Tugs Towing & Offshore Newsletter

26th Volume, No. 26 *1963 – "61 years tugboatman" - 2024* Dated 30 March 2025

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

Distribution twice a week 22.000+

TUGS & TOWING NEWS.

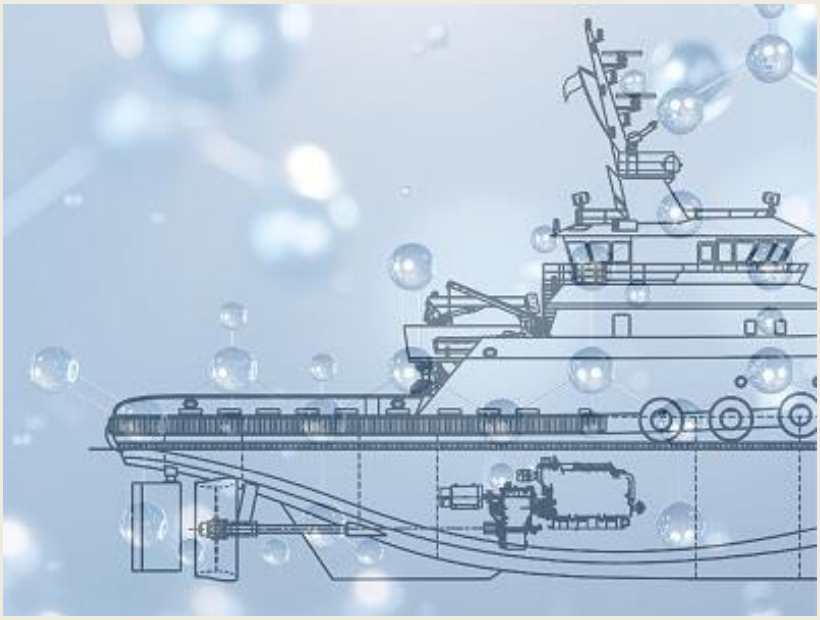
INDUCTION OF FOURTH 25 TONS BOLLARD PULL TUG YUVAN (YARD NUMBER 338)

Induction ceremony for fourth 25T Bollard Pull (BP) Tug **Yuvan** was held on 26 Mar 25 at Naval Dockyard (Visakhapatnam) in presence of Cmde Rajeev John, General Manager (Refit) as the Chief Guest. These Tugs are a part of the contract for construction of six (06) 25T BP Tugs concluded with M/s Titagarh Rail Systems Limited (TRSL), Kolkata on 12 Nov 21. These Tugs have been indigenously designed and built in accordance with the relevant Naval Rules and Regulation of Indian Register of Shipping (IRS). The Shipyard had successfully delivered three of these Tugs which are being utilised by Indian Navy to provide assistance to Naval ships and submarines during berthing, un-berthing and manoeuvring in confined waters. The Tugs will also provide afloat fire-fighting support to ships alongside or at anchorage and will also have the capability to conduct limited Search and Rescue (SAR) Operations. These Tugs are proud flag bearers of Make in India and Aatmanirbhar Bharat initiatives of Government of India. *(Source: Ministry of Defence)*

'WORLD'S FIRST' COMMERCIAL-USE AMMONIA-FUELED TUGBOAT ACHIEVES 95% EMISSION REDUCTION

Tugboat **Sakigake**, also known as the world's first commercial-use ammonia-fuelled vessel, wrapped up its demonstration voyage, reaching a greenhouse gas (GHG) emission reduction of up to approximately 95%, the vessel's operator NYK Line has reported. The emission reduction was recorded during the three-month demonstration voyage which commenced after the tugboat was converted from LNG- to an ammonia-fuelled vessel in August 2024. The conversion project was completed by NYK and IHI Power Systems (IPS) in cooperation with ClassNK as part of a Green Innovation Fund Project under Japan's New Energy and Industrial Technology Development Organization (NEDO). During the demonstration period, **Sakigake** performed tugboat operations in Tokyo Bay. NYK and IPS analyzed the ammonia co-firing and GHG reduction rates during vessel operations and confirmed them to consistently exceed 90% and rise to approximately 95% in each of the main engine load ranges. The demonstration tests during the tugboat's operations marked "the world's first trial, confirming that ammonia is one of the most viable and promising options as a next-generation fuel for vessels", NYK said. As the following step, the company intends to continue using the vessel for tugboat operations in Tokyo Bay while accumulating knowledge related to the development and operation of ammonia-fuelled vessels. In addition, NYK, Japan Engine Corporation, IPS, and Nippon Shipyard are working together to develop an ammonia-fuelled ammonia gas carrier, which is scheduled to be delivered in November 2026, also as part of NEDO's Green Innovation Fund Project; "Development of vessels equipped with domestically produced ammonia-fuelled engines". The 40,000 cubic meter type ammonia fuel ammonia carrier will be built at the Japan Marine United Corporation (JMU) Ariake Shipyard. After the ship is completed, the consortium will continue to operate the vessel for demonstration purposes to confirm the vessel's performance, including environmental friendliness and the practicality of the operation manual, and to provide user feedback to shipbuilders and marine equipment manufacturers for further improvements. *(Source: Offshore Energy)*

