Tugs Towing & Offshore Newsletter

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

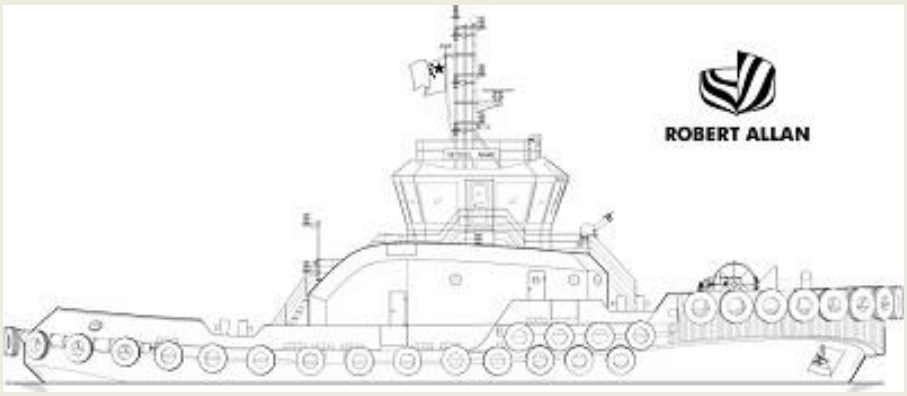
*Distribution twice a week 22.000+*

# TUGS & TOWING NEWS.

## AST Reygar to Showcase BareFLEET at TUGTECHNOLOGY 2025

TUGTECHNOLOGY, the industry's leading technical conference, exhibition, and awards event, is set to return for its 10th edition on 20-21 May 2025 in Antwerp, Belgium. This highly anticipated biennial gathering brings together global experts to discuss the latest advancements in tug operations, sustainability, and future technologies. *AST Reygar at TUGTECHNOLOGY 2025* AST Reygar is proud to be exhibiting at this milestone event, where we will showcase our cutting-edge BareFLEET remote monitoring system. BareFLEET provides tug operators with real-time data on vessel performance, fuel efficiency, emissions, and preventative maintenance – helping to reduce operational costs, improve safety, and ensure compliance with environmental regulations. *Supporting Sustainability and Decarbonisation* With the industry's increasing focus on decarbonisation and alternative fuels, BareFLEET offers practical solutions to help operators meet their environmental goals without compromising performance. By delivering accurate insights into fuel usage and emissions, our technology supports a more sustainable and efficient future for tug operations. *Join AST Reygar in Antwerp* TUGTECHNOLOGY 2025 will feature a comprehensive programme covering revolutionary tugboat designs, sustainable energy solutions, and green technologies. We invite all attendees to visit AST Reygar's booth to explore how our solutions are shaping the future of the industry. Join AST Reygar in Antwerp to connect with maritime leaders, gain valuable insights, and discover the latest innovations navigating the future of tug operations! *(Source: Workboat 365)*

## AMPRA 3600 BATTERY ELECTRIC TUG DESIGN FOR CHINA




Robert Allan Ltd. has been awarded a contract to design an **AmpRA 3600** battery-electric tug for Shandong Port Group – Rizhao Port Towing Company, in China. Two vessels will be constructed at Rizhao Gangda Shipbuilding Heavy Industry Co., Ltd. and will be the fifth and sixth tugs designed by Robert Allan Ltd. for this owner. Following on the development of the successful battery-electric and hybrid designs operation in Canada, Chile, Norway, The Netherlands, Türkiye, and the USA, this new design, with over 7 MW of battery capacity, will be the largest and most powerful to date. The Shandong Port Group is a major port operator in China and is one of the largest ports in the world based on cargo volume. These new tugs are a significant milestone on the path to decarbonizing port infrastructure in China. *(PR-Robert Allan)*

## BAY-HOUSTON TOWING CHRISTENS TWO TUGS

Bay-Houston Towing Co., Houston, held a christening ceremony for a pair of tugs built to operate along the Texas coast. The 98'6"x42.8' vessels, **George M** and **May Louise**, are Z-Tech 30-80 tugs designed by Robert Allan Ltd., Vancouver, B.C., for port/terminal ship handling and escort duties in and around the Houston Ship Channel. The **George M** was built by Gulf Island Shipyards, LLC, Houma, La. and delivered in 2020, and the **May Louise** was built by Master Boat Builders, Inc., Coden, Ala. and delivered in 2024. Both have been constructed to ABS class. Each vessel is equipped with a pair of EPA Tier 4 Caterpillar 3516E diesel engines that drive Schottel type SRP 510 Rudderpropellers with a 9'2"-diameter fixed-pitch propeller. The tugs feature selective catalytic reduction units. The **George M** is rated at 6,772 hp and can achieve a bollard pull of 93.1 tons ahead and 83.3 tons astern, while the **May Louise** is rated at 7,000 hp and can achieve 94.23 tons ahead and 85.74 tons astern. Each tug is fitted with a FiFi1 system that includes two FFS 6,200 gpm pumps, as well as Markey electric winches with automatic render and recover. "These remarkable vessels are a testament to the collaboration and dedication of so many," Kevin Lenz, vice president of Bay-Houston Towing, said in remarks delivered during the ceremony. "From naval architects to mariners, pilots, and industry leaders, we celebrate the people who bring these tugs to life and ensure

the success of our ports and economy." Bay-Houston currently has two Robert Allan Ltd.-designed RAstar 3200-W TRACTOR tugs on order at Sterling Shipyard, LLC, Port Neches, Texas, for scheduled delivery this year. The 105'x46' tugs will offer 8,800 hp and anticipated bollard pull ahead of 115.73 tons. *(Source: Workboat)*



## SVITZER EXPECTS FURTHER TRANSVERSE TUG ORDERS THIS YEAR


Towage firm claims 15% fuel savings from its new tug design along with a range of operational benefits. Svitzer expects to place more orders for its new **TRAnsverse** tug design, probably this year, COO Kasper Karlsen told journalists on March 18, topping up its current single vessel in operation and eight vessels on order. The first **TRAnsverse** tug Svitzer Taurus has been in operation since October 2024 in the Port of Amsterdam, completing several hundred jobs during its deployment, and has had a warm reception from pilots there. Karlsen said one pilot remarked "This is amazing, now we just need 11 more," pitching for the replacement of the entire Amsterdam fleet with the new design. The **TRAnsverse** tug concept is built around the patented half circle staple, a towing point arrangement that allows for an increased range of angles from the towing line to the main winch. Thomas Bangslund, Head of Innovation at Svitzer, said the design also allows for reduced heel angle and was developed with double ended propulsion from in-line azimuth thrusters. A slender design to the tug also allows for operation under the flare of the assisted vessel's hull, reducing the risk of the tug superstructure striking the flare - an important factor for safely positioning container vessels. The concept for the design was established in 2019 with Robert Allan, which shares the intellectual property for the design with Svitzer. Karlsen said the design aims to tackle the main three challenges facing the towing sector - more port congestion, larger vessels, and more extreme weather conditions. Port congestion has brought increased pressure for shorter port stays and more efficient operations in port, said Karlsen, while vessel sizes have increased and port areas have remained the same size, bringing a need to deploy more power in the same size work areas. The new design allows for operation at greater speeds across a range of operating positions relative to the assisted vessel, and higher power transverse pushing than equivalent ASD tugs, as well as the ability to easily escape the suction forces between a ship and tug at high speeds, added Bangslund. **TRAnsverse** is Svitzer's new

core design for fleet renewal and all future tenders, said Karlsen, and 26-, 29-, 32-, and 35-metre designs are available. Of the eight ships currently on order, two 32-metre vessels are due to sail to the port of Newcastle within the next two weeks. One ship has already been delivered and the other is soon to be delivered, ready for a 90-day journey to Australia via the Panama Canal to avoid the situation in the Red Sea. Karlsen said the ships will carry out demonstrations at ports along the route in response after requests from customers wanting to see the ships in action. Four more 29-metre tugs are on order, as well as a 35-metre vessel for Gothenburg which Bangslund said was something of a flagship project. The ship will be a battery methanol hybrid **TRAnsverse** tug, will have 6 MWh batteries, and is due for delivery in the second half of 2026. This capacity to operate on diesel, biodiesel, methanol, and pure battery power on one vessel will allow Svitzer to apply learnings from the project to other vessels, said Bangslund. Svitzer said the new design uses a similar amount of steel to a traditional ASD as it is built from similar building blocks. While CAPEX is expected to be similar, the total cost of ownership for a **TRAnsverse** tug is expected to be lower than an equivalent ASD due to lower fuel consumption, and lower engine power output requirements leading to less wear and tear on components. Karlsen said Svitzer is willing to invest in expanding the **TRAnsverse** tug fleet if customers are part of the solution, although it will take time to build and renew the fleet. Owing to the size of Svitzer's global fleet, Karlsen said he expects there will probably be new orders placed this year for more **TRAnsverse** tugs. *(Source: Seatrade Maritime)*

