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

*Distribution twice a week 21.900+*

MIDWEEK-EDITION

## TUGS & TOWING NEWS

### *BOLLARD PULL TUG ASHVA INDUCTED INTO NAVY*



The induction ceremony for the third 25T Bollard Pull tug ‘Ashva’ was held on Wednesday at the Naval Dockyard here in the presence of Rear Admiral K. Srinivas who participated as chief guest. These tugs are part of a contract for construction of six 25T BP Tugs concluded with Titagarh Rail Systems

Limited (TRSL), Kolkata on November 12, 2021. These tugs have been indigenously designed and built in accordance with relevant Naval Rules and Regulation of Indian Register of Shipping (IRS). The shipyard had successfully delivered two of these tugs which are utilised by Indian Navy to provide assistance to naval ships and submarines during berthing, unberthing and manoeuvring in confined waters. The tugs will also provide afloat firefighting support to ships alongside or at anchorage and will also have the capability to conduct limited search and rescue operations. These tugs are proud flagbearers of the Make in India and Aatmanirbhar Bharat initiatives of Government of India. *(Source: The Hindu)*

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## APONTE TUGBOATS TOWARDS MERGER WITH BOLUDA, 49% TO MSC

Medtug (formerly Rimorchiatori Mediterranei) boasts a fleet of over 170 vessels and operates in Italy, Malta, Singapore, Colombia, Norway and Malaysia. Two years after the latest news emerged (in 2023 MSC had already acquired a 7% stake in Boluda Towage in exchange for thirty vessels), there is talk again of the maxi merger between the tugboats of the Boluda groups and those belonging to the



Aponte family group. According to the latest weekly report by DynaLiners (which cites what was published in recent days by Spanish press sources), MSC is preparing to obtain a 49% stake in Boluda Towage, the tugboat division of Boluda Corporacion Maritima. According to the agreement between the parties, the Swiss shipping group controlled by Gianluigi Aponte will merge its MedTug tugboat division (over 170 vessels) with that of Boluda. Pending approval by the competent authorities, the operation should materialize during the spring, in April or May. According to what was learned by El Mercantil, the new giant Boluda Towage plans to invest "600 million in 2025, of which 200 million will be dedicated to the renewal of the fleet and between 300 and 400 million to new company acquisitions". In February 2023, a few months after the acquisition of the Genoese group Rimorchiatori Mediterranei for around 1 billion euros, the Corriere della Sera revealed and described the outlines of the first agreements reached with the Spanish shipowner Vicente Boluda Fos with whom an operational collaboration had already begun in the port of Antwerp a year earlier. The first step was taken by the Iberians, with the transfer to a corporate body created specifically for this purpose, the Luxembourg-based Boluda Towage Holding, of the total shareholdings in their towing companies: Boluda World Tug's, Tug's Services Panama, Remolcadores y Ianchas (Uruguay) and Remolcadores y Barcazas del Caribe (Dominican Republic). In exchange for these contributions, the then newly formed company increased its capital by 1.2 billion, almost all at a premium. At that point the Spanish, with 100% of the shares and their tugboats transferred, sold 7.2% of Boluda Towage to Sas Shipping Agencies, an operational holding controlled by MSC. A few weeks ago, the Geneva group had transferred to Boluda Towage the tugboats of its MedTug plus a series of credits, all for a value of around 240 million. Aponte thus rose to 15.6% but it was already clear that the operation would have a follow-up. The activities of the former Rimorchiatori Mediterranei (recently renamed Medtug Spa) remained outside the scope of the agreement with Boluda, perhaps awaiting the green light from the Italian Antitrust Authority for the acquisition by MSC, which arrived a few weeks later. The merger of the two fleets will create the world's leading shipowner in port towage, with over 600 vessels, at least 150 units ahead of the Danish Svitzer of the Maersk group. (Source: Shipping Italy)

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## GREENCAT: WORK SMARTER, WORK GREENER



We are proud to present our newest electric work vessel: the **GreenCat**. Building on the proven success of our EasyWorker 2080, the **GreenCat** has been further developed to set a new standard in sustainable innovation. The **GreenCat** features a revolutionary battery exchange system capable of accommodating up to six 400 kWh batteries. These batteries provide

ample power for all your daily operations. Using the onboard crane, these batteries can be removed from the vessel in less than 30 minutes and recharged overnight using cost-effective energy generated from wind or solar power. Alternatively, six new and fully charged batteries can be installed immediately, enabling uninterrupted operations around the clock. This innovative mechanism establishes the **GreenCat** as the first work vessel capable of performing all your future tasks entirely green. It doesn't get cleaner or more sustainable than this! *(PR-Klaas Groeneveldt)*

## ROBERT ALLAN LTD. RECEIVED THE PRESTIGIOUS BC EXPORT AWARD IN THE PROFESSIONAL SERVICES CATEGORY.

The Association of British Columbia Marine Industries (ABCMI) is proud to showcase our 2023-2025 Business Partner Robert Allan Ltd. for receiving the prestigious BC Export Award in the Professional Services Category. The award was accepted by Mike Fitzpatrick (President & CEO, Robert Allan Ltd.). The BC Export Awards are a prestigious awards program that has been in place for decades and pays tribute to the successes and innovative approaches of B.C. exporting companies. Spanning industries, these annual awards recognize achievements in 10 different categories and are intended to highlight the significant contributions exporters make to the provincial and national economies. Since 1982, the BC Export Awards have recognized more than 300 companies and celebrated the growth and diversity of B.C.'s economy. In his acceptance speech, Mike mentions "A consulting company like ours is only as good as the people we have working for us and our ability to retain key employees has been the biggest differentiator between us and our competitors who

typically see more staff turnover in a year than we do in a decade.” Robert Allan Ltd.’s business is centred on the design of commercial working marine vessels of all types, with a particular focus on the international tugboat market. In addition, they design fireboats, research vessels, crew boats, barges, government service vessels (such as icebreakers and nav-aids tenders), shallow-draft vessels of all types for inland transportation, and a diverse range of specialized craft for almost any purpose.



The company also provides expertise in analyzing technical and financial aspects of a broad range of marine operations and marine systems design. *(PR-Robert Allan)*

## COASTAL ENTERPRISE TO DAMEN SHIPYARD



The **Coastal Enterprise** of Acta Jifmar, which came from Nantes in France to Den Helder, was moved to Damen Shipyards Den Helder last Wednesday morning. Maintenance and repair work will be carried out on the 36-metre-long work vessel at the shipyard. The **Coastal Enterprise** is extremely suitable for work in shallow water. Its power is over 2,100

hp and its tractive force is 16 tonnes. The work deck has a surface area of 300 square metres. It is the former **Sara Maatje XIV** of Van Stee Survey & Supply from Harlingen. This shipping company was taken over by Acta Marine in 2005. Shortly afterwards, the work vessel, which was built in 1987, was renamed **Coastal Enterprise**. *(Source: [www.maritiendenhelder.eu](http://www.maritiendenhelder.eu); Photo: Wim Albers)*

## MARCON INTERNATIONAL'S INLAND PUSH BOAT MARKET REPORT DECEMBER 2024 NOW AVAILABLE

We are pleased to announce that Marcon International's December 2024 Inland Pushboat Market Report is finally available on our website. This report contains summaries of data from Marcon's extensive databases regarding inland pushboats for sale in the US and worldwide; compilation of news from vessel builders and operators worldwide; and featured listings from our files. *Marcon's Market Overview Summary* Marcon is observing significant tightness in the inland marine transportation

market, with pushboat and barge availability at a multi-year low. In 2024, companies benefited from high utilization rates and improved contract pricing, leading to increased asking prices for available units. However, the industry faces challenges including fleet renewal needs, mariner shortages, inflationary pressures, and market volatility from recent administrative actions of tariffs, federal funding freezes, and postponement or cancelation of contracts. The interplay of



tight supply, high demand, and external factors makes projecting 2025 performance difficult, creating uncertainty in the sector's future trends. Inland Pushboat Market Report December 2024. Click on the link to review the market report [Inland Pushboat Market Report December 2024](#)