METHANOL IN THE MIX: NEW ENGINE OPTIONS ARE COMING



Marine diesel engines have gone through numerous innovative turns since being created by Frédéric Dyckhoff and Adrien Bochet in 1903 in France. Key advancements include the introduction of turbocharging in 1925 and fuel-injection pumps in 1927. Recent innovation has been driven by concerns over the health and climate impacts of diesel fuel emissions. As a result, there has been a push to integrate a second, cleaner-burning fuel into standard diesel engine systems that, when used for combustion, produces fewer greenhouse gas pollutants. These efforts are contributing to the gradual development of dual-fueled workboats, both in the U.S. and globally. The latest alternative to the traditional American diesel-fuel power package comes from Caterpillar's newly introduced dual-fueled CAT 3500E with methanol as the second fuel. The CAT 3500E will be available in both 12-cylinder (up to 2,550 hp) and 16-cylinder (up to 3,386 hp) configurations. They are designed to deliver 100% of the power of the existing CAT 3500 diesels installed aboard tugboats, inland towboats, and offshore support vessels. So far, Caterpillar is the only company in this country known to have matched up methanol with diesel in a combustion engine. In preparation for a dual-fuel option, "[Caterpillar] looked at fuel capabilities and power densities," said Will Watson, the company's marine product director. "Methanol gives us the closest to being like diesel" for power density. Thus, with the two fuels closely matched, a boat's "tank sizing [for methanol] and the amount of fuel needed on board is close" to being the same as diesel. But, if the goal is to maximize total emissions reduction, you don't want to fill a boat's fuel tank with just any type of methanol. "The true benefit will come from green methanol," said Watson, noting that a good portion of the methanol available today is not considered green. "You are not going to get the full life-cycle benefit [with conventional fossil-based methanol]." Green methanol is produced from renewable sources or carbon capture, offering a lower carbon footprint. Compared with conventional methanol, which is derived from fossil fuels (primarily natural gas), green methanol often has a cleaner combustion profile, producing fewer pollutants. Another advantage, Watson said, is that there's not an

overwhelming learning curve once a vessel owner adopts methanol as a second fuel. "The beauty of the fuel path we are going down, it's probably the most efficient learning curve," he said. It's "not introducing huge amounts of differences of what owners, operators and mechanics are used to on today's internal combustion engine. [The dual-fuel 3500E] is still an internal combustion engine." Watson noted that Europe and parts of Asia are ahead of the U.S. in developing the infrastructure needed to use green methanol for vessel propulsion. But even in those parts of the world, and certainly in America, what's needed for a successful energy transition is more active infrastructures. "A lot of our discussion has been around the preparation and the readiness and the flexibility to accept the fuels when they become available," he said. "The key thing is to be ready for it." Currently, there is no engine in the U.S. certified for dual-fuel use, Watson believes. Caterpillar's 3500E has received DNV certification for a methanol-ready engine. "We are in the development process of bringing it to production," said Watson. "That's an early step in the journey to have production, which then comes with full certification." What type of workboat will the first dual-fuel CAT 3500E be powering? In all probability, it will go down in a tugboat's engine room, for as Watson has noted in a previous article, the CAT 3500E has been optimized "to achieve high methanol substitution rates over a wide range of load factors, including the low load ranges that tugs operate in much of the time." That reduces the greenhouse gases that might otherwise have been pumped into the atmosphere while providing the power a tug requires. That first tug with a dual-fuel-powered CAT 3500E will be built at a Damen shipyard in Europe and will likely operate in the area it was built. "We plan to provide an engine in 2026," said Watson. "Don't know if it'll be operational in 2026, but definitely in the next 18 months it will be in the water." "The tug segment, that's where the focus has been," he added. "Once we get this done, we'll go onto other platforms." *Shoring up supply* A very small portion of the global commercial vessel fleet currently runs on alternative fuels: just 0.89% of vessels, or 3.37% in terms of gross tonnage (GT), according to the classification society DNV's Alternative Fuels Insight (AFI) platform. However, the tides are turning as vessel owners, operators and charterers seek solutions to reduce their environmental footprint. Of all vessels on order, 17.43% (43.86% in GT) are being built to be powered by alternative fuels, DNV data show. Among these fuels, liquefied natural gas is leading the pack by a wide margin, followed in order by methanol, liquefied petroleum gas, hydrogen and ammonia. Methanol burns more cleanly than diesel, resulting in lower emissions of carbon dioxide, nitrogen oxides, and particulate matter. Methanol is also readily available in ports worldwide, including in the eastern and southern U.S., where the fuel is commonly transported as a cargo. "The U.S. is the country with second-highest production capacity in projects for e-methanol and bio-methanol, after China. There are also a few projects in Canada, so there is ongoing activity in North America," said Kristian Hammer, senior consultant and AFI lead at DNV. Dedicated methanol bunkering facilities do not yet exist in the U.S. — there isn't a need yet — but because the fuel is commonly transported, some infrastructure is in place to support bunkering when the demand is there. Today, most of the demand is driven by the large, oceangoing fleet. Danish shipping giant A.P. Moller-Maersk, for example, is investing heavily to build dual-fuel, methanol-capable containerships