## ADAPTABILITY IS KEY IN THE TOWING INDUSTRY

This month, we return to the theme of mental flexibility and adaptability being not just desirable but essential traits for developing the required broad skill set to successfully work and endure for the long haul in the towing industry. In 1990, at the beginning of my career on tugs, the economy was tough. All of the companies were struggling to survive, which meant that tug crews wound up doing whatever additional work could be found outside of their company's core business. My New York Harbor-based company was a semi-specialist in oil that also did general towing. For the most part, everyone else did too, whether they were more of a ship-docking outfit, a petroleum-mover, or something else. So, in addition to or replacement of petroleum, there was sand and stone (aggregate) work, ship-assists, derrick barges for construction projects, dredging projects, container barges, cement barges, garbage barges, scrap metals, etc. One-off jobs like dead-ship tows and fireworks displays from barges could come up. It was whatever, whenever, wherever, however, and it was never boring. These jobs also proved invaluable. The circumstances required and rewarded personnel in all positions possessing, or with the ability to very rapidly develop, a diverse skill set, and for the operators to also have broad but detailed geographic knowledge. It was simply an operational necessity, and it quickly weeded out the overly rigid, unadaptable people. In the decades since, technology has advanced in all sectors, and most companies are now more specialized than ever before. Even with conventional tugs, operations have generally narrowed as ATBs have come to dominate petroleum transportation, and there's less

of everything else to go around. To sum it up, over-specialization, whether at a company or at the individual level, leaves you vulnerable to a change of economic or business conditions or circumstances, you might even call it habitat, that renders your particular specialty in decline or even worthless. A highly competent generalist, unfazed by those changing conditions, circumstances and job requirements, will easily and gracefully adapt, get the job done right, and find themselves able to find work even when work is scarce. *(Source: Workboat by Joel Milton)*



## SMART MAINTENANCE POWERED BY IOT: A GROUNDBREAKING INITIATIVE FOR THE MARITIME INDUSTRY

Predict Marine, KOTUG, and ProAnalytics are excited to announce the launch of a pioneering feasibility study on the applicability and added value of smart maintenance in the maritime industry. This innovative project, which officially kicks off this week and will span a duration of one year, aims to revolutionize operational efficiency, predict and reduce operational costs (OPEX), and minimize ecological impact. Traditional maintenance strategies often fail to adequately consider the actual technical condition of systems. In contrast, smart maintenance enables proactive upkeep by leveraging data analysis, IoT (Internet of Things), and sensor technology. Instead of following fixed maintenance schedules, maintenance is performed based on system performance parameters. This approach helps reduce unplanned downtime and avoid unnecessary costs associated with both downtime and premature maintenance. The feasibility study will focus on risk modeling in relation to maintenance strategies and the required and available system performance data. Based on this, a defined risk model and corresponding smart maintenance strategy will be developed and tested, where system data determines the risk profile and maintenance intervals. This risk and data model will then be linked to the Total Cost of Ownership of a vessel. These factors will form the foundation for an initial business case, outlining the financial feasibility of smart maintenance in the maritime industry. This ambitious project is being funded by the RVO (Rijksdienst Voor Ondernemend Nederland) as part of the multi-year mission-driven innovation programs. The support from RVO enables the consortium to explore cutting-edge advancements in

smart maintenance, ensuring sustainable and cost-effective solutions for the maritime industry. *(PR-Kotug)*

## AMMAN KHATULISTIWA 01 – VERSATILE MOORING BOATS TO SERVE INDONESIA'S BENETE PORT


Indonesia-based copper and gold mining company Amman Mineral Nusa Tenggara (AMNT) recently took delivery of two new mooring boats in a series built locally by Dumas Tanjung Perak Shipyards. The Lloyd's Register-classed **Amman Khatulistiwa 01** and **Amman Khatulistiwa 02** were both designed by Canadian naval architecture firm Robert Allan Ltd (RAL) for operation at the Port of Benete in Indonesia's West Nusa Tenggara Province. The newbuilds will mainly be used for handling mooring lines for large LNG carriers. Additionally, they are equipped to perform line towing, pushing, and oil spill recovery. *Simple construction promising durability and comfort* The new AMNT mooring boats each have an LOA of 13.86 metres (45.47 feet), a moulded beam of 5.5 metres (18 feet), a moulded depth of 2.2 metres (7.2 feet), a maximum draught of 1.72 metres (5.64 feet), space for two crewmembers, and two Caterpillar C7 diesel engines each rated 209 kW (280 hp) at 2,300 rpm. The engines drive Kort 900mm Kaplan propellers to deliver a service speed of just over 10 knots and a bollard pull of 6.39 tonnes. RAL said that, during sea trials, the vessels easily exceeded the required performance standards. Tank capacities are 3.8 cubic metres (130 cubic feet) for fuel oil, 0.6 cubic metre (21 cubic feet) for potable water, 1.8 cubic metres (64 cubic feet) for chemical dispersant for use in response to oil spills, and 4.4 cubic metres (160 cubic feet) for recovered oil. Each mooring boat is configured as a dayboat for two people. Inside the compact wheelhouse, a small pantry and dinette seating are provided. The lower accommodation has two berths and a toilet along with considerable storage. Access to the engine room is through a watertight door from this space. Each vessel has a single chine hull form for maximum roll damping, which also simplifies construction. A rope guard cage protects the wheelhouse. *Multi-role vessels for port operations* Aft, the bulwarks are lower to prevent fouling by towlines, while the mast and radar can be folded prone to reduce air clearance underneath the flared hull of larger ships. For light towing, each mooring boat can use a forward towing bitt or an aft bitt with towing hook as well as

bow pushing fenders. During oil recovery operations, a skimmer can be deployed on the aft deck where a clear three- by three-metre (10- by 10-foot) space is available for recovery equipment. A crane is provided to deploy this equipment and for general cargo use. A single generator on each boat provides 220V AC power. Large battery banks charged by a generator or main engine alternators provide DC power supply for essential loads such as navigation equipment, communication, lighting, engine room pumps and the deck machinery. Wet exhausts are meanwhile used for main engines and the generator. **Amman Khatulistiwa 01** and **Amman Khatulistiwa 02** *SPECIFICATIONS* Type of vessel: Mooring boats; Classification: LR✠ 100A1, SSC WORKBOAT, G2, MCH, Flag: Indonesia; Owner: Amman Mineral Nusa Tenggara, Indonesia; Designer: Robert Allan Ltd, Canada; Builder: Dumas Tanjung Perak Shipyards, Indonesia; Length overall: 13.86 metres (45.47 feet); Beam: 5.5 metres (18 feet); Draught: 1.72 metres (5.64 feet); Depth: 2.2 metres (7.2 feet); Main engines: 2 x Caterpillar C7, each 209 kW (280 hp) at 2,300 rpm; Propulsion: 2 x Kort Kaplan propellers; Generator: 220 V; Cruising speed: 10 knots; Bollard pull: 6.39 tonnes; Other deck equipment: Towing bitts; towing hook; Interior fitout: Toilet; pantry; Type of fuel: Diesel; Accommodation: Berths; dinette; Crew: 2; Operational area: Port of Benete, Indonesia. *(Source: Baird)*



## BOLUDA TOWAGE BEGINS TOWAGE OPERATIONS IN PUERTO CORTÉS (HONDURAS)

● Through its Boluda Towage division and its Honduran subsidiary, the company begins operations in Puerto Cortés (Honduras). Boluda, through its business division Boluda Towage and its Honduran

subsidiary, has started operations in Puerto Cortés (Honduras). This port enclave, located in the north of the country, on the Caribbean coast, is one of the largest and best equipped in the region and the only deep-water port in Central America. Boluda's fleet is made up of three powerful tugs (70 tons of bollard pull) with ASD propulsion: the **VB KUKULKAN**, the **VB BRIBON** and the **VB CHIHUAHUA**. **VB KUKULKAN** and the **VB BRIBON** were recently built by Damen Shipyards and comply with the IMO's (International Maritime Organization) strict IMO TIER III regulations on reducing emissions for marine engines, making them the first tugs with this environmental qualification to operate in Honduras. The safety and optimisation of the manoeuvres afforded by these tugboats in port manoeuvres will speed up the logistics chain, guaranteeing the continuous flow of the country's maritime foreign trade. Boluda remains firmly committed to decarbonisation and the reduction of greenhouse gas emissions, as well as the improvement of air quality in the coastal areas and port cities in which it operates. *(PR-Boluda)*