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### EDWARD MARITIME LAUNCHES THE RAPTOR 2 PUSH VESSEL



Earlier this month, Edward Maritime, a shipbuilding and repair company that provides steel fabrication services to the Eastern Seaboard and the Gulf Coast, announced the launch and rebranding of its Raptor 2 vessel as the **Lydia E**. The compact and versatile push vessel is currently at Wyman & Simpson Inc. in Richmond, Maine. “The **Lydia E** is currently on standby, ready for its first assignment,” said company president Edward McDonald. “We have made significant upgrades,

including a revamped fuel system, which features recessed fuel tanks housed in dedicated compartments with a weather-tight hatch, accommodating up to 100 gallons of fuel.” The updated dimensions of the Raptor 2 design include a length of 22 feet and a beam of 10 feet. The vessel’s depth is 33 inches, with a draft of 19 inches. *Key features of the Lydia E include:* – Two 250hp Yamaha engines; – Two 5-ton deck winches with 75 feet, 5/8 stainless-steel wire rope; – 3-foot push knees; – 4-inch D-fenders; – VHF radio/hailer/PA system; – 2200i Honda generator; – Upper helm station with Kobelt mechanical shifting; – Running lights; – Four 6-inch LED deck lights; – All windows are slidable, front window hinges outward; – Marine Dual Light White/Red; – Three-way Bilge Pump switch; – Two 1100 Gallon Bilge Pump; – Four-way receptacle; – 12V horn; – Eye Level = 14 feet; – Fold down wheelhouse . “We extend our sincere gratitude to Wyman & Simpson Inc. for their trust in our product and for providing us with the opportunity to showcase another small workboat,” said McDonald. “Collaborating with larger companies in the industry has significantly enriched our understanding of the needs and preferences of the inland workforce. We are deeply appreciative of every opportunity afforded to us, and our team is dedicated to customizing our workboats to ensure they stand out in the market.” Last summer, Edward Maritime launched the Raptor 1, a compact and versatile push boat designed specifically for small dredging and dock companies operating along the intracoastal waterways and inland rivers of the United States. (Source: MarineLog)



## LAUNCHING FOR 2942kW ASD TUGBOAT



On 14th February, 2025, one unit of 2,942kW ASD tugboat built by Jiangsu Zhenjiang Shipyard for Jiaxing and named “**JIA GANG TUO 17**” has been launched. Representatives from owner company attended the ceremony. (Source: Jiangsu Zhenjiang Shipyard)

## EFFICIENT ANCHOR RECOVERY IN THE GERMAN BIGHT!

On February 12, 2025, Dutch Tenderservice received a request from our valued client, Schmitt

Anchors & Chaincables, to recover an anchor near Helgoland in the German Bight. However, we faced a dilemma: our vessel, **Anteos**, was en route to Liverpool, and we didn't want to let our client down. Fortunately, the **Leon H**, operated by TB Waterwerk from Urk, was available in Scheveningen. After a quick discussion and planning session, a salvage plan was set in motion. With the contract arranged via Landfall Marine Contractors BV, the **Leon H** set sail the very same day. Upon arrival, it took less than two hours to locate and recover the anchor. True teamwork at its finest!



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## *CARMET EXPANDS UK FLEET WITH SECONDHAND ADDITION*



Workboats have entered the UK market in Q1 2025 as demand rises for vessels to support marine construction, vessel handling and offshore wind ports. Carmet Tug Co has added to its workboat fleet by purchasing a Shoalbuster from an Australian marine contracting group. The UK-headquartered vessel owner purchased 2004-built **PMG Tarka** in January from

Queensland-based Pacific Marine Group, then renamed it **CT Prenton**. Carmet is transferring this 161-gt vessel to the UK, ready for charter in Europe in April. This 26-m, Bureau Veritas-classed workboat was built to Damen's Shoalbuster 2609 design with a beam of 9 m and a draught of around 3 m, with a bollard pull of 30 tonnes and speed of 11 knots, coming from a pair of Caterpillar's Cat 3508 B TA diesel engines. ACL Shipbrokers supported Carmet in this purchase. This is the latest

addition to Carmet's fleet as it has expanded operations in the UK from its main activities in the Mersey area of northern England. In 2022, Carmet welcomed newbuild **CT Barnston** a Bureau Veritas-classed, EasyWorker-series tug from Dutch builder Groeneveldt Marine Services. The third-generation, family run owner also welcomed **CT Upton** at its Eastham facilities after it purchased the vessel, formerly named **Trueman**, from UK-based owner SMS Towage in 2022. In December 2024, **CT Barnston** towed Red7Marine's jack-up barge **Haven Seaseven** out of the Port of Mostyn in north Wales, with pilot vessel Marieanne on standby; and in Q1 2025, Carmet's workboat **CT Vector** towed dredger **Ronnie W**, from Dordrecht, in the Netherlands, to Runcorn on the Mersey. The dredger was purchased by Draca Marine, renamed **WP Chancer** and will be used to dredge sand for the construction and agricultural industry. In Q1 2025, a new workboat will be introduced in the Ardersier Energy Transition Facility in Scotland, after its delivery by Dutch builder Neptune Marine. **Harris** was built as a 24-m multipurpose workboat to Neptune's EuroCarrier 2409 design with a beam of 9 m and a bollard pull of 20 tonnes. It was named in January 2025 at the shipyard in Aalst, the Netherlands, for Haventus, which operates the facilities in Ardersier ready to support Scottish offshore windfarm projects. Neptune said Harris will be transferred to Scotland after sea trials, arriving in March 2025. In addition, the Dutch builder and vessel owner has recently added **Neptun Master**, a shallow-draught harbour tugboat with a deck crane and towing winches, to its rental fleet. *(Source: Riviera by Martyn Wingrove)*

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## HIGH WINDS FORCE NEW DELAY FOR SS UNITED STATES TOW

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Continuing gusty winds led organizers to again delay the departure of the SS **United States** from Philadelphia until early afternoon Feb. 19. The historic ocean liner is now scheduled to head down the Delaware River under tow shortly before 1 p.m. Wednesday. The planned two-week transit south will bring the 992'x101' ship to Mobile, Ala., for preparations to ultimately sink off the



Florida Gulf coast as a future recreational diving and fishing attraction. Officials of Okaloosa County, who acquired the ship last October in a \$10.1 million agreement with the SS United States Conservancy, are already billing it as the world's largest artificial fishing reef. The National Weather Service forecasted high winds to persist into Tuesday with 35 mph gusts. "After careful consideration and out of an abundance of caution, Florida's Okaloosa County has announced that the departure of the SS United States from Philadelphia has been rescheduled for Wednesday, February 19, 2025 due to continued high wind conditions," the conservancy announced early Monday evening. "We realize these repeated delays have been challenging, but we are committed to sharing these updates with you as we receive them." After nearly 30 years berthed in Philadelphia, and the conservancy's efforts since 2011 to preserve and convert the ship for a museum and commercial use, its fate was forced when pier owners and the conservancy ended up in court over dockage fees. The plan now is for an onshore museum in the Destin-Fort Walton coast region to hold the conservancy's trove of SS **United States** artifacts and tell the story of what it calls



“America’s Flagship.” In the latest departure plan, tugboats “are expected to maneuver the **SS United States** out into the Delaware River channel two to three hours before low tide. She will then proceed down river at approximately 12:51 p.m.,” according to the conservancy. On the river the ship will pass under the Walt Whitman Bridge carrying Interstate 76, the Commodore Barry Bridge and Delaware Memorial Bridge with Interstate 295 as the Delaware River Port Authority coordinates bridge closures. “During the SS United States’ two-week tow along the eastern seaboard, Okaloosa’s contractors will be utilizing real-time route planning, which will adjust the ship’s course every 6-hours based on weather and currents,” according o the conservancy. “This makes her specific route and timing challenging to predict. You can track the ship’s course at <https://www.destinfb.com/explore/eco-tourism/ssus/>.” (Source: *Workboat*)

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## ACCIDENTS – SALVAGE NEWS

### 20 RESCUED AFTER CARGO SHIP ‘MSC BALTIC III’ RUNS AGROUND OFF NEWFOUNDLAND COAST



(February 15) A cargo vessel lost power and ran aground off Newfoundland’s coast today, prompting an emergency evacuation of all crew members. The **MSC Baltic III** issued a MAYDAY call on Saturday morning after experiencing power failure approximately 12 nautical miles from the Bay of Islands, Newfoundland. The distress call was received by Marine Communications and

Traffic Services in Port aux Basques. Due to adverse weather and sea conditions, the vessel was unable to secure anchor and subsequently ran aground in Wild Cove, west of Lark Harbour. AIS tracking data shows the vessel was en route from Montreal to Corner Brook, NL. “All crew have been safely airlifted from the vessel by a Cormorant helicopter,” confirmed the Canadian Coast Guard. The vessel had 20 people aboard at the time of the incident. The Canadian Coast Guard icebreaker Henry Larsen is currently on scene. Officials are working with response partners while the cause and extent of the incident remain under investigation. (Source: *gCaptain*)

