Tugs Towing & Offshore Newsletter

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MIDWEEK–EDITION

TUGS & TOWING NEWS

DAMEN RSD-E TUGS 2513 BU TINAH AND VOLTA 1 SHORTLISTED FOR ITS TUG OF THE YEAR AWARD

Damen Shipyards Group is pleased to announce that two of its RSD-E Tugs 2513 have been shortlisted for the ITS Tug of the Year Award. The two vessels are **Bu Tinah**, in operation with AD Ports subsidiary Noatum Maritime, and the Port of Antwerp-Bruges' tug **Volta 1**. Record breaker The vessels are the first fully electric tugs to operation in the Middle East and Europe, respectively. Following her delivery, Bu Tinah very quickly made a name for herself, securing a Guinness World Record title for Most Powerful Electric Tugboat. The record was set when the tug's bollard pull was measured in action at AD Ports' flagship facility, Khalifa Port in Abu Dhabi. This achievement demonstrates that, with the RSD-E Tug 2513, the transition to alternative energy sources does not come at the cost of performance. *RSD pioneer*
The Port of Antwerp-Bruges has operated three conventional propulsion RSD Tugs 2513 since 2021. It was the successful performance of these vessels that led the port to place an order for the fully electric version. Damen has also delivered the tug's 1.5 megawatt charger and onshore charging infrastructure. The Port of Antwerp-Bruges is aiming to be carbon neutral by 2050. Its fleet renewal programme is part of the

process it is taking towards this goal. In addition to the RSD-E Tug 2513, last year the port also took delivery of five RSD Tugs 2513. Each of these vessels is fully compliant with IMO Tier III regulations. This results from the installation of a Damen Marine NOX Reductions System, an in-house developed selective catalytic reduction (SCR) system that reduces exhaust emissions up to 80%. *Ultimate electric ship handling tug* The RSD Tug 2513 is an innovative ship-handling solution. The design combines elements of ASD tugs and tractor tugs to provide an always bow first approach to towage. At just 25 metres, the vessel is compact enough for the modern port operation. It also offers sufficient power, with the electric version able to deliver 70 tonnes of bollard pull. The vessel can perform a minimum of two towage operations on a single charge and can be recharged in just two hours. You can show your support for one of these vessels by casting your vote here. HERE Voting for the awards is open until 14th May. The winner will be announced at the Gala Dinner of the Tugtechnology conference on 20th May in Antwerp. *(PR-Damen)*

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LAUNCH OF THE TUGBOAT "TALAVERA" FOR THE REMOLCANOSA FLEET IN VIGO

"**Talavera**" is the name of a new Damen ASD 2312 tug built in the Vietnamese shipyard by Remolcanosa for its operations in the port of Vigo. It arrived aboard the special cargo vessel "**UHL Freedom**" from the port of Ha Long, which also carries other tugs, including one for the Boluda Towage fleet, as can be seen in the image sent to us by our collaborator David Trillo . **Talavera** is a name deeply rooted in the Spanish Merchant Navy. It was once held by two oil tankers from CEPSA and MarPetrol. The former, when commissioned in 1960, was the largest vessel in the Spanish merchant fleet, and the latter, formerly the "**María Sofía**," was chartered by CEPSA until 1983. *(Source: Puente de Mando; Photo: David Trillo)*

REBARSA INCREASES ITS FLEET WITH THE ELECTRIC TUGS "CALA GAT"

AND "CALA MESQUIDA"

The new tugboats "**Cala Gat**" and "**Cala Mesquida**," registered in Barcelona, have arrived at the port of Barcelona aboard the special cargo vessel "**UHL Fighter**." The "successful and discreet" operation took place on March 18, according to Antoni Casinos Va on its "Courtesy Visit" website. On board the aforementioned vessel, coming from the Vietnamese port of Ha Long, are two other tugboats: one for Remolcanosa called "**Talavera**" and another for Boluda Towage destined for northern Europe. The two new tugboats for the Port of Barcelona were designed and built by Damen at the Song Cam shipyard (Vietnam) and belong to the RSD Tug 2513 series. They have ASD electric propulsion equipped with two 3,700 kW Ramme TW 1400R engines connected to two azimuth thrusters. They have a pulling capacity of 70 tons bow and 65 tons stern, and a speed of 12 knots. They displace 320 tons in a hull measuring 27.70 m in length, 13.10 m in beam, and 6.50 m in maximum draft. The batteries can be recharged in two hours using their own or external generators. *(Source: Puente de Mando; Photo: Trung Ho)*

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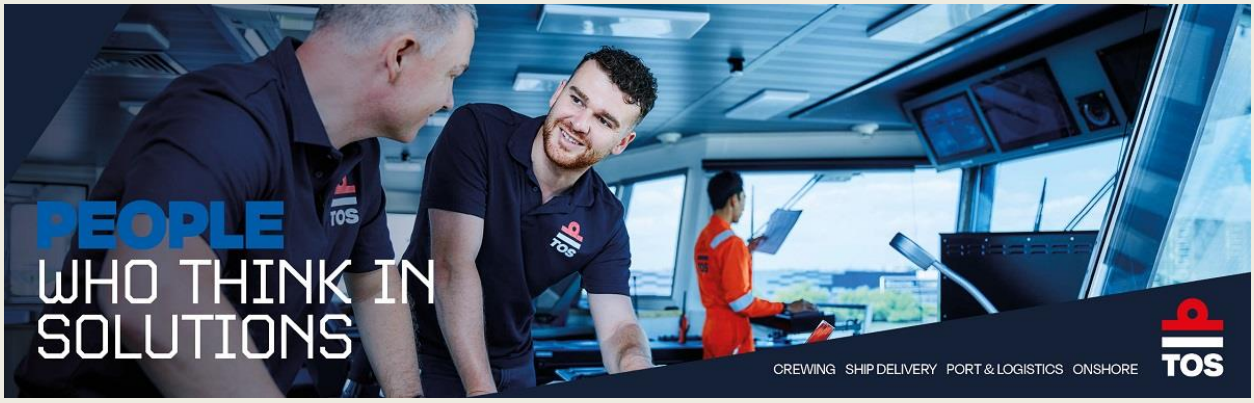

THE VITAL ROLE OF GOVERNMENT ADVISORY COMMITTEES IN THE MARITIME SECTOR

The most effective government advisory committee I ever served on was the recovery committee that was convened by the Director of Civil Aviation when a commercial airliner plunged into Hong Kong harbour in 1993. It was a very large committee, comprising practically every government department plus aviation experts and salvors. Remarkably, it worked perfectly, with all the members focused on recovering the aircraft so the airport would not have to close. Everything we asked for as salvors was

considered and quickly approved, and the members were united in seeking a swift and successful resolution to the problem. The time from the crash to the recovery of the aircraft was a mere fourteen days, and I am convinced that was only possible because of the recovery committee. Some years later, I was appointed to the Pilotage Advisory Committee (PAC), which was responsible for overseeing pilotage and related activities within Hong Kong waters. Chaired by the Marine Department, the committee comprised pilots, tug interests, berth and terminal operators, commercial shipping representatives and other interested parties. Our bible was the Berthing Guidelines, which listed every berth in Hong Kong and laid down the number of pilots and tugs required for berthing and unberthing ships of different sizes, often at different stages of the tide. As a result, there was no argument about the number of tugs used in every case, although pilots always had the authority to summon more assistance if the circumstances warranted. Naturally, in our deliberations, the shipping companies generally wanted fewer tugs, whilst I was sure they would benefit from having more or more powerful tugs. At the end of the day, the pilots had the greatest say, because they were the ones responsible for guiding ships in and out of the Territory in a safe and efficient manner. The port of Hong Kong has an enviable safety record, so I guess the members of the PAC earned their pay – except there was none. Once we had all stated our opinions the chairman, himself an experienced mariner, would sum up before a decision was taken. It is fair to say the chairman recognised BS when he saw it, and we generally came to the right conclusions, even if some members were not entirely happy with the outcome. For female readers, I must point out that all the members were men in those distant times, although women are now playing an important role in the PAC and all the other advisory committees, as is right and proper. Even our Director of Marine is a woman, as have been several of her predecessors. The port of Hong Kong has an enviable safety record, so I guess the members of the PAC earned their pay – except there was none. All the members were volunteers who, if we were lucky, would be offered a cup of tea during the meetings. This is pretty much how things work in other countries, too, although volunteers in larger countries are often given an allowance to cover the cost of travel to attend the meetings. They are generally public-spirited individuals who want to help, and perform an excellent service for little or no recognition. By now you will have realised that I am a fan of government advisory committees, provided they are run properly, so I was horrified to learn that, in the United States, all members of federal advisory committees under the Department of Homeland Security (DHS) have been dismissed and all meetings have been put on indefinite hold. A spokesperson explained that this is in line with the Trump Administration's "committment to eliminating the misuse of resources and ensuring DHS activities prioritise our national security." Sadly, the DHS is responsible for, among others, the National Towing Safety Advisory Committee, the National Offshore Safety Advisory Committee and the Maritime Advisory Committee for Occupational Safety and Health. It is not for me to question why these vital committees were a matter for homeland security rather than, say, transport, but I certainly question the wisdom of suspending them, especially since they collectively cost less to run than what President Trump spent on redecorating when he first moved in to the White House. The US Government has shown itself willing to change its mind within days, and reverse policies that might appear to an outsider to be totally insane. Research reveals that members of these committees

are generally qualified mariners, and some are also union members. All must have a deep knowledge of the subject areas. They are not paid, but may claim travel expenses. Among the unimportant things they were doing before they were dismissed was commenting on the Safer Seas Act, which contains vital rules on preventing sexual assault and sexual harassment, and attempting to renew outdated rules for training and certification. Incidentally, it was they (and not I) who described their certification as outdated, and I am sure they know what they are talking about. Nobody ever accused me of being a fan of modern trade unions, but I was very impressed that five maritime-related American unions banded together and wrote to Congress urging reinstatement of the advisory committees. They rightly pointed out that "the consequences of compromised maritime safety are devastating." Good for them! The American Waterways Operators (AWO) were slightly less forceful. Caitlin Stewart, their vice president for regulatory affairs, said the AWO "views the coast guard's federal advisory committees as very important forums for the agency to seek feedback from the public, including operators and subject matter experts.....and ensure its regulations and policies are informed by real-world perspectives". If there is a silver lining, perhaps it resides in the fact that the US Government has shown itself willing to change its mind within days, and reverse policies that might appear to an outsider to be totally insane. We can but hope. On the other hand, this is shipping, so the vast majority of the population will neither know nor care what is going on. All I can do is remind the thousands of people around the world who give up their own time to serve on government advisory committees that some of us appreciate their efforts, and are grateful. *(Source: Baird by Alan Loynd-Tug Times)*

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TUGBOAT GRETTIR STERKI WITH TOW IB PONTOON CRANE

On Saturday 22nd of March tugboat **Grettir Sterki**, owned by Icetugs from Reykjavik and commercially managed by Easytug BV from Sliedrecht departed from Yalova in Turkey with in tow the new built barge IB Pontoon Crane. Destination of the tow is Dakar, Senegal. Special thanks to Landfall Marine Contractors, Byron E. Vernicos and ATA Offshore Services for their efforts and assistance during our

stay at Yalova. *(Source & Photo: Marien Kraak-Easytug)*

THE "SALVAMAR NAVIA" WILL REPLACE THE VETERAN "SALVAMAR TENERIFE" AND WILL BE ASSIGNED TO EL HIERRO.