## VILLES AT 50


The Canadian Navy's three Ville class tugs based in Halifax, **Granville**, **Listerville** and **Merrickville** have now put in 50 years of service and are still going strong. Built in 1974 by Georgetown Shipyard in Prince Edward Island, they are 365 bhp Cat powered with a single screw in a nozzle. At 45 feet long they are of a very convenient size for working in the confines of the HMC Dockyard. They also can be seen at other Navy installations in the harbour, most often in ship handling with the larger Glen class tugs. They also perform regular security patrols and other odd jobs such as fender placement. As non-commissioned auxiliary vessels working under the direction of the Master Attendant in the King's Harbour Master's office, they are civilian crewed, but carry the usual naval pennant designation YTL (Yard Tug Little). They are referred to as CNAV, Canadian Naval Auxiliary Vessels. They are so well maintained that there is no hint of their age. However at only a modest 7.5 tons bollard pull they may be under powered for the Navy's newer and much larger ships which are in the works. As craft that work only within the confines of the harbour, and for short trips, there would be an opportunity for electric / battery

powered craft. The Navy's slightly newer Glen class tugs, built in 1976, are being replaced, but I have not heard of replacement plans for the Villes, familiarly called "pups". They in turn replaced a series of earlier 45 foot "Pups", also with "Ville" names, that were built during World War II. The current Villes are heavily fendered below the waterline for work with submarines. The recent visit to Halifax of the French submarine **FS Tourville** (coincidentally) saw a pair of our Villes in close attendance. *(Source & Photos: mac Mackay-Tugfax)*



# ACCIDENTS – SALVAGE NEWS

## GROUNDED MSC BOX SHIP: NEW ROAD MAY HAVE TO BE CUT TO ENABLE SALVAGE

Weather conditions have hampered initial salvage operations for box ship MSC Baltic III, which lost power and grounded on Canada's east coast. The Canadian Coast Guard has provided an update on the status of container ship **MSC Baltic III**, which grounded near Wild Cove off Newfoundland and Labrador provinces on Canada's east coast. The coast guard said weather and sea conditions were posing a problem for operations on the water, but its crews were continuing to assess the grounded box ship from shore and in aerial fly-overs and had seen no pollution. The coast guard said MSC had put forward a set of options that may help salvage operations to progress. "MSC has put forward options to remove fuel and cargo from the vessel, both by sea and land. A combination of these options may be used. These options include the use of a tug and barge along with portable tanks, as well as possible ground transport through upgrades and extensions of the road to provide access to the **MSC Baltic III**. If the road is constructed, it would also help alleviate the impact sea conditions have on removal operations," the coast guard said. The salvage company is mobilising the necessary equipment to heat and remove the heavy oil from the fuel tanks, and they have reported that the shipboard cranes are operational and can be used to offload the vessel's stranded cargo. Currently on scene are 14 response crew, a 26-foot pollution response vessel (PRV) and Rosborough vessel, as well as the Canadian Coast Guard vessel **Jean Goodwill**. The coast guard said it had ferried to the site a response trailer, four medium hauler vehicles, a medium-high speed

sweep, two deck tanks, 800 m of ro-boom, all-terrain vehicles, and 14 clump weight anchors. *(Source: Riviera by Jamey Bergman)*

## XENOS MARINE ACQUIRES HEAVY LIFT VESSEL


Xenos Marine recently acquired the VB-10,000 Heavy Lift Vessel which is currently in dry dock in Galveston, Texas. The asset will be renamed **TX-10,000** at a christening ceremony in Galveston on March 23, 2025. **TX-10,000** is the largest US Flagged and Jones Act compliant Heavy Lift Vessel; a twin-gantry catamaran heavy lift vessel with a 7,500-ton lifting capacity. It is currently undergoing maintenance at the Gulf Copper Shipyard in Galveston, Texas, preparing for her next working season in the Gulf of America. *The TX-10,000 specializes in:* ● Offshore Oil & Gas infrastructure installation ● Offshore Oil & Gas infrastructure decommissioning ● Maritime salvage operations ● OMshore Heavy Lifting Operations Originally commissioned in 2010, the **TX-10,000** was designed, built, owned, and operated in the U.S. The vessel's original crew – responsible for completing nearly 300 offshore projects, including the **Golden Ray** shipwreck salvage – has reunited under new ownership as part of the Xenos Marine family. Xenos Marine, owner of the **TX-10,000**, is a partnership between Xenos LLC, A Service-Disabled Veteran-Owned Small Business bringing strategic vision and industry expertise to the maritime industry; and T&T Salvage, A leader in marine salvage and heavy-lifting. *(Source: MarineLink)*

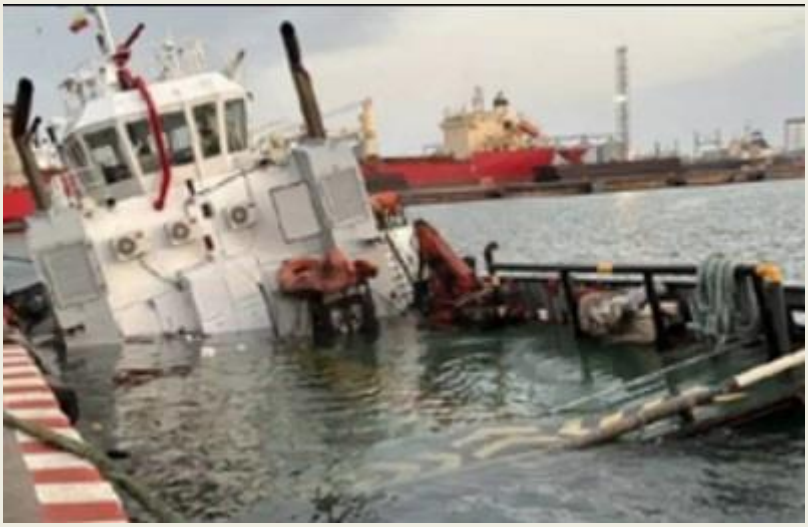
## WASTE TANKER RAN AGROUND IN THE DARDANELLES!

Passing through the Dardanelles, the Turkish flagged waste transport tanker named '**Kolin-2**' ran aground due to a rudder failure while berthing at Kepez Port. In the Dardanelles Strait, the Turkish-flagged waste tanker named "**Kolin-2**" ran aground due to a rudder failure during a docking maneuver. The 77-meter-long ship lost control while approaching Kepez Port and crashed into the shore. Immediately after the accident, the ship's captain reported the situation to the Dardanelles Strait Vessel Traffic Services Directorate (VTS). The tugboat "**Türkeli**", affiliated with the General

Directorate of Coastal Safety, was quickly dispatched to the area and a rescue operation was initiated. Expert teams are closely monitoring the process in the region to prevent a situation that could threaten environmental safety at sea. The tanker, which has 1,160 cubic meters of waste on it, is planned to be refloated in a controlled manner and moved again. Other ships that will pass through the strait have been informed about the malfunction. *(Source: Deniz Haber)*



## ECUADORIAN TUGBOAT SINKS IN THE PORT OF VERACRUZ



No risk of pollution was recorded, as the tugboat was not carrying fuel. This Monday, a tugboat originally from Ecuador sank in the port of Veracruz , at the docks located in front of the Malecón plaza. The vessel, used to guide cargo ships entering and leaving the port, capsized at the edge of docks 3 and 4 of the Veracruz port area. Of the ship, only the deck, mast, cockpit and other upper parts remain afloat, held by ropes tied to other vessels. Members of the Navy , the National Defense, and port personnel arrived at the site. They are currently looking for a way to refloat the boat or at least prevent it from sinking completely. Two crew members were on board the tugboat , who were unharmed . It was also confirmed that the vessel did not store fuel in its tanks, minimizing the risk of contamination. "ASIPONA Veracruz is coordinating with the relevant authorities to carry out the necessary actions to recover the tugboat and ensure safety in the port area ," reported the National Port System Administration. These tugboats are used to guide vessels entering the old part of the port of Veracruz and to take them through the navigation channel, in order to prevent them from running aground. In December of last year, strong northerly winds caused a poorly moored merchant ship to break loose , crash into five Navy patrol boats, and also hit the seawall pier. *Asipona attends the sinking of a tugboat* The National Port System Administration (Asipona) of Veracruz reported that it is responding to the sinking of an Ecuadorian tugboat that occurred at Dock 2 of the port of Veracruz. In a statement, Asipona announced that, in the early

hours of the day, around 5:00 a.m., the Maritime Traffic Control Center reported the partial sinking of the Ecuadorian tugboat Provincia de Azuay, docked at Pier 2 East of the Port of Veracruz. Faced with this situation, emergency protocols were activated , with the support of elements of the First Naval Region, Hazardous Materials Response (Remafe), Firefighters, the Naval Station for Search, Rescue and Maritime Surveillance (ENSAR), the tugboat **Reylaver** , the Port Protection Unit (UNAPROP) and other units. As a preventative measure, spill barriers were deployed to avoid any potential environmental impact. *(Source: Milenio)*