while also building out a green methanol supply chain to one day bunker these new vessels. According to DNV, 0.23% of the global fleet can run on methanol, while 13.68% of ships currently on order will have the capability to do so. “Order uptake for methanol-fueled vessels and actual bunkering will increase the need for dedicated bunkering infrastructure and options in relevant ports,” Hammer said, “as well as ensure transportation and availability of methanol in these areas. Hence, oceangoing vessels will push for infrastructure and availability to be developed driven by the uptake.” These efforts may ultimately support the workboat sector down the line as methanol engine technology advances and more market players begin to consider the fuel as an option for dredgers, crew transfer vessels, tugboats, and other harbor vessels. For workboats, methanol, like diesel, is easy to carry, but it is less energy-dense, meaning more of the fuel is required. Another drawback is that it’s significantly more expensive, and renewable methanol is even pricier, though costs are expected to come down over time as supply chains mature. “Further tightening of regulatory and commercial drivers and incentives” is needed to help drive down prices, Hammer said. *(Source: Workboat by Michael Crowley and Eric Haun)*

DAITO CORPORATION SECURES GREEN LOAN FOR ELECTRIC TUGBOAT CONSTRUCTION

Daito Corporation, a subsidiary of Kawasaki Kisen Kaisha, Ltd. ("K" LINE), has secured a green loan from Mizuho Bank, Ltd. to finance the construction of an electric tugboat (EV tug), according to "K" LINE's release. This initiative aligns with the Port of Yokohama – CNP Sustainable Finance Framework established by the City of Yokohama. The EV tug is scheduled for completion in May 2027. According to "K" LINE, the vessel is expected to reduce CO2 emissions by approximately 60% through the integration of hull improvements, electrification, and new manoeuvring equipment. "K" LINE has stated that the construction of the EV tug falls under the "Clean Transportation" category of the Framework. Daito Corporation is the first company to utilize

this municipal framework for financing, marking the first instance in Japan where a private company has employed a use-of-proceeds specific framework developed by a municipality. The "K" LINE Group has expressed its commitment to advancing low-carbon and carbon-free initiatives, aiming to contribute to environmental conservation and enhance quality of life. Kawasaki Kisen Kaisha, Ltd. ("K" LINE) is a Japanese transportation company with a fleet that includes dry cargo ships, container ships, liquefied natural gas carriers, Ro-Ro ships, tankers, and container terminals. Daito Corporation is a consolidated subsidiary of "K" LINE, operating in Tokyo Bay with facilities including container terminals and logistics services. *(Source: PortNews)*

