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

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TUGS & TOWING NEWS.

SANMAR DELIVERS TECHNOLOGICALLY-ADVANCED TUG TO FELLOW TURKISH OPERATOR



Sanmar has built and delivered one of its best-selling Boğaçay Class tugboats for fellow Turkish tug operator Marin Tug. The two companies have enjoyed a successful commercial relationship for almost two decades, starting in 2006 when Sanmar delivered two 45-ton bollard-pull twin screw tugs to Marin Tug. The latest tug, named **INCEBURUN** by its new owner, is much more powerful and part of Sanmar's new era range of technologically-advanced, innovative, and environmentally-friendly tugboats. An example of the most advanced Boğaçay MKII model, **INCEBURUN** is based on the exclusive-to-Sanmar RAmports 2400SX-MK II design

from Canadian naval architects Robert Allan Ltd, and can achieve a bollard pull of at least 70 tons and a free running speed of 12.5 knots. The new versions of the continually evolving Boğaçay Series offer varying bollard pull capacities of 60, 70, or 80 tons depending on the propulsion system chosen. The design enables optimal efficiency in ship-handling duties for sea-going ships and emphasises low-manning operation with advanced machinery automation. A wider beam compared to similar-sized tugs enables greater performance and stability. Measuring 24.4m LOA, with a moulded beam of 12m, depth of 4.5m and draft of 5.45m, **INCEBURUN** boasts FiFi-1 fire-fighting capability. Established in 1998 and headquartered in Istanbul, Turkiye, Marin Tug operates out of several Turkish ports offering offshore towage, salvage and emergency response, services, along with harbour towage and pilotage. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: “Over many years we have enjoyed a mutually beneficial relationship with our friends at Marin Tug and I am delighted that they have once again chosen us to provide the modern, technologically-advanced, efficient and environmentally-aware tugboat they need to further their successful business.” (PR-Sanmar)

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GOUWESTROOM TRANSFORMS INTO AQUATIC WARRIOR



Tug / Workboat **Gouwestroom** has now begun a new chapter under the name **Aquatic Warrior** with her new owner Aquatic Towage & Marine Ltd. After many years of loyal service, the vessel passes to new hands and is ready for new projects and operations. Peter van Wijngaarden of Van Wijngaarden Marine Services extends the best wishes to Jacob Smith for safe voyages and lots of success with **Aquatic Warrior!** (PR-Van Wijngaarden)

WADDENSTROOM FULLY PREPARED FOR NEW PROJECTS

During the past weeks, the **Waddenstroom** (MultiCat 3713 DP2) completed a major modification in preparation for an upcoming project. At Kooiman Marine Group, an additional bow thruster, new towing pins and stopper pin were installed, with the challenge of having limited workspace. By working



smartly, and collaborating effectively, we were able to realize and finish everything on time. *A big thank you to all partners involved:* W.K. Hydraulics B.V., ClimaLogic, Maritiem Elektro Zeeland

B.V., Praxis Automation Technology, Kalkman Scheepstechniek B.V., Bureau Veritas Group, Strago Electro B.V. and Kooiman Marine Group. *(PR-Van Wijngaarden)*

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CONFITARMA REVERSES (ALMOST COMPLETELY) ON THE PORT TOWING IN RAVENNA



The Confindustria association takes back its criticisms of the Romagna tender: the regulatory framework that governs the assignment of the service is fine as it is. It was in the nature of things that the note released by Confitarma on the tender for port towing in Ravenna could cause a stir, but, a month and a half later, the effects

seem more like an earthquake than a settling. If at the end of December the Confindustria association of shipowners had intervened to criticize (with the Port System Authority of Romagna, despite the contracting station being the Port Authority) the structure of the tender, targeting a pillar of the service award system such as the limitation (on the time to complete the procedure) of the extension to the incumbent, now instead the association with a press release "intends to publicly confirm the full sharing of the current regulatory framework", which "guarantees a balanced and efficient system, favoring the quality of the port towing service to guarantee high safety standards". In particular, Confitarma highlights that with the ministerial circular that has regulated the matter since 2013, "the organization of the service established by the Regulation in force at the expiry of the previous concession (in terms of fleet and daily service coverage) is to be considered suitable to meet the minimum participation requirements also for the period foreseen by the tender, except for any

variation of the service due to increases or decreases in traffic, which is already regulated by the ministerial circular of 19 March 2019". Therefore, the note continues, "the ministerial circular, where correctly applicable, is therefore recognized by Confitarma as a fully suitable tool for managing tenders, ensuring contestability, without the need for any further factual verification regarding expected reductions or tariff reductions". According to the reconstruction by SHIPPING ITALY, the intervention at the end of December would have raised more than one eyebrow and several telephone receivers among the members of Confitarma, in particular those of the sister company Assorimorchiatori, which has already reluctantly 'slimmed down' significantly with the recent farewell of the former Rimorchiatori Riuniti group of Genoa, which has passed, under the banner of Medtug (Msc), to Assarmatori. The move on Ravenna was too bold because it was capable of shaking the foundations of the sector, especially in an association panorama of great instability such as the current one. Today's U-turn should therefore be attributed to this scenario. Although, it must be said, even on this occasion, albeit with generic and hypothetical tones, Confitarma has not given up on airing a reorganization of the system: "Should, in the future, the need to update the aforementioned circular emerge, Confitarma will provide, as always, its constructive contribution together with the Associations of towing service providers, coordinating with the associated companies and in compliance with the criteria of transparency and maximum efficiency of the sector". (Source: *Shipping Italy*)

THREE NEW BOLUDA TUGS BEING DELIVERED TO MARSEILLE AND TANGIER

The Spanish group's tugboat fleet continues to expand with the upcoming arrival of three vessels out of a series of six built by Damen in Vietnam. One of them will operate in Marseille-Fos. Three tugs for the Boluda Towage fleet will soon be heading to Europe and North Africa. After trials in Halong Bay at the end of 2024 where performance was largely achieved with



more than 83 tonnes of traction, the three ASD 2813 type tugs, which left the Damen Songcam shipyards in Vietnam, are currently being loaded onto a heavy goods carrier in Haiphong, the towing branch of the Spanish Boluda company indicated on its LinkedIn account on Wednesday, February 12. Two of the three tugs, the **VB Amsa** and the **VB Azla**, are destined for the port of Tangier in Morocco. The third, the **VB Cayenne**, for Marseille-Fos in the coming months, Boluda said. In the fourth of this series of six, Le Havre already received the **VB Loup** last August. (Source: *Lemarin*)

ROSMORPORT IS LOOKING FOR A CONTRACTOR TO REPAIR THE DOBRYNYA TUGBOAT

FSUE Rosmorport is looking for a contractor to repair the tugboat **Dobrynya** in the scope of the next (classification) survey of the vessel by the Russian Maritime Register of Shipping (RS). The electronic

auction, in which only small and medium-sized businesses can participate, was announced on



February 13. According to the Unified Information System in the Sphere of Procurement, the starting price of the contract is 67,779,710.20 rubles.

Applications for participation in the procedure are accepted until March 3. The results are scheduled for March 12, 2025. According to the terms of the contract, the contractor undertakes to perform all work stipulated by the contract within 70 calendar days from the date of

signing the act of acceptance of the vessel for repair. According to Rosmorport, the capacity of the tugboat Dobrynya is 1,180 kW. The vessel is used in the waters of the Korsakov seaport. (Source: Sudostroenie; Photo: Rosmorport)

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ESCORT TUGS FOR OFFSHORE LNG SHIPPING OPERATIONS

Poor selection of marine services can lead to operational failures, if not addressed. The growing demand for offshore LNG projects has exposed a possible challenge when selecting marine services to support these projects: the lack of proper guidance in selecting marine services and tugs. The industry must explore operational suitability and select the appropriate marine services,



explains Smit Lamnalco global director of business and project development for LNG, Andrew Brown. “We are actually working with members of the industry to produce a set of guidance for selecting marine services for offshore FLNGs, FSRUs and FSUs,” Mr Brown says. “The problem is,

there is no guidance there. So, what happens? Marine services are selected and may not be based on technical and operational acceptability because there is nothing for the client to review or understand.” He asserts that tugs, crews and pilots need to be selected for the operational environment. Technical suitability and personnel competency are critical when working with LNG production or receiving facilities offshore. Fundamental mismatch can lead to operational failures. Inexperienced crews and inappropriate technical configurations all combine to create a scenario where near misses, equipment breakdowns, and operational delays could happen. “The right size tugs, tug notation, tug outfitting such as the required render recovery winch and competency levels, are crucial” Mr Brown continues. “Operating offshore in open water to deliver side-by-side ship-to-ship transfer while one of the floating LNG is weathervaning requires a certain skill level and the required tug technical specification which meets the operational requirement must be priority.” The behaviour of the LNGC under tow is very different compared to operating within a port or terminal because of the environmental forces, such as wave current, wind and squall. Tug captains need to have experience on render/recovery winches and work closely with experienced offshore pilots to ensure the manoeuvre is carried out within the operability parameters while manoeuvring on and off the floating LNG. At this point, he notes: “Not having the right tug notation and outfitting with little or no experience working offshore to deliver side-by-side offtakes has an element of risk associated with it.” “Cost-driven decisions in escort tug selection can lead to avoidable risks” One of the key issues is that tugs often face operating conditions which require forward planning and thinking, notes