## ICEBREAKER NEVSKAYA ZASTAVA CLEARED THE WAY FOR TOWING THE DRY CARGO SHIP SVETLY-22 STUCK IN THE ICE FIELD

An additional tugboat is expected to arrive on the Neva to remove the vessel from the shallows. The icebreaker tugboat **Nevskaya Zastava** has cleared the way for the towing of the dry cargo ship Svetly-22, which broke away from its berth near Ust-Izhora on the Neva River on the night of March 20 and ran aground due to unfavorable ice conditions. This was reported by the press service of the Committee for Nature Management, Environmental Protection and Environmental Safety (KPOOS) of St. Petersburg. At the scene of the incident, where an icebreaker of the State Institution "Pilarn" subordinate to the Committee was promptly sent, the ice around the vessel was chipped. Currently, "**Nevskaya Zastava**" is ready to escort the vessel to the mooring site through the ice field. "Considering the significant dimensions of the dry cargo ship (length - 81.9 m, width - 11.8 m, draft - 3.9 m), an additional tug is expected to arrive to remove it from the shallows," the report says. It is noted that the situation is under control, there is no threat of an oil spill. Interaction between city departments and the Administration of the Volga-Baltic Basin of Inland Waterways and the Ministry of Emergency Situations of the Leningrad Region and St. Petersburg continues. The icebreaker tugboat **Nevskaya Zastava** was built in 2010. The length of the vessel is about 41 m, the width is 12 m, and the draft is 3.8 m. The vessel is used to prevent ice accumulation, eliminate oil spills, and lay canals for guiding ships along the Neva. The icebreaker can cope with ice up to 70 cm thick. Thanks to the presence of rotary steering columns, the icebreaker can turn 360 degrees. Compact dimensions and high cross-country ability ensure high maneuverability. The wheelhouse of the **Nevskaya Zastava** has a lifting and lowering design, which allows it to pass under the lowest bridges in the Neva water area. *(Source: PortNews)*

## ARGENTINE NAVY RESCUES CHILEAN SUPPLY VESSEL OFF ANTARCTICA

Last week, the Argentine Navy carried out a challenging rescue tow for a Chilean supply vessel that had lost power off Livingston Island, north of the Antarctic Peninsula. On March 13, the newly-

established Maritime Rescue Coordination Center at Argentina's base on Dundee Island received a distress call from the Chilean supply vessel **Betanzos**, operated by logistics company DAP. The **Betanzos** had lost propulsion and gone adrift north of Livingston Island, in the notoriously rough Drake Passage. The Argentine Navy dispatched the icebreaker **ARA Bahia Agradable** to assist, and the Argentine vessel was on scene by the early hours of the next morning. In difficult surface conditions, the **Agradable** approached **Betanzos** and rigged a tow. Over the course of 24 hours, **Agradable** towed the smaller vessel for 130 nautical miles, passing icebergs in low visibility conditions. **Betanzos** was delivered safely to a sheltered anchorage in Discovery Bay, Greenwich Island; her 19 passengers were transferred to the Chilean base on King George Island, 30 nautical miles to the east, for a repatriation flight. **Agradable** resumed her seasonal Antarctic patrol, part of Argentina's contribution to regional SAR duties and Antarctic base support. *(Source: Marex)*



## WORKER KILLED IN CRANE ACCIDENT ABOARD NORWEGIAN MPSV

Norwegian authorities are investigating the death of a worker who was crushed by a crane on an offshore MPSV last week. On the morning of March 12, police at the small port of Hareid, More og Romsdal received a report that a man had been killed aboard the MPSV conversion **Island Ocean** (ex name *Island Condor*). According to an interim report by the Norwegian Maritime Administration, the worker was repairing a platform under one of the vessel's cranes, and he was crushed against the railing when the crane started up. An investigation by the

Norwegian Labour Inspection Authority is under way, and the agency has not yet released its findings. "Until [the investigation] is concluded, I think we should not go into details about the course of events," Island Offshore CEO Tommy Walaunet told NRK. The Seamen's Church helped provide support for the rest of the crew after the casualty, he said. The firm is cooperating with police and national investigators, and it has changed its safety policies about working with the crane on deck to ensure that no one is in the path of the machine. **Island Ocean** is a 2014-built OSV flagged in Norway and operated by Island Offshore. In 2024, it was chartered by DeepOcean and converted into an MPSV, with a 150-tonne crane and two work class ROVs rated to 3,000 meters water depth. It was lengthened by 11 meters and received a large battery pack for hybrid power operations. Post-conversion, the vessel is designed to support inspection, maintenance and repair (IMR) work and light subsea construction for offshore oil and gas and renewables. *(Source: Marex)*

# OFFSHORE NEWS

## DOF AGREES REFINANCING LOAN WORTH OVER $1BN

Norwegian offshore vessel owner DOF has secured a $1,025m senior secured term loan with a syndicate of ten banks. The company also inked a $50m revolving credit facility. Both loans will be used to repay existing debt and for general corporate purposes. The facilities agreement includes an undrawn, uncommitted basket amount of $200m for incremental facilities for specified purposes. The interest margin for the two loans will be 290 bps for the first twelve months. The margin will later be subject to the company's leverage as measured through NIBD and LTM EBITDA. According to a statement from DOF, the loans also enable the payout of quarterly dividends at $0.3 per share in the second quarter of the year as well as a simplification of the company's structure. Namely, DOF Offshore Holding will become the holding company for vessel-owning entities across the group, except for vessels owned in DOF Subsea Brasil, Norskan, and the DOFCON joint venture. "We appreciate the support from our existing and new banks in connection with this refinancing. This loan demonstrates access to competitive funding and is a testament to the strong market position within offshore and subsea services the team at DOF has built," said Mons Aase, CEO of DOF. *(Source: Splash24/7)*

## ONE NEW GIG AND TWO EXTENSIONS KEEPING GMS VESSELS BUSY IN MIDDLE EAST

Gulf Marine Services (GMS), a UAE-headquartered provider of self-propelled and self-elevating support vessels for the offshore energy sector, has picked up one new contract and two extensions for vessels from its fleet in the Middle East. According to GMS, the new contract spans an initial term including extensions of seven months. The value of the contract has not been disclosed, nor has

the name of the contracting partner, described by GMS as a "major regional client." Mansour Al

Alami, GMS Executive Chairman, said: "This award underscores GMS's ability to source and provide customised solutions to our clients and demonstrates our flexibility in meeting current as well as future demand." The vessel's scope of work includes meeting the demands of a project in the Middle East and supporting a range of offshore operations to deliver tailored solutions for various projects in the region, GMS reports. On March 13, 2025, the UAE firm secured three-year contract extensions for two of its vessels with what it says is a "major" national oil company (NOC) in the Middle East. Building on an existing agreement, the two extensions, secured at enhanced rates, enabled GMS's backlog to reach $558 million. In October 2024, the UAE player inked a new contract in Europe and extended two existing ones in the Middle East, allowing it to raise its backlog to $505 million. *(Source: Offshore Energy)*



## SUBSEA7 TO KEEP SOLSTAD'S NORMAND SUBSEA VESSEL BUSY FOR YEARS

Norwegian offshore vessel owner Solstad Offshore has secured a contact with Subsea7 for its subsea construction support vessel (CSV) **Normand Subsea**. The duration of the contract is two-year firm and three yearly options, with the start on January 1, 2026. On contract with Sbusea7 since 2009, **Normand Subsea** is a 113-meter-long vessel, built in 2009,

featuring VS 471 design. The versatile Inspection, Maintenance and Repair (IMR) vessel is capable of accommodation 90 people. In mid-2024, Subsea7 extended the contract for the vessels with Solstad Offshore, exercising the 2025 optional charter, with no further options. **Normand Subsea** CSV is owned by Solstad Maritime Holding, in which Solstad Offshore holds 27.3%. *(Source: MarineLink)*