RS ISSUED CERTIFICATES OF ACCEPTABLE ICE NAVIGATION CONDITIONS FOR TWO ROSMORPORT TUGS

The Russian Maritime Register of Shipping (RS) has issued certificates of permissible conditions for ice navigation for the vessels **Pyotr Negodov** and **Magomed Gadzhiev**. Details are provided in a statement from the classification society dated March 25. The documents were presented to Deputy Director for Operations of the Astrakhan branch of FSUE Rosmorport Artem Kurochkin by Director of the Astrakhan branch of RS Alexey Boldyrev. As specified by RS, the certificate of permissible conditions for ice navigation confirms the safe parameters of vessel movement in ice, both in the case of independent navigation and when navigating under icebreaker escort. The certificate is issued on the basis of the vessel's ice safety passport - a reference document, during the execution of which calculations were made of the permissible, achievable and safe speeds of the vessel, the strength of the vessel's side structures under ice compression, the parameters of the power plant and the propeller-rudder complex. The passport also contains recommendations for the ship owner, serves as a basis for making decisions on admitting the vessel to ice waters and helps the crew choose the best modes of movement in ice to reduce the risk of damage. According to Aleksey Boldyrev, the Petr Negodov and Magomed Gadzhiev vessels are the first vessels under the technical supervision of the Astrakhan branch of the RS, for which such documents of the Register have been issued. In 2024, the Register reached an agreement with the Administration of the Caspian Sea Ports on the acceptance of certificates of permissible conditions for vessel ice navigation and ice safety passports by the captains of the region's seaports. "For the vessels of the active fleet, this has become an opportunity to extend the period of seasonal operation in the Caspian Sea and on adjacent waterways. This step has become especially important due to the difficult ice conditions in the winter navigation period of 2024-2025. in the Volga-Caspian Sea Shipping Canal and continues to be relevant today," explained the head of the Astrakhan branch of RS. Recall that the tugboats Magomed Gadzhiev and Petr Negodov were purchased by the Astrakhan branch of FSUE Rosmorport in 2024. The Project 1439 vessels were built in 2018. The vessels are planned to be used to carry out work on delivering working anchors for dredgers, towing support for mooring operations of dredging vessels in the waters of the seaports of Astrakhan, Olya and on the Volga-Caspian Sea Shipping Canal. *(Source: Sudostroenie; Photo: Rosmorport, RS)*

RR PANFIDO CONTINUES CONSTRUCTION OF LNG REFUELLING TUGBOAT IN VENICE

The vessels were transferred from the Rosetti Marino shipyard which had not completed them and should enter service by the end of this year. It was October 2021 when in Ravenna, at the San Vitale shipyard of Rosetti Marino, the first Italian tugboat powered by liquefied natural gas and the first bunkering barge integrated with it were presented. Both were supposed to enter service during 2022 while today, years later, all traces of these vessels (whose construction had been co-financed by the European Union) had almost completely disappeared. They were an integral part of Venice Lng, a project promoted by Decal which was supposed to create a liquefied natural gas depot in Marghera but which, as revealed by SHIPPING ITALY in recent days , was in fact cancelled and converted into a new railway terminal. Despite the difficulties of the Rosetti Marino shipyard in shipbuilding and the decision to sell the San Vitale plant in Ravenna to Ferretti Group, the barge and tugboat have not been eliminated but rather, as Davide Calderan, CEO of Rimorchiatori Riuniti Panfido, explains, the works that should lead to their completion are currently underway. “We have taken possession of the units (barge + tugboat) and brought them to Venice. Through our Serenissima Shipyard, in collaboration with the Spanish engineering company Sener, we are completing all the works that we expect to finish between next September and October” explains the shipowner to SHIPPING ITALY. Rimorchiatori Riuniti Panfido was the owner of the systems and vehicles under construction while the works were in progress and for this reason it was able to transfer them to Venice at the end of 2023 but a legal dispute is pending with the Rosetti Marino shipyard. While waiting to define the possible future uses of this barge, Calderan currently has in mind to "position it in Venice to refuel the ships that dock in the lagoon but for refueling, not having the depot originally planned in Marghera available, we will have to go to Ravenna or to Croatia on the island of Krk". Rimorchiatori Riuniti Panfido is currently in discussion with the European Commission to try to maintain the community funding allocated to these vessels (about 9 million euros out of a total investment of 45 million, of which 18 concern the tugboat) considering that initially the funds for the Poseidon Med II project had first been assigned to the 'mama vessel' project

that should have shuttled to the offshore port of Venice wanted by the former president Paolo Costa.

This integrated tug and barge system represented the first example of made in Italy equipment for naval bunkering; the floating barge is equipped with tanks with a capacity of 4,000 cubic meters of gas and 1,276 marine diesel oil and will be towed by a tug with dual-fuel LNG diesel power supply that can operate autonomously. As for the technical characteristics, the new construction is composed, as mentioned, of a platform called 'cargo unit', 109 metres long and 26.7 metres wide, equipped with LNG tanks at a controlled temperature of -163 degrees and a tugboat called 'power unit' with a 75-ton Bullard Pull that fits into the hull of the towed barge at the bow. The tank installed on the platform was built in China while the tugboat's tank was built in Turkey, the first has a constant draft of 3.7 metres while the second is 6 metres. The design of the project was handled by the Spanish company Sener, the systems on board the barge and the tanks were handled by the German company Tge Marine, the tugboat's propulsion system is by Voith, the main engine by the Japanese company Niigata and the 'coupling' system between the two floating vehicles was designed by the American company Intercon. This is the first example in the world of a bunker barge towed (rather than pushed) by a tug and at full load the convoy's speed can reach 8 knots. *(Source: Shipping Italy)*