Mr Brown. They must stay within the operability. If not, this can result in challenging situation. An example is tow lines meeting breakable limits and the operation being stopped due to snatch loads on the towline being too aggressive caused by the environmental conditions. He points to the striking gap in the knowledge base for those involved in offshore mooring operations. Pilots and tug masters accustomed to working in sheltered port environments find a different operational behaviour when faced with the dynamics of an open-sea mooring. A pilot used to bringing vessels alongside a jetty or quayside in an enclosed port will not have the same experience of

the dynamics involved in performing a side-by-side mooring in the open sea. The analogy Mr Brown offers is that of transitioning from driving a car to an 18-wheel articulated truck without any prior training. “You are maybe a brilliant car driver, but if I put you in a truck, you are going to struggle until you learn how it works and how it behaves.” To enable the car driver to drive the 18-wheel articulated truck he needs to attend extensive training and pass the course before he can hit the open road. It is the same for pilots and tug masters’ before they can go offshore; they need assessments, simulation and onboard training. This can go a long way to provide competency levels for these type of marine service operations. The consequences of this knowledge gap have been witnessed and Mr Brown notes that Smit Lamnalco has a selection and training system in place to address it. When selecting marine services for offshore LNG terminals several factors need to be taken into consideration. Most of these terminal projects tend to follow a project timeframe. Depending on the type and location of the proposed terminal, the marine services may be evaluated at any time during the project development phase. Various operability studies and simulations can be completed to establish the technical suitability for the marine services. When selecting marine services, it is important to understand the combined bollard pull (CBP) required to maneuver the type and size of LNG carrier that will visit the floating LNG terminal against the operability conditions for the

selected location. Mr Brown points out, the work that tugs carry out in open water is inherently risky. However, the risks can be managed and reduced with a good understanding of the correct CBP, correct tug selection, understanding the operability conditions and good experience. The selection of escort tugs for offshore LNG operations is a complex process that hinges on three critical factors: environmental operability; technical suitability; and competency levels. Environmental operability defines the conditions under which tugs can safely function. “A rule of thumb is 2.5 metres wave height from an eight- to 12-second period, 30 knots of wind, and a two-knot current,” explains Mr. Brown. If swells reach three to four metres, the operation becomes unsafe and should not proceed. Further offshore, larger tugs with increased displacement are necessary to generate sufficient force. However, there are practical limits. “You do not want the tug to be too big, otherwise it becomes difficult to manoeuvre the LNG carrier into the side-by-side position,” notes Mr. Brown. To ensure technical suitability, LNG stakeholders typically require towing surveys or simulations to validate marine services. These assessments, often referred to as Towing Warranty Surveys or Fitness to Tow evaluations, determine whether a tug’s configuration and capabilities are appropriate for offshore LNG operations. In cases where these are unavailable, a Navigation Operational Bridge Simulation can provide an alternative assessment. These surveys and simulations must be conducted by experienced, independent providers, with scope varying based on operational location. They assess whether the proposed towage arrangements, including tug selection, are fit for purpose in prevailing environmental conditions. A key objective is to determine the CBP required for manoeuvring the LNG carrier. For example: X = A combined bollard pull requirement of 225 tonnes; Y = The number of tugs needed to achieve this, e.g., 3 × 75 tonnes bollard pull (tbp); Z = A validation step to confirm that this setup meets manoeuvring requirements. Beyond technical suitability, competency level is a decisive factor. Offshore LNG operations demand specialised expertise, and training new tug masters for these roles is a lengthy process. While offshore LNG projects continue to expand, there is no steady pipeline of experienced LNG escort tug masters. Finding qualified pilots and tug masters for offshore assignments remains a challenge, but, as Mr Brown stresses, structured training programmes and the right selection process can bridge this gap. Ultimately, Mr Brown highlights a fundamental truth: cost-driven decisions in escort tug selection can lead to avoidable risks. Investing in surveys, simulations, and competency development early in the project ensures the right tugs are selected, and that pilots, tug masters, and crews are well-equipped for the demanding conditions of offshore LNG operations.

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Key considerations in towing surveys and simulations

- Tug design: ensuring that tugs are crewed with competent personnel and possess adequate bollard pull.
- Towing arrangements: evaluating the render recovery winch type, towing line, equipment, and emergency preparedness.
- LNG terminal compliance: confirming spark arrestors in exhausts, gas detection systems, electrical safety on deck equipment, and auto air inlet shut-off mechanisms.
- Risk assessment: reviewing the suitability of

towing wires or fire wires — wire towing is generally discouraged. • Stability evaluation: assessing the stability of both the tug and the LNG carrier, including cargo lashing arrangements. • Towage planning: establishing an operable passage plan to and from the terminal under expected conditions.

In its simplest form, towing force is the required force which is required to hold, manoeuvre, steer and provide braking for the LNG carrier when manoeuvring in side-by-side operations under certain environmental conditions of wind, wave, current and squall. The variation of forces can be determined as follows: wind forces on exposed parts of the vessel above the water line;



current forces act on the hull below the water line; wave forces act as resistance forces as the vessel moves; frequency of squalls. When considering tugs, it is important that the selection provides a CBP which can overcome these forces in a controlled manner by applying counter forces to the force resistance created by the LNG carrier, the wind, wave, current and tide. In Mr Brown's view, the number of tugs is not the deciding factor, it is the CBP required to tow and manoeuvre the vessel visiting the offshore terminal. Bollard pull calculations are performed in marine towing operations. The towing operation involves pulling the LNGC and manoeuvring the vessel to the floating LNG. The towing methodology has several components which impact the towing forces, such as: engine power of the tugs; the number of tugs needed regarding the combined bollard pull and type of manoeuvre; size of thrusters; thrust vectors at zero speed; hull design; winch type. *(Source: Riviera by Craig Jallal)*

SEACONTRACTORS AT TOS MARITIME CAREER DAY IN VLISSINGEN



This year, Seacontractors had the pleasure of being invited to the TOS Maritime Career Day in Vlissingen, where we engaged with an enthusiastic audience of students eager to explore opportunities in the maritime industry. Our Operations, Technical, and Crewing managers took the stage to give an insightful presentation, sharing their expertise and experiences in the dynamic world of maritime operations. It was great to see so much interest and curiosity from the next generation of maritime professionals! To round off the day, we kept up what is slowly becoming a Seacontractors tradition—treating everyone to some delicious Zeeuwse bolussen! A sweet ending to a fantastic event, filled with great conversations and networking opportunities. A big thank you to TOS People and HZ University of Applied Sciences for hosting us—we look forward to the next edition! *(PR-Seacontractors)*

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STADT KINN REPOSITIONED FOR DEPARTURE

After much idle time at the Het Nieuwe Werk quay, it looks like the **Stadt Kinn** is going to get back to work. The Norwegian sea tug has now been repositioned for this purpose to one of the jetties at the Blue Port Centre. The 34-metre long tug from the Norwegian shipping company Stadt Sjøtransport from Florø has a capacity of 5,060 hp and a tractive force of almost 80 tonnes. After being delivered





in 2001 as Santantonio Primo by J.G. Hitzler Schiffwerft, the tug has been sailing under her current name since 2019. Her home port is Florø. (Source: www.maritiemdenhelder.eu; Photo: Wim Albers)

AFRIK MARABOU ARRIVED IN ROTTERDAM



Today, February 14, 2025, the tugboat **Afrik Marabou** (Imo 9438133) entered the waterway. The **Afrik Marabou** is the former **Lamnalco Marabou** built in 2009 by ABG Surat Shipyard – Surat; India and delivered to Lamnalco. She has a length of 53 mtrs and a beam of 13.8 mtrs and a draught of 5.70 mtrs. A grt of 1,290 and a deadweight of 1,875 tons. She is an anchor handling and is sailing under the flag of Nigeria and

owned by AfrikDelta Marine Ltd. The two Wartsila diesel engines develops a total output of 5,540 kW (7,392 bhp) and performs a free sailing speed of 14 knots. She is classed Bureau Veritas I  Hull  Mach Tug ,Fire fighting ship ,Special service,- Anchor Handling / Offshore Support Vessel, Unrestricted navigation (*Photo: Leen van der Meijden*)

AFRIK MARABAU ARRIVED IN ROTTERDAM

On Tuesday the brand-new Damen MultiCat 3313 SD sailing under her yard number **571833** was spotted on the Oude Maas near Puttershoek, Netherlands. She is under way to the Rotterdam Europort to commence technical trials. The key figures of this type of vessel are Length Of 32.80 mtrs a Beam of 12.50 mtrs a Depth of 3.46 mtrs and a Draught of 2.20 mtrs and with a Gross tonnage of 360



gt. The three Caterpillar 18 TTA Acert – D rating main engines develops a total output of 1,797 kW at 2,100 rpm. She performed a free sailing speed of 10 knots and a bollard pull of 28 tons. Her Basic functions Anchor handling, dredger service, supply, towing, hose handling and survey. (*Photo: Nico Giltay*)

AN OLDY SPOTTED AT PUTTERSHOEK



On the 10th February 2025 another tug was spotted on the Oude Maas near Puttershoek; Netherlands. She was the 1958 built tug **Catharina 7** from Hebo under way with a pontoon to the Mercury Yacht Construction BV at the Drechthaven in Zwijndrecht. The tug has a long history. She was built by Weerter Scheepsbouw Maatschappij NV – Weert: Netherlands as **Zweden** and completed by Scheepswerven v/h H.H.