Maritime Rescue will soon incorporate the high-speed vessel "**Salvamar Navia**," which will be deployed to El Hierro, where it will replace the "**Salvamar Adhara**" launch. The latter will replace the upcoming retirement of the veteran "**Salvamar Tenerife**," which is based in the port of Santa Cruz de Tenerife. It is part of a batch of four units contracted with Astilleros Armón for €11.39 million and built in the Aux Naval workshops in Puerto de Vega. The addition of these four Salvamares to the Maritime Rescue fleet is part of the 2024 Annual Action Plan and will allow the replacement of older vessels. Salvamares are high-speed, highly manoeuvrable, and shallow-draft vessels, suitable for operating in circumstances where rapid response plays a key role. This type of unit is involved in the majority of emergencies handled by the Maritime Rescue Service, thanks to its rapid response and versatility, whether directly resolving the emergency or supporting other intervention resources. *(Source: Puente de Mando)*

VOLGA SHIPPING COMPANY OPENED NAVIGATION IN THE VOLGA-DON BASIN

The Volga Shipping Company has opened navigation in the Volga-Don basin of inland waterways. This was reported to Sudostroenie.info by the company's press service on March 24. The navigation was opened by the tugboat **Professor Ryzhov** (captain - Yuri Agureev). The motor ship, decorated with flags of coloring, with the pennant of the Volga Shipping Company raised on the mainmast, left

the lock gates at 9:00 and went to the port of Buzan for loading. The ceremonial opening of navigation took place 8 days earlier than planned. The participants of the ceremonial event were representatives of the authorities, heads of the Federal State Budgetary Institution "Volga-Don Administration", the Volgograd District of Hydrostructures and Shipping (RDHSiS) and the Volgograd District of Waterways and Shipping (RVPSiS), the General Director of JSC "Volgograd River Port" and the Director of Shipping Safety of the Volga Shipping Company. "For the Volga Shipping Company, the opening of navigation is always the result of the coordinated work of the fleet and the shore in preparing the fleet. Today, our vessel received the honourable right to start the new navigation season. I thank our partners for their trust, and the company's employees - for their professionalism and love for the common cause. I wish everyone trouble-free navigation and the achievement of their goals!" - said Andrey Samovik, Director of Shipping Safety of the Volga Shipping Company. Soon, the dry cargo ships of the Volga Shipping Company will go on their first voyages on other sections of the inland waterways of the European part of Russia. *(Source: Sudostroenie; Photo: "Volga Shipping Company")*

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CHINA'S 41ST ANTARCTIC MISSION SETS SAIL, WELCOMING FIRST HKSAR SCIENTISTS

China's 41st Antarctic expedition team departed on a nearly seven-month mission to Antarctica on Friday, according to the Ministry of Natural Resources. During this time, researchers will work on building supporting infrastructure for the Qinling Station in Antarctica, study the effects of climate change on the Antarctic ecosystem, and engage in international research and logistical collaboration. This also marks the first time scientists from Hong Kong have been selected to join the national Antarctic expedition team. It not only reflects the country's recognition of Hong Kong's polar research efforts but also highlights Hong Kong's potential to play an active role in the nation's scientific research and development tasks, marking a milestone for the region, Hong Kong's Chief Secretary for Administration Eric Chan Kwok-ki said on Friday. During the mission, the expedition

team will finalize the installation and interior work finishing the primary building structure at Qinling Station. The team will also, for the first time, conduct an overwintering research mission in Antarctica. A primary scientific goal of the expedition is to investigate the impact of climate change on the Antarctic ecosystem. Using the research vessels **Xuelong** and **Xuelong 2,** the team will conduct comprehensive monitoring in key regions, including Prydz Bay in East Antarctica, the Cosmonauts Sea, the Ross Sea, the Amundsen Sea, and the surrounding waters of the Antarctic Peninsula. The surveys will cover key areas such as biological ecosystems, aquatic environments, sedimentary conditions, atmospheric conditions, and pollutant distribution. Additional studies on ecosystem health, coastal marine environments, and soil conditions will also be carried out at China's Kunlun, Taishan, Zhongshan, and Great Wall stations to deepen understanding of Antarctica's role in global climate change. The expedition will also expand international cooperation across scientific research and logistical support. Through initiatives such as the Circumpolar Action Plan, the team will pursue joint research on critical frontiers in Antarctic science. Key collaborative projects include an aerial survey of the Enderby Land region with Norwegian and Australian partners to examine ice, ocean, and bedrock interactions, which are essential for accurately assessing the ice sheet's mass balance and stability. Furthermore, China will continue to strengthen bilateral and multilateral logistical partnerships with the US, the UK, Australia, Italy, South Korea, Russia, and Chile. The team is composed of over 500 members from more than 80 domestic organizations, and supported by three ships. **Xuelong** and **Xuelong 2**, departing from Guangzhou, South China's Guangdong Province, will primarily handle scientific research, personnel transportation, and logistical resupply, while the Yong Sheng cargo vessel, departing from Zhangjiagang, East China's Jiangsu Province, will transport essential construction materials for Qinling Station's infrastructure. *The expedition is expected to return to China in May 2025.* This year commemorates the 40th anniversary of the start of China's polar expeditions. Over the past four decades, China has continuously strengthened its comprehensive capabilities in polar expedition and actively cooperated with relevant countries, and has made significant contributions toward understanding, protecting, and utilizing polar resources. China's 40th Antarctic expedition successfully concluded on April 10, with the **Xuelong** returning to port in Qingdao, Shandong Province. The mission yielded significant results, such as completing an aerial scientific survey of the ice sheet margins of Queen Maud Land and Enderby Land, as part of a major international polar cooperation project. *(Source: Global Times)*

COAST GUARD ICEBREAKER 'STORIS' TO ACHIEVE INITIAL OPERATING READINESS BY AUGUST 2025

The U.S. Coast Guard's new icebreaker Storis appears on track for its first Arctic patrol during the summer of 2025. The vessel is currently undergoing conversion and retrofitting at a Florida shipyard turning the icebreaking anchor handling tug supply vessel (AHTS) **Aiviq** into the Coast Guard icebreaker **Storis**. "[The vessel] should achieve its initial operating capability operating up in the Arctic August of this year,"

Alaska Senator Dan Sullivan stated during a joint session of the state's legislature. The vessel will ultimately be homeported in Juneau. "After years of work the Coast Guard has committed to us that they will home port this icebreaker where the ice is. Imagine that. This is great for Arctic security and great for America," he continued. The Coast Guard acquired the 2012 commercial icebreaker offshore tug **Aiviq** for $100m in November 2024, with another $25m slated for conversion work. Upon commissioning the vessel will be renamed **Storis**, as first reported by gCaptain. "**Storis**" is Scandinavian for "great ice". The Storis will carry on the tradition of the former USCG icebreaker of the same name, which at the time of its decommissioning in 2012 was the oldest vessel in the Coast Guard fleet having served nearly 65 years. The **Aiviq** remains at dry dock #4 of Tampa Ship LLC, part of Chouest, where it has been undergoing initial retrofit since November 2024. The complete buildout and conversion of the vessel will take an additional year, according to Sullivan. The USCG previously stated that selection of the crew of 60 will begin in Summer 2026. It is unclear how the vessel will be staffed for the 2025 patrol. According to the Juneau Empire the vessel is expected to conduct its first Arctic patrol for District 17 in the waters around Alaska following a commissioning ceremony in Juneau. Coast Guard leadership had previously provided an unclear timeline about the vessel's service entry. During a recent Congressional hearing VADM Thomas Allan, Deputy Commandant for Mission Support, referenced both the fiscal and calendar year when discussing the vessel's potential readiness dates. It may be several more years before **Storis** will be permanently homeported in Juneau as shoreside infrastructure, including maintenance facilities, as well as crew and family housing, have to be constructed. In total the Coast Guard expects around 190 personnel to be based out of Alaska's capital. *(Source: gCaptain)*

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ROBIENE SPOTTED

Last week the **Robiene** was spotted by one of the readers of the Tugs Towing & Offshore Newsletter. She was built in 1957 by Werf Voorwaarts – Theun van den Beldt – West Graftdijk; Netherlands and delivered to C.D. Monster – Maasbracht; Netherlands as **Heba**. In 1970 sold to A. de Ruiter – Rotterdam and renamed **Marico**. In 1975 sold to E. Beukema Vof – Groningen

and renamed **Sebiena**. In 2019 sold to Leenman Sleep- and Duwvaart B.V. – Hardinxveld-Giessendam and renamed **Robiene**. She has a length of 18.40 mtrs a beam of 4.98 mtrs and a depth of 2.08 mtrs. Her main engine is a Caterpillar with a output of 272 kW (371 bhp) *(Photo: Leen van der Meijden)*

TUG OWNERS ARE INNOVATORS IN AUTONOMY AND AUTOMATION

Automation and autonomous operations are enhancing safety and efficiency in the tug, towage and salvage industries. Tugs are being built with unmanned engineroom and machinery spaces, and onboard automation for alerts, controls and equipment management.