MULTRASHIP TOWS BURNT OUT SOLONG INTO ABERDEEN

The container ship **Solong** has arrived in the port of Aberdeen. Multraship tugs from Terneuzen towed the ship from Hull, where it collided with the **Stena Immaculate** more than two weeks ago, to the Scottish port. Multraship is carrying out the salvage operation together with Boluda Towage SMS and T&T Salvage. Photos show that the **Solong** is badly damaged. A salvage expert previously told Schuttevaer that scrapping is a realistic option for the ship. Ship repair yard Dales Marine Services, with a branch in Aberdeen, responded to questions from Schuttevaer to say that the ship is not expected. The **Solong** is now in the new port of Aberdeen. It is not yet clear what the next step will be. The **Multratug 35** and the **Multratug 36** were involved in the transport of the **Solong**. The Multrasalvor 4 was also on board, which was ready to intervene in the event of possible pollution.

On 10 March, the **Solong** rammed the tanker **Stena Immaculate** amidships. The collision led to explosions and a sea of fire, which caused a lot of damage to the container ship. The tanker has one ruptured cargo tank and a ruptured ballast water tank. The rapid action of the crew prevented the fire from spreading further on the tanker – which was loaded with aviation fuel. The ship is still stable at the site of the collision. Boskalis is considering the options, but there is no urgency due to the low risk. *(Source: Schuttevaer; Photo: ANP)*

BOLUDA TOWAGE BEGINS TOWAGE OPERATIONS IN PUERTO CORTÉS (HONDURAS)

During the afternoon of 27 March the new tugs **VB Cayenne** and **Fairplay-97** arrived on deck of the UHL Freedom and UHL Fighter from China/Vietnam. *(Photo's: Frits van der Hoek)*

NUCLEAR ICEBREAKER "YAKUTIA" HAS COMPLETED THE ENTIRE CYCLE OF NECESSARY TESTS

The universal nuclear icebreaker **Yakutia** of Project 22220 has successfully completed the entire cycle of necessary tests and is preparing to enter the operational area. This was stated in a message from the Russian Maritime Register of Shipping (RS), for which class the series of nuclear-powered icebreakers of Project 22220 are being built, dated March 27, 2025. Let us recall that the icebreaker Yakutia was built in St. Petersburg by order of FSUE Atomflot (part of the state corporation Rosatom) at the Baltic Shipyard of the United Shipbuilding Corporation (USC). Yakutia is the third serial (fourth in a row) universal nuclear icebreaker of Project 22220. According to the builder, Yakutia differs from its predecessors in that large-scale import substitution measures have been carried out on the vessel. The

equipment and components of the icebreaker were replaced with domestic ones in a short time. Thanks to the new elements of the production system implemented at the plant, the construction time of the nuclear-powered icebreaker has been significantly reduced. The keel of the icebreaker Yakutia was laid on May 26, 2020, and the launch took place on November 22, 2022. The Russian national flag was raised on the nuclear-powered icebreaker on December 28, 2024. *Universal nuclear-powered icebreaker of Project 22220* Project developer - Iceberg Central Design Bureau; Overall length - 173.3 m; Width - 34 m; Height - 52 m Draft - 10.5 m / 9.03 m; Icebreaking capacity - up to 3 m; Full displacement - 33,540 t; Estimated service life - 40 years; Power - 60 MW (on shafts); Speed - 22 knots (in open water). *(Source: Sudostroenie; Photo: Baltic Shipyard)*

ACCIDENTS – SALVAGE NEWS

SHIPPING COMPANY BLAMES "CAPTAIN'S CARELESSNESS" AS LPG CARRIER STRANDS

Residents in the area around Pattaya City, Thailand panicked when they saw a gas tanker stranded on the shoreline at daybreak. There were rumors that the vessel was releasing gas, but it was quickly stopped by the authorities which announced the vessel's tanks were empty and there was no immediate danger. According to media reports, the captain of the LPG carrier **NP Bangpakong** (3,996 dwt) told the authorities he had served the vessel in an attempt to avoid a fishing boat. The shipping company SC Group Holding later issued a statement confirming the vessel grounded at approximately 0225 on March 25. It was traveling between two ports in Thailand when it stranded in the south of the country in an area known as the Eastern Gulf Coast. The vessel was built in 1991 and has been operating in Thailand since 2013. It is 100 meters (328 feet in length). The shipping company reported that it has dispatched engineers to inspect the vessel and a tug to aid in its refloating. At the same time, it issued a statement saying the grounding was "due to the employee's negligence in his duties." The company said it accepted responsibility for the incident and promised to implement stricter "preventive measures." Officials report that the first survey showed possible damage to the ballast tanks. They said it is a double-hull vessel which prevented damage to the tanks.