## RUGEN – LNG-FUELLED PATROL BOAT JOINS GERMAN CUSTOMS ENFORCEMENT FLEET


The German Federal Customs Service (Bundeszollverwaltung) recently began operating a new multi-purpose vessel. Built by local shipyard Fassmer, the vessel has been named **Rügen** after an island in the Baltic Sea. It is the largest vessel in the current active Bundeszollverwaltung fleet with a length of 67 metres (220 feet) and a beam of 12.7 metres (41.7 feet). A draught of 2.85 metres (9.35 feet) enables the vessel to access shallow waters in inland and near-shore areas. *Multiple propulsion modes available to suit a range of operational requirements* The propulsion system consists of four MTU 1,492kW (2,000hp) main engines, two MTU generators, and electric motors. The main engines run on LNG and drive two controllable-pitch propellers. The vessel can be operated in different modes as required: gas-electric, purely gas-mechanical, and booster mode. When in booster mode, all four main engines and the electric motors can propel the vessel to speeds of up to 23 knots. The liveaboard accommodation has been outfitted to ensure comfort for the 14-strong crew during extended periods out at sea. Deck space is available at the stern for the housing, launch, and recovery of small response boats, which will also be built by Fassmer. Also fitted on the aft deck are an MKG knuckle boom crane and a Global Davit boat launch system. *Multi-role coastal platform* Rügen replaces a Bundeszollverwaltung vessel of the same name that was originally built over 30 years ago. It is homeported in Lubmin in Mecklenburg-Vorpommern. Other missions to be undertaken by the new boat include maritime border protection, search and rescue (SAR), and environmental protection. Its area of operations will encompass Germany's maritime border with Poland and the portions of the North and Baltic Seas that fall within the German continental shelf. *(Source: Baird)*

## LARGE-SCALE MULTI-MILLION SUBSEA JOB TAKING DOF VESSEL SEXTET TO AFRICA

Norway's vessel owner DOF Group has tucked a new subsea umbilicals, risers, and flowlines (SURF) assignment under its belt, which will enable it to work on an energy project off the coast of Africa. While DOF did not reveal the exact value of the contract award for a SURF project in the Atlantic region with an undisclosed energy company, the firm did describe the deal as "very large," excluding any variation works. This means the contract is worth between $100 million and $200 million. Thanks to this assignment, the Norwegian player will install a floating production unit on behalf of the client and deliver its full suite of project management, engineering, logistical, and execution services to install flexible flowlines, risers, cables, and associated subsea structures. Mons Aase, CEO of DOF Group, commented: "This contract further demonstrates the confidence energy companies

have in DOF to fast-track, manage and execute large-scale marine operations for the installation of critical production infrastructure. We are delighted with this award and eagerly anticipate the opportunity to deliver on this project." This African project is expected to be executed across DOF's offices in Aberdeen and Bergen, with preparations said to be already well underway. The offshore segment execution in Africa is planned for the second half of 2025. The job is anticipated to involve six of the firm's vessels and over 450 vessel days. This announcement follows on the heels of a disclosed contract award for a floating production, storage, and offloading (FPSO) installation project with an unnamed client in the Atlantic region, where DOF will handle project management, engineering, logistical services, and offshore execution. The Norwegian firm has worked on similar jobs in Africa, such as the one with Altera Infrastructure for the installation of a cylindrical FPSO and a floating storage unit (FSO) at Eni's oil and gas development in Côte d'Ivoire. DOF is actively working on multiple projects, including the one it won in February 2025 for two subsea construction gigs in the Gulf of Mexico/America. *(Source: Offshore Energy)*




## SHORT CONTRACT FOR AURORA GALAXY

Logistics service provider Peterson Den Helder has chartered the **Aurora Galaxy** for a period of seven days. Yesterday, the 82-metre long Norwegian supplier of the type VARD 1 08 came to Den Helder for this purpose and then moored at the Paleiskade. The diesel-electric powered supplier was delivered in 2016 by the Norwegian Vard Aukra shipyard and is managed by Aurora Offshore from Kristiansand. The ship has a deadweight of 4,000 tonnes, an 800 square metre working deck and a capacity of 6,288 hp.

Peterson also has options to extend the short-term contract. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

## PETROBRAS KEEPING 2016-BUILT PIPELAY SUPPORT VESSEL BUSY OFFSHORE BRAZIL


Brazil's state-owned energy giant Petrobras has prolonged the assignment of a pipelay support vessel (PLSV), owned and operated by a joint venture (JV) consisting of Norway's DOF Group and TechnipFMC. This contract extension for the PLSV **Skandi Buzios** will lengthen the vessel's existing contract with Petrobras, prolonging it from April 2025 to September 2026. The ship is capable of installing large-diameter flexible pipes in the ultra-deepwater Brazilian pre-salt area. Designed for subsea construction and pipe laying, inspection, repair, and maintenance (IRM), and remotely operated vehicle (ROV) services up to 3,000-meter depth, the ship was constructed in 2016. With a flexible pipelay tension capacity of 650 tons, the vessel, which restarted work with Petrobras on August 1, 2024, began its eight-year charter contract with the Brazilian giant in April 2017. DOF, which recently won a subsea umbilicals, risers, and flowlines (SURF) assignment in Africa, got its hands on three service contracts with Petrobras in September 2023, raking in over $260 million for survey and inspection work. After the Norwegian firm obtained two contracts with the Brazilian player in April 2024, putting a vessel duo to work, the company also grabbed hold of two long-term contracts with Petrobras in June 2024. *(Source: Offshore Energy)*

## HIGHLAND KNIGHT ALSO UNDER CONTRACT

Shortly after the arrival of the **Aurora Galaxy**, another 'strange' supplier moored at the Paleiskade. It was the British **Highland Knight** of Tidewater that had come over from Aberdeen to Den Helder. This 75-metre long supplier of the type Ulstein UT 755 XL was delivered in 2013 by the Rosetti Marino shipyard in Ravenna, Italy. The ship has an engine power of 7,482 hp, a carrying capacity of 3,090 tonnes and a 720 square metre working deck. The **Highland Knight** has London as its home port and is a sister of the **Highland Princess**. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

## ENI SEEKS FOUR PSVS AND A LIGHT CONSTRUCTION VESSEL FOR MOZAMBIQUE

The first ones will have to operate in area 4 of the African country's offshore starting from the third quarter of 2026. Eni, through its subsidiary Eni Rovuma Basin – Mozambique, has launched two separate procedures to collect expressions of interest relating to the supply of several naval units for the development of the African country's offshore, to be used starting from 2026. The first concerns four Platform Supply Vessels, which the company intends to use in support activities in Area 4, an area in the north of the country where Coral Sul Flng also operates and where the Rovuma Lng project is being developed, for the production and marketing of gas from three fields of the Mamba complex. In detail, the request concerns services to be carried out starting from the third quarter of 2026; two vehicles must be available for 60 months (plus two possible options of 24 months each), while the remaining two for 9 months (with two options lasting one month). The notice specifies that the company may also request an additional Dp2 unit, with a deck area of at least 600 square meters and ready to operate from May 2028 for 36 months (plus two options each of 12 months). The activities on the table for the two PSVs are the classic requests for units of this type: transport of material and personnel, anti-pollution and fire-fighting assistance, in particular with movements between offshore installations, drilling towers and other ships and bases. As for the technical characteristics of the units, Eni among other things reports that the year of

construction must be from 2010 onwards, that these must have a maximum draft of 6.5 meters at 75% of the dwt, class notation Dp2, a FiFi-1 system, a deck of at least 600 square meters with a crane capable of lifting loads of at least 2 tons. Turning to the tender for the Light Construction Vessel, which will have to operate in waters up to 2,500 meters deep, Eni clarifies in the tender that this will instead have to be available later and for more limited periods, in particular in the first quarter of 2027 and in the fourth quarter of 2028. The vessel, among other things, will have to be equipped with two Rov systems to operate up to 2,500 meters deep, a deck of 800-1,000 square meters and a Dp2 positioning system. For both procedures, the deadline of March 15 has been set as the last date for receiving expressions of interest. *(Source: Shipping Italy)*