And autonomous navigation and remote tugboat control has been tested, as witnessed by International Tug & Salvage when Svitzer remotely commanded **Svitzer Hermod** in Copenhagen, in 2018, and when Damen-built tug Nellie Bly was sailed unmanned around Denmark in 2021. Tugboats and workboats have also been remotely controlled from operations centres in France, Germany, Italy, Japan, the Netherlands, Singapore, UK and USA, demonstrating what is possible from the available technology, which is also being applied to offshore, naval, defence, inland transport and other maritime missions. With their manoeuvrability, tugboats and pilot launches are excellent for autonomous navigation and remote command demonstrations, but due to the type of daily work they achieve, practical and commercial applications have been limited. Svitzer, and other tug owners, considered using remote command for tugs sailing between ports or to shipyards for maintenance and class surveys, to rest crews during transits, but decided the investment was not worthwhile. Much of a harbour tug's life is working in one port with masters manoeuvring vessels and docking ships. However, one owner has found it commercially viable. Ultratug is using MAHI's Remote Operation solution on 2010-built, 32-m tug **Enco** to reduce manning in the wheelhouse during long coastal voyages to service remote ports. This uses onboard computers, sensors and software for semi-autonomous navigation with monitoring and command from an onshore operations centre in Vina Del Mar, Chile. It is likely other owners will reconsider the technology for limited tugboat operations in the future. Additionally, autonomous navigation has evolved to become an assistance technology, providing information, intelligence and insight for greater situational awareness and semi-autonomous transits,

going far beyond autopilots. Automation is also being applied outside of the vessel control room, in the form of remotely operated winches for crewless decks, and will soon be used for safer seafarer access. Svitzer has developed an automated hydraulic gangway concept enabling crew to walk ashore and handle lines, and masters to moor tugs in a safer way. The Copenhagen-based owner is considering automation to improve safety and efficiency for crews in their daily operations. Kotug International is also using unmanned technology, having previously deployed autonomous navigation on a training tug, and is now using drones to transfer lines between tugs and ships, and Wilson Son is trialling drones for deliveries to vessels in ports. More owners are likely to follow these examples. Tugboats and their owners are at the forefront of technology innovation, development, testing and adoption. The latest developments will be presented and celebrated during Riviera's TUGTECHNOLOGY '25 and the ITS Awards 2025, which will be held in Antwerp, Belgium 20-21 May 2025, showing the world how innovative this sector can truly become. *(Source: Riviera by Martyn Wingrove)*

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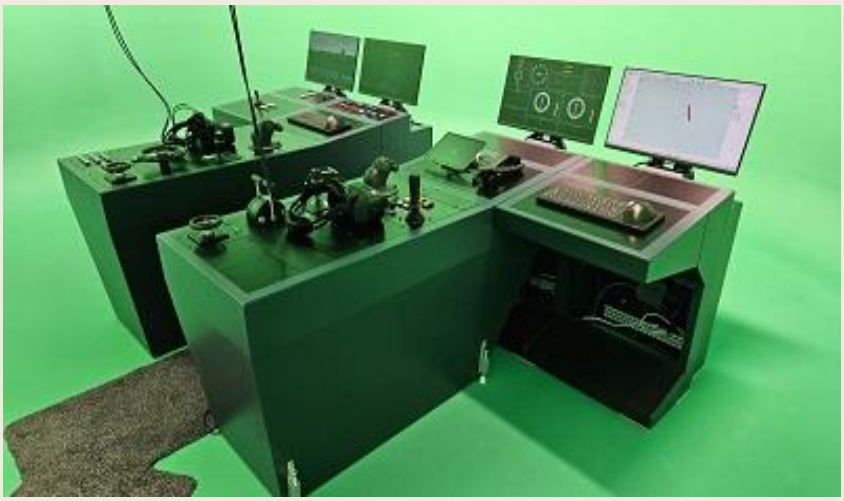
EXTENDED VIRTUAL REALITY DRIVES MASTER TRAINING



An Australian maritime training facility and a centre in Greece have installed the latest simulation technology for teaching tugboat manoeuvring skills. Denmark-headquartered Force Technology cemented its position as a mainstay in tug simulators with an installation at Smartship Australia in 2024. The deployment of SimFlex XR at the Queensland-based maritime training facility marked a significant advancement in how tug masters and crews refine their skills in a risk-free, fully immersive environment. SimFlex XR was designed to enhance realism and accessibility while reducing capital expenditure and operational costs, such as power consumption. It is an evolution of Force Technology's already established SimFlex4 platform. By leveraging extended reality (XR) and virtual reality (VR), the system provides a fully immersive experience where trainees engage with dynamic, high-fidelity environments while using real-world tug controls, says Force Technology director of simulation, Jan Michelsen. This setup

facilitates a deeper connection between theory and practice, making training more effective. "At the entry level, participants learn to handle their own tug safely during transit and simple towing operations according to the pilot's orders," says Mr Michelsen. "They also train in procedures before, during and after towing, as well as in approaching and connecting to different positions on a vessel," he explains. "It is all incredibly realistic, especially in terms of physics, from the way the vessel reacts to thrust to the accurate, high-fidelity modelling of lines and chains." Smartship Australia's adoption of the SimFlex XR platform represents a shift in how tug training is delivered. The newly installed simulator features a full tug bridge setup, complete with interactive controls that mirror real vessel behaviour. The platform offers high-fidelity visuals, a 360° field of view, and the capability to integrate real-time propulsion and hydrodynamic responses. The simulator includes Force Technology's advanced new DEN-Mark2 mathematical model, further refining manoeuvring accuracy, line force calculations and real-world hydrodynamic effects – all critical for precision tug operations. "The model accuracy, immersive experience, and ease of use are key priorities for our customers," Mr Michelsen adds. "SimFlex XR not only delivers on these, but also disrupts traditional training workflows, especially with a much more agile multi-XR headset setup, allowing multiple users to participate in the same exercise." This ability to conduct multi-user, fully immersive training exercises is a game-changer according to Mr Michelsen. "Tug operations rely on precise co-ordination between multiple vessels, making it essential for crew members to understand each other's actions in real-time," he explains. SimFlex XR enables tug masters to practise working in sync with pilots and other vessels under various conditions, including extreme weather and emergency scenarios. Another key development in Force Technology's simulation offering is its green screen-based SimFlex XR solution, recently deployed at Capital Ship Management's new training centre in Greece. While not tug-specific, this technology highlights the potential for even more realistic tug-handling training going forward. The integration of XR/AR with a green screen environment enhances the immersive experience by assisting trainees to interact with real equipment while surrounded by a blended, fully virtualised environment. "This is the most advanced ship bridge simulation solution available today," says Mr Michelsen. "It creates an entirely seamless blend of the real and virtual, enhancing training outcomes while reducing hardware and power consumption." The green screen system's principles are directly applicable to the tug environment. The ability to train using real controls, embedded within a fully immersive simulation is already a feature of SimFlex XR, but enabling crews to use real controls in the room without immersion breaking graphical issues, is a breakthrough. Force Technology also provides SimFlex XR on board vessels, uniquely enabling simulator training on the actual bridge using real-life controls. While green screen is clearly impossible in this environment, the system connects safely to a vessel's existing propulsion and steering systems, enabling crews to train from the comfort of the wheelhouse when the vessel is on downtime. This unlocks an opportunistic approach to upskilling in a flexible and realistic training environment, without requiring crew to travel. *(Source: Riviera by Martyn Wingrove)*

ACCIDENTS – SALVAGE NEWS

MSC SHIP LOSES CONTAINERS IN STORM OFF PORTUGAL

An MSC-operated containership lost some of its cargo in a storm while underway in the Atlantic Ocean off the coast of Portugal. The Portuguese-flagged 4,432 teu **MSC Houston V** was on its way from Piraeus in Greece to Liverpool when it encountered rough seas and wind gusts of up to 48 knots as Storm Martinho hit the waters off Cape St Vincent. At least 15 containers were lost overboard when the vessel suffered a partial stack collapse, and many others were damaged or hanging off the

starboard side. The 266-m-long ship, built in 2010, was forced to make an urgent stop at the port of

Vigo in Spain. It is currently berthed at the Termavi Terminal while the port authorities develop a plan to reposition or remove the containers safely. The port authority said that the terminal has removed the cranes from the area and will deploy a mobile crane to ensure the safety of the stevedores and the terminal itself at all times. "At this time, it is unknown how long the operation will last. Safety plans and logistics are currently being worked on. The important thing is that the ship is in port and there is no risk to navigation, and especially to fishing vessels due to the vessel's size," noted Carlos Botana, president of the Vigo Port Authority. Watch the video HERE *(Source: Splash24/7)*

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CANADIAN COAST GUARD REPORTS PROGRESS ON MSC BALTIC III SALVAGE

The weather conditions in the areas around Canada's Newfoundland have given salvage teams their first opportunities to make progress on the efforts to reduce the pollution risk from the grounded containership **MSC Baltic III**. The Canadian Coast Guard highlights the dangers remain, but that no pollution has been observed so far from the stranded vessel. "The tug and barge, contracted by MSC, were able to go alongside the **MSC Baltic III** to load some frac tanks and a containment boom onboard the vessel," said the Canadian Coast Guard in its latest update.