Watch the YouTube HERE *(Source: Marex)*

THE STERN OF THE TANKER VOLGONEFT 212 MUST BE LIFTED FROM THE WATERS BY JUNE 2026

The bow of the vessel must be removed by the end of April 2025. The stern of the tanker **Volgoneft 212** must be lifted from the waters of the Kavkaz seaport by June 24, 2026. The corresponding order was signed by the acting captain of the seaport. "The executive authority of the constituent entity of the Russian Federation responsible for the removal of sunken property: the Government of the Republic of Crimea. Description of the sunken property to be removed: the stern of the tanker **Volgoneft 212**, which sank in the area of Cape Takil within the boundaries of the seaport of Kavkaz... Deadline for developing documentation on the removal of sunken property: by December 24, 2025. Deadline for the removal of sunken property: by June 24, 2026," says the document published on the website of the Federal State Budgetary Institution "Administration of Sea Ports of the Sea of Azov". As reported by IAA PortNews , the acting captain had previously ordered the tanker's bow to be raised by April 30, 2025. *(Source: PortNews)*

TWO KILLED AS BULKER RUNS OVER TUG'S TOWLINE IN THE PHILIPPINES

The Philippines Coast Guard is reporting it rescued six crewmembers, but that two others including the captain were killed when a bulker ran over a tugboat's towline. The tug registered in the Philippines capsized when the vessel struck the towline. The incident happened at 0420 local time today, March 25, in the waters near Maasim, Sarangani Province, in the southern Philippines. The Coast Guard reports it dispatched four boats with rescue divers and response teams to the scene. The Chinese-owned bulker **Universe Kiza** (28,388 dwt) has been detained. It was sent to the anchorage at General Santos City. The Coast Guard reports it has instructed its legal officers to handle the filing of appropriate charges against the master and crew of **Universe Kiza**. The vessel built in 2004 and

registered in Panama was transporting a load of concrete from Vietnam. According to the survivors from the tug, they were towing a barge with approximately 50 to 100 meters of towline. The bulker attempted to pass in between the tug **Sadong 33** and the barge **LCT Sea Asia**. The tug had a crew of eight aboard and capsized from the impact. The Coast Guard was able to recover six seafarers from the water while search teams later recovered the two deceased crewmembers. One is identified as the captain of the tug and the other was working as an oiler. The six were provided medical attention and reported not to be seriously injured. The Coast Guard has placed oil booms around the tug as a precaution. A salvage company is working to recover the tug. *(Source: Marex)*

TANKER FIRE OFF SOUTH KOREA LEAVES TWO DEAD AND ONE INJURED

A fire that broke out on an oil tanker in the waters off South Korea's southern coast on Wednesday, March 20, has left two sailors dead and another injured. The Korea Coast Guard said the incident aboard the ship, which has not been identified, occurred at 05:40 local time five kilometres off the coast of South Jeolla province. Fire and rescue teams arrived on scene and managed to contain the blaze and prevent it from spreading to other areas of the ship. The fire was declared extinguished after about four hours. The two fatalities, aged 68 and 70, were found inside the pilothouse. The cause of their deaths has not yet been disclosed by authorities. The chief engineer has been rushed to hospital to be treated for burns while the three remaining crewmembers managed to escape without injury. The coast guard has begun its investigation into the cause of the incident. *(Source: Baird)*