Bodewes – Millingen: Netherlands under yard number 551 renamed **Spitsbergen** and delivered to Nederlandsche Stoomsleepdienst v/h van P. Smit Jr NV. – Rotterdam. In 1971 transferred to Piet Smit BV. (Smit Spido) – Rotterdam. In 1973 chartered to Vigilanter Holding BV. – Rotterdam. In the same

year she returned to owner. In 1975 brought in to Smit-Vos BV. – Rotterdam. In 1977 transferred to Smit-Vos-Zwaak Rivier en Duwvaart BV. at Rotterdam. In 1982 rebuilt, tuned up to 550bhp. In 1984 transferred to Smit Internationale Havensleepdiensten BV – Rotterdam. In 1987 sold to Bergings- en Transport Mij Scheffer BV. – Lelystad; Netherlands. In 1996 re-engined diesel 4t 6cyl Mitsubishi type S6R2.MPTK, 700bhp-515kW @1350rpm. In 2000 sold to Koninklijke Wagenborg BV. – Delfzijl; Netherlands. In 2004 BTS - Bergings- en Transport Mij Scheffer BV. – Schiedam; Netherlands In 2008 rebuilt at Lelystad (lifting wheelhouse, modernised accomodation). In 2009 to Mammoet Salvage BV. – Schiedam. In the same year restyled to Mammoet Maritime BV. - Schiedam (NLD) Finally sold in 2014 to Hebo Maritime Services BV. - Zwartsluis and renamed **CATHARINA 7** and later that year transferred to Hebo Equipment 2 BV – Zwartsluis; Netherlands. (Photo: Nico Giltay)

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NTSB: IMPROPER ANCHOR CHAIN SCOPE LED TO \$1.5M VESSEL LOSS IN CARIBBEAN

The National Transportation Safety Board (NTSB) has determined that inadequate anchor chain scope and navigational errors led to the grounding and total loss of the cargo vessel **Bonnie G** in St. Thomas, U.S. Virgin Islands. The incident occurred on October 4, 2023, when the vessel was anchored approximately one mile south of St. Thomas. After the



anchor chain parted, the vessel drifted and subsequently grounded, forcing the evacuation of all 12 crew members. The U.S. Coast Guard successfully rescued all personnel, with no injuries or pollution reported. The vessel, valued at \$1.5 million, was declared a total constructive loss. Investigation revealed that the captain had initially reviewed weather forecasts predicting winds between 10-15 knots with gusts up to 25 knots. However, upon arrival at Crown Bay, the vessel encountered worse conditions than expected. Additionally, a loaded barge that had broken free from its moorings blocked the intended docking location, forcing the decision to anchor. The NTSB's investigation uncovered a critical error in the anchoring operation. The captain deployed only 135 feet of anchor

chain based on an incorrect water depth assessment of 23-26 feet, when the actual depth was 68 feet. Investigators determined that the vessel should have deployed 2.5-3.5 times more chain for secure anchoring. “When anchoring a vessel, a length of anchor chain that is five to seven times the water depth should be used; even more anchor chain should be used in adverse weather,” the NTSB report emphasized. The situation worsened when the captain, after the anchor chain parted, failed to consult onboard navigational charts and inadvertently steered the vessel onto a nearby rock. This error resulted in a hull breach forward of the engine room. Compounding the damage, the forward watertight door in the engine room was left open when the crew abandoned ship, leading to progressive flooding that could have been prevented. The NTSB concluded that the grounding resulted from both the inadequate scope of chain deployed when anchoring and the captain’s failure to identify and avoid a charted rock while attempting to reach safe water. “When anchoring, mariners should review navigational charts and other sources of local information, such as the US Coast Pilot, to become familiar with nearby hazards,” the NTSB stated. This guidance is particularly crucial during adverse weather conditions when vessels face increased risks of drifting and may need to move quickly. (Source: *gCaptain*)

CMA CGM CONTAINERSHIP COLLIDES WITH BEACON DUE TO AMBIGUOUS STEERING PROCEDURES, ATSB REPORTS



A containership operated by CMA CGM collided with a navigational beacon in Australia’s Yarra River due to unclear steering procedures and crew unfamiliarity with steering systems, according to the Australian Transport Safety Bureau (ATSB). The incident occurred on May 25, 2023, when the [CMA CGM Puccini](#) was departing the Port of

Melbourne under pilot guidance. The vessel’s rudder began responding erratically to helm orders, causing it to swing wide during a turn. Though the ship sustained only minor hull paint damage, the beacon suffered significant damage. ATSB investigators determined that the erratic steering resulted from a hydraulic bypass valve left open following an AMSA port state control inspection the previous day. Chief Commissioner Angus Mitchell noted that this valve manipulation “was not required for the demonstration required for the inspection.” “The ship’s responsible officers had an incomplete understanding of how the steering gear operated, and therefore incorrectly configured the steering system hydraulics,” Mitchell explained. The investigation revealed that CMA CGM’s fleetwide safety management system contained ambiguous language in its steering gear procedures. The procedures used the general term ‘steering gear failure’ instead of industry-standard terminology like ‘emergency steering’ and ‘local steering’. In response to the investigation, CMA CGM has committed to revising its fleetwide procedures, including renaming the ‘steering gear failure’ procedure to ‘emergency steering procedure’ and improving overall clarity. “Any loss of steering can imperil the safety of the ship, and life at sea,” said Mitchell, stressing that “unclear or ambiguous operating instructions and terminology should be corrected as soon as they are identified.” The investigation also uncovered that several officers aboard the vessel did not meet international regulations regarding proficiency in steering gear operation and control mode changes. In a parallel development, Ports Victoria has

updated its harbor master's directions for Melbourne, enhancing towage requirements in the Yarra River and adding guidance for crews experiencing main engine or steering failures in port waters. The incident serves as a crucial reminder of the importance of clear operational procedures and proper crew training in maritime operations, particularly in confined waterways and port approaches. The full ATSB report can be [found here](#). (Source: *gCaptain*)

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ROUGH WEATHER HAMPERS RESPONSE TO GROUNDED BULKER ON SAKHALIN

Rough winter weather continues to hamper the response to the grounding of a Chinese bulker just off Sakhalin Island in the Russian Far East, and salvors are awaiting better conditions to inspect the wave-battered seaward side of the vessel. Last weekend, the 56,000 dwt bulker **An Yang 2** grounded near the port of Nevelsk, on



the southwestern end of Sakhalin. The vessel's port side is exposed to the surf, and Russia's Marine Rescue Service (Morspas) says that it has not yet been able to reach it to complete a dive inspection. The deputy director of Morspas' Sakhalin branch, Alexander Drebnoskok, said that the agency is assessing the possibilities of passing a towing line and pulling the bulker off the beach. In cooperation with the crew, the responders are putting together a clearer picture of the condition of the hull. Meanwhile, on the other side of the Russian Federation, a team of Morspas officials are working on salvaging a tanker that was damaged and partially sunk last weekend. In the early hours of Sunday morning, the tanker Koala suffered a series of three explosions in or near the engine room. The 24 crewmembers abandoned ship onto the pier, and the vessel's stern settled until it made contact with the bottom, Morspas said. No leaks of oil have been reported, and the cargo tanks are all believed to be intact. The vessel has been boomed off as a precautionary measure. The next step for the salvors is to lighter off the Koala's cargo of 130,000 tonnes of mazut, a Russian grade of heavy fuel oil. Mazut is so thick that it must be heated in order to pump it, but the tanker's boiler is in the engine room, and Morspas confirms that the engine room is now filled with seawater. Morspas is working on alternative means of heating the cargo with steam so that it can be pumped off, and special pumps have been delivered from the port of Murmansk for the purpose of removing the thick, sludgy oil. Watch the

video [HERE](#) (Source: Marex)

5 MISSING AFTER FISHING BOAT CAPSIZES OFF S. KOREA'S SOUTHERN ISLAND



Five people went missing after a fishing boat with 10 people, including six South Koreans, three Vietnamese and one Indonesian, on board capsized off South Korea's southern resort island of Jeju Wednesday, according to multiple media outlets. The coast guard received a distress signal at about 7:56 pm local time (1056 GMT) from the 32-ton fishing vessel. A 500-ton coast guard ship was sent to the scene, finding the fishing boat overturned. Of the 10 people aboard the ill-fated vessel, the

four foreigners and the South Korean captain were rescued while the remaining five South Koreans were still unaccounted for. The coast guard dispatched 12 patrol boats and two rescue boats for the search operation, joined by four fishing boats, one aircraft and three naval and local government vessels. A high seas watch was effective in nearby waters, with the wind speed at 18-20 meters per second and the waves rising 3 meters high. (Source: China Daily)