## *MAIB: OPEN DRAIN CAUSED DEADLY CAPSIZING IN NORTH SEA*

MAIB has published its final accident investigation report into the capsizing and foundering of stern trawler **Njord**, which went down about 50 nautical miles north-east of Peterhead, Scotland in 2022. MAIB found that post-construction modifications had reduced the vessel's initial stability, and that a large haul of fish was enough to capsize the vessel. On March 5, 2022, the 27-



meter **Njord** departed Peterhead to fish in the Norwegian sector of the North Sea, with a crew of eight on board. In the early hours of the following morning, **Njord** arrived at a position about 130 nautical miles north-east of Peterhead and put out its fishing net over a gas pipeline from the Sleipner A gas platform. The vessel towed its net along the pipeline until 1100, when the net was hauled in. The catch was the largest the crew had ever seen, the equivalent of roughly 30 tonnes of fish. **Njord** was a 1992-built trawler with a setup not commonly found in high-seas fisheries. Her net reels were at the stern, but recovery of the catch occurred on the starboard bow. The cod end had to be hauled up over the starboard rail using a winch and lifting frame, and then the fish were fed into a hatch in the foredeck for processing. This time around, the catch was 30 times as abundant as usual. The crew towed the cod end around to the starboard side using a power block, then used a loop of line and a winch to haul up about one tonne of fish at a time into the hopper on the foredeck. After about ten lifts and ten tonnes in the hopper, the **Njord** had a list of about 10-15 degrees. The crew went below to start processing the catch. Within an hour, they had only processed and stowed about three tonnes of the fish, and the skipper wanted to move more quickly. He ordered them to haul up more of the catch and fill the hopper again. Two more lifts went well enough, but on the third lift, the vessel took on a heavy list from the weight of the fish hanging from the net reel and the winch on the bow. As the list increased, the **Njord** began to downflood, and the situation changed very rapidly. Despite efforts to cut loose the net, the **Njord** slowly rolled over to starboard, and the crew escaped by climbing out onto the port side of the hull and walking up onto the upturned keel. For floatation, they had only one life ring for eight people, and no immersion suits. None of the life rafts popped to the surface; it is likely that they were all caught in the vessel's rigging and deck gear. The vessel's EPIRB self-activated at about 1340, and the Norwegian Coast Guard launched a response. A SAR helicopter dispatched from the Johan Sverdrup oil platform arrived on scene at about 1416 and stood by as the OSV **Olympic Challenger** approached to conduct a surface rescue. As the Challenger prepared to launch its fast rescue boat, the **Njord** suddenly began to sink from beneath the survivors' feet. Within moments, all eight fishermen were in the water: six who were hanging on to one lifering, and two who were attempting to swim to stay afloat. The SAR helicopter crew deployed their rescue swimmer to try to save the two men who had nothing to hang onto. The first fisherman to be hoisted up was retrieved alive, though he was briefly unconscious and had ingested water and diesel. The second was pulled up six minutes later. By the time the rescue swimmer got to him, he had sunk below the surface, and he was retrieved in an unresponsive state. Despite medical attention he did not recover. The SAR helicopter recovered one more survivor from the life ring group, then headed for shore; the **Olympic Challenger's** fast rescue boat saved the last five survivors. In 2021, before the casualty voyage, the **Njord** had been modified with the addition of two prawn net reels and

an icemaker towards the stern, but no evaluation was made of the effect on stability. MAIB reconstructed the vessel's stability based on the best available figures, and found that the vessel may have failed the test on one of seven standard loading conditions (though the findings were not definitive). Additionally, MAIB found that progressive flooding began rapidly through an unapproved and undocumented drain pipe that had been installed through a watertight bulkhead on the starboard side. Assuming that the valve on the drain had been left open, modeling suggested that the passageway probably began flooding through the drain at about 17 degrees of inclination, and a load of about 4 to 7.5 tonnes on the net would have been enough to start the process. "It is likely that **Njord** would not have capsized had the valve on the drain been closed, as it should have been, while the vessel was at sea," MAIB concluded. That reduced downflooding angle, combined with the extreme luck of a 30-tonne catch, may have been enough to sink the ship - and the crew may have been willing to overlook the danger signs, especially in flat-calm surface conditions. "It is likely that the new experience of such a large catch led the crew to perceive **Njord's** heavy listing as normal under the circumstances. A large catch meant significant remuneration for all of the crew as share fishermen, and their delight might have influenced their judgment of and consideration towards safety," wrote MAIB. "Had the net been cut away immediately, and the additional fish not been added to the hopper, the vessel might have been saved." MAIB noted that the crew were incredibly lucky that the EPIRB had floated free. The captain did not manage to get off a VHF distress call before the capsizing, and if the EPIRB had not activated itself and reached the surface, it is likely that the entire crew would have perished in the cold water. (*Source: Marex*)

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## *FIRE IGNITES ON BERTHED SIGHTSEEING SHIP IN SHANGHAI*



Chinese news outlets report that a fire broke out on a berthed sailing tour boat in the Huangpu River in Shanghai on Saturday, February 15. The incident involving the tour boat **Chuanzhang 8** occurred at around 14:00 local time on Saturday when a blaze ignited on the vessel's upper deck. Eyewitnesses reportedly saw flames in some areas of the upper

deck, which later became engulfed in thick, black smoke. Firefighters and rescue personnel and some

Good Samaritan boats subsequently arrived at the scene to render assistance. The boats and the firefighters worked to extinguish the blaze as rescuers evacuated the four crewmembers who were on board. One crewmember suffered injuries and was later brought to hospital. Two patrol boats and a tug had also arrived at the scene to ensure the continuous flow of vessel traffic even while the firefighting and rescue operation was underway. Officials said **Chuanzhang 8** was in a "non-operational state" with no embarked passengers when the incident occurred. *(Source: Baird)*

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## SALVAGE TEAMS SEEKING OPTIONS FOR GROUNDED MSC BOXSHIP

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(February 17 update) The Canadian Coast Guard reports that resources are being marshaled while teams were beginning surveys of the **MSC Baltic III** (53,000 dwt) after the ship was driven aground in a strong winter storm on Saturday. Efforts are coordinating with the owners of the vessel and a hired salvage contractor to survey the ship after the crew was rescued. The **MSC Baltic III** blacked out and did not have time and distance to use its anchor to prevent the ship from going around on Saturday morning, February 15. Rescue teams said the efforts on Saturday were hampered by a snowstorm and blizzard-like conditions. Royal Canadian Air Force Captain Matthew Cox who was one of the pilots of the rescue helicopter told CBC it was among the "trickiest maneuvering" of his career. He called it "one of the most challenging things I've done



as a pilot." Cox and the team were able to hoist 20 crewmembers from the grounded cargo ship during the storm. He told CBC that four of the crewmembers were in need of medical assistance but were stable when they got them ashore. The Canadian Coast Guard set up a two-nautical mile emergency zone around the vessel and reports they are establishing a staging area in Lark Harbor, Newfoundland, on the west shore near where the vessel went aground. The **CCGS Henry Larsen**, which stood by during the rescue, is remaining in Corner Brook to facilitate operations. The **CCGS Jean Goodwill** loaded equipment in Canso, Nova Scotia, and is now in Charlottetown, Prince Edward Island on her way to the scene. A third vessel, **CCGS Ann Harvey**, was on SAR patrol in the area as well. An MSC containership, **MSC Carmen** was also showing from its AIS signal that it had approached the area of the grounding. MSC has not commented on the incident but the Canadian Coast Guard reports it has been cooperating and responsive. The hired salvage team was expected to access the area today. The vessel is rated with a capacity of 2,478 TEU but claims consultant Dolphin Maritime & Aviation Services is reporting that there are approximately 400 boxes aboard currently. The Coast Guard was monitoring for environmental hazards but says so far there have been no signs of damage. Weather conditions in the area however were hampering efforts. There continued to be a wind warning for the region with speeds of up to 75 mph possible (120 km/h). The winds appeared to have calmed by later Monday, but the air temperature remains below freezing, and there are continuing snow showers. The weather was predicted to moderate midweek. Teams were reported to be evaluating the best approach to refloat the vessel and minimize dangers. *(Source: Marex)*

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## ROYAN: THE TRAWLER "LA DAME DE CŒUR" SINKS IN THE PORT



After an alert two days earlier, the trawler, which was beyond its age, required the intervention of the fire brigade's "pollution" unit on Saturday 15 February. The end of the game for "**La Dame de cœur**". This 14.8-metre trawler, which left the Charpentiers associés shipyard in Tréffiagat in Finistère in 1969, began to sink

again in the Royan fishing port basin on Saturday 15 February. "Re" because the ship had already started taking on water during the night from Wednesday to Thursday. An initial intervention by the firefighters enabled it to be temporarily refloated. *Banned from sailing since 2016* As a precaution, the harbor master had moored "La Dame de cœur" directly against the quay, to prevent it from damaging a pontoon in the event of its situation worsening. Worsening was noted this Saturday. The staff of the joint port union secured the trawler by deploying an anti-pollution boom, containing as much floating pollutants as possible (fuel, oils), which the Sdis "pollution" unit then pumped out, starting in the late afternoon. This final incident probably sounds the death knell for "La Dame de cœur", moored in Royan since 2016, but banned from sailing since then, except for very rare occasions, due to major and costly safety work to be carried out. (Source: *Sud Ouest*; Photo: *Ronan Chérel*)