FIRE BREAKS OUT ON BOARD SEDOV BARQUE IN KALININGRAD

The regional Main Directorate of the Ministry of Emergency Situations reported that the open fire had been extinguished over an area of 8 square meters. A fire broke out on board the **Sedov** barque in Kaliningrad. The open fire has been extinguished, the regional Emergencies Ministry's main directorate reported. "The operator of the 112 system reported that a fire had broken out in a cabin on the lower deck of the **Sedov** barge moored in the Kaliningrad fishing port. The Russian Emergencies Ministry staff urgently arrived at the scene and extinguished the open fire over a total area of 8 square

meters. There were no casualties," the report says. Later, the press service of the regional department's main office reported that the fire had been extinguished. The bark "**Sedov**" arrived in Kaliningrad in March from Kronstadt to continue repairs, which, according to the rector of the Kaliningrad State Technical University, which operates the sailing ship, Vladimir Volkogon, were delayed due to the fault of the contractor. The sailing ship was launched at the shipyard in Kiel (Germany) in 1921 and was originally called "**Magdalena Vinnen II**". During World War II, the vessel was part of the auxiliary fleet of Germany, and in accordance with the decision of the Potsdam Conference on reparations, it was transferred to the Soviet Union in December 1945 and renamed "**Sedov**" in honor of the polar explorer Georgy Sedov. The vessel is used for sea training by cadets of maritime educational institutions. *(Source: Tass)*

A TOURIST SUBMARINE SANK OFF THE COAST OF HURGHADA.

A submarine sank off the coast of Hurghada in Egypt. There were about 40 people on board. Six are missing, nine were injured, and over 20 were rescued - reports the TVN24 portal, citing the BBC. A boat named **Sindbad** has sunk in the Red Sea, according to a British broadcaster citing sources on the ground. The rescue operation is still ongoing. Six people are missing and nine are injured. Four of them are in critical condition. All injured were taken to hospitals. More than 20 people were rescued - adds the BBC. The boat that crashed belongs to a company offering underwater boat trips. The company boasts that it has "two of the 14 real

submarines in the world" adapted to carry tourists. It has reserved 44 places on board for them. The trips, which take place at a depth of 25 meters, allow you to observe 500 meters of coral reef and underwater life - adds the BBC. *(Source: PortalMorski)*

THE REFLOATING OF THE OCEANOGRAPHIC VESSEL FUGRO MERCATOR HAS BEGUN IN ELBA

For now, the possibility of pollution of the splendid waters of the Tuscan Archipelago has been averted, but as a precaution, curtains of "floating booms" have been laid out. At the end of the verification operations – including underwater ones – which averted the possibility of pollution of the splendid waters of the Tuscan Archipelago, as a precaution, curtains of “floating booms” – that is, containment devices that isolate the hull from the surrounding waters – were laid around the oceanographic vessel **Fugro Mercator**, which ran aground in recent days off the coast of Elba in Enfola, near Portoferraio. The Portoferraio Coast Guard analyzed the recovery plan presented by the specialists, in order to ensure that the operations were carried out in the maximum safety framework. Once the preliminary safety was guaranteed, actions began to ensure, also with the help of specialized naval means, the floating, removal and towing of the unit to a shipyard, where the necessary hull restoration work will be carried out. In particular, the company in charge of the operations has been working since the first light of dawn yesterday in a safety framework, guaranteed by the naval units of the Coast Guard of Portoferraio. Divers, a tugboat and a floating pontoon were used, thanks to which the emptying of the on-board tanks from fuel was started – an operation that will be concluded today – and high-capacity floating balloons were positioned to stabilize the trim of the ship. In addition to representatives of the shipping company, the Portoferraio Port Authority's operational summit yesterday evening, coordinated by the Port Authority, was attended by the Pilots' Corporation of the Port of Portoferraio and the Mooring and Boatmen's Group of the Island of Elba who, with dedicated men and means and in synergy with the Port Authority, will contribute to the smooth and safe conduct of operations. *(Source: Greenreport)*

THE BROKEN SHIP WAS ABLE TO PASS THROUGH THE DARDANELLES BY BEING TOWED

The Belize-flagged container ship, which had an engine failure off the coast of Çanakkale 6 days ago, was towed through the strait by a tugboat. The 100-meter-long Belizean-flagged container ship named **'Greta'**, which set out from Israel to Ambarlı Port in Istanbul, experienced an engine failure off Yeniköy in the Çanakkale Strait on March 20. The captain of the ship, which began drifting with the current, reported the situation to the Çanakkale Strait Vessel Traffic Services Center Directorate via radio. 'Rescue-18' belonging to the General Directorate of Coastal Safety was dispatched to the region.

