IWS CSOV NAMED 2025 OFFSHORE ENERGY VESSEL OF THE YEAR.*

The commissioning service operation vessel **IWS Seawalker** is one of six Skywalker-class CSOVs being built for Integrated Wind Solutions in Norway. The 2025 Offshore Energy Vessel of the Year Award went to 90-m CSOV **IWS Seawalker** during a ceremony at the Annual Offshore Support Journal Conference in London in February 2025. Designed by



Kongsberg Maritime and built by China Merchants Industry Holdings for Norway-based shipowner Integrated Wind Solutions, the vessel was built with several superlatives in place, including the largest battery packs in the industry with solar panels for additional charging. "We greatly appreciate the good co-operation with IWS. That we have received this award together is just amazing," Kongsberg Ship Design vice president Ronny Pål Kvalsvik said. "This series of vessels is a game changer in the offshore wind space." Integrated Wind Solutions latest windfarm commissioning, service and operation vessel **IWS Seawalker** was built to Kongsberg's UT5519 DE design as part of the Skywalker series. It was named in a ceremony in the port of Hanstholm, Denmark at the end of October 2024 and was the third of an expected six Skywalker-class vessels to be delivered. The vessel has several industry firsts, according to Kongsberg. For one, the ship sports a novel hull and propulsion design that increases operability and reduces emissions. The UT 5519 DE ship design's double-ended hull form and propulsion set up draws on Kongsberg Maritime's inhouse research and development and operational experience in windfarm service vessel design that minimises emissions and maximises manoeuvrability and efficiency. "The double-ended configuration is perfect for DP and the walk-to-work application. Kongsberg Maritime's DP system allows the operator to use a fully automated mode when travelling between turbines on a predefined transit plan for maximum efficiency," Kongsberg said. **IWS Seawalker** is equipped with the latest-generation 3D compensated gangway and crane systems, the largest battery packs in the industry with solar panels for additional charging, and the vessels are the first in the industry to have the

DNV Silent notation, which focuses on minimising impacts from acoustics and vibration on marine life. The Skywalker-class vessels have IMO Tier 3 engines and a 2.2-MWh battery pack, with main propulsion coming from four US 255 L PM azimuth thrusters, with permanent magnet motors. The setup creates a symmetrical propulsion and manoeuvring system, matching the symmetrical hull design, fore and aft. The Skywalker class was designed specifically for offshore wind operations, focusing on reduced emissions and enhanced sustainability. Kongsberg Maritime had an extensive scope of supply for all six Skywalker-class ships. “This design is a result of how we like to do naval architecture,” said Kongsberg Maritime vice president of ship design solutions, Einar Vegsund. “It has a double-acting hull; onboard energy storage provides a power boost and enables normal operations using just one generator and the batteries. There are two azimuth thrusters on both ends, low noise and minimal roll of the vessel for comfort for crew and technicians.” *(Source: Riviera)*

## DREDGING NEWS

### *NEXUS ENERGY SUPPLIES ZERO EMISSIONS POWERPACK TO VAN OORD FULLY ELECTRIC DREDGING PILOT PROJECT*



Nexus Energy has recently supplied its PowerPack to a pilot project taking place in the seaport of Dordrecht. During the project, Van Oord, in cooperation with ZEDHub, Smart Delta Drechtsteden, the Municipality of Dordrecht and Port of Rotterdam, assessed the potential of a fully electric dredging operation. During the test, Paans Van Oord demonstrated the operation of its fully electric crane vessel, Christiaan P. The vessel has

been retrofitted for increased efficiency. This involved having its engines replaced with electric motors and crane replaced with an electric model. For the pilot project, the vessel was outfitted with mobile battery systems of 870kWh. Additionally, the Nexus plug and play PowerPack was installed. This hydrogen powered pack provides the means to charge the batteries, with zero emissions, in the absence of shore power, and even while the vessel is in operation. Nexus' solution generates electricity via PEM fuel cell technology. It is supplemented with a battery package to deliver immediate access to power, increase peak power and safeguard excess power for maximum efficiency. The system is installed within a 10ft container for straightforward storage, transportation and installation. The top half of the container is exclusively used for air cooling. As such, in cases where the vessel's own box coolers can be used for this function, the entire process takes place with the space of half a 10ft container. Also included in the project scope is provision of hydrogen storage capacity. The solution is specifically designed for marine applications. It is modular, scalable and fully redundant, with pressure regulation, conforming to all applicable safety regulations and a fully integrated power management system. During the pilot project, Van Oord carried out various measurements, such as energy consumption when sailing at different speeds and during light and