NTSB: HYDRAULIC LEAK CAUSED LOSS OF FISHING VESSEL OFF MAINE

The fire that destroyed the fishing vessel **Three Girls** off the coast of Maine in 2024 was likely caused by a spray of hydraulic oil, according to an investigation by the NTSB. The crew all abandoned ship and survived, in no small part because of timely and creative action by the vessel's master. On August 11, the **Three Girls** was under way in the Gulf of Maine on a routine trip, and had five crewmembers and a



fishery observer aboard. At about 2050 hours, the crew was hauling in nets and running all hydraulic systems at full power when the captain smelled something burning. He checked the engine room and encountered thick smoke - so thick that he could not clearly see where the fire was coming from. He determined that the blaze was too serious to fight, and he ordered the crew to prepare to abandon


ship. The master went to the wheelhouse to make a mayday call. Though the smoke was chokingly thick, he managed to get the call out, and the Coast Guard launched response assets. Before leaving, the master also shut down the winch engine - but could not shut off the main engine or generator (which was still powering the vent fans for the engine room) because there were no remote shutoffs on board. The vessel also lacked ventilation louvers or remote shutoffs for the ventilation fans to cut off oxygen to the fire. To prepare to abandon ship, the mate ran to the accommodations area to retrieve the vessel's immersion suits. He retrieved five suits before smoke and fire forced him out of the space, leaving the crew one suit short. The master instructed the rest of the crew to don the available suits, and he volunteered to abandon ship without wearing one. Instead, the crew inflated the life raft on deck, the master climbed in, and the crew pushed the raft down the trawler's stern ramp with the master in it - allowing him to stay dry. The rest of the crew followed down the ramp and into the water, then climbed into the life raft. As a Coast Guard rescue helicopter approached, the master set off two rocket flares to ensure that the raft was spotted quickly. He turned down an assist from a Good Samaritan fishing vessel, concerned that a transfer from the raft to the hard-hulled fishing boat would be risky for his crew in choppy conditions, and waited for a Coast Guard rescue boat from the cutter William Chadwick. The cutter took all survivors aboard at 2314 hours, and no injuries were reported. The fire burned through the night, destroying most of the engine room, accommodations and wheelhouse. The vessel stayed afloat, but the blaze was hot enough to warp the bulkheads and deckplates. **Three Girls** was declared a total loss at a value of \$1.3 million. The Coast Guard, the Bureau of Alcohol, Tobacco and Firearms and the NTSB inspected the boat after the fire. They found evidence that the blaze had been hottest near the hydraulic return oil filter housing, next to the winch engine. Based on the fire pattern, they believed that the likely cause was a spray of hydraulic oil from the filter housing, a hydraulic hose fitting or hose segment. A fine high-pressure hydraulic oil spray could have reached uninsulated parts of the winch engine's exhaust system, igniting and then burning through other nearby flammable materials. Most serious engine room fires begin with a spray of fuel or oil onto hot exhaust components. "After an engine room fire ignites, it is imperative to remove the sources of available fuel and ventilation to the fire to prevent it from spreading," NTSB concluded. "Vessel designers, builders, owners, and operators are encouraged to install, regularly test, and have emergency drills that incorporate remote shutoffs for all machinery within these spaces to ensure the machinery can be remotely stopped from outside the space where it is situated. Additionally, to prevent the reintroduction of oxygen to the space, vessel designers and owners should ensure that the ventilation, both natural and forced draft, can be completely and remotely secured to all engine rooms."

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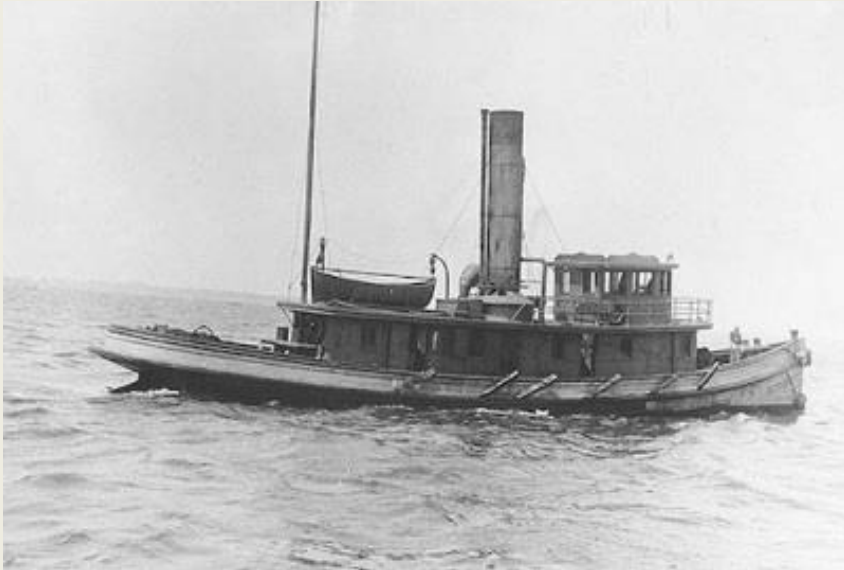
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ONE ACCIDENT LEADS TO ANOTHER

Back in 1938, the tugboats "**Winthrop**" and "**Brimstone**" of the Hedger Transportation Company were

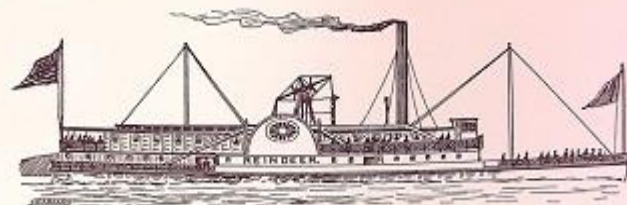
coming down the Hudson River with a tow of canal boats. Off Evesport, north of Saugerties, they ran



into heavy fog. Feeling their way along in the fog, the tow started to pull to the eastward towards Tivoli. But, the tow didn't get very far before it fetched up on the mud flats on the east side of the channel. Before long, some of the barges started to leak and two of them sank. When the barges were pumped out and raised, it was discovered that their bottoms were cut by deep gashes. The gashes looked as though they had

been made by heavy steel obstructions and not by rocks on the river bottom. At low tide, an inspection, made by divers for the insurance company in the area just north of where the tow had run aground, disclosed the remains of a boiler and engine bed of an old steamboat wreck. The wreck was about nine feet under water and close to the flats. *Was it the 'Reindeer'?* Because of the location of the old steamboat wreck, it was generally thought the wreck on the river bottom was that of the old steamboat "Reindeer" which had burned and gone under at that location way back in 1852. The "Reindeer" had originally been built in 1846 for service between New York City and New Brunswick, N.J. on the Raritan River. She later ran between New York and New Haven, Conn. — and on this run her ability to travel at high speed was soon noted. Because of her speed, in 1851 she was placed in service on the Hudson River in the then highly competitive service between New York and Albany. On September 4, 1852, the "Reindeer" was proceeding up river for Albany with between 300 and 400 passengers aboard. She had just made her landing at Bristol, now called Malden-On-Hudson, when her boiler blew up. The smoke stack fell, demolishing the pilot house and upper deck. Steam from the bursted boiler flooded the lower cabin where many passengers sat eating dinner. Some 31 persons lost their lives in the accident. She caught fire as a result, but the flames were apparently

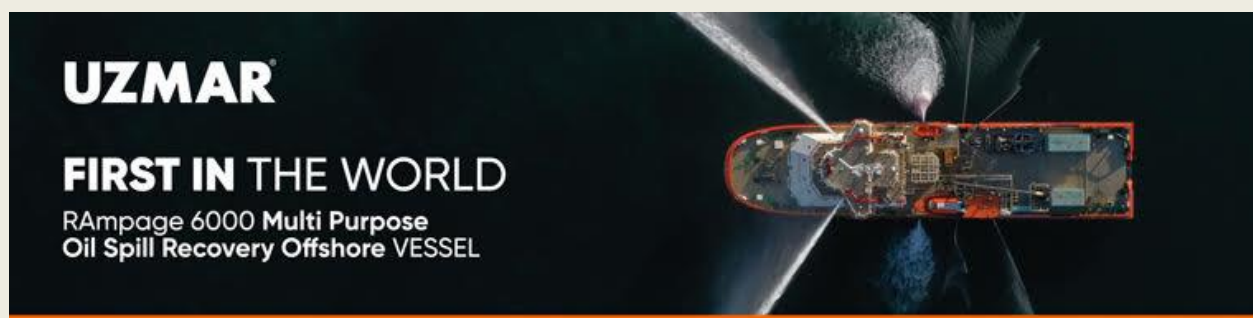
extinguished. Three days after the accident, fire broke out again and got out of control. The "Reindeer" was cut loose from the Bristol dock where she had been secured, and the remains of the steamboat drifted aflame to the east side of the channel where the fire burned itself out. What was left of the "Reindeer" sank on Green's Flats, just north of where the red flashing Beacon No. 38 is now standing. So in 1938 — 86 years after her fatal accident —



REINDEER 1850
Built at New York, 1846, 190 tons, by Thomas Collier for New Brunswick Steamboat Co. for New York and New Brunswick route. After run of two days used as day boat for several months between New York and New Haven, and in 1851 placed on New York and Albany route with 1852. Burned in 1852 near Bristol, N. Y.

the "Reindeer" came back to plague boatmen of another era in another century. At that time, stories were again told of her feats of speed and races she had engaged in against other steamboats — an age when the first steamboat to reach a landing got the waiting passengers. (*Source: Hudson River Maritime Museum by Capt. William Odell Benson*)