"The frac tanks will be used to store and offload the fuel." The containership blacked out and was driven ashore in a remote cove on Newfoundland's western shore on February 15 not far from Corner Brook. The Coast Guard along with T&T Salvage have reported that the efforts however were complicated by the remote location and winter weather which has included high winds and ice in the cove. The priority is the fuel and other potential contaminants aboard the vessel. The salvage teams after inspecting the 680-foot (207-meter) vessel reported that it was resting on the seabed but that the hull had experienced significant damage. They said there is water in the cargo holds and the engine room and that the vessel cannot be safely refloated at this time. Tank soundings confirmed approximately 1.7 million liters of heavy fuel and marine gas oil are onboard the vessel. The Coast Guard reports that several containers that were carrying polymeric beads (plastic nurdles) which are considered dangerous goods have been removed from the vessel. MSC Mediterranean Shipping had previously said those containers had been secured to reduce the danger of the contents being released. The fuel aboard the vessel will need to be heated before it can be pumped from the tanks. MSC and its salvage company have proposed several salvage options, including loading the fuel and containers onto barges or also using an access road onshore. However, the road requires upgrades to get the heavy equipment to the area where the ship came to rest. Local news media reports that the efforts are ongoing and fishermen are hoping that it will make progress by the end of the month. The local fishing season opens on April 1 and the concern is for access to the areas as well as the continued danger from pollution. *(Source: Marex)*

ABOUT 30 THOUSAND TONS OF FUEL OIL WERE PUMPED OUT OF THE DAMAGED TANKER KOALA IN THE SEAPORT OF UST-LUGA

In case of an oil spill, the vessels "**Spasatel Karev**" and "**Vodolaz Chabanenko**" are on duty in the water area. Almost 30 thousand tons of fuel oil were pumped out of the damaged tanker **Koala** in the seaport of Ust-Luga, as reported by the press service of the Federal State Budgetary Institution "Morresluzhba". The first batch was pumped out into the tanks of the oil terminal, for which the fuel oil was heated to a plastic state. The work is being carried out by specialists from the Baltic branch of the Marine Rescue Service together with contractors. It is specified that there were about 130 thousand tons of fuel oil on board the vessel. Before the pumping began, the rescuers completely sealed the damage to the hull, disassembled and repaired the mechanisms and electric motors, and prepared the fuel oil unloading system for launch. To seal the damage to the hull of the damaged tanker Koala, Marine Rescue Service divers made 158 descents, spending more than 150 hours underwater. In the waters of the Ust-Luga port, in case of an emergency oil spill, the rescue vessels of the Marine Rescue Service are on duty: "**Spasatel Karev**" and "**Vodolaz Chabanenko**". It is also reported that the seawater was previously pumped out and the previously flooded ship premises were completely drained. Both steam boilers of the ship and the ship's steam supply line to the cargo heating system of all tanks were put into operation. "All cargo pumps have been checked and are in good working order. The inert gas

system (IGS) is ready for operation. IGS is used on tankers to displace explosive gas-air mixtures from tanks and maintain an atmosphere with a low oxygen content in them, which excludes the occurrence of explosions and fires," the statement said. Rosmorrechflot clarified that the second stage of fuel oil pumping will start on March 25. As reported by IAA "PortNews" , explosions on the foreign vessel Koala, moored in the port of Ust-Luga, occurred on February 9, 2025 in the engine room. A criminal case has been opened. *(Source: PortNews: Photo: Telegram)*

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INCIDENT WITH THE FUGRO MERCATOR

On 22 March, Fugro received report that the geophysical survey vessel **Fugro Mercator** had run aground on the north coast of Elba, Italy. The authorities were immediately notified, and the Italian coastguard arrived on site swiftly to provide support and monitor the situation. All crew, 11 people in total, were evacuated and taken ashore safely. A salvage operation is being prepared together with international experts and local officials. It is not yet clear what led to the **Fugro Mercator** running aground. The 42-metre research vessel was performing survey work off the coast of Elba, when it went looking for shelter due to deteriorating weather conditions. In accordance with our standard procedures, Fugro will conduct a full review of the event. *(PR-Fugro)*

MSC CONTAINERSHIP SEEKS REFUGE IN VIGO AFTER CONTAINER COLLAPSE

Authorities in the Port of Vigo, Spain reported they moved quickly to reduce the navigation hazard and direct the **MSC Houston V** (58,300 dwt) containership into port after it reported a stack collapse. The objective was to get the vessel to dock to prevent further damage and the loss of more containers overboard. The containership was off the southwest corner of Portugal near Cape St. Vincent when it encountered a strong late winter storm. The vessel is reported to have experienced winds approaching 50 knots. The last stack at the stern of the vessel collapsed to starboard ripping

open several boxes. With boxes ripped open and hanging over the side of the vessel, her arrival

attracted attention in the port on Friday, March 21. A later survey in Vigo indicated that between 15 and 20 boxes went overboard. Port officials are saying that they have been advised there was no dangerous cargo in the containers involved in the collapse. Portuguese authorities however have issued a navigational warning for possible debris in the water. The ship which was sailing from Piraeus to Liverpool, England was unable to divert to Leixoes, Portugal due to its size. It is 876 feet (267 meters) in length with a maximum draft of 41 feet (12.5 meters) with a carry capacity of 4,432 TEU. Built in 2010, the vessel has been operating for MSC since 2022 and is registered in Portugal. Port officials said the cargo stabilization effort will be complicated. They moved the port's cranes away from the berth and brought in a mobile crane for the work. Local media is reporting the repositioning efforts began on Sunday, March 23, and MSC's online schedule shows the remaining in Vigo to March 27. Watch the video HERE *(Source: Marex)*

SALVAGERS TOW 'RAM SHIP' SOLONG TO ABERDEEN

The burnt-out container ship **Solong** is being towed to Aberdeen in Scotland, the British Coastguard reports. The ship crashed into the kerosene-laden tanker **Stena Immaculate** two weeks ago in the North Sea. A tugboat has made a towing connection with the 140-meter-long container ship and is being accompanied by a second tugboat during the transport, according to the coastguard. A ship that can prevent potential pollution is also sailing along. The transport is expected to arrive in Aberdeen in the east of Scotland at the end of this week.In recent days, Multraship ships have been in the vicinity of the **Solong**. These same ships are now en route north from Hull. It is therefore possible that they are carrying out the transport, but this has not been confirmed. The salvage of the **Solong** is in the hands of the American T&T, but the Multraship ships are involved. The company from Terneuzen does not want to say anything about their exact role yet. The **Stena Immaculate** is still at anchor for the time being. A spokesperson for Boskalis previously stated that there is no rush. *(Source: Schuttevaer)*

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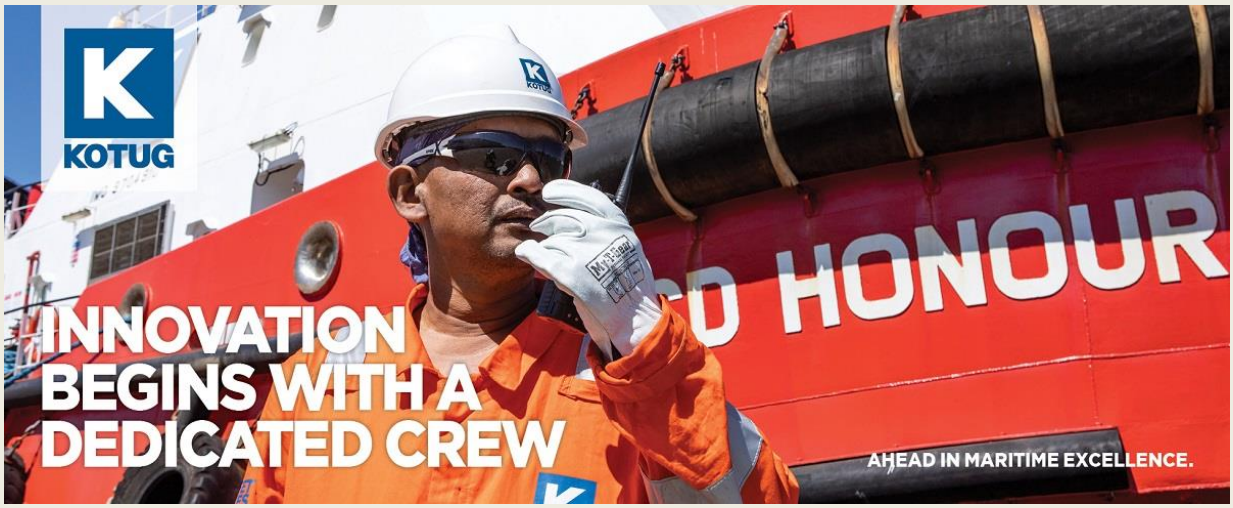
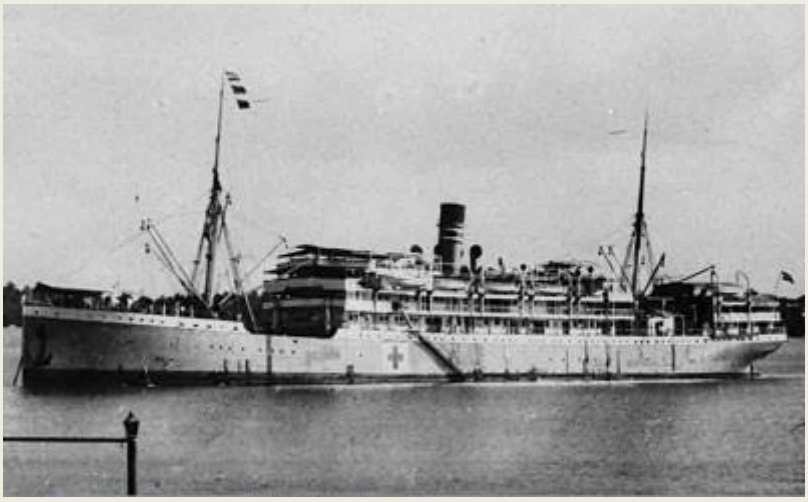