## THRIVING ANTARCTIC ECOSYSTEMS FOUND IN WAKE OF RECENTLY DETACHED ICEBERG

An international team on board Schmidt Ocean Institute's research vessel **Falkor (too)** working in the Bellingshausen Sea rapidly pivoted their research plans to study an area that was covered by ice up until last month. On January 13, 2025, an iceberg the size of Chicago, named A-84, broke away from the George VI Ice Shelf, one of the massive floating glaciers attached to the Antarctic Peninsula ice sheet. The team reached the newly exposed seafloor on January 25 and became the first to investigate an area that had never before been accessible to humans. The expedition was the first detailed, comprehensive, and interdisciplinary study of the geology, physical oceanography, and biology beneath such a large area once covered by a floating ice shelf. The ice that calved was approximately 510 square kilometres, revealing an equivalent area of seafloor. "We seized upon the moment, changed our expedition plan, and went for it so we could look at what was happening in the depths below,"" said expedition co-chief scientist Dr Patricia Esquete of the Centre for Environmental and Marine Studies (CESAM) and the Department of Biology (DBio) at the University of Aveiro, Portugal. "We didn't expect to find such a beautiful, thriving ecosystem. Based on the size of the animals, the communities we observed have been there for decades, maybe even hundreds of years." Using Schmidt Ocean Institute's remotely operated vehicle (ROV) SuBastian, the team observed the deep seafloor for eight days and found flourishing ecosystems at depths as great as 1300 metres. Their observations include large corals and sponges supporting an array of animal life, including icefish, giant sea spiders, and octopus. The discovery offers new insights into how ecosystems function beneath floating sections of the Antarctic ice sheet. Little is known about what dwells beneath Antarctica's floating ice shelves. In 2021, British Antarctic Survey researchers first reported signs of bottom-dwelling life beneath the Filchner-Ronne ice shelf in the Southern Weddell Sea. The expedition on Falkor (too) was the first to use an ROV to explore sweeping landscapes containing abundant life in this remote environment. The team was surprised by the significant biomass and biodiversity of the ecosystems and suspect they have discovered several new species. Deep-sea ecosystems typically rely on nutrients from the surface slowly raining down to the seafloor. However, these Antarctic ecosystems have been covered by 150-metre-thick ice for

centuries, completely cut off from surface nutrients. Ocean currents also move nutrients, and the team hypothesises that currents are a possible mechanism for sustaining life beneath the ice sheet. The precise mechanism fueling these ecosystems is not yet understood. The newly exposed Antarctic seafloor also allowed the international team, with scientists from Portugal, the United Kingdom, Chile, Germany, Norway, New Zealand, and the United States, to gather critical data on the past behaviour of the larger Antarctic ice sheet. The ice sheet has been shrinking and losing mass over the last few decades. In addition to collecting biological and geological samples, the science team deployed autonomous underwater vehicles called gliders to study the impacts of glacial meltwater on the physical and chemical properties of the region. Preliminary data suggest high biological productivity and a strong meltwater flow from the George IV ice shelf. The expedition was part of Challenger 150, a global cooperative focused on deep-sea biological research and endorsed by the Intergovernmental Oceanographic Commission of UNESCO (IOC/UNESCO) as an Ocean Decade Action. "The science team was originally in this remote region to study the seafloor and ecosystem at the interface between ice and sea," said Schmidt Ocean Institute Executive Director Dr Jyotika Virmani. “Being right there when this iceberg calved from the ice shelf presented a rare scientific opportunity." *(Source: Baird)*



# MUSEUM NEWS

## MARITIME BUSINESSES ANSWER CALL TO SUPPORT NEXT GENERATION OF TALENT THROUGH INNOVATIVE EDUCATIONAL PROJECT

Maritime Heritage, Maritime Futures – delivered by historic steam tug The Daniel Adamson – bridges Liverpool’s rich maritime heritage with the region’s rapidly expanding future opportunities. Maritime businesses eager to support the next generation of industry talent have pledged sponsorship support to an educational initiative delivered by iconic Art Deco steam tug **SS Daniel Adamson**, also known as the **Danny**. The companies have signed up to offer financial support to ensure the ongoing viability of the **Danny’s** innovative and highly successful Maritime Heritage, Maritime Futures programme. Using the beautiful 120-year-old steam tug as an interactive classroom base, and with the benefit of the expertise of local colleges, universities, and leading local businesses, the hands-on programme is inspiring local students to explore and pursue careers in the region’s thriving maritime sector. Launched in September 2023, Maritime Heritage, Maritime Futures received initial grant funding from the National Lottery Heritage Fund. Now reaching the end of the grant funding period, and with ongoing demand from local colleges and universities, The **Danny’s** team is hoping that sponsorship by the maritime community will help them to guarantee

the long-term future of the programme. Cathriona Bourke, learning and participation manager for The **Danny** said: "The **Danny** is a wonderful symbol of the resilience and community within our region's maritime sector. It feels really fitting that she should have spawned the Maritime Heritage, Maritime Futures programme, which shows young people they are heirs to a legacy of centuries of innovation whilst introducing them to some of the leading maritime innovations of today. "The programme relies heavily on the support of our generous sponsors and industry partners, and this year their contribution is even more critical to ensure that the programme remains viable. Without sponsorship, we would not be able to continue empowering young people and fostering the next generation of maritime innovators. "Our sponsors are not just supporting an initiative—they are directly shaping the future of our industry." The Maritime Heritage, Maritime Futures sponsorship campaign was launched in January 2025. So far companies including shipping agent Armitt, maritime consultancy Brookes Bell, The Liverpool Marine Engineers' and Naval Architects' Guild, and specialist turbocharger service, repair, and parts supplier Marine Turbo – all based in the Liverpool City Region – have generously stepped forward to show their support by sponsoring the programme. The campaign has even attracted support from far a support from as far afield as Japan – Ian Knowles, director of IMK Marine Services who now lives in Nagasaki but worked with Liverpool's Bibby Group as chief engineer until 2003, has also donated. *Bridging maritime heritage with the sector's rapidly expanding opportunities* Devised and led by The **Danny's** learning and participation team, and delivered over the course of an academic year, Maritime Heritage, Maritime Futures bridges Merseyside's rich maritime heritage with the region's rapidly expanding future opportunities. It is designed to complement the curriculum of B-tech, T-Level, and foundation engineering students, offering them a unique chance to engage with the pressing challenges and opportunities presented by the maritime sector's transition to Net Zero by 2050. The programme introduces students to the wide array of career pathways within the maritime industry, exploring the transition to decarbonisation and the critical importance of innovation in achieving Net Zero goals. With a busy programme of shipyard and port visits, masterclasses, vessel visits, lectures, and engine room tours, students enrolled on the programme benefit from

unique access to industry experts, insights, and behind-the-scenes experiences. The Maritime Heritage, Maritime Futures sponsors join a community of supporters who have provided invaluable time, expertise, and resources to the programme, including Mersey Maritime, Peel Ports, Svitzer, Maersk, Cammell Laird, Safeguard Engineering, the Canal and River Trust, Liverpool John Moores University, National Museums Liverpool, Maritime2050, KS Composites, Merseyside Adventure Sailing Trust (MAST), and Fleetwood Nautical College. Three cohorts of construction and engineering students at Hugh Baird College in Liverpool have now completed the programme, and Dr Charuni Dissanayaka, STEM Lead at the college, is in no doubt of its impact. She said: "Building on our recent 'Outstanding' Ofsted rating, we are proud to be among the first colleges in the region to embrace The Danny's innovative, hands-on learning approach. "The impact on engagement and student confidence has been so positive. Having the opportunity to get first-hand insights into how the region's maritime sector is evolving to meet its Net Zero goals, directly from the professionals driving those changes, has been both exciting and incredibly rewarding for our students. I am certain it will inspire many of them to pursue further skills and qualifications." Global maritime consultancy Brookes Bell – which is headquartered in Liverpool – recently pledged sponsorship support. Adam Whittle, Brookes Bell marketing manager, says The **Danny's** initiative is playing a key role in introducing students to exciting career opportunities. He said: "As the commitment to reducing greenhouse gas emissions reshapes the maritime sector, exciting STEM-based career paths with high earning potential are on the rise. The **Danny's** Maritime Heritage, Maritime Futures programme is doing fantastic and meaningful work – breaking down barriers to education and training, and helping young people from across the Liverpool City Region to explore the full range of maritime opportunities available to them." The Maritime Heritage, Maritime Futures sponsorship campaign is ongoing and will run throughout 2025. More details about the programme, including details about how to sign up are available at https://www.thedanny.co.uk/maritime-heritage-maritime-futures *(PR)*

## SCHENKING AAN HET NATIONAAL SLEEPVAART MUSEUM

Het Nationaal Sleepvaart Museum heeft weer enkele fraaie modellen geschonken gekregen. Van dhr. M.R. Fierant uit Bolsward ontvingen het museum een heel fraai model van de **Witte Zee** (I-1914). Tevens een fraai model van de **Smit Nederland**. Beide modellen zijn door zijn vader, J.A. Fierant, gebouwd. Het museum is erg verheugd dat de Familie Frierant het Nationaal Sleepvaart Museum een goede ankerplaats werd bevonden voor beide modellen. Er moet nog wat stof worden weggewerkt, maar dat liet ons niet verhinderen om deze modellen al gelijk in de expositie te plaatsen. Zo gauw we wat meer tijd hebben, zullen ze weer piekfijn gemaakt worden. Het model van de **Witte Zee** is te bezichtigen in de vitrine in de Trouwzaal van het Museum in Maassluis. *(PR)*