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U.S. COAST GUARD RESCUES THREE FISHERMEN OFF LOUISIANA



On Thursday, the U.S. Coast Guard rescued three people from a fishing vessel that capsized off the coast of Louisiana. At about 0830 hours on Thursday morning, Eighth Coast Guard District received an EPIRB alert from a fishing vessel located about 40 miles off Calibou Bay. The watchstanders issued a broadcast requesting help

from merchant vessels and diverted a nearby Ocean Sentry aircrew to the scene. The aircrew spotted the boat, which was partially sunken, and a life raft floating near it. The Coast Guard cutter **Yellowfin** also diverted to the scene, and the crew found three survivors in the life raft. Despite rough surface conditions, all three were safely rescued and delivered to shore. "This rescue highlights how preparedness and a rapid response save lives. The vessel's properly registered EPIRB provided accurate coordinates, enabling our crews to pinpoint and reach these fishermen quickly," said Mr. Scott Talbot, Eighth Coast Guard District Search and Rescue Mission Coordinator. "Our crews train to respond swiftly, but preparedness on both ends saves lives." USCGC **Yellowfin** is a Marine Protector-class patrol boat homeported at Coast Guard Station Abbeville in Louisiana. Watch the YouTube video [HERE](#) (Source: *Marex*)

U.S. NAVY CARRIER COLLIDES WITH BULKER OFF PORT SAID

The carrier **USS Harry S. Truman** has collided with a merchant vessel in the Mediterranean Sea, according to U.S. 6th Fleet. The carrier was minimally affected, a spokesman said. At about 2345 hours, Truman was operating in traffic just off Port Said when she collided with the bulker **Besiktas-M**. Cmdr. Timothy Gorman, a spokesman for 6th Fleet, confirmed that the collision "did not endanger" Truman, and no injuries or flooding have been reported. The vessel's nuclear propulsion plants are not affected, he said, and are in a "safe and stable condition." The Navy did not release information about the status and condition of the bulker, but AIS data suggests that **Besiktas-M** is currently at anchor off Port Said. **Besiktas-M** is a 2003-built Handymax, and is managed by Synergy and owned by a holding company in the Marshall Islands. **Besiktas-M** has accumulated 55 deficiencies

in three years, with multiple issues found during nine out of her last 10 port state control inspections. Her most recent inspection was in Aqaba last week. Upon boarding, Jordanian PSC officials found problems with her fire pump and with her voyage data recorder, both useful in the event of a collision. A previous inspection in Ravenna last year found deficiencies with abandon-ship drills, the ship's stability booklet, lifebuoys, MARPOL records and the ship's muster list. (Source: Marex)



OFFSHORE NEWS

OCEAN INSTALLER EXTENDS CHARTER OF MULTI-PURPOSE OFFSHORE CONSTRUCTION VESSEL



Norway's marine construction and operations player Ocean Installer, part of the Moreld Group, has extended its charter agreement with compatriot North Sea Shipping for an advanced multi-purpose offshore construction vessel.. Ocean Installer announced it had executed an 18-month option, extending the charter party for the 154-meter-long **North Sea Giant** to the end of Q1 2027, to meet contractual

obligations and continued strong demand for offshore construction capacity. The agreement with the ship owner North Sea Shipping covers an 18-month period from Q4 2025 and includes another existing option for one year. Furthermore, the parties agreed on a new 18-month option at the end of the charter party, extending to Q4 2029. "The new agreement ensures continuity and support for ongoing operations, as well as future projects, enhancing Ocean Installer's operational capabilities and flexibility across various regions," said Kevin Murphy, Ocean Installer's CEO. "**North Sea Giant** will be employed on secured work and new prospects in both the North Sea and international waters." The DP3 vessel is equipped with a hybrid battery system and has a fuel-efficient power and propulsion system. It has a large deck, 400Te active heave compensated crane and two work-class remotely operated vehicles (ROVs). A 150te vertical lay spread (VLS) owned by Ocean Installer was mobilized on the vessel last year to allow for flexible pipe and umbilical lay operation in deeper waters. "We are very pleased with the performance of the **North Sea Giant** and the ongoing co-operation with North Sea Shipping. The vessel has been continuously working since we took her on

charter in early 2024. Numerous projects have been safely completed on a global basis and we have consistently received positive feedback from our clients,” Murphy added. *(Source: Offshore Energy)*

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KONGSBERG MARITIME UNVEILS INNOVATIVE MOORING CAPABLE SOLUTION FOR OSCVs

Kongsberg Maritime has developed an innovative mooring capable solution for Offshore Construction Vessels (OSCVs), expanding the capabilities of OSCVs beyond their current scope to include the pre-lay of mooring lines as a natural extension to original suction anchor capabilities. By integrating a purpose designed anchor handling winch, shark



jaws and stern rollers into the design of OSCVs at the newbuild stage, vessel owners can now equip their ships to perform a broader range of mooring operations. This advancement allows OSCVs to handle more tasks independently, filling the shortage of vessels capable of large-scale mooring installations. **Key Benefits of the Mooring Capable Solution:**

- **Enhanced Operational Window:** The new system allows OSCVs to carry out a larger portion of mooring operations, extending their operational window and reducing the need for additional vessels at the field.
- **Cost Efficiency:** By expanding the operational capabilities of OSCVs, significant synergies can be achieved for the field developer.
- **Safety and Efficiency:** The addition of winches and stern rollers enables safer and more efficient over-stern deployment of mooring lines, a method commonly used by AHTS vessels.
- **Flexible Installation Options:** The winch can either be permanently installed or portable and loaded on board only when needed. The shark jaws and stern rollers are permanently fitted to the ship.
- **Versatile Equipment:** The subsea crane, a common feature of OSCVs, can lift and install suction piles, as well as hold the load of mooring chain. The winch package includes one drum for work wire and two cable lifters for handling chain. In combination with superior DP capabilities and a large deck area that makes for an efficient installation vessel With regards to field development and mooring installation, OSCVs are currently limited to setting large suction piles or driven piles into the seabed using onboard cranes and ROVs, without requiring additional vessel equipment. While some mooring lines can be installed using ad hoc methods, the new solution from Kongsberg Maritime means that OSCVs can perform these tasks safer and more efficiently. There will be a lack of vessels with subsea crane and sufficient deck area suited to support the planned high volume of

both large anchors and mooring lines in the years to come. With the addition of this system, OSCVs become a more attractive and efficient solution, especially when there is a shortage of specialised mooring installation vessels. *Runar Hjelle, Sales Director, Offshore Construction & Support Kongsberg Maritime*. “The Kongsberg proposed adjustments to construction vessel newbuilds will position them to take on a larger portion of mooring line installations. These vessels have synergies with other field development activities, so the message to owners is why not make your construction vessels Mooring Installation Capable?” With the new space-saving Kongsberg Maritime system, OSCVs are prepared for the installation of anchors and pre-lay of mooring lines (both chain and fibre rope) without compromising on their construction capabilities. *Unlock Savings and Efficiency with Kongsberg’s Mooring Solution for OSCVs* Transform your Offshore Construction Vessels with our cutting-edge mooring technology. Boost operational efficiency, reduce costs, and enhance safety. See how our solution can provide lasting savings. *(PR-Kongsberg)*

DR FRIDTJOF NANSEN



The Norwegian Fisheries Research Vessel **Dr. Fridtjof Nansen** (IMO 9762716), the third research vessel to carry this name, which arrived unexpectedly in Durban last week for a short replenishment visit. No stranger to these waters of the Southern African east coast, the modern ship undertakes fisheries research on an almost all-year round schedule with visits to ports such as Port Louis, Durban, Maputo, Dar es Salaam, and Cape Town and various ports on the west coast. Built in 2017 to a

Norwegian design but at the Astilleros Gondan SA shipyards at Castropol in Spain, the ship is 74 metres in length and has a deadweight of 1,052 tons. Her sole purpose and intention is to carry out a wide variety of research voyages including Fisheries Resource Monitoring, Ecosystem Investigations, Oceanographic Surveys, Environmental Surveys, Bottom Habitat Mapping, Acoustic Surveys and Integrated Data Logging. From the outset, ‘**Dr. Fridtjof Nansen**’ has operated almost exclusively in African waters in support a number of bilateral scientific programmes between the government of Norway and West and East African countries. The ship is named after the Norwegian Oceanographer and Polar Explorer, Doctor Fridtjof Nansen (1861-1930). Dr Fridtjof Nansen sailed from Durban on Sunday 9 February at 14:38 and is due back in the port again on 25 February 2025. A detailed account of this vessel is available in our 24 August 2023 edition, available [HERE](#). *(Source: Africa Ports & Ships; Photo: Jumaine Kruger)*

THE NORWEGIAN FLOTEL “EDDA FORTIS”, ONE OF THE LARGEST IN THE WORLD, WILL ARRIVE IN LAS PALMAS ON MARCH 11

The Norwegian-flagged flotel vessel “**Edda Fortis**”, one of the largest in its class in the world, is scheduled to arrive at the port of Las Palmas de Gran Canaria on March 11. It left the Singapore

anchorage on December 31, 2024 and after rounding the Cape of Good Hope, it is sailing off the coast of South Africa at an economical speed of 6.5 knots. Built at the Hyundai Heavy Industries shipyard in Ulsan (South Korea) by order of Ostenjo Rederi, based in Haugesund, for its subsidiary Edda Accommodation, it was delivered almost a year later than originally planned. Of 34,433 gross tons and 12,246



deadweight tons, she measures 154.93 m in length, 32 m in width and 10.50 m in draft. She is propelled by a diesel-electric system that allows her to maintain a speed of 14 knots and has accommodation for 800 people, with high standards on board and an advanced motion-compensated telescopic gangway system that provides safe and easy access to and from offshore facilities. IMO 9689483. (Source: Puente de Mando; Photo: Lappino)

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KOMMANDOR IONA BACK FOR A WHILE