REMEMBER TODAY

S.S. HS TABORA – 26TH MARCH 1916



HS Tabora was a German hospital ship that was sunk on 26 March 1916 in the port of Dar es Salaam, German East Africa, by the Royal Navy battleship **HMS Vengeance** and protected cruisers **HMS Challenger** and **HMS Hyacinth** and the Royal Australian Navy protected cruiser **HMAS Pioneer**. *Construction* SS **Tabora** was built at the Blohm & Voss shipyard in Hamburg, Germany. She was launched on 18 April 1912 and completed on 29 June 1912. The ship was 142.9 metres (468 ft 10 in) long and had a beam of 16.5 metres (54 ft 2 in). She was assessed at 8.022 GRT and had two triple-expansion engines driving double screw propellers. *Early career* During her early career, **Tabora** often steamed from German East Africa to Germany and sometimes from South Africa to Southampton in the United Kingdom. In 1914, when World War I broke out, Tabora was converted into a hospital ship for the German colonies in East Africa. *World War I and sinking* The British suspected that **Tabora** was not a hospital ship but operated as a troopship or ammunition transport ship, disguised as a hospital ship with her sides painted with the Red Cross emblem. On 26 March 1916, in the port of Dar es Salaam in German East Africa, the Royal Navy battleship **HMS Vengeance** and protected cruisers **HMS Challenger** and **HMS Hyacinth** and the Royal Australian Navy light cruiser **HMAS Pioneer** approached **Tabora**. The British demanded that the Germans allow them to inspect **Tabora** to confirm or debunk their suspicions about her. The Germans did not reply. **Pioneer** received orders to open fire if the German ship made suspicious moves. After time had passed without a reply from **Tabora**, **Pioneer** received orders to fire four warning shots from her 4-inch (102-mm) guns. At the same time, **Vengeance**

signalled **Tabora** asking her to evacuate any wounded she had on board. When **Tabora** still did not answer, the British ships and **Pioneer** opened fire on her. An avalanche of shells hit **Tabora**, and she quickly caught fire. She was shrouded in thickening clouds of black smoke, took on a list to port, and began to sink. The British ships and **Pioneer** then steamed away without any return fire from the Germans. **Tabora** rolled onto her side and came to rest on the harbor bottom on her port side, with her starboard side remaining above water. It is unknown if anyone died in **Tabora**. *Aftermath and wreck* The sinking of **Tabora** went virtually unnoticed by both sides. The German Foreign Office did not protest against the British and Australian action, nor did they issue a statement about the incident. Germany's behaviour after the incident indicated that **Tabora** was not a hospital ship protected under Articles X and XI of the Hague Convention of 1907 and that her sinking was not a violation of international maritime law. The burned-out wreck of **Tabora** remained in Dar es Salaam harbour until 1955, when she was finally scrapped by the Italian salvage company Mawa Handels Anstalt nearly 40 years after her sinking. *(Source: Wikipedia)*

OFFSHORE NEWS

SEA1 OFFSHORE ORDERS TWO MORE OSVS FROM CHINA

Norwegian offshore vessel owner and operator Sea1 Offshore has ordered two more offshore support vessels from China's Cosco Shipping. In early November last year, Christen Sveaas-backed company ordered two vessels from the Chinese shipbuilder. The vessels would be based on Skipsteknisk's ST-245 design and would be fit to serve both oil and gas and renewable markets. The 120-m-long newbuilds will be methanol-ready and capable of running on 100% biofuel. The ships will have a cargo deck area of 1,400 sq m, accommodation capacity for 120 persons, an ROV hangar, moonpool and a 250t crane. Sea1 should take delivery of both vessels by the second quarter of 2027. The company did reveal at the time that was in talks with the builder for potential further newbuilds and it has now confirmed an order for two additional vessels. The vessels will be based on a similar design as the first two vessels and will have capabilities to serve both in the same markets like the first two. The scheduled delivery for the vessels is between the

third and fourth quarter of 2027. *(Source: Splash24/7)*

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BUSY TIMES AHEAD FOR PROSAFE WITH ONE VESSEL ONGOING REACTIVATION AS ANOTHER PREPS FOR RELOCATION

Oslo Stock Exchange-listed semi-submersible accommodation vessel owner and operator Prosafe has shed more light on the recent activities of its fleet, confirming the sale of one vessel, the start of reactivation operations for another, and preparations for the move to Australia for the third while the rest of its ships keep working on their current assignments and one continues to be laid up. While confirming a fleet utilization of 57% for February 2025, Prosafe revealed that its 1982-built **Safe Caledonia** vessel has begun reactivation activities in Scapa Flow, UK, and will mobilize to the Captain field in the North Sea within June 2025 to carry out its job with Ithaca Energy on the UK Continental Shelf (UKCS). **Safe Caledonia** is a moored with thruster assist (TAMS) semi-submersible ASV with beds for up to 454 persons, which was constructed at GVA Kockums yard in Sweden to a Pacesetter design and completed a 20-year life extension in 2012/13, enhancing the accommodation facilities and extending the structural life of the vessel. On the other hand, the 2015-built **Safe Boreas** is in Norway preparing for relocation in Q2 2025 for a contract in Australia, commencing between mid-November 2025 and mid-February 2026. This unit is perceived to be a highly advanced and efficient DP3 semi-submersible ASV, with beds for 450 persons. **Safe Boreas** was built at Jurong Shipyard, Singapore, to the GVA 3000E design and is equipped with a DP3 system and a 12-point wire mooring arrangement. The ship also has a large deck area of more than 1,000 square meters and two 50-ton cranes for maintenance and construction support capabilities. The other vessels in Prosafe's fleet continue with business as usual. While the company claims that **Safe Notos**, **Safe Zephyrus**, and **Safe Concordia** operated at full capacity during this period, achieving 100%

utilization, **Safe Eurus** achieved a utilization rate of 98%. The firm also corroborated the completion of the sale of **Safe Concordia**, as the vessel was transferred to the new owner on March 13, 2025. The 2005-built unit is a DP2 semi-submersible ASV constructed at Keppel FELS shipyard in Singapore. The vessel had an upgrade in July 2015. *(Source: Offshore Energy)*

PROSAFE GIVES 1984-BUILT VESSEL MARCHING ORDERS FOR RECYCLING AFTER SIX-YEAR COLD LAYUP

Oslo Stock Exchange-listed semi-submersible accommodation vessel owner and operator Prosafe is parting ways with a 41-year-old anchor-moored semi-submersible tender support and accommodation vessel, which will leave its fleet later this year to go on a recycling mission. Prosafe has taken a step to remove the 1984-built **Safe Scandinavia** vessel from its fleet, thanks to an agreement to sell the ship, presently located in Norway, for recycling after the vessel spent over six years in cold layup. According to the company, full compliance with all relevant conventions and regulations is the condition of the recycling for which the vessel is expected to be delivered within Q2 2025. The **Safe Scandinavia** anchor-moored semi-submersible tender support and accommodation vessel has beds for 309 persons and was upgraded in 2003, 2005, and 2014, respectively, before being converted to a tender support vessel (TSV) in 2015 to offer well abandonment, general hook down, and cleaning services to support platform decommissioning. The **Safe Scandinavia** ship, which was constructed at Aker Verdal yard to an Aker H-3.2 design, can also support rig-less well intervention or be configured with a modular rig or platform derrick to undertake drilling or workover activities. The sale of the 41-year-old vessel for recycling comes shortly after Prosafe confirmed the divestment of another ship, alongside the reactivation operations of one more vessel and preparations for the move to Australia for yet another one. *(Source: Offshore Energy)*

MUSEUM NEWS

KARTAL STEAMBOAT OPENED TO VISITORS AT ÇANAKKALE MARITIME MUSEUM

The **Kartal** Steamboat, about which Atatürk made his historic promise, began to be exhibited in the Çanakkale Naval Museum. The **Kartal** Steamboat, which Gazi Mustafa Kemal Atatürk used to pass from Haydarpaşa to Galata during the occupation of Istanbul on November 13, 1918, has been put on display at the Çanakkale Naval Museum. *During the occupation in 1918* In a post shared on the ministry's social media account, it was stated that "The 'Kartal Steamboat Recreation Area' works, which Gazi Mustafa Kemal Atatürk used during the occupation days on November 13, 1918, when

he moved from Haydarpaşa to Galata and said the words 'As they came, so they go' while looking at the enemy navy, have been completed and started to be exhibited in the Çanakkale Naval Museum." The post also included photographs of the recreation area where the Kartal Steamboat is located. *(Source: Deniz Haber)*

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WINDFARM NEWS - RENEWABLES

G-TEC CONDUCTS CABLE ROUTE SURVEY ORANJEWIND

G-TEC from Belgium conducted a comprehensive cable route survey covering the IAC routes at OranjeWind, the Dutch offshore wind project by RWE and TotalEnergies. Spanning 600 km with multiple survey lines at each cable position, the survey was meticulously executed to gather high-quality data critical for cable routing and burial assessments. The project was completed efficiently, adhering to the planned schedule and budget and with zero incidents reported. The survey was carried out using the offshore survey vessel

Karina and involved simultaneous operations (SIMOPS) with other ongoing activities on-site, showcasing G-TEC's ability to manage complex operations seamlessly. *(Source: OER International)*

WTIV Wind Peak On Its Way to Sofia Offshore Wind Farm Site to Install First Turbines

Cadeler's wind turbine installation vessel (WTIV) Wind Peak is en route to the site of the Sofia offshore wind farm with the first set of Siemens Gamesa's SG 14-222 DD turbine components. The vessel departed the port of Hull on 20 March, according to the available AIS data, and is heading towards the project site located on Dogger Bank, 195 kilometres off the UK. According to earlier information about the vessel from Cadeler, Wind Peak can transport and install seven complete 15 MW turbine sets or five sets of 20+ MW turbines per load. The service operation vessel (SOV) IWS Seawalker, which departed Hull two days earlier, is also heading to the Sofia offshore wind farm site to support the wind turbine installation. Wind Peak arrived in Hull earlier this month to load the wind turbine components and prepare for its first journey to the project location. The 1.4 GW Sofia offshore wind farm, developed by RWE, will comprise 100 Siemens Gamesa 14 MW wind turbines, a number of which will be fitted with recyclable blades. At the project site, the foundation installation, which started last year, continues with more than half of the turbine foundations so far. The monopile foundations are being installed by Van Oord using its jack-up vessel **Aeolus**. The project's offshore converter station, onshore substation, and onshore and offshore export cables are also in place. The 1.4 GW offshore wind project is expected to be commissioned in 2026 when it will be capable of generating enough electricity to power the equivalent of 1.2 million UK homes. *(Source: Offshore Wind)*