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## KOOLE CONTRACTORS TO SALVAGE GROUNDED BULK CARRIER

The maritime service provider Koole Contractors in Vijfhuizen has been commissioned by the insurer to salvage the '**Blue Lagoon**' off the coast of Orchid Island. Shortly after hitting the rocks in the typhoon Krathon on Oct 1, 2024,, the 19 crew members, consisting of Filipinos, Ukrainians and Russians, were evacuated from the ship by



helicopter. They remained unharmed. A light oil spill occurred that was cleaned up by the Taiwanese authorities. A part of the cargo lies on the seabed. The cargo will first have to be unloaded. The wreck will then be lifted with chain pullers and placed on a heavy-lift ship. Koole will start the salvage still in February 2025, and hopes to complete the job quickly. The typhoon season around Taiwan runs from May to December. Own and rented equipment will be used and the personnel will vary during the salvage. The 'Blue Lagoon' is accessible from two sides, so that a pontoon can be placed on either side to attach the chain pullers, after they have been brought under the ship. (Source: *Vesseltracker*; Photo: *focustaiwan.tw*)

## DOUBLE EXPLOSION AGAINST AN OIL TANKER OFF SAVONA-VADO



The Port Authority is investigating the dynamics and possible motive of a maritime accident that could have had serious environmental consequences. The utmost secrecy surrounds the case of a double explosion that seriously damaged the hull of a tanker while it was at anchor in front of the port of Savona. Two explosions during the night over the weekend affected the **Seajewel**, a LR2 tanker with a deadweight capacity of 109,000 tons operated by the Greek

shipping company Thenamaris and coming from Algeria to unload in Liguria, via the liquid bulk terminal of Vado Ligure, a cargo destined for the Sarpom refinery in Trecate (Novara). As mentioned, it is very difficult to find more details at the moment, but local press sources report that two explosions took place: the first one created a hole in the hull of at least one and a half meters, and a second one that occurred in the sea. Both explosions occurred during the night between Friday and Saturday. The risk of a maritime accident with serious environmental consequences was high considering that the **Seajewel** ship was loaded. This double-hulled tanker nevertheless withstood the impact and limited the damage resulting from the explosion. An investigation into the incident has been launched by the Port Authority with the coordination of the Savona Public Prosecutor's Office, but the case appears to have already been reported to Rome, to the competent ministries and to specialized law enforcement agencies. The suspicion of an attack would be high even if no public information has yet emerged on the possible motives. Officially, always according to what the local press reports, it only leaks out that "the divers, at work since Saturday morning, have detected in the hull of the tanker the sign of an explosion caused by an external agent". An explosive device attached to the hull or something that was directed against the ship. (Source: *Shipping Italy*)

## U.S. NAVY AND COAST GUARD RESCUE SEVEN FROM SINKING IRANIAN VESSEL IN ARABIAN GULF


U.S. naval forces successfully rescued seven mariners from a sinking Iranian commercial vessel in the Arabian Gulf. The rescue operation involved the **USS Devastator** (MCM 6) and U.S. Coast Guard Cutter **Clarence Sutphin Jr.** (WPC 1147), who responded to a mayday call from the M/V **Shayesteh**.


The vessel, flying a Qatari flag while in territorial waters, experienced a significant list before ultimately sinking. “The five Iranian and two Indian mariners are safely onboard **USCGC Clarence Sutphin Jr** and are receiving follow on medical care,” confirmed officials. The rescue highlights the ongoing mission of Patrol Forces Southwest Asia (PATFORSWA), a permanent U.S. presence based in Bahrain. PATFORSWA operates with six 154' Sentinel



Class Fast Response Cutters, including the **USCGC Clarence Sutphin Jr.**, one 110-foot Island Class Patrol Boat, and maintains a 150-member mission support detachment, focusing on maritime operations across the Middle East in support of U.S. Naval Forces Central Command. Established in 2003 during Operation IRAQI FREEDOM, PATFORSWA continues to provide maritime interdiction, theater security cooperation, and maritime domain awareness operations in the region. (*Source: gCaptain*)

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## REMEMBER TODAY

*S.S. TIBERTON – 19<sup>TH</sup> FEBRUARY 1940*



SS **Tiberton** was a British steam cargo ship that was sunk during World War II by the German submarine U-23. *Service* Registered to owners R. Chapman & Son, Newcastle upon Tyne, Great Britain, the SS **Tiberton** was launched in 1920 and served in Great Britain's Merchant Navy through the 1920s and 1930s. Operating from her homeport of Newcastle, she sailed to numerous

countries including Chile, Australia and Norway. On 14 June 1928, **Tiberton** ran aground at Bahía Blanca, Argentina. She was refloated on 17 June 1928. *Sinking* At 04.05 hours on 19 February 1940, whilst transporting iron ore to Middlesbrough (or Immingham, Lincolnshire) Great Britain from Narvik, Norway, the unescorted **Tiberton** was hit by one G7e torpedo from **U-23** on her eighth sailing and active patrol in the North Sea under the command of Otto Kretschmer. The **Tiberton** broke in two and sank in 30 seconds about 33 miles east of Kirkwall, Orkney. All 34 of her crew were killed. On 10 April 1940 the SS **Tiberton** was officially registered with Lloyd's as Missing / Untraced and a Joint Arbitration Committee considered her a "war loss".

*Memorials* The 33 British crew members are commemorated on the Tower Hill Memorial in London (Panel 108). The 34th crew member, Canadian Edward Oliver May (Third Engineer), is commemorated on the Halifax Memorial in Point Pleasant Park on the southern tip of the Halifax Peninsula, Canada. Her Majesty's Canadian Ships and visiting warships when entering or leaving Halifax Harbour and passing the Halifax Memorial between Colours (0800 hours and sunset) pipe the Still to render honours. (Source: Wikipedia)



## OFFSHORE NEWS

### ARMADA SISTER AT NIEUWEDIEPKADE



After the **Armada 7801**, the sister ship **Armada 7804** visited our port at the end of last week, where it moored at the Nieuwediepkade on Saturday 15 February. The 78-metre long survey vessel of Ocean Infinity from Houston had come over from Southampton to Den Helder. The American shipping company now has

eight of these innovative survey vessels that are only sailed by a core crew. The plan is to eventually have this fleet sail without a crew. The hulls of the eight sisters were built at the Vard shipyard in Vietnam, while the finishing took place at the Vard shipyard in Soviknes, Norway. The **Armada 7804** sails under the flag of Singapore. On the work deck of the survey vessel, above the moonpools, there is Seaonics equipment to work with ROVs. (Source: [www.maritiendenhelder.eu](http://www.maritiendenhelder.eu); Photo: Wim Albers)



## JASA MERIN SECURES NINE OFFSHORE VESSEL DEALS

Malaysian OSV operator Jasa Merin, a unit of Marine & General, has been awarded several vessel charter deals with three oil and gas players. The company will provide a total of six straight supply vessels and three anchor handling tug supply vessels to support offshore operations. The contracts, awarded by ExxonMobil, Petronas Carigali, and Vestigo Petroleum are worth around RM300m (\$67.7m). The contracts include extension options for up to another three years. The charter will begin by the end of February 2025. (Source: Splash24/7)



The contracts include extension options for up to another three years. The charter will begin by the end of February 2025. (Source: Splash24/7)

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## TIDEWATER BAGS PSV CONTRACT IN THE UK



Offshore support vessel owner Tidewater has picked up a new contract for its platform supply vessel in the UK. UK offshore brokers report the 2010-built **Enea** has been fixed for five months to Aberdeen-based TAQA. No rates have been disclosed for the contract starting in March, with extension options up to three months. Last month, the OSV giant also clinched a charter

deal with Norwegian continental shelf operator OKEA for its PSV **North Pomor**. The 2013-built unit has been contracted for six months from March, with up to three months of options attached to the charter. (Source: Splash24/7)

## GEOQUIP SAENTIS ON A VISIT

On Saturday 15 February, the **Geoquip Saentis** arrived in our port and moored at the Nieuwediepkaade. The 80-metre-long survey vessel from Geoquip Marine in St. Gallen, Switzerland, had come over from Amsterdam to Den Helder. In 2005, the survey vessel was built in China as **Toisa Vigilant** for the British shipping company Sealion Shipping and in 2019 it was given its current name after a major renovation. Among other things, a moonpool and a drilling rig were installed on board. The **Geoquip Saentis** sails under the flag of Cyprus and has Limassol as its home port. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Wim Albers)