After an earlier visit earlier this year, the **Kommandor Iona** from Hays Ships in Aberdeen was back in our harbour this week. The 76-metre survey vessel arrived from IJmuiden to Den Helder on Sunday 9 February and moored at the Nieuwediepkade. Yesterday morning the ship set sail again to carry out a survey job on the North Sea. The **Kommandor Iona** was delivered in 1985 as Salmoor by the A&P Appledore shipyard

in Aberdeen. In 2015 the ship was further modified and given its current name. There is

accommodation for 49 people on board. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

AURELIA COLLABORATES WITH THE OCEAN CLEANUP TO EXPLORE INNOVATIVE PROPULSION SYSTEMS

AURELIA Design, a leader in sustainable maritime solutions, announce its collaboration with The Ocean Cleanup, a non-profit organisation dedicated to removing plastic pollution from the world's oceans. This partnership aims to explore and develop technologies that will support The Ocean Cleanup's mission to remove plastic pollution from the Great Pacific



Garbage Patch (GPGP) while leveraging the latest in sustainable maritime propulsion technologies. Raffaele Frontera, CEO of AURELIA, expressed his enthusiasm for the partnership: "At AURELIA, we believe in the power of collaboration to solve the world's most pressing challenges. Working alongside The Ocean Cleanup is an incredible opportunity to contribute with our expertise in sustainable ship design to a mission that aligns so closely with our values. Together, we aim to redefine what's possible for clean and efficient maritime operations." The feasibility study will focus on identifying and analyzing propulsion systems that align with The Ocean Cleanup's operational needs while adhering to the highest standards of environmental sustainability. The ultimate goal is to provide solutions that optimize performance and reduce the carbon footprint of vessels involved in this vital mission. Mathijs Campman, Head of Offshore Project at The Ocean Cleanup, added: "In order for us to achieve our mission, we are now seeking support from AURELIA to secure new vessels for our extraction operations in the Great Pacific Garbage Patch, which will enable us to utilise greater deck space and achieve higher fuel efficiency. As part of the process, we are currently carrying out a feasibility study with AURELIA, a leader in sustainable maritime solutions, to develop technologies to support our ambitious plans." (Source: Workboat365)

NORMAND MERMAID VISITS AGAIN



The *Normand Mermaid* of the Norwegian shipping company Solstad Offshore has once again visited our port. At the moment, the so-called construction support vessel (CSV) is still working for engineering firm Fugro. The 90-metre long ship of the type P103 is equipped with, among other things, two large underwater robots, a moon pool, a 100-ton offshore crane

and a class 3 dynamic positioning system and has accommodation for 70 people on board. It was delivered in 2002 by the Ulstein shipyard in Ulsteinvik. It was originally launched as a supply ship, but was modified to a CSV during construction. The large helicopter deck on the foreship is striking. The home port is Skudeneshavn in Norway. Last Tuesday afternoon, the **Normand Mermaid** set sail again, with a destination in the North Sea where a wind farm is being constructed. (*Source: www.maritiemdenhelder.eu; Photo: Paul Schaap*)

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Redwise safely delivered the battery electric "BB Electra" from the yard in Türkiye to her owners Buksér og Berging in Norway.

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THE VESSEL "SIVUCH" WAS USED TO RESTORE THE "BALTIKA" CABLE BETWEEN KINGISEPP AND KALININGRAD

Rostelecom has completed restoration work on the underwater fiber-optic communication line (OFL) Baltika from Kingisepp to Kaliningrad in the Baltic Sea in the exclusive economic zone of Finland. The communication line has been fully restored, the company said in a press release on February 13. According to Rostelecom, the cable was damaged in the northern part of the Baltic Sea in the exclusive



economic zone of Finland due to external impact, presumably by the anchor of a foreign vessel as a result of violations of navigation rules. The damaged sections of the underwater cable line were located at a distance of 40 km from each other. The Russian rescue vessel **Sivuch** was brought in to carry out restoration work from February 8. Specialized equipment was installed on the vessel for this purpose: a high-power electric generator, cable linear machines, devices for capturing underwater cables (grappling), winches. Sections with a length of 850 and 1100 meters were restored. The situation was complicated by difficult weather conditions and the fact that the repair ship had to work in extremely cramped conditions of the sea area so as not to damage the underwater infrastructure of third parties, including telecommunications cables and gas pipelines. The work was carried out under a contract with Bulat LLC (part of Rostelecom Group) using domestic materials and equipment. The accident on the Baltika fiber-optic communication line did not affect the operation of the communications infrastructure and the provision of services to users in the Kaliningrad Region - data transmission was organized via backup communication channels,

Rostelecom added. Let us recall that earlier, repair work had already been carried out on the Baltika fiber-optic communication line due to damage as a result of external influences. In November 2023, the cable was restored with the involvement of the Morspasluzhba vessel Spasatel Karev. (*Source: Sudostroenie; Photo: Morspasluzhba*)

WINDFARM NEWS - RENEWABLES

GREATER CHANGHUA 2B & 4 OFFSHORE SUBSTATION TOPSIDE EN ROUTE TO TAIWAN



The offshore substation topside for Ørsted's Greater Changhua 2b and 4 wind farms has departed from Singapore and is en route to Taichung Port in Taiwan. The construction of the offshore substation that will be installed at the Greater Changhua 2b and 4 wind farm sites commenced in 2023 at Seatrium's Pioneer yard in Singapore. The jacket foundation that will hold the 3,260-tonne topside has

already arrived in Taiwan, according to Jayaram Naidu, Vice President and Managing Director of Greater Changhua. "We impressively completed the structural work of the 3,260-ton topside and the 3,137-ton OSS jacket foundations in just 212 days, setting a new Ørsted record. Most importantly, our unwavering commitment to safety ensured everyone returned home safely, achieving 2.8 million man-hours of ZERO lost time injuries (LTI)," said Naidu. In May 2023, Petrovietnam Technical Services Corporation (PTSC) signed a contract with Ørsted to supply 33 foundations for the 920 MW offshore wind farms. Additionally, HSG Sungdong in South Korea is responsible for delivering another 33 units for Greater Changhua 2b and 4. The onshore substation will be built by Taiwan Cogeneration Corporation (TCC) under a contract signed with the developer in 2023. Located 35-60 kilometres off the coast of Changhua County, the offshore wind farms commenced construction in March 2023, following Ørsted's final investment decision on the 920 MW projects. (*Source: Offshore Wind*)

HAVFRAM'S FIRST WIND TURBINE INSTALLATION VESSEL HITS THE WATER

Havfram's first wind turbine installation vessel (WTIV), **Norse Wind**, has been launched at Yantai CIMC Raffles Offshore's shipyard in China. In 2021, Havfram signed a letter of intent with China's CIMC-Raffles to build a series of next-generation wind turbine installation vessels. The company's first self-propelled jack-up vessel will be equipped with the NOV variable speed drive rack and pinion jacking system, including a regenerative power system technology that feeds the generated power back into the vessel's system. The construction of **Norse Wind** began in 2023. The vessel, designed by GustoMSC, will be able to install turbines with a rotor diameter of more than 300

metres, as well as XXL monopiles weighing up to 3,000 tonnes at water depths of up to 70 metres. The crane has a lifting capacity of 3,250 tonnes. In April 2023, Havfram exercised an option for a second vessel to be built by Yantai CIMC Raffles Offshore. Last year, the Norwegian company secured multiple contracts for transporting and installing wind turbines, including those for Luxcara's Waterkant project and Vattenfall's Nordlicht offshore wind cluster, both in Germany. In January 2025, Havfram signed a contract with an undisclosed client for the construction of an offshore wind project in Europe. The installation work is anticipated to span approximately one year. *(Source: Offshore Wind)*



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MOL IN VESSEL TIE-UP FOR DOMESTIC FLOATING WIND SECTOR



Japanese shipping giant Mitsui OSK Lines (MOL) has joined forces with Fukada Salvage & Marine Works to explore collaboration on transportation and installation vessels for floating offshore wind turbines. Floating offshore wind turbines are usually assembled at a port and towed to the installation site by anchor-handling vessels. After being towed to the installation site, their position is

maintained by a mooring system consisting of anchors and mooring lines. The duo said the aim is to establish a joint ownership and operation system for new vessels fit to carry out the work and a procurement framework for mooring systems, in anticipation of the floating wind sector ramp-up in the 2030s. The Japanese government aims to deploy 10 GW of offshore wind capacity by 2030 and

30-45 GW by 2040, including floating wind where there is a growing interest due to Japan's limited shallow coastal areas. The country has been looking to raise its domestic procurement for offshore wind in a bid to bolster the local supply chain. Japan's largest shipowner by fleet numbers has been gradually growing its offshore wind business in Asia with investments in several segments, including crew transfer vessels, construction service operation units, and module carriers that will serve the Japanese offshore wind sector. Fukada has also diversified from its initial marine salvage operations, with towing and installation work for the domestic floating offshore wind market and offshore surveys, in addition to construction and marine civil engineering business. "We will continue to support power generation companies so that they can proceed with ease without the interface risks associated with the procurement of construction vessels and mooring systems," the companies said in a release on Friday. (Source: *Splash24/7*)