Nexans bags French offshore wind cable supply deal worth over $1bn

French cabling specialist Nexans has secured a framework agreement with RTE for the design, manufacturing, and supply of HVDC cables that will connect the Centre Manche 1 & 2 and Oléron offshore wind farms to the French transmission network. The frame agreement includes the supply, installation, and commissioning of 450 km of

high-voltage direct current (HVDC) subsea cables and 280 km of high-voltage direct current onshore cables to support the connection of the three offshore wind farms. The value of the agreement is above €1bn ($1.08bn), depending on the final quantities to be agreed upon and the subcontractors to be appointed during the next phase leading to the signature of each EPCI contract. *(Source: Splash24/7)*

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FIRST JACKET IN AT 300 MW TAIWANESE OFFSHORE WIND FARM

On 19 March, Shinfox Far East Energy announced that the company installed the first jacket foundation at the 300 MW Taipower Offshore Wind Project Phase II (TPC Changhua Phase II) in Taiwan. The jacket, taller than a 20-story building and heavier than 10 Boeing 747s, will provide solid support for the wind turbines, Shinfox Far East Energy said. The jackets are being installed by the crane vessel SFE Hercules, which is sailing under the flag of Panama. According to our previous news about the project, the wind farm will feature Vestas V174-9.5 MW wind turbines. The 300 MW TPC Offshore Phase II was one of the eleven offshore wind projects selected by the Taiwanese government in April 2018. Foxwell Energy, an affiliate of Shinfox, won the tender from Taipower for the development of the wind farm at a total contract cost of TWD 62.88 billion (EUR 2.02 billion) in June 2020. Located approximately 14.7 kilometres west of Lukang in Changhua County, the project is expected to generate 1 GWh of power per year and could generate enough renewable electricity to supply approximately 270,000 households. *(Source: Offshore Wind)*

OFFSHORE WIND FARM CABLE LAYER – NDURANCE

Thanks to the Houthis and their erratic programme of terror in the Southern Red Sea, the casual maritime observer in South Africa has been introduced, over the last year, to the offshore renewable

power industry, better known as the Wind Energy Sector. They have witnessed the arrival of every type of vessel that serves the wind energy industry, from heavylift carriers, turbine blade carriers, through to the incredibly sophisticated jack- up construction vessels, and to the highly specialised maintenance support vessels. The passage of these vessels, most of them going east to west, as they position from the builders and manufacturers of the Far East, mainly back to northern Europe, is now set to continue with the telegraphed breakdown of the Gaza ceasefire, and the resumption of hostilities between the belligerent parties. One vessel type not always considered for offshore wind farm construction is the one that connects all the wind turbines, and gets their combined power back to shore, and into the national electricity grid. It is the humble cable layer. On 10th March, at 08:00 in the morning, the offshore wind farm cable layer '**Ndurance'** (IMO 9632466) arrived off Cape Town, from Algeciras in Spain. She entered Cape Town harbour, and rather than proceeding into the Duncan Dock for a short logistic call, she instead proceeded into the Ben Schoeman Dock, and went alongside the Dormac maintenance berth at Quay 502, indicating a shoreside engineering requirement might be part of the reason for her call. Built in 2013 by ZPMC Zhenhua Heavy Industries at Shanghai in China, '**Ndurance'** is 99 metres in length, and has a deadweight tonnage of 12,285 tons. She is a diesel-electric vessel and power is provided by two MTU 12V4000M generators, and two MTU 16V4000M generators, providing a total of 7,280 kW for propulsion and domestic requirements. Unusually, she has two separated engine rooms for redundancy. Her auxiliary machinery includes a single emergency generator providing 220 kW. Power from her generators is transferred to two stern Azimuth thrusters, providing 1,250 kW each, and two forward Azimuth thrusters, providing 1,000 kW each, to give her a transit service speed of 11.5 knots. Despite having four azimuth thrusters, for that little extra added manoeuvrability she also has a single bow transverse thruster providing 550 kW. The mix of thrusters gives '**Ndurance'** a dynamic positioning classification of DP2. For her cable laying operations '**Ndurance'** is fitted with a cable turntable, with a 26 metre diameter cable drum capable of holding up to 5,000 tons of heavy duty electric cable. Cable is deployed over her stern sheave using a Caley 'A' Frame, which is capable of lifting up to 70 tons. The Caley frame is fitted with an anti-pitch system, mounted on the frame crossbeam, to ensure that the cable is not subject to undue stresses during cable laying operations. Her working deck covers an area of 2,100 m2, and for trench ploughing operations when burying cables she has a seven point mooring system. Deck operations are supported by a deck crane with a lifting capacity of 25 tons. Her hull was designed to allow '**Ndurance'** to beach herself when conducting near shore export cable hook-up operations. She is capable of laying cables at a rate of 1,000 metres per hour. She has accommodation for up to 98 persons, and she is one of two sisterships. She is owned and operated by Royal Boskalis Westminster NV, of Papendrecht in Holland, and she is managed by BW Marine Cyprus Ltd., of Limassol in Cyprus. In 2018, at the IHS DPC Innovation Awards ceremony, held in London, '**Ndurance'** won the innovation award in the 'Dredging Support Vessel' category. The Boskalis Group specialise in maritime infrastructure construction and improvement services. These activities are broken down with 53% covering

maritime infrastructure construction, 42.5% covering offshore maintenance services in the energy sectors, and 4.5% covering towage and transportation services. Since her introduction to service 'Ndurance' has been kept extremely busy in the wind farm construction sector worldwide. Her first contract, not wind related, was in early 2014 when she laid two electricity cables in Indonesia, from Ketapang on the island of Java, across to Gilimanuk on the island of Bali. The electricity supplied from Java was to overcome critical power shortages on Bali, and to assist with development of the island tourist industry. Later in 2014, she positioned back to Europe to undertake her first wind farm contract by laying the export cables from the Luchterduinen wind farm field.

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This field lies in the North Sea, some 13 nautical miles off the Dutch town of Noordwijk, and produces 129 MW of power. The field consists of 43 Vestas V112 wind turbines, each producing 3MW, and provides electricity to 135,000 homes in Holland. In 2015 she laid the export cables for the Gwynt y Môr wind farm field, which provides 576 MW of power, and lies in Liverpool Bay, off the coast of North Wales, where 'Gwynt y Môr' means 'Sea Wind' in the Welsh language. The field consists of 160 Siemens SWT107 wind turbines, each producing 3.6 MW, and provides electricity to 400,000 homes in North Wales. In 2017 'Ndurance' laid the export cables for the Galloper wind farm field, which provides 353 MW of power, and lies in the North Sea, 17 nautical miles off the English county of Suffolk. The field comprises of 56 Siemens SWT154 wind turbines, each producing 6 MW of power, and providing electricity for 444,000 homes in East Anglia. In 2018 she began work laying the three export cables on the Hornsea 1 wind farm field, which at the time was the largest wind farm in the world, being the first to ever produce in excess of 1 GW of power. The field lies in the North Sea, 65 nautical miles off the coast of East Yorkshire, and produces 1.2 GW of power, comprising of 174 Gamesa SWT154 turbines, each producing 7 MW each, and providing electricity for no less than 1 million homes in the North of England. In early 2020 'Ndurance' moved to the Hornsea 2 wind farm field to lay the field export cables. This field consists of 165 Gamesa 167DD wind turbines, each producing 8 MW of electricity and capable of providing power to an even more impressive 1.3 million homes in England. The total output of the Hornsea 2 field is 1.4 GW, which makes it the largest wind power field on Earth. Later in 2020

'Ndurance' began laying the two export cables of the 857 MW Triton Knoll wind farm field, which

also lies in the North Sea, 18 nautical miles off the coast of Lincolnshire. This field comprises of 90 Vestas V164 wind turbines, each producing 9.5 MW, and produces electricity for 935,000 homes in central England. In 2023 '**Ndurance'** was back in Dutch North Sea waters, 13 nautical miles off the Dutch port of Vlissingen, and started laying the two export cables, and the field interconnector cables, of the Borssele I and Borssele II wind farm fields, which together produce 752 MW of power. Power comes from 94 Gamesa SWT154, each producing 8 MW of power. She then moved to the adjacent Borssele III and Borssele IV wind farm fields, which produce 731 MW of power, and where she laid the two export cables. This combined field comprises 77 Vestas V164 wind turbines, producing 9.5 MW each. In 2024, prior to her positioning voyage to Cape Town, '**Ndurance'** completed the laying of the two export cables, and interconnector cables, of the Hollandse Kust wind farm field, which lies 29 nautical miles off the Dutch town of Egmont aan Zee. The field produces 760 MW of power from 52 Vestas V236 wind turbines, each producing a whopping 15 MW each, and providing electricity to 1 million homes in Holland. The stay of '**Ndurance'** in Cape Town was not long, and after just 15 hours alongside, her bunkers, stores, fresh provisions, and maintenance requirements were all completed. At 23:00 in the late evening of 10th March, she sailed from Cape Town, with her next destination, as per her AIS, given as Singapore, likely to be a final logistic stop for bunkers and other needs. That she is heading East is possibly a clue as to where she is ultimately heading to for her next cable laying contract. Taiwan, and is connected to the new 920 MW combined Changhua 2B and Changhua 4 wind farm fields, which lie 19 nautical miles off the coast of Changhua County, facing the Taiwan Strait, and comprises 66 Gamesa 236DD wind turbines, each producing an impressive 14 MW of power. The field operator announced that the laying of field interconnector cables would be commencing in 2025. Is this the destination of '**Ndurance'**? Having written about all of these large offshore wind farm fields around the world, in the UK, Holland, and Taiwan, and of which they only represent a small number of the operational fields, a look at the equivalent South African wind power production gives some perspective. In 2024, South Africa operated a total of 41 wind farms, of which the largest was the Impofu wind farm field, located in the Eastern Cape. It operated 57 wind turbines, producing a total of 5.8 MW of power. The total output of all 41 wind farms in South Africa came to a total of 109 MW. Compare this to just two fields, one in Holland, and one in the UK, as per this article. The total output of the Borssele field in Holland is 1,483 MW, which is 255.7 times greater than that of the output of the Impofu field, or 13.6 times greater than the total of the whole wind power output of South Africa. The total output of the Hornsea field in the UK is 2,600 MW, which is 448.3 times greater than that of the output of the Impofu field, or 23.8 times greater than the whole wind power output of South Africa. Europe, as with South Africa, also produces power from Coal, Gas, Nuclear, Solar and Wind facilities. That said, Holland produces 12,000 MW of power solely from wind farms, both onshore and offshore, which provide 18% of the total power requirements of Holland. This figure is still 110.1 times greater than the total output from the wind farms of South Africa. In the UK, 15,000 MW of power comes from offshore wind farms, and 16,000 MW from onshore wind farms. This 31,000 MW of renewable wind power only represents 5% of all UK energy requirements and is an eye watering 284.4 times greater than the total output of all wind