## MPC CAPITAL SECURES FUNDS FOR OFFSHORE SERVICE VESSEL JOINT VENTURE



French private equity firm and investment group Eurazeo and a large European family office have invested in MPC Capital's recently launched platform for offshore service vessels. The platform was initiated by a joint venture of MPC Capital and O.S. Energy – named MPC OSE Offshore – created late last year to develop, build, and manage service vessels which are specifically designed to operate

in offshore wind farms. Paris-based Eurazeo holds a diversified portfolio of €35bn (\$36.6bn) in assets under management, including €23bn (\$24bn) from third parties, invested in more than 600 companies. Its equity investment is made by the Eurazeo Transition Infrastructure Fund with a sustainable investment strategy focusing on the transition of essential infrastructure to a low-carbon economy. This operation also benefits from support from the European Union under the InvestEU Fund. As a result, MPC Capital was able to complete its €70m (\$73.2m) fundraising for MPC OSE Offshore with Eurazeo as a lead investor. MPC OSE Offshore has already commissioned the construction of its first purpose-built offshore survey and service vessel at the Danish Esbjerg Shipyard and secured the option for five further units. Delivery of the first vessel is expected in the first half of 2026. The total investment volume of the newbuilding series of six vessels is around €130m (\$136m). (Source: [Splash24/7](https://www.splash24/7))

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## ALTERA SELLS FPSO TO NEWCOMER OWNER AMPLUS ENERGY

UK floater player Altera Infrastructure has sold its FPSO unit **Petrojarl I** to Aberdeen-headquartered Amplus Energy. Described as the most deployed FPSO in history, the 1986-built vessel is changing hands for an undisclosed sum after completing its charter with Enauta at the Atlanta field in Brazil's Santos Basin. The 215-m-long unit was Altera's very first FPSO and



the industry's first newbuild harsh environment FPSO. It has been operated by Altera on 11 offshore fields. Following the sale, the company, which last year offloaded its shuttle tanker and deep-sea towage businesses, will count six FPSO assets, of which three are fully owned. Altera, formerly a part of Teekay, also owns a pair of FSOs and a semisub cylindrical flotel. The **Petrojarl I**, built at Nippon Kokan for oil production of 30,000 bopd, marks Amplus' entry into the FPSO acquisition market after years of focus on delivering field development solutions, offering vessel design and leasing options over direct ownership. Steve Gardyne, Amplus managing director, said: "The addition of this vessel strengthens our ability to meet growing market demands and ensure we are well-positioned to address client needs, adding: "This acquisition has the potential to fast-track our journey to becoming a fully operational organisation, complete with our own onshore support and offshore team and also underscores our commitment to investing in the business." Ian Herd, executive director at Amplus Energy, added that the company has plans for further vessel ownership, with the aim of being the redeployment vessel contractor of choice. "There is a market opportunity for a trusted, entrepreneurial FPSO contractor operating at the flexible, niche end of the spectrum offering fit-for-purpose vessels at a very competitive price, backed up by a leadership team with extensive operator experience supported by a scalable and aligned set of subcontractors," Herd said. (Source: *Splash24/7*)

## REVOLUTIONISING COMFORT AT SEA: AST REYGAR'S BAREFLEET VESSEL MOTION MONITORING SYSTEM



For commercial vessel operators, passenger comfort isn't a luxury – it's a mission-critical priority. The need to ensure that technicians arrive at offshore work sites in optimal condition is paramount for safety, efficiency, and overall mission success. AST Reygar's innovative BareFLEET Vessel Motion Monitoring System is transforming how operators address this challenge through

its revolutionary sea sickness monitoring feature. *Combating Seasickness with Precision* Seasickness, induced by vessel motion, can severely impact both safety and performance. BareFLEET tackles this issue by continuously monitoring vessel motions in line with ISO standards to calculate the Motion Sickness Index (MSI). Real-time data is gathered onboard and displayed locally as well as transmitted to shore, offering a detailed view of passenger and crew comfort across different sea states, routes, and vessel types. The insights derived allow operators to identify patterns affecting ride quality and implement strategic changes to enhance comfort. Whether it's optimising routes, or adjusting operations, BareFLEET empowers proactive decision-making. *Real-Time Adjustments for Enhanced Comfort* One standout feature is BareFLEET's real-time feedback dashboard, providing live MSI updates alongside a target comfort threshold. This enables crews to make on-the-spot adjustments – altering speed or course to improve comfort without compromising operational goals, such as fuel efficiency. *Holistic Monitoring for Comprehensive Insights* Seasickness monitoring is just one part of BareFLEET's integrated approach. By combining sea sickness measurements with impact and vibration data, the system delivers a holistic understanding of vessel performance and passenger well-being. This synergy supports long-term improvements, from optimising vessel design to refining fleet-wide operational strategies. *Redefining Passenger and Crew Experience* Uncomfortable journeys aren't just inconvenient – they can hinder technician readiness and safety. With BareFLEET, operations gain a powerful tool to enhance every aspect of their operations, ensuring smoother, safer voyages. AST Reygar's BareFLEET system is redefining standards in marine operations, proving that passenger and crew comfort is not just a courtesy – it's a cornerstone of operational success. Discover how BareFLEET Vessel Motion Monitoring System can elevate your marine strategy. Comfort isn't optional; it's essential. Contact AST Reygar for a demo today! (*Source: Workboat365*)

## EVENT NEWS

### HAVENDAGEN ZEEWOLDE: MARITIEM PLEZIER VERZEKERD!

Op 11 en 12 juli 2025 verandert de Aanloophaven van Zeewolde in een levendig maritiem decor met talloze historische schepen tijdens de Havendagen! Je kunt je er nu al voor aanmelden. De Havendagen Zeewolde vormen een unieke kans voor de deelnemers om hun prachtige schip te

tonen aan een enthousiast publiek en deel uit te maken van dit jaarlijkse nautische spektakel.

*Programmering* De vrijdagavond start met een indrukwekkende vlootshow, een moment waarop diverse schepen schitteren in de spotlights. Zaterdag biedt een dagprogramma vol maritieme activiteiten, een kunst- en ambachtenmarkt, kinderactiviteiten en spectaculaire demonstraties op het water. 's Avonds



worden de Havendagen feestelijk afgesloten met een spetterend liveoptreden op het podium. De sfeer, de gezelligheid en de unieke nautische beleving maken de Havendagen Zeewolde tot een evenement dat je niet mag missen! *Meld je nu aan!* Wil jij met jouw varende erfgoed of historisch schip deel uitmaken van deze bijzondere dagen? Meld je dan hier aan. Voor meer informatie kun je contact opnemen via de website. [HIER](#) Zet koers naar Zeewolde en beleef een nautisch weekend om nooit te vergeten! (Source: *Scheepspost*)

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### LEZING OVER DE SPITSEVAART BIJ MUSEUMWERF VREESWIJK



Zaterdag 15 maart geeft schipper en maritiem publicist Jaap Boersema een boeiende lezing over de spitsvaart met de spits **Westropa**, van de Vreeswijkse familie Kranenburg, in de hoofdrol. Het binnenvaartverkeer tussen de Middellandse Zee en het westen van Europa werd (en wordt nog steeds) verzorgd met de zogenaamde spits. Spitsen zijn

binnenvaartschepen die relatief lang en smal zijn. De maatvoering van deze vrachtvaarders is berekend op de voornamelijk Franse en Belgische rivieren en kanalen met sluisen waarin ze maar

nét passen. In tegenstelling tot wat hun naam doet vermoeden, zijn de kop en de kont van de spits nogal stomp. De inhoud van een spits is niet gering. Op de den (opstaande rand boven het laadruim) staat nog wel eens: “Hier vaart een file van 14 vrachtauto’s...” *Westropa* Jaap Boersema werkte op het schippersinternaat Prins Hendrik in Vreeswijk. Een van de leerlingen, de latere spitsenschipper Jan Arie Kranenburg nam al jong de spits Westropa van vader Tijmen over. Jaap boekte een werk-/vakantiereis op dit schip. Het leverde een schat aan foto’s en informatie. Deze beelden en verhalen kunt u zien en horen op zaterdag 15 maart. Aanvang: 14.00 uur. Einde: ca. 15.30 uur, met halverwege een korte pauze. Toegang: € 6,- (incl. koffie/thee). *Aanmelden verplicht* De lezing vindt plaats in de Presentatieruimte van de Museumwerf. Daar geldt een restrictie van max. 50 toehoorders. Vol = vol. Daarom is er een verplichte aanmelding vóór 13 maart via Cisca de Ruiter. Bij een aantal van ruim boven de 50 aanmeldingen, wordt op 15 maart een extra lezing ingelast. Die start om 11 uur, op dezelfde locatie. Daarover ontvangen de boventallige aanmelders persoonlijk bericht. Museumwerf Vreeswijk vindt u aan de Wierselaan 113 in Nieuwegein/Vreeswijk. (*Source: Scheepspost*)