heavy dredging operations, in order to assess the effectiveness and efficiency of electric dredging. In addition, testing was done on how the batteries are charged via shore power and the ship's own generator. Research was also conducted into whether the batteries can be continuously charged during operation using hydrogen. Wouter Guijt, CEO and Founder of Nexus Energy said, "We are delighted and proud to have been invited to support this exciting initiative of Van Oord and their project partners. The aim of assessing the viability of a fully electric, emissions free dredging operation is fully aligned with Nexus' mission of bringing about a positive transformation – Easier, Better and More Fun – for the maritime sector. These goals are the driving force behind the PowerPack, a straightforward solution, offering higher efficiency, lower costs, and a reduction of emissions that we can all take pride in." The project was partly financed by the Regio Deal Drechtsteden-Gorinchem. *(PR-Nexus)*

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### *DUTRA BAGS \$15M CANAVERAL HARBOR DREDGING CONTRACT*

The Dutra Group of San Rafael, California, has won a \$15 million USACE contract for maintenance dredging project in Cape Canaveral, Florida. According to the Corps, the project consists of maintenance dredging at Canaveral Harbor (FL) to remove approximately 1.2 million cubic yards of shoal material. This includes dredging at Cut-1A to the West Access Channel (WAC), the Middle Turning Basin (MTB), the South Jetty Sediment Trap (SJST), the



Trident Access Channel (TAC), and the Trident Turning Basin (TTB). All material will be disposed of in the designated Ocean Dredged Material Disposal Site (ODMDS). The ODMDS is located 4.0 to 8.0 nautical miles from the designated dredging areas. The Canaveral Harbor maintenance dredging project has an estimated completion date of November 16, 2025. *(Source: Dredging Today)*

### *ORION WINS NEW \$143.5 MILLION MARINE CONTRACTS, DREDGING INCLUDED*

Orion Group Holdings, Inc. has won new Marine and Concrete contracts with a total value of



approximately \$211.7 million. These projects are expected to begin in 2025 with varying completion dates extending through 2026. *Orion Marine \$143.5 million contracts include:*

- In Orion's Marine segment, the Texas Department of Transportation has approved a contract award of \$113.7 million to replace the State Highway 6 bridge over Lake Waco in Central Texas. The contract is anticipated to begin in the first quarter of 2025 with a construction duration of approximately 24 months.
- Also in Texas, the Marine business secured three separate contracts for repair of Wharves 20 and 21 for the Port of Houston, improvements to Cruise Terminal 16 for the Port of Galveston, and a significant private dredging project. In total, these awards are valued at \$29.8 million, and all three projects are expected to be completed in 2025.
- In the Pacific Northwest, Orion's Washington-based Marine segment received notification of award for a General Contractor/Construction Management contract as a Joint Venture partner with Kraemer North America (KOJV) for the Deschutes Estuary Restoration project in the state capital of Olympia, Washington. *(Source: Dredging Today)*

## COTUIT DREDGING PROJECT FINALLY DONE

The western end of Sampson's Island (adjacent to Cotuit) was dredged by the Barnstable County over a three-year period from 2018 to 2020. Over 135,000 cubic yards of sand was removed and piped to the eastern end of Sampson's Island (Dead Neck). Since this project was completed in 2020, erosion and longshore drift continued moving sand from Dead Neck and collecting it at the western end of Sampson's Island (Cotuit). Several major



early winter storms in December and January (of 2022 & 2023) breached a section of the island adjacent to the eastern jetty at the Osterville entrance to West Bay removing a high volume of sand creating a wash-over area making it vulnerable to future wash-overs during extra ordinary high tides. This area of the island is also the nesting habitat for threatened coastal shorebirds including Least Terns, Common Terns and Piping Plovers. The Cotuit Dredging Project started in the spring of

last year but weather delays slowed the progress and the project was suspended on April 1st when the shorebirds arrived on the island. The project was restarted in October and it was completed on December 21st. This was a very challenging project with over 2.1 miles (or 11,000') of pipe required. A Booster Station (pump and engine) was also required due to the distance to the east end of the island where the sand was needed. In addition, some sections of the channel had very hard packed material which also slowed down the pace of dredging. The project had several benefits. The first two were the dredging of the channel to remove shoaling, and the secondary benefit was placing the sand dredged from the channel to rebuild the 'wash-over' area. Besides improving the coastal resilience of the eastern end of the island, all of the material dredged helped restore the critical nesting habitat for shorebirds (Piping Plovers, Least & Common Terns). In addition, as the dredging removed several hundred linear feet of the western end of Sampsons Island, it also widened the area between the spit and the mainland thereby increasing the water flow or flushing of the Cotuit Bay. (Source: *Dredging Today*)