# WINDFARM NEWS - RENEWABLES

## CADELER'S WIND MAKER ARRIVES IN TAIWAN AHEAD OF WORK AT ØRSTED'S GREATER CHANGHUA 2B & 4 SITES


Cadeler's recently delivered wind turbine installation vessel, Wind Maker, has arrived in Taichung, Taiwan, from where it will sail out to the Greater Changhua 2b and 4 offshore wind project sites. Wind Maker set sail from Singapore and has arrived in Taichung, marking an important milestone for the Greater Changhua 2b and 4 offshore wind farms, said Ørsted, the developer of the project. The jack-up wind turbine installation vessel was delivered by South Korean shipbuilder Hanwha Ocean to Cadeler in January 2025. Outfitted with a 2,600-tonne main crane, Wind Maker enables the stable installation and maintenance of heavy

offshore wind turbine foundations and components, even in water depths of up to 65 metres. The jack-up is designed to install turbines with capacities of up to 20 MW, with the flexibility to operate using either liquefied natural gas (LNG) or ammonia as alternate fuels. The 920 MW Greater Changhua 2b and 4 project will feature 66 Siemens Gamesa 14-236 DD wind turbines, the largest of their kind to be deployed in the Taiwan Strait, according to the developer. The wind farm is set to use suction bucket jacket (SBJ) foundations, marking the first time this type of foundation will be installed in the Asia Pacific region. The Greater Changhua 2b and 4 project is located next to the 900 MW Greater Changhua 1 and 2a, which are in full operation. *(Source: Offshore Wind)*



## EDDA WIND SHEDS MISTRAL ENABLER SOV

Oslo-listed offshore wind support vessel pureplay Edda Wind has sold one of its service operations vessels. The transaction was done through its subsidiary West Energy which sold all outstanding shares in Puerto de Llafranc S.L., the registered owner of the vessel 2018-built **Mistral Enabler**. The financial details were not revealed. Closing of the transaction is expected to take place in early April 2025. The vessel is currently working on a contract for Danish offshore wind giant Ørsted. The current contract with the Danish firm will transition to the new owner of the vessel. This move follows the sale of **Mistral Enabler's** sister vessel, **Edda Passat**, which the company sold in March last year. The proceeds from the sale will be used for general corporate purposes, including the repayment of outstanding debt related to the SOV and will strengthen the company's liquidity position and balance sheet. The sale of the vessel homogenises the company's CSOV and SOV fleet, all prepared for zero-emission using hydrogen or methanol as an energy source. Following the sale, Edda Wind will own and operate two offshore wind SOVs and five CSOVs. The company also has five CSOVs under construction, four of which are expected to be delivered in the second quarter of 2025. *(Source: Splash24/7)*

## BROKER SEES CSOV MARKET TIGHTENING THIS SUMMER, DESPITE NEWBUILDS

One of the leading brokers active in the commissioning service operation vessel (CSOV) market says the market could soon get tight, as it did in summer 2024. Fearnley Offshore Supply says the second and third quarters of 2025 will see activity in the CSOV market increase significantly, and charterers could face a similar situation to the one they faced last year, with a combination of factors driving rates upwards. "Due to delays in the newbuild delivery schedule, a substantial number of ad-hoc requirements and many campaigns running for longer than anticipated, 2024 saw a far tighter supply/demand balance than was originally expected," said the broker in a mid-March 2025 report. "This resulted in significant upwards pressure on day rates." Fearnley Offshore Supply believes there could very well be a repeat of this situation in the coming months. "If our high-case forecast for CSOV demand holds true, the market will comfortably absorb all of the new vessels set for delivery this year," it said. The broker said, currently, seasonal fixing levels for Tier 1 CSOV tonnage indicate day rate levels north of €50,000 (US$54,000) in the summer months, and in excess of €40,000 for longer-term fixtures. It expects that even as supply increases and newbuilds are delivered, rates will remain at healthy level. At the same time, it said, rates are picking up for walk-to-work tonnage in the offshore oil and gas market. As examples of activity taking units out of the pool of available CSOVs, the broker cited vessel owner Norwind, which recently secured work for accommodation scopes in Brazil, and Windcat, which has secured work in Australia for one of its newbuilds. *(Source: Riviera by David Foxwell)*

# DREDGING NEWS

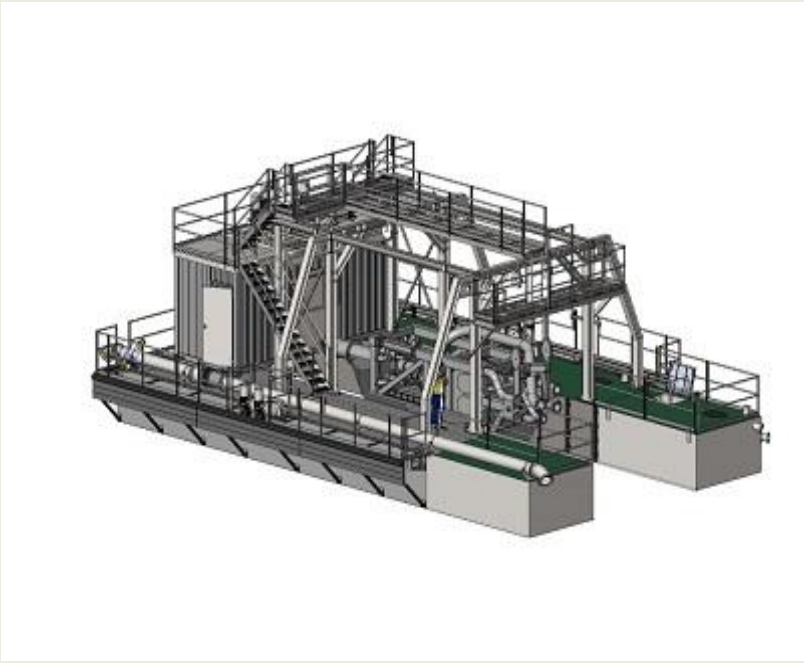
## NEW ELECTRIC MOTORS FOR VAN OORD'S WID MAAS


Van Oord's water injection dredger (WID) Maas visited the Shipyard Gebr. Kooiman BV in Zwijndrecht recently. During the intervention, the Maas was equipped with two new electric motors with liquid instead of air cooling. According to Kooiman, liquid cooling prevents overheating and improves the performance

of the electric motors. The WIDs **Maas** and **Mersey** were delivered to Van Oord in mid-2021 by Kooiman and have been in continuous operation since then. The vessels measure 43.07 x 12.40 meters (length and width including the water injection pipe) and have a draught of 3.40 meters. *(Source: Dredging Today)*



## DUTCH DREDGERS AND DEKKER GROEP DEVELOP NEW DREDGING VESSEL



For sand and gravel companies, opening new extraction sites is becoming increasingly difficult due to regulations and environmental challenges. As a result, the industry is looking deeper—literally. At Dutch Dredgers — the company specialized in high-quality dredgers, dredging equipment, and pontoon solutions — they believe innovation is the key to staying ahead. That is why the company has partnered with the Dekker Groep to develop a new deep dredging solution: a fully autonomous deep-dredging vessel designed to operate efficiently and sustainably. By combining advanced technology with deep-dredging expertise, this project represents the future of sand and gravel extraction: maximizing efficiency while minimizing environmental impact. Key Features of the Smart Dredger: ● Fully autonomous operation: Minimal human intervention, maximum reliability. ● Deep-dredging capability: Extracts sand and gravel from greater depths. ● Sustainable technology: Designed with environmental care, featuring energy-efficient systems and minimal ecological impact. *(Source: Dredging Today)*

## JAN DE NUL CUTTING DREDGING VESSEL'S EMISSIONS BY UP TO 98%

Over a decade ago, Jan De Nul was the first dredging company to equip all its new vessels with advanced filter technology that reduces their emissions by up to 98%. The company calls them

Ultra-Low Emission vessels (ULEv). In recent years, JDN's Ultra-Low Emission vessels have been participating in the 'Innovations in Coastline Management' programme, run by the Dutch Directorate-General for Public Works and Water Management. The aim of this programme is to make a big step forward towards the ambition to make the maintenance of the Dutch coastline climate-neutral and circular by 2030. In the latest video, Jonas Claus, Engineer Vessel Maintenance at Jan De Nul, explained how this works and how these efforts are generating new contracts in both the Netherlands and Belgium. Watch the YouTube video HERE *(Source: Dredging Today)*