## MUSEUM NEWS

### SCHIPPER GEVRAAGD VOOR STOOMSCHIP CHRISTIAAN BRUNINGS

De **Christiaan Brunings** werd in 1900 gebouwd als ijsbreker en directievaartuig voor Rijkswaterstaat. Sinds 1968 is het schip van het Scheepvaartmuseum. Een aantal keren per jaar wordt ermee gevaren door vakkundige en toegewijde vrijwilligers. Het Scheepvaartmuseum laat zien hoe water werelden verbindt. Het museum staat bekend als



spraakmakend en toonaangevend museum met één van de grootste en meest bijzondere maritieme collecties ter wereld. Dagelijks ontvangen we vele bezoekers, variërend van museumliefhebbers en onderzoekers tot dagtoeristen en schoolklassen. Daarnaast is het prachtige gebouw een spectaculaire evenementenlocatie voor congressen, bruiloften en zakelijke events. Aan de steiger van ons museum ligt het stoomschip Christiaan Brunings, in 1900 gebouwd als ijsbreker en directievaartuig voor Rijkswaterstaat. De **Christiaan Brunings** is als varend monument sinds 1968 onderdeel van de collectie van Het Scheepvaartmuseum en wordt in de vaart gehouden door een groep vakkundige en toegewijde vrijwilligers. De **Christiaan Brunings** is een gecertificeerd passagiersschip, dat ruimte biedt aan 90 opvarenden en wordt meerdere keren per jaar (totaal 10 – 20 dagen) ingezet voor rondvaarten door de Amsterdamse haven. Ter versterking van dit team zoeken wij een: **Schipper (vrijwilliger)** *Wat ga je doen?* Als schipper heb jij de verantwoordelijkheid over het schip en de bemanning. Dit alles om ervoor te zorgen dat hij er prachtig bij ligt voor bezoekers van het museum en dat hij geregeld kan uitvaren. In 2025 zal het schip bijvoorbeeld varen tijdens SAIL. Daarnaast sta je bezoekers te woord en ontvang je hen aan boord van de **Christiaan Brunings**. *Verder:* • Ben je wekelijks beschikbaar op dinsdag en/of donderdag (de onderhoudsdagen); • Ben je ongeveer 10 tot 20 dagen per jaar beschikbaar voor vaartochten en de voorbereiding daarvan (het opstoken van de

ketels); • Buiten de vaardagen draag je, in overleg met conservatoren en collectiebeheerders, zorg voor het onderhoud van het schip; • Coördineer je de bemanning voor vaartochten en onderhoud. *Wie zoeken wij?* • Wij zoeken een enthousiaste schipper met kennis van en affiniteit met (stoom)schepen. • Je bent een echte teamleider die het team van vrijwilligers weet te motiveren en te binden. • Je hebt sterke organisatorische kwaliteiten, vooral waar het gaat om het plannen en organiseren van het onderhoud aan het schip en vaartochten. *Wat vragen wij?* • Je bent in het bezit van een groot vaarbewijs alle binnenwateren en hebt een marifoocertificaat; • Je hebt een groot verantwoordelijkheidsgevoel; • Je kunt helder en bondig communiceren; • Je hebt gastvrijheid hoog in het vaandel staan en geeft bezoekers een warm welkom aan boord; • Je kunt snel en flexibel schakelen bij veranderende omstandigheden. *Wat bieden wij?* • Je komt te werken in een betrokken en gemotiveerd team. • Je krijgt een basisonkostenvergoeding per dagdeel en/of een reiskostenvergoeding ten behoeve van woon-werkverkeer. • Tot slot mag je een Museumkaart declareren, ontvang je vrijkaarten voor Het Scheepvaartmuseum en kun je met korting shoppen in onze museumwinkel. *Reageren* Herken je jezelf in het profiel en ben je enthousiast geworden? Solliciteer dan zo spoedig mogelijk via onderstaande sollicitatiebutton. De procedure sluit bij voldoende geschikte reacties. Voor vragen over de functie kun je contact opnemen met Tim Streefkerk (conservator) via [tstreefkerk@hetscheepvaartmuseum.nl](mailto:tstreefkerk@hetscheepvaartmuseum.nl). Voor vragen over de sollicitatieprocedure kun je contact opnemen met de afdeling HR, tel. (020) 5232 425. Graag vermelden wij alvast dat de aanvraag van een Verklaring Omtrent Gedrag onderdeel uitmaakt van de selectieprocedure. Het Scheepvaartmuseum wil een veilige thuishaven zijn voor iedereen. Een inclusieve werkomgeving, waar ruimte is voor verschillen, waar je je veilig voelt en waar je jezelf kunt zijn. Bij ons ontmoet je collega's met diverse achtergronden en meer uiteenlopende expertises dan je denkt. Van vakkundige conservatoren tot commerciële marketeers en bevlogen eventmanagers. Allemaal verbonden door het water. En door nieuwsgierigheid. In de wereld, en naar elkaar. Dus ook jij bent welkom in onze thuishaven. (Source: *Scheepspost*)

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## WINDFARM NEWS - RENEWABLES

### *EU LOOKS AT DEVELOPING CABLE-LAYING FLEET*

The European Commission, the EU's executive body, is looking to create a fleet of cable repair ships in a public/private initiative which could be a boost for the continent's shipyards. Following a spate of cable and pipeline outages, primarily in the Baltic, in recent months, bureaucrats in Brussels have become aware of the shortage of cable laying ships around the world. Splash analysis last month suggested there are around 75 cable laying ships in operation today, with the average age of this niche fleet above average. Seabed gas pipelines, power cables and fibre optic cables have all been attacked – likely by merchant ships dragging their anchors – in recent months across the Baltic,

forcing NATO to establish Baltic Sentry, a naval protection operation. Baltic Sentry involves a range



of assets, including frigates, submarines, maritime patrol aircraft, and drones. A joint statement from the heads of state or government of Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden last month noted: "Russia's use of the so-called shadow fleet poses a particular threat to the maritime and environmental security in

the Baltic Sea region and globally. This reprehensible practice also threatens the integrity of undersea infrastructure, increases risks connected to sea-dumped chemical munitions, and significantly supports funding of Russia's illegal war of aggression against Ukraine." (Source: *Splash24/7*)

## WINDWARD LAUNCHES FIRST OF FOUR NEW CSOVs

Windward's new Crew Supply Vessel (CSOV), the "**Windward Athens**," has been launched at VARD Shipyards Romania in Tulcea this week, according to the company's release. This vessel is the first of four planned additions to the Windward fleet in 2025. The "**Windward Athens**" incorporates several advanced technologies. These include an electrically



driven, motion-compensated gangway from Ampelmann Operations, an electric 3D compensated crane from Seonics AS, and a battery-hybrid propulsion system with methanol-ready engines from MAN Energy Solutions. These features aim to improve the sustainability of maritime operations. "This is the first of four cutting-edge vessels that will join the Windward fleet in 2025," a company representative stated. Windward provides offshore wind support services with a focus on safety and efficiency. VARD is a major shipbuilder of specialized vessels, including offshore support vessels. Ampelmann designs and manufactures motion compensated gangway systems for safe offshore access. Seonics specializes in the development and manufacturing of advanced crane and handling systems for the maritime industry. MAN Energy Solutions supplies engines and turbomachinery for various applications, including marine propulsion. (Source: *PortNews*)

## KONGSBERG MARITIME TO EQUIP BIBBY MARINE'S FULLY-ELECTRIC



## CSOV



Kongsberg Maritime has secured a contract to supply an integrated package of equipment for Bibby Marine's new electric Commissioning Service Operation Vessel (eCSOV), the world's first fully-electric offshore vessel. Kongsberg Maritime will provide full-electric rim-drive propulsion with azimuth and tunnel thrusters. The scope of supply also

includes the automation system, full electrical control system, Dynamic Positioning, and thruster control. The new eCSOV will feature the largest ever battery installation on an offshore vessel, with a capacity of 25MWh. Kongsberg Maritime's equipment will integrate with the battery system and optimize the use of energy on board. U.K.-based Bibby Marine has commissioned this pioneering service operation vessel from Spain's Armon shipyard. The hybrid vessel will be capable of operating entirely on electricity for a full day via the Blue Whale Battery Energy Storage System from Norway's Corvus Energy. This lithium iron phosphate system will enable the vessel to operate on electricity for 24 hours. The vessel is expected to be delivered in 2027. "The eCSOV marks a significant milestone not only for Bibby Marine and its partners, but also for the entire maritime industry and will certainly push the boundaries of innovation in the offshore energy sector," said Gavin Forward, Bibby Marine New Build Project Director. "We are delighted to be part of this groundbreaking project with Bibby Marine, as they take hybrid operations in the offshore market, to the next level. Our integrated package of advanced maritime technologies will ensure the new eCSOV operates with unparalleled efficiency and sustainability, setting a new standard for the industry," added Birger Teien Evensen, Sales Director - Offshore, at Kongsberg Maritime. (*Source: MarineLink*)

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## NJORD THUNDER BACK IN PORT

They are usually in transit when they call at the port of Den Helder. The so-called crew transfer vessels (CTVs) that are used for the construction and maintenance of offshore wind farms. This also

applies to the 23-metre long **Njord Thunder** from Njord Offshore in Tendring (Essex), which left for sea again last week shortly after the vessel had been transferred from Ostend to Den Helder. With Delfzijl as its destination. The **Njord Thunder**, built in 2019, sails under the British flag and can accommodate 24 passengers. (Source: [www.maritiendenhelder.eu](http://www.maritiendenhelder.eu); Photo: Wim Albers)



## NYK LINE BECOMES MAJORITY OWNER OF NORTHERN OFFSHORE GROUP



Following a new investment, Japan's NYK Line has become the majority owner of the crew transfer vessel (CTV) operator Northern Offshore Group. N-O-G, an operator of over 60 CTVs in the global offshore wind industry, has had an operational and technical collaboration with NYK since 2019. The company has now become a part of the NYK Group after a majority of its shares were acquired by NYK.