farms in South Africa. The comparison of how some nations are moving steadily ahead in this sector of the energy industry brings into focus how far South Africa is falling behind in harnessing free, renewable, pollution free, power. For the nomenclature aficianado, it is not a spelling mistake to think that the 'E' has been missed in error when mentioning '**Ndurance'**, but this is the strange corporate marketing ploy of Boskalis, of deliberately misspelling Endurance. It is the same with her sistership, which is named '**Ndeavour'**, rather than Endeavour. The grating spelling errors are, sadly, deliberate. For buffs of exploration history, and as many maritime historians know, 'Endurance' was the famous lost vessel of the great Antarctic explorer, Sir Ernest Shackleton, and 'Endeavour' was the even more famous vessel of the greatest explorer of all time, that of Captain James Cook, on his first circumnavigation, and a voyage of which he called at Cape Town in 1771. *(Source: African Ports & Ships by Jay Gates; Photos: Dockrat)*

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DREDGING NEWS

WATERKING UNVEILS WORLD'S FIRST ELECTRIC AMPHIBIOUS DREDGING SET

Waterking, a Dutch manufacturer of dredging equipment, has proudly presented the world's first electric amphibious dredging set. In collaboration with Staad Groep, Waterking assembled a 35-tonne electric amphibious excavator – the WK 350 NG-E, while Damen provided the E-DOP 150 to complete the emission free set. According to Waterking, Fusion Energy EU – a brand of Staad Group – developed a Powerbox 400 battery. With two Powerboxes, the WK 350 NG-E can run a full working day. In addition, these Powerboxes are interchangeable, but they can also be charged from the AC mains. With a quick-charge function, one is 100% full in just over 3 hours. Together with an E-DOP 150 from DAMEN, this makes the perfect solution for emission-free requirements on dredging projects. Due to the high yields of electrically driven machinery and equipment, there is no loss in work output and it is also

virtually silent. *(Source: Dredging Today)*

VAN OORD AND BOSKALIS END SUCCESSFUL DREDGING CAMPAIGN IN NAMIBIA

Van Oord and joint venture partner Boskalis recently wrapped up work on a capital dredging project in Walvis Bay, Namibia. By using trailing suction hopper dredgers, Van Oord and Boskalis deepened the 10-kilometre-long access channel to the port of Walvis Bay from -14.4 to -16.8 meters and widened it from 130 to 200m. In addition, dredgers **Vox Alexia** and **Gateway** expanded the harbor basin to a depth of -16.3 meters and expanded it by more than 400m. However, this capital dredging project was not without its challenges with major one being the presence of excessive concentrations of toxic hydrogen sulfide (H2S) in the dredged sediment. To mitigate this risk, a large number of health and safety measures were taken during the mobilisation prior to the project, including modifications to the vessels and the installation of dozens of sensors and special H2S filters. Also, the vessel crews were trained on how to deal with H2S. They were able to measure the concentration of H2S in the air at all times and established safe working protocols on board. A large number of sensors were also installed on the quays of the port area to alert the workers and users of the port in time in case the gas appeared. Thanks to these engineering and administrative controls, the project was successfully completed without incidents and well on time. *(Source: Dredging Today)*

DREDGING CONTRACT SIGNED FOR BABITONGA BAY WORK

The Ports of São Francisco do Sul and Itapoá signed a contract last week for the dredging and deepening of the access channel to Babitonga Bay. According to the officials, the agreement marks a historic milestone, distinguished by two unprecedented and innovative aspects – for the first time in Brazil, a public port has partnered with a private port to undertake a project of this nature. Additionally, a portion of the dredged sediment will be used for beach nourishment in Itapoá. “This will have an extraordinary impact on the

economy. By increasing the channel's depth and width, we will become as competitive as the Port of Santos. This will enable the arrival of 366-meter-long vessels, significantly boosting container throughput. It's a win for everyone—shippers, sellers, the city, and job creation," said Governor Jorginho Mello. With an investment of R$324 million (around $52 million), the project will allow vessels up to 366 meters in length to berth and operate, making Babitonga Bay the first port complex in Brazil capable of accommodating ships of this size at full capacity. Currently, the bay can only handle vessels up to 336 meters, with a maximum capacity of 10,000 TEUs (twenty-foot equivalent units). The dredging project is set to increase this capacity to 16,000 TEUs. *(Source: Dredging Today)*

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KEEL LAYING CEREMONY OF TSHD MAGDALENA

Baggerbedrijf De Boer B.V. – Dutch Dredging said that the keel laying ceremony of its new custom-built trailing suction hopper dredger (TSHD) **Magdalena** took place at Nam Trieu Shipyard in Vietnam recently. According to their latest announcement, this was "a significant milestone in the cooperation between Nam Trieu Shipyard, IHC and Dutch Dredging". In June 2024, the Sliedrecht based dredging company awarded Royal IHC a contract for the design and construction of a custom-built dredger with a hopper capacity of 2,300m3. The new dredging vessel will be an upgrade of the Lesse, a TSHD that was delivered by Royal IHC to Dutch Dredging in the year 2019. Royal IHC added that the new hopper meets the latest IMO Tier III – Euro Stage V environmental regulations. *(Source: Dredging Today)*

YARD NEWS

TIDEWATER FINALIZES CONTRACT FOR NEW LIQUID REFINED PRODUCT BARGES

Tidewater Transportation and Terminals is pleased to announce the finalization of a contract with Gunderson Marine and Iron, a Portland, Oregon-based shipyard, for the construction of four new

liquid refined product barges. This strategic investment reinforces Tidewater's commitment to

providing safe, efficient, and environmentally responsible marine transportation solutions for the Pacific Northwest. The state-of-the-art barges will measure 272 feet long, 42 feet wide, and 18 feet 6 inches deep, with a capacity of 20,000 barrels. Designed and constructed for service on the Columbia Snake River System, these inland liquid tank barges will be certified by the United States Coast Guard and comply with OPA 90 requirements. The first two barges are scheduled for delivery in May and July 2026, with the remaining two arriving in November 2026 and February 2027. These new assets will enhance Tidewater's ability to serve its customers with increased reliability and capacity while supporting the evolving energy landscape in the region. "This investment is a testament to our dedication to meeting the growing needs of our customers and the communities we serve," said Johan Sperling, President and CEO of Tidewater. "By partnering with Gunderson Marine and Iron, we are not only strengthening our fleet but also supporting a valued local business that shares our commitment to quality and innovation." Jeff Murphy, Portfolio Manager of Ullico Infrastructure Fund, added, "We are excited about this next phase of Tidewater's fleet modernization. These new barges will bolster our ability to transport vital energy products safely and efficiently while ensuring we continue to meet the highest operational and environmental standards." Gunderson Marine and Iron, a long-established shipbuilding leader in the Pacific Northwest, will construct the barges at its Portland facility. "We are honored to partner with Tidewater on this important project," said Dee Burch, President of Gunderson Marine and Iron. "This contract is a win for our workforce and the regional economy. We look forward to delivering high-quality barges that will serve Tidewater and its customers for decades to come." Tidewater, headquartered in Vancouver, Washington, is the leading inland tug and barge company west of the Mississippi River and also operates five terminals along the Columbia Snake River System. Its flagship terminal in Pasco, Washington, recently opened a full-service biofuel and renewable diesel blending and distribution facility, further expanding its ability to meet the region's energy needs. *(Source: Marex)*

THIRTY BRUNVOLL THRUSTERS FOR FIVE VARD SOVS

Brunvoll has signed a contract with VARD for the delivery of a comprehensive package of propulsion and manoeuvring thrusters for five Walk-2-Work Service Operation Vessels, W2W SOVs. The vessels are for an undisclosed international owner. Brunvoll's delivery for each vessel consists of two azimuth propulsion thrusters, two retractable azimuth thrusters, and two tunnel thrusters.