## MAINTENANCE DREDGING WORKS IN THE CORPUS CHRISTI CHANNEL

The cutter suction dredge **King Fisher** has been busy lately providing maintenance dredging for the Corpus Christi Ship Channel in Texas. According to Orion, this contract involves multiple dredges and will remove over 3 million cubic yards of material to keep the channel safe and navigable for commercial traffic. The maintenance dredging will allow for the continued movement of commercial vessels through the Corpus Christi Ship Channel on to the Port of Corpus Christi. This project has been underway since October 2024 and is a key part of maintaining critical infrastructure for one of the busiest ports in the United States. *(Source: Dredging Today)*

## SEBASTIAN INLET: TRUCK HAULING OF SAND COMPLETE, DREDGING KICKS OFF

ATL Diversified has completed the truck hauling portion of Sebastian Inlet District's beach placement project, with dredging work to follow. According to the District, ATL placed

approximately 92,000 cubic yards of material on part of a 2.5-mile stretch of beach south of Sebastian

Inlet. The company will now begin dredging approximately 215,000 cubic yards of beach-compatible sand from a designated sand trap and adjacent navigation channel located within Sebastian Inlet. Sand is set to be placed on the downdrift beaches between the state park's day use beach on the south side of the inlet and McLarty Treasure Museum. The project is necessary for the Sebastian Inlet District to meet its requirement to bypass sand that migrates into the inlet system to downdrift beaches per the Florida Beach & Shore Preservation Act, the District said. *(Source: Dredging Today)*



## THE DUTRA GROUP AWARDS A CONTRACT TO BUILD A 10,464 CUBIC YARD TRAILING SUCTION HOPPER DREDGE TO EASTERN SHIPBUILDING GROUP INC.

Eastern Shipbuilding Group, Inc (ESG) is pleased to announce The Dutra Group has issued a Notice to Proceed for the new-build construction of a 10,464 cubic yard Trailing Suction Hopper Dredge, the "**Adele**", to be constructed at ESG's Allanton and Port St. Joe facilities. Delivery is scheduled for late 2028. The "**Adele**" will join The Dutra Group's 9,870 cubic yard Trailing Suction Hopper Dredge "Stuyvesant" serving our nation's essential waterways. "We are proud to partner with the Dutra Group on this exciting new project that will substantially enhance their operations," said Joey D'Isernia, CEO of Eastern Shipbuilding Group, Inc. "As the most experienced builder of dredges in the U.S., including the highly anticipated MCHD for the U.S. Army Corps, we are confident that we will deliver an exceptional vessel that will meet Dutra's customer's unique needs." Based in San Rafael, California, The Dutra Group is a leading heavy civil marine contractor focused on strengthening our nation's maritime infrastructure through sustainable dredging and marine construction. "This major investment continues The Dutra Group's recapitalization efforts and focuses our resources on Dutra's commitment to supporting America's Jones Act fleet, our U.S. shipyards, and our nation's maritime and economic security needs," said Bill T. Dutra, founder and

Chairman. "The "**Adele**" will be American-owned, American-built, American flagged, and most importantly, American crewed." The new vessel's name honors Bill Dutra's mother, Adele Coelho. She was born on December 4, 1924 in Honolulu, Hawaii. Raised on the island of Molokai, she subsequently worked as a receptionist to the US Army Corp of Engineers at Pearl Harbor where she met Bill's father Edward, who was then a captain in the U.S. civilian dredging fleet under the Jones Act. At that time, the U.S. was at war, and it required the civilian fleet of dredges and transport equipment to ultimately retake the Pacific theater and restore our freedom. Adele's contribution to the civilian military fleet at Pearl Harbor was her patriotic way of defending her country's heritage. She understood the importance of family, or Ohana, and embodied the Aloha spirit of love, kindness, and respect. The "**Adele**" will represent her heritage and commitment to her homeland. Guided by that spirit of Aloha, the "Adele" will sail the tides and seas with strength and purpose, protecting the crew and inspiring all who serve aboard her. This new addition to the U.S. dredging fleet also aligns with the Trump Administration's focus on American shipbuilding and the need for the United States to control its own maritime destiny. "This state-of-the art, technically efficient new build vessel is designed meet our nation's maritime infrastructure needs, now and in the future, as the low-cost provider dredging services, including channel deepening, maintenance dredging, beach nourishment and coastal restoration projects," said Harry K. Stewart, President and CEO at The Dutra Group. "America's military and consumers depend on our ability to keep our U.S. waterways open and safe." The "**Adele**" is based on Royal IHC's Beagle© design. The IHC Beagle® Mk2 is a twin screw trailing suction hopper dredge with a maximum hopper capacity of 10,464 yd3. The hopper has a V-shaped cross section and is provided with a single row of bottom doors, which is ideal for quick offloading of dredged material. The design also incorporates a bow connection for high efficiency material pump off to service the shoreline and wetland material placement market. The hull shape is optimized with a bulbous bow to reduce drag and improve fuel efficiency. The accommodation deckhouse and wheelhouse are situated on the fore ship. The wheelhouse has separate consoles for navigation and dredging, each positioned such that both the helmsman and the dredge master have excellent views of their respective operations. The intuitive hopper control chair is ergonomically shaped with the control and presentation of the dredging equipment around the dredge master at close hand, providing optimal control over all dredge processes. The dredge has one engine room in the aft of the vessel. The dredge pumps are in a separate pump room and are driven by the main diesel engines through a reduction gearbox. The collaboration between The Dutra Group, Eastern Shipbuilding Group, Inc., and Royal IHC represents a blend of expertise and innovation. Eastern is experienced in building high-specification dredges in the U.S., which complements Royal IHC's advanced design capabilities, state-of-the-art dredging equipment, automation, and environmental awareness. *Specifications:* Dimensions: 347 x 79.5 x 37 FT; Hopper Volume: 10,464 CY; Total Installed Power: 13,290 HP; Suction Pipe Diameter 2 x 35.4 IN; Digging Depth: 90 FT; Total Loaded Draft: 26.9 FT; Dead Weight All Told: 11,584 LT. *(PR-Eastern Shipbuilding Group)*

# YARD NEWS

## USC HAS DEVELOPED A PROJECT FOR A FUNDAMENTALLY NEW LARGE-TONNAGE VESSEL WITH A REINFORCED ICE CLASS

The United Shipbuilding Corporation (USC) presented its capabilities in creating a fleet for the transportation of oversized and large-sized cargo. New developments, intended, among other things, for work along the Northern Sea Route (NSR), became known during the conference "Logistics at Sea: Non-Standard Approaches to the Implementation of Infrastructure and Industrial Projects". As Sudostroenie.info was told on March 18 by the press service of USC, the corporation shared its experience in construction, import substitution and presented new developments - a semi-submersible ice-class vessel and ultra-high-capacity hovercraft. Maxim Kotov, Head of the Project Portfolio of the USC Civil Shipbuilding Sales and Contracting Department, spoke about the corporation's experience and capabilities in building a fleet for the transportation of large-sized cargo, an auxiliary fleet and floating cranes, and also presented a project for a fundamentally new large-tonnage vessel of a reinforced ice class, developed by the USC design bureau "Almaz". The semi-submersible vessel of high ice class is designed to transport components of floating drilling rigs, offshore wind turbines, ships and vessels. The vessel, with a lifting capacity of 25 thousand tons and a cargo deck size of 150x40 m, will be capable of delivering large-tonnage cargo along the NSR. Kirill Karasev, Deputy Chief Designer of the USC Almaz Design Bureau, spoke in more detail about the project. He also noted that the development is fully import-substituted - Russian-made equipment and materials were selected during the design. Among other new developments in this area, USC presented: a transport floating dock with a lifting capacity of 7 thousand tons, ice-class Arc7 supply vessels with a cargo capacity of 565 to 3400 containers, as well as fully import-substituted projects of ultra-high-capacity hovercraft transport vessels - up to 150 tons. *(Source: Sudostroenie; Illustration: USC)*

# WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Bay-Houston Towing christens two tugs*
   - *Sanmar Shipyards Completes Sea Trials for 3rd Fully Electric Tugboat Built for SAAM Towage*
   - *UZMAR Delivers 2025's First Cutting-Edge RAstar 3200W Tug, 'TIGER,' to OCEAN S.R.L.*
   - *Freire shipyard delivers new maintenance support vessel for Briggs Marine*
   - *Strengthened partnership: Med Marine's latest MED-A2500 tug set to enhance SVS Maritime's Fleet*
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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