Through this latest investment, N-O-G will be able to leverage NYK's global network while the Japanese company will gain important operational experience in preparation for the anticipated future expansion of offshore wind in waters closer to Japan. David Kristensson, Northern Offshore Group CEO, will continue to lead the company while Carl-Johan Hagman, NYK executive officer and NYK Group Europe region head, will become the chairman of N-O-G's board of directors. "For several years, NYK and N-O-G have had a close partnership that has very naturally evolved into this co-ownership. N-O-G will continue to operate as an independent entity but will have the ability to draw on the global resources of the wider NYK Group," said Hagman. Last month, NYK launched a crew transfer vessel shipmanagement joint venture for domestic offshore wind projects with local towing player Akita Eisen Kisen Kaisha. This came following a memorandum of understanding for CTV operations mainly in the waters off Akita prefecture in 2021. (Source: [Splash24/7](https://www.splash24/7))

## VAN OORD LANDS NEW POLISH OFFSHORE WIND CONTRACT.

Dutch marine construction firm Van Oord has won a contract for subsea rock installation on the Bałtyk 2 and 3 offshore wind developments in Poland. The contract with an undisclosed value covers the procurement, transportation and protection of the seabed around the foundations of wind turbines and offshore substations, as well as the routes of the inter-array cables and those connecting

the wind farms to the Polish power grid. Jointly developed by Equinor and Polenergia, the Bałtyk 2 and 3 offshore wind farms will have a total combined capacity of 1.44 GW. The duo is developing three offshore wind farm projects in the Baltic Sea with a total capacity of up to 3 GW, which will be able to provide power to 4m households in Poland. The first energy from the Bałtyk 2 and Bałtyk 3 projects is expected to flow into the grid in 2027, and the commercial phase of use will begin in 2028. Multiple contractors have already been lined up for the Baltic Sea wind farms, which will be located some 22 km and 37 km from the port of Leba in Poland. The new contract for Van Oord adds to the company's Polish offshore wind market backlog with monopile installation work secured on the 1.5 GW Baltica 2 developed by Ørsted and PGE Polska Grupa Energetyczna and 1.2 GW Baltic Power developed by ORLEN and Northland Power. (Source: *Splash24/7*)



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## ØRSTED KICKS OFF CONSTRUCTION OF 920MW OFFSHORE WIND FARMS IN TAIWAN



Ørsted has started the offshore construction for the Greater Changhua 2b and 4 offshore wind farms in Taiwan, which have the combined capacity of 920 MW. Ørsted was awarded the 920 MW Greater Changhua 2b and 4 offshore wind farms in June 2018. In July 2020, Ørsted signed a 20-year fixed-price corporate power purchase agreement (CPPA) for a

corporate customer to offtake the full production of the wind farms, located 35–60 km off the coast of Changhua County in Taiwan. Since its final investment decision in March 2023, Ørsted has begun the manufacturing of the key components, completed civil work of the onshore substation, and started mobilizing vessels to prepare the offshore construction. The wind farms will feature 66 Siemens Gamesa 14-236 DD offshore wind turbines, each rated at 14 MW. The projects will use the piling-free suction bucket jacket foundation technology for the first time in the Asia-Pacific region. The Greater Changhua 2b and 4 offshore wind farms are expected to complete offshore installation by the end of 2025 and be fully connected to the grid in 2026. Once completed, Ørsted will reach a combined operational offshore wind capacity in Taiwan of nearly 2 GW, producing clean energy enough to power two million Taiwanese households. "The commencement of offshore construction for the Greater Changhua 2b and 4 demonstrates Ørsted's unwavering commitment to developing, constructing, and operating large-scale offshore wind farms in Taiwan." "As the first offshore wind farms in Taiwan backed by a CPPA, they not only demonstrate the confidence our customer and the market have in Ørsted's industry-leading technical expertise and extensive experience but also set a significant benchmark for long-term partnerships between businesses and the industry for renewable energy as well as the vital role of offshore wind in building a low-carbon economy," said Per Mejnert Kristensen, President of Region APAC at Ørsted. *(Source: Offshore Engineer)*

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## DREDGING NEWS

### *NEW ALL-ELECTRIC CUTTER SUCTION DREDGER LAUNCHED IN CHINA*

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Chinese shipbuilder Shanghai Zhenhua Heavy Industries (ZPMC) launched a new cutter suction dredger (CSD) into the water for the first time on Saturday, February 15. Named **Junlan**, the non-self-propelled CSD will be operated by the Tianhang Bureau of China Communications Construction Company (CCCC). All the onboard machinery is powered by electricity, making it one of



the first deep water-capable dredgers to be built in China. The CSD has an LOA of 67 metres, a beam of 11.95 metres, and a total installed power of 4,520 kW. With the aid of a 600kW cutter, the dredger will be capable of extracting sediment at a rate of 2,200 cubic metres per hour, making it ideal for deployment in rivers, lakes, and dams. The dredger is equipped with a high-efficiency, wear-resistant mud pump and an intelligent monitoring system. The underwater mud pump, the cabin mud pump, and the cutter are all powered by variable frequency drives. The CSD is designed to permit operation by only one person if needed. *(Source: Baird)*

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### *KSR MARINE RELAUNCHES KSR-V ROYAL IHC BEAVER 50*

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After completing its annual dry dock maintenance in the Maldives, KSR Marine Services relaunched its dredger **KSR-V** Royal IHC Beaver 50 yesterday. "This milestone marks a significant step in

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ensuring the vessel remains in top operational condition, ready to take on demanding dredging projects with enhanced efficiency and reliability,”



said KSR. During this maintenance period, the crews carried out extensive repairs and upgrades, replacing key components with newer, more advanced systems to maximize performance. “Every operational parameter was meticulously checked before launch, ensuring **KSR-V** is fully optimized

for the toughest dredging challenges ahead,” the company concluded. (Source: *Dredging Today*)

*Advertisement*



### *DREDGER ELBE STARTS WORK IN THE PORT OF ILHÉUS, BRAZIL*

The Port Authority of Bahia (CODEBA) last Friday (Feb. 14) celebrated an important milestone — the start of maintenance dredging at the Port of Ilhéus. According to CODEBA, this dredging project aims to maintain the port’s full navigability and increase its capacity to handle larger ships from 30 to 45 thousand tons. This will reduce operating costs and ensure the safety of vessels that use the docking infrastructure of the port. With this initiative, CODEBA



reaffirms its commitment to the socioeconomic development of the region, boosting the industrial and agricultural sectors, which depend directly on the port’s logistical efficiency. The project also

fosters new business opportunities and generates direct and indirect jobs, strengthening the local economy. The dredging work, estimated to be worth around R\$ 20 million, underwent rigorous procedures to guarantee navigation safety, operational efficiency and environmental sustainability. *(Source: Dredging Today)*

### DREDGING IN ACTION AT SESUIT HARBOR



Barnstable County Dredge has just released this very interesting video named 'Dredging in Action at Sesuit Harbor!' In the video, Dredge Director Ken Cirillo takes us through the process, explaining how the County Dredge is keeping the waterways navigable and coastlines protected. Watch the YouTube video [HERE](#) *(Source: Dredging Today)*

### TRANSNET NATIONAL PORTS AUTHORITY IMPROVES ITS DREDGING CAPACITY

The Transnet National Ports Authority (TNPA) is set to improve its dredging capacity with the installation of a new marine excavator on the **Italeni**, a grab hopper dredger. According to TNPA, it is used by the ports authority to maintain the promulgated depth of port berths, basin and entrance channels necessary for the safe navigation of vessels in the ports. The installation of this technology will boost dredging volumes and increase efficiency at South



Africa's commercial seaports, the company said. A marine excavator is a specialised technological machinery that is used to improve dredging operations while ensuring safe and sustainable practises of marine and coastal environments. With an investment value of R76 million (\$4.1 million), the newly installed excavator is designed to grab dredged material weighing up to 2 tons at a radius of at least 20 meters. The upgrade will enable the **Italeni** to efficiently handle dredged volumes of 150.000 cubic meters, a significantly increase from its annual capacity from 94.000 m<sup>3</sup>. The upgrade replaces the excavator fitted in 2014 that has reached its operational lifespan. *(Source: Dredging Today)*