The vessels will also feature Brunvoll's Propulsion and Thruster Control system, BruCon PTC, for efficient and accurate manoeuvring. The vessels of VARD 3 32 Design, will have a length of 88 meters and the capacity to accommodate a crew of 190 persons. The five vessels will be built at VARD's shipyard in Vung Tau, Vietnam, and are scheduled to be delivered between the second half of 2027 and early part of2028. "We're pleased to once more partner with VARD on a series of state-of-the-art vessels," says Bernt Rune Riksfjord, VP Sales at Brunvoll. "Our propulsion and manoeuvring systems are designed to ensure reliable and efficient operations for these vessels, and we look forward to supporting their success. *Service Operation Vessels Technical Information* ● Length of approximately 88 meters and a beam of about 19,8 meters. ● Active motion compensated Walk-to-work system ● 3D active motion compensated crane with capacity of 15t SWL at 30m ● Workshops and warehouse facilities for onboard fabrication and maintenance work. ● Very high all-year operability due to built-in post failure redundancy in power and propulsion plant. ● The battery hybrid DC-power plant with 2700 kWh battery capacity provides excellent flexibility, and superior fuel efficiency. ● The vessel accommodates 190 people in a comfortable modern environment. All five Service Operation Vessels vessels will be built, outfitted, commissioned and delivered from Vard Vung Tau in Vietnam. The first four vessels will be delivered in the second half of 2027, and the final unit early in 2028. *(PR-Brunvoll)*

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NAMING CEREMONY FOR DAMEN ELECTRIC FAST FERRY

Reederei Norden-Frisia names first German electric catamaran Frisia E-I. Reederei Norden-Frisia has held a naming ceremony for its latest vessel, the **Frisia E-I**. In a boost for sustainable public transport, the vessel, a Damen Fast Ferry 3209 Electric, is the first fully electric catamaran to operate in Germany. Charged with electricity generated by onshore solar panels, the ferry offers a carbon neutral service. Amongst the guests attending the naming ceremony, held at Reederei Norden-Frisia's location in Norddeich, were Department Head for Waterways and Shipping in the Federal Ministry for Digital and Transport Dr. Wibke Mellwig, Member of the Board of Reederei Norden-Frisia Carl-Ulfert Stegmann, Chairman of the Supervisory Board of Reederei Norden-Frisia Karin Pragal, and Damen Sales Manager for Germany Joschka Böddeling. "We are working on the

sustainable transformation of shipping and investing in an emissions-free future, and this vessel will help us in this journey," said Carl-Ulfert Stegmann, Board Member of AG Reederei Norden-Frisia. Joschka Böddeling added, "Having been involved with this project from the outset, it is a pleasure to be here today to witness this special event. The naming of the Frisia E-I is a milestone moment in the operation of the first fully electric catamaran ferry in German waters. With this vessel, Reederei Norden-Frisia has sent a clear message, underscoring its commitment to a greener operation. This, and the many other steps that the company has taken in this direction, serve as commendable examples for us all. They are also a signal that, if we work together towards our goals, a sustainable maritime future is achievable." *Track record in electric construction* The ferry is the first vessel that Reederei Norden-Frisia has built outside of Germany in its long history of over 150 years. The company was attracted to Damen by its track record in the construction of electric vessels. Additionally, Damen provided Reederei Norden-Frisia with support for the charging infrastructure and mooring facilities required, offering an efficient way to tackle the full scope of the project. *Unique vessel for a unique environment* The route that the ferry will serve – between Norddeich and the island of Norderney on the East Frisian coast – called for the development of a unique vessel. To sail in the shallow waters of the Wadden Sea, the ferry required a draught no more than 1.2 metres. Additionally, the Wadden Sea is a UNESCO World Heritage site with strict criteria for maritime operations. To ensure the protection of this environmentally valuable area, the vessel is restricted to sailing at relatively low speeds. Even with these restrictions in place, however, the Fast Ferry 3209 Electric reduces the current sailing time by half, transporting up to 150 passengers in just 30 minutes. The vessel is recharged during (dis)embarkation of passengers over the course of 28 minutes. *Fully sustainable operation* Reederei Norden-Frisia has committed itself to providing an environmentally friendly operation. In addition to offering a fully electric crossing, the company has established an electric car and bicycle hire service for its clients. It is also installing wind turbines and solar panels in its car parking areas so that passengers can return from a visit to the Frisian Islands to vehicles fully charged with renewable energy. *(PR-Damen)*

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ULSTEIN'S SX250 SHIP DESIGN: A GAME-CHANGER IN W2W OPERATIONS

In February 2025, Ulstein introduced the innovative SX250 design, a vessel specifically engineered to excel in wave heights up to 2 metres Hs. This strategic design choice aligns perfectly with real-world operational data, revealing that 94.2% of walk-to-work (w2w) operations occur in conditions with wave heights below 2 metres. *Key Findings - Operational data insight:* Analysis of open data from 20 different walk-to-work vessels' GPS positions and 100,000 W2W gangway connections from 2016 to 2025 indicates that the vast majority of W2W operations are conducted at wave heights below 2 metres Hs. *Fleet optimisation:* The SX250 can effectively handle the bulk of W2W operations, allowing shipowners to deploy only one larger W2W vessel for more demanding conditions, thereby optimising fleet utilisation and operational costs. *Design efficiency:* Unlike most W2W vessels designed for higher sea state conditions, the SX250 is optimised for conditions up to 2 metres Hs, making it a cost-efficient solution. *Implications for the industry* The SX250's design fulfils the operational needs of the majority of W2W tasks, proving to be a versatile and cost-effective solution. This vessel can significantly enhance operational efficiency and safety, providing a reliable option for shipowners looking to streamline their fleets. Ulstein's SX250 is poised to become a cornerstone in the w2w vessel market, demonstrating that targeted design based on real-world data can lead to superior performance and operational success. Many wind farm operators perform their large maintenance campaigns during the summer season. As reflected in the figure below, the number of connections doubles with respect to the winter season. In such summer campaigns, the resulting operability of SX250 is even higher, as historical activity shows that less than 3% of all the gangway connections performed between May and August were performed above 2 m Hs. Watch the YouTube video HERE *(PR-Ulstein)*

CHINESE FISHERMEN "SPONTANEOUSLY" RAISE $18M FOR DEEP-SEA RESEARCH SHIP

Chinese fishermen in Zhejiang have paid for the construction of an oceangoing scientific research vessel capable of "global unlimited navigation," according to Chinese state media. Fishermen at the port of Wenling, Zhejiang "spontaneously raised" $18 million to build the 270-foot vessel for deep-sea scientific research, according to state-owned China News Service. The vessel is primarily designed for activity unrelated to fishing, like geological and geophysical surveys, seabed mapping, ROV deployment and deep sea exploration. It has DP2 diesel-electric propulsion to maintain position to within one meter of accuracy. The 3,500-tonne vessel will be built at Wenling's Tenglong Shipbuilding. With a speed of 14 knots, a range of 5,000 nm and endurance of up to 60 days at sea, the vessel has the capability to conduct long research voyages. It is also envisioned as a support vessel for wind farm maintenance, seabed engineering and offshore oil field operations. "It has great potential in deep-sea scientific research and operations. The deep-water equipment, power system and DP system equipped on board are all at the international advanced level," said Wang Haozhao, chief ship designer of Fujian Fuchuan Marine Engineering Technology Research Institute, which provided the design. Though fishermen-funded, it will be operated by Quanzhou-based Fujian Baozhou Shipping Co., Ltd. The vessel will be the first privately-run oceangoing research vessel in China. It will also be the first research vessel built at Tenglong Shipbuilding, better known for small specialty vessels like dredgers, distant-water fishing vessels and asphalt carriers. Like Hainan's fishing community, Zhejiang and Fujian fishermen are known for involvement in maritime militia organizations, state-backed paramilitary groups that leverage private vessels for presence operations in foreign waters. China denies the militia's existence in foreign-facing statements, but celebrates its achievements in Chinese-language media. *(Source: Marex)*

AESEN CELEBRATES KEEL LAYING OF REVOLUTIONARY WIND FLYER TRIMARAN FAST CREW BOAT

Aesen, in partnership with its Thailand joint venture Uniwise Offshore, proudly marks a significant milestone in offshore innovation with the keel laying of the WIND Flyer Trimaran Fast Crew Boat. This event, held at Marsun Public Company Limited, represents the official commencement of a next-generation vessel that will redefine offshore crew transport. Developed in collaboration with Chevron Thailand Exploration and Production, Ltd., the WIND Flyer is a testament to Aesen's commitment to delivering cutting-edge maritime solutions that enhance safety, efficiency, and performance in the oil and gas sector. Designed for high-speed transit of up to 34 knots, the trimaran hull and motion damping technology ensure a smoother, more stable ride even in challenging wave conditions of up to 2.5 meters. Its Semi-SWATH hull design, combined with advanced waterjet

propulsion, enhances maneuverability, safety, and crew comfort—setting a new benchmark in offshore operations. "This project underscores the trust placed in Aesen and our joint venture, Uniwise Offshore, to pioneer a new standard in offshore mobility," said Mr. Darren Ang, Chief Executive Officer of Aesen. "The WIND Flyer Trimaran is more than just a vessel— it is a bold step forward in innovation, designed to meet the evolving demands of offshore operations while ensuring the highest standards of safety and comfort." The WIND Flyer is set to revolutionize offshore transport, further strengthening Aesen's role as a leader in maritime innovation. *(PR-Aesen)*

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BOS PRINCESS BECOMES GEOTECHNICAL DRILLING VESSEL

Seas Geosciences has completed the conversion of the **BOS Princess** into a multipurpose geotechnical drilling vessel that is now ready to serve the global offshore energy industry. With its 80-metre length and close to 19-metre beam, the **BOS Princess** is equipped to support Seas' geotechnical investigations. It has been outfitted with custom tools capable of transitioning from water depths of 10 meters to more than 4,000 meters while conducting simultaneous downhole and seabed operations. Seas Geosciences' new 350KN seabed cone penetration testing unit and its deepwater drill were designed and built in-

house, while the topside rig has been fully customized for safe, efficient and high-quality operations. The seabed CPT is fully automated for safety and streamlined operations, is fitted with both a fully lubricated coiled and a straight rod and will also be launched via the vessel's moonpool. It is equipped with cameras and telemetry for precise landing operations, and its telescopic legs make it ideal for sloped and uneven seabeds. The deepwater drill will be launched from the stern using Geosciences' launch and recovery system. It can conduct deep-penetration downhole geotechnical boreholes in deep and ultra-deep waters. The company will deploy the newly converted **BOS Princess** on a global scale, serving projects from the Mediterranean to the North Sea to the Atlantic and beyond. "This vessel has been specifically designed to serve the global offshore energy industry and is fitted with our fully automated topside geotechnical rig, Mako40, our innovative 350KN seabed CPT system, our successful deepwater seabed drill, Nautilus1, and an array of geotechnical tools. "This investment is part of our commitment to scale up our operations while supporting both our community of shareholders and the health of our oceans. We have created an asset that is 100 percent customized for the typical requirements of today's offshore developments," said Seas Geosciences President Paolo Casciotti. To remind, Seas Geoservices and Britoil Offshore Services entered a multi-year agreement for the vessel in summer 2024. *(Source: MarineLink)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *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*
   - *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***
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*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem (new)*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*
   - *SCRA - Casablanca by Jasiu van Haarlem*

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