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## WEST BEACH REPLENISHMENT TO START THIS MONTH



Following a pause during the summer holidays, preparations to recommence beach replenishment at West Beach will begin the week of February 17, with the first deliveries of sand expected on February 24. By adding sand where it's needed most, the South Australia Department for Environment and Water helps protect vital infrastructure, making the coastline stronger against storms. Sand will be delivered to West Beach via the access ramp just north of the

Adelaide Sailing Club and distributed along the beach from the ramp to an area just north of the West Beach Surf Club. Since July 2024, more than 100,000 cubic metres (m<sup>3</sup>) of external sand has been delivered by truck to West Beach. A further 100,000m<sup>3</sup> is on track to be delivered by the end of June 2025. This important work will address erosion and keep Adelaide's metropolitan beaches at

healthier levels for everyone to enjoy. *(Source: Dredging Today)*

### *HID DREDGER LAUNCHES NEW CSD IN COLOMBIA*

HID Dredger has just launched its new cutter suction dredger (CSD) for a customer in Colombia. “With its advanced design and cutting-edge technology, this dredger will play a crucial role in local infrastructure projects, ensuring smooth and efficient dredging operations,” the Chinese company said. “This marks another milestone in our commitment to delivering



high-quality, efficient, and reliable dredging solutions worldwide.” *Main technical specifications include* : ● Flow: 4000m<sup>3</sup>/h, ● Discharge distance: 2000m, ● Dredging Depth: 14m, ● Cummins Engine: 895KW, ● Discharge: 550mm. *(Source: Dredging Today)*

## YARD NEWS

### *VARD AWARDED BY THE ITALIAN CHAMBER OF COMMERCE IN NORWAY*



The Italia Brillante award celebrates national companies that have distinguished themselves in the economy of the Scandinavian country. Vard, the Norwegian subsidiary of the Fincantieri Group active in the design and construction of specialized vessels, received the “Italia Brillante” award. Awarded annually by the Italian Chamber of Commerce in Norway, the recognition celebrates Italian companies that have distinguished themselves in the

Norwegian market for innovation, quality, sustainability and social responsibility. “This recognition further demonstrates the excellence of the Fincantieri Group in the world and symbolizes the union of intent with Vard, highlighting how the integration between Norwegian technological excellence and Italian industrial capacity generates innovative solutions for the naval sector. The award also represents the concrete result of how the synergy between Italy and Norway allows the development of new technologies, consolidating the role of Vard and Fincantieri as key players in innovation in the maritime sector,” explained a note from Vard. The award ceremony, held in Oslo, was attended by the Italian Ambassador to Norway, Stefano Nicoletti, and authoritative figures from



the industrial and institutional world, confirming the solid bond between the two countries in the shipbuilding and technological innovation sectors. Cathrine Marti, CEO of Vard, said: “This award is a symbol of a shared vision and the ability to create value through innovation and collaboration. Being part of the Fincantieri Group allows us to combine Vard’s Norwegian technological and maritime excellence with Fincantieri’s industrial know-how and century-old experience in Italian shipbuilding, promoting new cutting-edge solutions for sustainability and efficiency in the naval sector”. Salvatore Savinelli, SVP HR & Organization at Vard, underlined the importance of the synergy between the two entities: “This recognition highlights the strength of collaboration between countries, industrial sectors and talents. Together with Fincantieri and our international teams, Vard is proud to be a protagonist in the ecological transition of the maritime sector, helping to define new standards of excellence and sustainability”. Gian Luca Congeddu, Chairman of the Board of Directors of the Italian Chamber of Commerce in Norway, concluded: “Vard’s success embodies the excellence of the shipbuilding industry, combining Italian innovation with Norwegian technology and well interpreting the founding values of the ‘Brilliant Italy’ award: innovation, sustainability and industrial cooperation. The group is a model of sustainability and avant-garde in the sector, demonstrating how collaboration between the two countries can accelerate the transformation of the global maritime industry”. *(Source: Shipping Italy)*

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**NEXT OCEAN SECURES INVESTMENT TO SCALE OFFSHORE SAFETY TECHNOLOGY**

Predicting ship motions wave by wave for safer and more efficient operations. Next Ocean, a pioneer in Vessel Motion Radar technology, has secured Seed Investment from Arches Capital to drive its expansion and enhance maritime safety worldwide. This funding will accelerate Next Ocean’s growth, enabling the company to scale production, expand into new



markets, and further develop its predictive radar technology. Over the past years, Next Ocean has successfully delivered numerous Vessel Motion Radar systems to leading companies in the Offshore Wind and Oil & Gas industries. The technology provides real-time insights into wave-induced vessel

motions, enabling operators to anticipate conditions up to three minutes ahead. This precision



allows for safer and more efficient offshore operations, minimizing operational risks and maximizing uptime, even in rough weather. With this investment, Next Ocean will enhance its commercial reach and solidify its leadership in maritime safety technology. Partnering with Arches Capital and their network of successful former entrepreneurs brings strategic expertise to help Next Ocean expand its impact globally.