CHANTIERS GETS MAINTENANCE DEAL FOR TWO FRENCH OFFSHORE WIND SUBSTATIONS

The marine energy business unit of French shipbuilder Chantiers de l'Atlantique, Atlantique Offshore Energy, has won contracts to carry out preventive maintenance on two substations for future French offshore wind farms. The multi-year maintenance contracts will see Atlantique Offshore Energy provide associated services on electrical substations on the Éoliennes en Mer Îles d'Yeu et



de Noirmoutier (EMYN) and Eoliennes en Mer Dieppe Le Tréport (EMDT) offshore wind farms. The two offshore wind farms are developed by Ocean Winds, Sumitomo Corporation, and Banque des Territoires. The trio is joined by Vendée Energie on the EMYN project. The EMYN project is currently under construction and it is expected to be completed by the end of 2025. It will consist of 61 wind turbines with a capacity of 8MW each. The electrical substation was installed in mid-June 2024. The wind farm will have a total capacity of 496MW and produce approximately 1.9GWh per year, equivalent to the annual electricity consumption of 800,000 people. The EMDT offshore wind farm will have 62 8MW wind turbines and the offshore substation is being built by Chantiers de l'Atlantique. Completion of construction is set for the end of 2026. (Source: *Splash24/7*)

DREDGING NEWS

DAMEN DELIVERS COMPREHENSIVE DREDGE PACKAGE TO GUYANA

Damen Shipyards Group has recently delivered a **Damen CSD 350 Cutter** Suction Dredger to Guyana Port Inc. (GPI). The stationary dredger is second hand, and the purchase was brokered by Damen and delivered to the site with a comprehensive start-up package including floating pipelines, spare parts, commissioning and training. The final milestone of the commissioning underscores Damen's commitment to being a one-stop shop for all maritime needs, from design and construction to brokerage, transportation, training and field service assistance. After finalising its initial dredge

project, the modular dredger was ready for its next assignment. Damen Trading delivered it to GPI,



which is dedicated to advancing Guyana's maritime infrastructure and supporting the nation's economic growth through port expansion. The cutter suction dredger will remove build-up sediment from the key shipping channels in the Demerara River, increasing navigational depths ensuring safe and efficient vessel traffic. In addition, the **CSD 350** will be deepening key areas of the port of Georgetown itself, so as to

meet international standards and allow further shore based facilities to be developed. This capability will be crucial for accommodating larger ships and facilitating increased trade activities that contribute much to the economic growth of the country. The **CSD 350** is the first dredger for GPI. Bram van der Plas, Damen Sales Manager, explains: "Guyana Port Inc. is becoming an important part of the new regional maritime hub. Trade and therefore vessel traffic have grown rapidly recently, following the expanding oil and gas industry. Damen is a long-standing partner of GPI and the addition of a dredger to its assets will ensure that Guyana is well prepared for future demands on its port infrastructure". Damen field service engineers have commissioned the cutter suction dredger on site and trained the crew. The **CSD 350**, which has been named **Mud Shredder**, has now started its second lease of life contributing to Guyana's economic boost. Given the rate of growth of the country, it is hoped that this will be the first of many Damen dredgers that will contribute to the growth of the land of many waters! *(PR-Damen)*

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ROSMORRECHFLOT: MOORING TRIALS OF NEW INLAND DREDGER UNDERWAY

The Southern Centre for Shipbuilding and Ship Repair division of Russia's state-owned United Shipbuilding Corporation kicked off mooring trials of a new inland sand dredger earlier this week. The vessel belongs to the Project 93.159 series of self-propelled, bucket wheel dredgers – the first example of which was handed over to the Federal Agency for Maritime and River Transportation

(Rosmorrechflot) in 2023. The dredgers will be owned by State Transport Leasing Company. According to the United Shipbuilding Corporation, these dredgers – designed by Royal IHC – are intended for operation in remote areas of Russia’s inland waterways. The mooring tests will gauge the functionality of the propulsion machinery as well as the communications and navigation electronics. Later tests will be conducted on the fuel and cooling systems. *(Source: Dredging Today)*



NMDC GROUP POSTS FULL YEAR FINANCIAL RESULTS FOR 2024
BUSINESS DEVELOPMENT



NMDC Group has just announced its full year financial results for 2024, achieving an exceptional 57% Y-o-Y growth in its revenues. According to the latest news, the company grew its net profits in 4Q24, reporting a net profit of AED 916 million (\$249.3 million), reflecting a 43% increase compared to the same period of 2023. In addition, 4Q24 revenue increased to AED 7.7 billion (over \$2 billion), up 37% from

the corresponding period in 2023. “Our results show full well the relentless pace of our growth momentum as well as our ability to capture local, regional, and global opportunities arising from the dynamic industries that we serve. What’s been impressive is that our growth has been horizontal and vertical, bringing short term impact as well as long term value for our stakeholders with benefits felt across the energy and marine landscape,” said Eng. Yasser Zaghloul, CEO of NMDC Group. “We would like to express our gratitude to the UAE’s leadership for their wise guidance and the remarkable growth that the UAE is witnessing, and for our shareholders and partners for their continual trust in us. As we look ahead, we will continue explore diversification strategies aimed at advancing high-growth opportunities to ensure NMDC Group remains leader in an ever-evolving landscape.” NMDC Group said that, alongside its growth activities, they have worked hard to implement several organizational initiatives to future proof its business. The Group also introduced AI-powered initiatives throughout its operations to enhance safety and efficiency, as well as boosting environmental performance. *(Source: Dredging Today)*

MORE DREDGING WORKS ANNOUNCED FOR COWES

Cowes Harbour Commission (CHC) has just announced that a routine maintenance dredge of Shepards Marina is scheduled for Spring 2025. This essential work helps CHC maintain the original depths, ensuring smooth and safe operations ahead of the busy season. “Regular bed leveling and maintenance dredging are vital for keeping Shepards Marina in top condition, and we appreciate your understanding and cooperation as we carry out this important upkeep,” CHC said in a statement.



Also a notice was sent yesterday by CHC that small scale dredging works will commence at two sites in the vicinity of the Folly Inn, with disposal at Werrar Creek in Newport Harbour. Small-scale dredging operations are planned to commence on Monday 24 February. This will take place at Pinkmead Jetty and / or Folly slipway and will be deposited in Werrar Creek for a trial saltmarsh restoration project. A small backhoe dredger or a small cutter suction dredger will be in operation in the vicinity of the Folly Inn and a dumb barge retained by spud legs, will be stationed just off Werrar Creek. The operation is expected to continue for several weeks, depending upon weather conditions. *(Source: Dredging Today)*

BOSKALIS LANDS ANOTHER MAJOR DREDGING DEAL IN MELBOURNE



Over the past 115 years, Boskalis has made its mark in many corners of the world. Some locations were visited more frequently than others, and the Port of Melbourne in the state of Victoria was home to Boskalis vessels numerous times. Since 2000, Boskalis has consistently been carrying out maintenance dredging in this vibrant port. On top of that, between 2002 and 2008, The company’s mega trailing suction hopper dredger **Queen of the Netherlands** played a vital role in deepening the

port’s access channel to 14 meters. In total, the dredger **Queen of the Netherlands** removed approximately 22 million m³ of material during this campaign. The overall success of the project was recognized by the industry through the award of ‘2010 Project of the Year’ by Infrastructure Partnerships Australia. And now Boskalis and the Port of Melbourne have found each other in a new ‘Melbourne-made match’. Over the next twelve years the company will again carry out

maintenance dredging in Melbourne allowing the largest ships to navigate the port with ease.
(Source: *Dredging Today*)

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USACE DEVELOPING DREDGING PLAN FOR LONG ISLAND INTRACOASTAL WATERWAY

The U.S. Army Corps of Engineers, New York District is developing a plan to dredge critical shoals within Long Island Intracoastal Waterway Federal Navigation Channel. According to the Corps, the proposed work will involve dredging of the Long Island Intracoastal Waterway in the eastern end of Bellport Bay to Moriches Bay to remove critical shoals. The dredging will remove approximately 25,000 cubic yards of sand from the



LIIW to a depth of -6 feet MLLW plus two (2) feet allowable overdepth. The includes dredging of six sandy shoals within LIIW, with placement of dredged sand along the ocean shoreline of Cupsogue Beach County Park, the shoreline of Mastic Beach, and the shoreline of Pattersquash Island. LIIW was last dredged in 2024, by pipeline dredge (cutterhead), with the removal of 47,910 cubic yards of sand from Quogue Canal and Shinnecock Bay with placement of dredged material on the shoreline of West of Shinnecock Inlet, Tiana Bayside Beach, and Shagwong Marina Beach.
(Source: *Dredging Today*)