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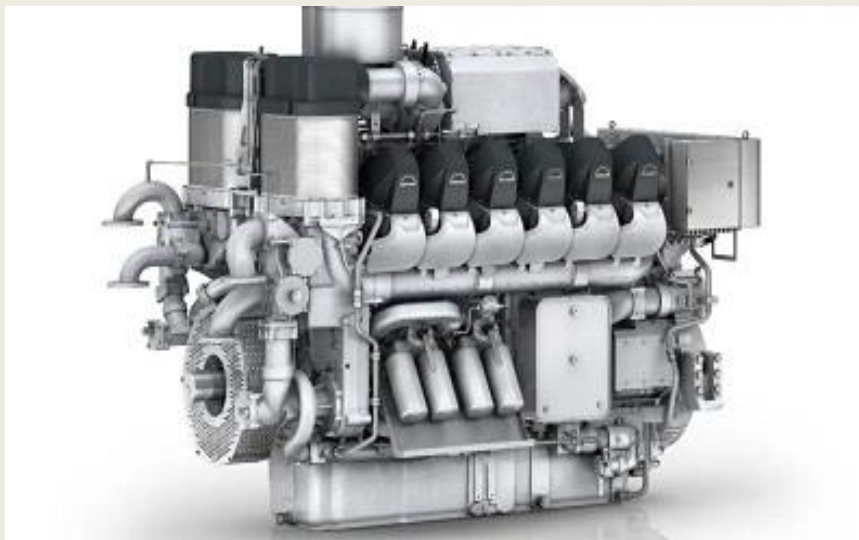




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## YARD NEWS

### CHEOY LEE SHIPYARDS ORDERS EIGHT MAN175D ENGINES FOR SVITZER TUGS



MAN Energy Solutions announce that Cheoy Lee Shipyards, based in Hong Kong, has placed an order for eight MAN175D-MM marine propulsion engines to power four new build tugs. Each vessel will be equipped with two 2,400 kW-rated engines, providing a reliable and high-performance propulsion system for the 2900 TRAnsvErse tugs built

for global operator Svitzer. With 2400 kW, the MAN12V175D is the most powerful 12 cylinder high speed engine available in the tug application sector. A useful attribute in the confined space of relatively small tug boat engine rooms. Florian Keiler, Head of High Speed, MAN Energy Solutions said “This is a very welcome reference that showcases the benefits of having powerful 12-cylinder propulsion engines for harbour-tug applications. It is also a sign of the trust that globally renowned customers, such as Cheoy Lee and Svitzer, place in MAN Energy Solutions. The MAN175D is ideally suited to such a demanding application where customers view its compactness, performance and operational cost benefits as key features.” Produced in Frederikshavn, Denmark, MAN will supply the engines to Cheoy Lee with first deliveries planned for Quarter Q3/2025. Once handed over, the tugs will then be integrated into service as part of Svitzer’s global fleet. The MAN12V175D is an extremely eco-friendly engine, having been designed from the outset for low fuel consumption, coupled with compliance to the latest exhaust-gas-emission standards and considering as well future-fuel requirements where it is already cleared for operation on biofuels, such as FAME and HVO. (Source: *Workboat365*)

### SCHOTTEL FULL PROPULSION PACKAGES FOR THREE LNG BUNKERING VESSELS

SCHOTTEL has been selected to supply full propulsion packages for three new LNG bunkering vessels (LNGBV), each consisting of a controllable pitch propeller, a retractable rudder propeller and a transverse thruster. The ships, with a loading capacity of 20,000 cbm, are currently under construction at the Chinese shipyard Nantong CIMC Sinopacific Offshore & Engineering Co. Ltd and are scheduled for delivery in 2026 and 2027. Two vessels have been ordered by UK-based LNG bunkering provider Avenir LNG Ltd and one by Singaporean Vitol International Shipping Ltd. In addition, Vitol has signed a time charter agreement for one of the two vessels ordered by Avenir, starting in Q4 2026 and lasting for a period of seven years with options to extend up to ten years in total.

*Optimal adaptation to required LNGBV operation profiles* Each of the three vessels will be equipped with a SCHOTTEL ControllablePropeller type SCP 119 4-X, with an input power of 5,800 kW and a propeller diameter of 6,000 mm. With this main propulsion unit, the 159.9-metre-long and 25-metre-wide vessels will achieve a free sailing speed of up to 15.5 knots. The delivered type permits the full-feathering function, enabling the propeller blades to be turned into a low-resistance position if required. SCHOTTEL controllable pitch propeller systems are characterized by their outstanding performance in terms of propulsion efficiency and reliability. The SCP is designed to be both robust and user-friendly, guaranteeing minimum maintenance and thus a long service life. The flexibility and versatility of the SCP allow the propulsion power to be optimally adapted to the required operation profiles of the LNG bunkering vessels.

*Fully 360-degree steerable propulsion unit* The propulsion packages also each include a SCHOTTEL Retractable RudderPropeller type SRP 380 R (1,300 kW with a propeller diameter of 2,200 mm). When extended, the SRP-R functions as a fully 360-degree steerable propulsion unit. It allows maximum manoeuvrability, high propulsion



power and precise positioning. The thruster will be equipped with an 8-degree tilted propeller shaft, which reduces the interaction between the propulsion unit and the hull, resulting in increased propulsion efficiency. In cases where not all thrusters are needed, for example when changing location, the SRP-R can be retracted into the hull, reducing drag when travelling and vessel draught while berthing.

*Outstanding manoeuvring capabilities for handling of hazardous goods* To further enhance the ships' manoeuvring performance, each will be fitted with a SCHOTTEL TransverseThruster type STT 2 FP (750 kW with a propeller diameter of 1,540 mm). The STT's range of application extends from brief docking and casting-off in ports with only a limited number of operating hours per year to continuous operation under extreme load conditions in demanding positioning tasks. With this full propulsion package, the bunkering vessels will have unparalleled manoeuvring capabilities, which is particularly crucial for the handling of hazardous goods such as LNG in ship-to-ship bunker transfer.

*LeaCon seal monitoring system* The SRP-R and the STT will be equipped with SCHOTTEL LeaCon, a seal monitoring system certified by DNV. It offers safe and reliable protection against seawater contamination caused by operating materials. Separate seals to the seawater and to the gearbox side ensure that both incoming seawater and escaping gear oil are




collected in an intermediate chamber. LeaCon is also used to monitor the condition of the seals, so operational wear can be detected at an early stage and unscheduled maintenance avoided. SCHOTTEL propulsion units equipped with the LeaCon system comply with stringent environmental requirements. *Important*



*contribution to security of supply* LNG is considered one of the most important alternative fuels today as it enables ship owners to reduce their environmental footprint at competitive prices. With the demand for LNG expected to grow in the coming years, these vessels will make a significant contribution to the security of supply and the decarbonization of the global shipping markets. (PR-Schottel)

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### THE CUSTOMER INSPECTED THE CONTROL STAGES OF CONSTRUCTION OF BOOM-LAYING VESSELS OF THE RBT2006 PROJECT



At the R-Flot Group shipbuilding site in the Nizhny Novgorod Region, inspection of the control stages of construction of boom-laying vessels of the **RBT2006** project was carried out. This was reported to Sudostroenie.info on February 18 by the press service of the group. Representatives of the customer checked the compliance of the installed foundations and welded saturation of the ship's devices, welded saturation of the systems and electrical equipment with the approved vessel design. As part of the construction of the **RBT2006** vessels, plastic tanks for drinking water and wastewater were manufactured. The

peculiarity of plastic tanks is that they are not subject to corrosion, less condensation forms in them than in metal tanks. After the inspection of the control stages of construction, construction continued, the group adds. Let us recall that the keel of two boom-laying vessels of the **RBT2006** project took place at the R-Flot Shipbuilding Complex on June 4, 2024. The vessels are built according to the **RBT2006** project by order of Transneft-Privolga Region JSC. R-Flot Shipbuilding Complex is the designer and builder of the vessels. The RBT2006 project boom-laying vessels can be used to localize oil or oil product spills by setting boom barriers and building oil collection orders; transporting oil or oil product spill response equipment; searching for and lifting people from the water. *RBT2006 project boom-laying vessel* RKO class – Oms2.0(led20)A; Overall length – 19 m; Overall width – 5.5 m; Side height – 2.6 m; Draft – 1.25 m; Displacement at GVL draft – 95 t; Main engine power – 2x354 kW; Crew – 2 persons; Special personnel – 2 persons; (Source: *Sudostroenie: Photo: "R-Flot"*)

## 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 delivers technologically-advanced tug to fellow Turkish operator*
  - *Sanmar signs contract with new customer in Bulgaria for multi-purpose tug*
  - *Sanmar's latest RAmparts 2400SX-MKII arrives in Norway*
  - *Sanmar signs first contract of 2025 to build a new tug for Ultratug*
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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