"This partnership marks a significant milestone for Next Ocean, reinforcing our long-term commitment to the offshore industries. We are confident that Arches Capital will be a key partner in further establishing our market position. By accelerating our growth, we can bring our potentially life-saving technology to operators worldwide and strengthen the relationships we've built with our existing clients. Together, we can drive safer and more efficient maritime operations." — *Karel Roozen, CEO, Next Ocean* "At Arches Capital, we seek out transformative technologies, and Next Ocean embodies that vision perfectly. Their predictive radar technology is reshaping offshore safety and efficiency. We are excited to support their global expansion and help bring this innovation to more maritime professionals, making offshore operations safer and more reliable." — *Frank Appeldoorn, Managing Partner, Arches Capital (PR-Next Ocean)*

## DAMEN SHIPREPAIR VLISSINGEN AND ROSSILINI'S FOUR-10 SIGN REV OCEAN OUTFITTING CONTRACT

On February 6, 2025 Damen Shiprepair Vlissingen (DSV) and Rossilini's Four-10 signed a contract for the outfitting of the **REV Ocean**. The contract covers both the interior and exterior of the state-of-the-art research and expedition vessel. The workscope will take place in DSV's covered drydock. When completed, **REV Ocean** will conduct research covering the entire marine



ecosystem, from the coastal zone to abyssal depths, and from polar regions to the tropics. The 194.4 by 22 metre vessel will seamlessly integrate cutting-edge marine technology with advanced research facilities, setting a new benchmark in the industry. This includes laboratories, furnished with state-of-the-art equipment allowing for the preservation, processing, analysis and storage of specimens while at sea. A range of acoustic sensors will enable mapping of the seafloor down to hadal depths as well as to survey biological communities in the water column. An onboard conference centre will

provide meeting rooms, a multipurpose exhibition room, a 35 seat auditorium with Dolby Atmos for lectures, and a media editing suite for videography and documentaries etc. Additionally, **REV Ocean** will feature five hangar gantry cranes, pelagic trawling capabilities and a moonpool, providing sheltered access to the water in the widest range of possible conditions. The **DSV Aurelia**, the world's deepest diving three person acrylic submarine will provide the capability to reach depths of 2,200 metres. Also aboard, will be the **ROV Aurora**. The ROV comes together with its tethered management system, Borealis and, with a depth rating of 6,000 metres enjoys access to 98% of the ocean. Exploration, particularly in polar regions, is further facilitated by an Airbus ACH145 helicopter, which can operate from either of the two helidecks on the vessel. The helicopter also has the functionality of re-supply and passenger transport. George Gill, Project Director and Owner's Representative for the vessel REV Ocean, commented: "With the imminent delivery of the 884-REV Ocean from the newbuild yard, we move into the next phase of **REV Ocean's** journey. The owner and their team are delighted to embark on this collaboration with Damen Shiprepair at their impressive facility in Vlissingen." This agreement marks the largest contract in DSV's history, reinforcing its position as a key player in the maritime industry. Michiel de Vlieghe, Managing Director of DSV said, "Speaking on behalf of the whole team, we are delighted and proud that Rossilini's Four-10 have placed their trust in DSV for this momentous and exciting project. We're looking forward to getting stuck into the challenge – the largest project we have undertaken to date – and to bringing it to a successful conclusion in the months ahead." (*PR-Damen*)

## WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - *Med Marine celebrates the delivery of MED-A3200 series tug to P&O Maritime logistics*
  - *Sanmar signs contract with new customer in Bulgaria for multi-purpose tug*
  - *Sanmar's latest RAmports 2400SX-MKII arrives in Norway*
  - *Sanmar signs first contract of 2025 to build a new tug for Ultratug*
  - *UZMAR delivered the world's first Voith propeller LNG-Diesel dual fuel tugs 'Sultanhani' and 'Silivri' to BOTAS!*
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)*)
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*

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

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