YARD NEWS

DAMEN UNVEILS NEW LOGISTICS SUPPORT SHIP RANGE

Naval support vessels to play important role in enhancing replenishment and logistical capabilities. Damen Shipyards Group has announced the introduction of a new range of naval support vessels. The Logistics Support Ship (LSS) series will play an important role in extending the operational reach of naval forces, enabling sustained deployment and enhancing logistical support capabilities in

a cost-effective manner. The LSS range consists of two vessel types, the LSS 9000 and LSS 11000, 127



and 140 metres in length, respectively. Damen has designed the vessels to meet the diverse needs of the modern navy. As such, the LSS offers a broad mix of capabilities ensuring readiness and flexibility. *Backbone of naval logistics* The vessels will be equipped with NATO-standard replenishment at sea (RAS) technology, RoRo capabilities, and substantial cargo transportation capacity. They will be installed with modern navigation and communication systems to

ensure safe and efficient operation. The LSS will facilitate the efficient transfer and transport of fuel, munitions, provisions, personnel and other essential supplies. The vessels will serve as the backbone of naval logistics, enabling fleets to remain operational far from their home port during extended deployment. They will provide navies with a critical capability that enhances the ability to project power and maintain a presence in key maritime areas. *Optimally versatile* With its modular design, the LSS can be easily and rapidly configured and upgraded for special operational requirements. The scope of the vessels covers duties such as disaster relief, humanitarian assistance and training exercises. A key feature of the LSS is the ability to operate in diverse maritime environments, from the open ocean to littoral waters. This versatility arises from an advanced design and engineering process and the combination of both military and commercial standard technology, a combination which also ensures lower OPEX and CAPEX. *Efficiency and sustainability* In addition to operational efficiency, in line with the ambitions of many navies, the LSS has a sharp focus on sustainability. The LSS will be outfitted with advanced propulsion systems that will reduce fuel consumption and emissions considerably. Piet van Rooij, Commercial Manager Defence & Security at Damen said, “We have developed the LSS based on discussions with our naval clients around the world. As such, we are confident it represents an appropriate response to the operational challenges they are facing, now and in the future. The LSS offers enhanced capabilities, efficiency and sustainability at a very competitive price. As these vessels enter service, they will undoubtedly play a crucial role in supporting the strategic objective of navies around the world.” (PR-Damen)

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DEMCON TO SUPPLY RIJKSWATERSTAAT'S FIRST USV

Rijkswaterstaat has entered into a four-year partnership with Demcon Unmanned Systems for the delivery of a first unmanned survey vessel (USV) with autonomous navigation functionality. This small unmanned high tech survey vessel is less than two metres long and suitable for inland waters. Rijkswaterstaat is the executive agency of the Ministry of Infrastructure and Water Management. It is responsible for



the design, construction, management and maintenance of the Netherlands' primary infrastructure facilities. The new USV was developed in the Netherlands and is being manufactured in serial production. Rijkswaterstaat intends to use the USV to perform hydrographic measurement tasks. The USV is scheduled to be delivered later this year, after which the process integration, training and maintenance period starts. Rijkswaterstaat chose to partner with Demcon Unmanned Systems due to the stringent demands for the design and the strict standards for system security, sustainability and cyber security. The fully electric USV also stood out with its patented dynamic positioning system with shaft and rudderless drive and the use of a robust, environmentally friendly and recyclable HDPE hull. Lastly, the fact that Demcon – as a Dutch company – can offer support, service and maintenance locally was also seen as a plus. *Autonomous and compact USV* With this partnership, Rijkswaterstaat benefits from proven USV technology with innovative tailor-made solutions. The small USV contains highly advanced navigation and security systems. The automation systems allow the USV to operate autonomously where permitted and keep it safe from collisions. Furthermore, its compact design features a minimum number of protruding components. Outside of its innovative shaftless rotating propeller ring, the entire vessel contains no other moving parts. Consequently, none of its components are subject to wear and tear and the USV requires no chemical lubrication. This makes the vessel exceptionally low in maintenance and highly environmentally friendly. *Suitable for complex inland waterways* The streamlined design with the innovative propulsion system ensures continuous navigation in various complex inland waterways, such as those with dense vegetation. Jan-Willem Mol from Rijkswaterstaat's Mobile Measurements department explains: 'Among other things, this new USV will be equipped with an Acoustic Doppler Current Profiler (ADCP) to measure water currents and drainage in shallow and/or difficult-to-access waterways. Examples include measuring water drainage in a flooded floodplain during high water and measuring currents in groins along a river.' *Modular design* The modular design with interchangeable moonpool allows this small type of USV to be fitted with various sensors. There is room for multibeam echosounders (MBES), hull-mounted 3D side-scan sonars and sub-bottom profilers, as well as water quality sampling and monitoring sensors. This makes the USV highly versatile and suitable to conduct various types of water management and quality measurements. The partnership will also allow Rijkswaterstaat to build knowledge and experience that will serve as a foundation for drawing up specifications for work to be outsourced in the future. *Maturing Dutch USV market* 'This project marks an important milestone for us,' says Fedor Ester, Managing Director of Demcon. 'The partnership with Rijkswaterstaat underscores the applicability of our innovations and proves that the Dutch USV market is maturing. Recent developments in legislation and regulations, such as the new exemption

possibilities for USVs, contribute positively to this.’ Demcon Unmanned Systems is a Dutch market leader in the field of innovative maritime automation and electric, autonomous, unmanned vessels: from large seaworthy vessels to small systems suitable for use in inland waters. The company is based in the port of Scheveningen. *(PR-SWZ/Maritime)*

Advertisement



The advertisement features a blue and white background with a large 'W' logo in a red square. Text includes 'Van Wijngaarden Marine Services BV', 'The Right Partner... all over the world.', and 'Join our team @ wijngaarden.com'. On the right, a red and white multipurpose workboat is shown on the water, with the text 'MULTIPURPOSE WORKBOAT WADDENSTROOM DP2' above it.

PILOT PROJECT HULL VANE AND TOTALENERGIES BIG SUCCESS



Hull Vane and TotalEnergies conducted a pilot project by installing a Hull Vane® on one of the company's chartered Fast Support Vessels (FSVs) in order to reduce the CO2 emissions. Following successful sea trials, which confirmed the predicted savings in fuel consumption and CO2

emissions, and having used the Hull Vane® for several months in operation, TotalEnergies confirms the fuel saving of 11% in general. The Hull Vane® is a submerged wing fixed to the transom, which reduces the overall pressure resistance of ships, while also reducing the motions in waves. It's a patented product supplied by Hull Vane BV, based in The Netherlands. Hull Vanes are installed on a variety of ships, such as patrol vessels, offshore supply vessels, passenger ships and motor yachts, ranging in size from 10 to 108m. With 85+ Hull Vanes in use, it's a proven solution both in terms of savings and durability. The ratio between new-build and retrofit application is about 50-50. The pilot project was done on [Ava J McCall](#), a 59m (194 ft) Fast Support Vessel owned by Seacor Marine, and designed by Incat Crowther. The vessel is in operation in West-Africa, transporting goods and personnel to the oil fields offshore Nigeria. [Ava J McCall](#) is powered by five waterjets, with a combined propulsion power of just over 10.000 kW. Hydrodynamic studies at Hull Vane showed that the Hull Vane® would save around 10% in fuel consumption at the ship's typical operating speeds of between 15 to 25 knots. The Hull Vane®, built in the Netherlands, was shipped to Ivory Coast where it was installed during [Ava J McCall's](#) scheduled maintenance period in late 2022. The Naval Architects of Incat Crowther USA took care of the structural integration of the Hull Vane®. The Hull Vane® is placed underneath the waterjets, and does not increase the draft, the beam or the length of the vessel. Upon completion, DP trials showed no effect on the Dynamic Positioning Capabilities of the vessel, which has DP-2 notation. Once in operation, the fuel consumption data

was compared with the measurements after the last dry-docking, a year ago, to eliminate the effect of cleaning and re-painting the hull. **Ava J McCall** now consumes 14% less at 16 knots and 9% less at 21 knots. This is a bit higher and very close to the CFD predicted results. Over a full year, the CO2 reduction provided by the Hull Vane® on **Ava J McCall** amounts to 650 tons. That's 250.000 litres of diesel less consumed per year. "We are constantly looking for ways to reduce the carbon footprint of our operations, and when we found out about Hull Vane®, our interest was raised,"



said David Flajolet, Marine Specialist at TotalEnergies. The pilot project we did with Hull Vane® has been a success; contrary to most of the decarbonizing systems on board vessels, Hull Vane® does not require active management from the crew and this is a key point for us. Its ability to be retrofitted for a limited cost and technical complexity make the solution a quick win for TotalEnergies. Further to the return of experience with the Ava J Mc Call, it has been decided to make it mandatory on the future Call for Tender for FSVs in Nigeria. Niels Moerke, CEO of Hull Vane BV: "There are now six FSV's operating with Hull Vanes worldwide, and on all of them, savings have been proven to exceed 10% over their operational profile. It has been a real pleasure to work with TotalEnergies, and we are delighted with this solid endorsement of our solution. We think that TotalEnergies is right that oil majors should take the initiative to apply Hull Vane® in the offshore market. Hull Vane® is probably the easiest way for oil majors to reduce their operational CO2 emissions without impacting their actual operation. With relative short payback periods ranging from one to three years for these kinds of vessels, it's also a risk-free investment. We look forward to design and build the Hull Vanes for other FSVs in the fleet chartered by TotalEnergies." Hull Vane BV encourages other oil majors, as well as shipbuilders and owners, to explore its technology and invites them to contact Hull Vane BV directly or through its network of sales agents. Several builders of FSVs and crewboats already offer their designs with Hull Vane® for improved efficiency. A short introduction to Hull Vane technology can be seen in this video: [HERE](#) (PR-Hulvane)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Sanmar delivers technologically-advanced tug to fellow Turkish operator](#)
 - [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!*
- *Svitzer places order to build another battery-powered tug*

2. Several updates on the Broker Sales page posted last week

(New page on the website. If you are interested to have your sales on the website)

(pls contact jvds@towingline.com)

3. Several updates on the Newsletter – Fleetlist page posted last week

- *SCRA - Casablanca by Jasiu van Haarlem (new)*
- *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
- *Abeille International - Le Havre by Jasiu van Haarlem*
- *ALP - Rotterdam by Jasiu van Haarlem*
- *Bennett - Rochester by Jasiu van Haarlem*

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

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