Other ships passing through the strait were also informed about the failure. The broken-down ship

was taken to the Karanlık Liman region with a tugboat and anchored. *The ship was towed* The ship, which has been anchored here for 6 days, was towed to the 'Kurtarma-20' tugboat in the morning and passed through the strait. The ship was accompanied by the 'Kurtarma-10' and 'Kurtarma-13' tugboats during its passage through the strait. It was learned that the ship was taken to Ambarlı Port. *(Source: Deniz Haber)*

FUGRO MERCATOR SAFELY BROUGHT TO PORT

Fugro is pleased to report that the **Fugro Mercator** was successfully towed to a shipyard for inspection. The geophysical survey vessel had run aground on the north coast of Elba, Italy, on 22 March. With no injuries to people and no harm to the environment, Fugro is thankful that the impact of the incident has remained limited. The vessel will now be fully inspected at the shipyard. Fugro will also conduct a full review of the event to learn what caused the ship to run aground. "We are very grateful to the Italian coastguard and our partners for their swift and effective response in evacuating our crew and salvaging the **Fugro Mercator**," said Erik-Jan Bijvank, Group Director Europe & Africa. "The safety of our crew and the protection of the environment are our top priorities, and we are relieved that both were upheld during this challenging event." The Fugro

Mercator was performing survey work for the Italian Institute for Environmental Protection and Research (ISPRA) as part of the Italian government's Marine Ecosystem Restoration (MER) Project. Fugro is working with the client to ensure that the work is continued as quickly as possible. The Fugro Helmert will sail to the Mediterranean shortly to pick up the Mercator's project commitments, minimising the overall impact of the incident. *(PR-Fugro)*

SIX INJURED AS RUSSIAN CARGO SHIP CATCHES FIRE DEPARTING SOUTH KOREA

Korean officials report they organized the rescue of the crew from a Russian-flagged cargo ship which caught fire shortly after it departed Busan on March 26. Initial reports said three crewmembers were injured but it was later revised to a total of six, with two badly burned and the other four with more minor injuries. The ship, Crystal Asia, is a refrigerated cargo ship built in 1993 and operating under the Russian flag since 2016. The ship is 8,000 dwt and operates from Vladivostok. The Korean Coast Guard reports the vessel departed Busan with ballast at around 0700 local time. Shortly after, while it was approximately 5 miles from the port, smoke was seen billowing from the vessel. The Coast Guard said it was a presumed engine failure but it was working to determine if it was a smoke condition or a fire burning on the ship. Multiple rescue boats were dispatched. Crewmembers later told the Coast Guard that the smoke was coming from an engine failure. However, the Coast Guard said its initial inspection showed traces of an explosion inside the ship. The rescue teams assisted with the firefighting. They removed the 23 crewmembers from the vessel and transported them to shore. A tug was later able to secure the vessel and moved it back to Busan Port where it is now docked. *(Source: Marex)*

OFFSHORE NEWS

ALLSEAS SETTING THE STAGE FOR PIPELAYING AT EU'S LANDMARK CO2 TRANSPORT AND STORAGE PROJECT

An Allseas vessel has commenced offshore works for the first offshore carbon capture and storage (CCS) project in the Netherlands with an unexploded ordnance (UXO) survey along the pipeline route, seen as one of several important pre-lay activities before pipeline installation. Allseas' purpose-built offshore construction vessel (OCV) Oceanic has been put to work for a special UXO survey along the 20-kilometer pipeline route for the Porthos (Port of Rotterdam CO2 Transport Hub and Offshore Storage) project, after which the pipelay vessel Lorelay will install the 16-inch pipeline. According to the company, it is fortunate that the hi-tech imaging and sonar spread, capable of visualising objects up to four metres below the seabed, detected no explosives. Porthos, the first large-scale CO2 transport and storage project to be realised in the EU, is designed to transport CO2 captured from industry through the Port of Rotterdam to depleted gas fields in the

North Sea, approximately 20 kilometers off the coast, where it will be permanently stored at a depth of more than 3 kilometers beneath the seabed. The final investment decision (FID) for the project was reached in October 2023. Allseas is the main offshore contractor for Porthos, in charge of the installation, burial and commissioning of the 16-inch pipeline, connecting the future compressor station, located at the Maasvlakte, with the TAQA-owned P18-A platform offshore. The offshore pipeline is provided with a plastic insulation coating to retain the heat in the pipe and a concrete weight coating for stability on the seabed. Lorelay will commence pipelay in late April with a pull-in to the compressor station, before setting off in the direction of the P18-A platform, while Oceanic will provide construction support. MAN Energy Solutions is to deliver three integrally geared compressor trains, and KCI is in charge of engineering the modification of the P18-A platform, transforming the facility into a platform for permanent offshore CO2 storage. Developed by a joint venture of EBN, Gasunie, and the Port of Rotterdam Authority, Porthos is expected to enable the Rotterdam port industry to emit about 10% less CO2 and contribute to CO2 reductions of around 17% for the industry in 2030. *(Source: Offshore Energy)*

PRYSMIAN, N-SEA TEAM ON RAPID RESPONSE MAINTENANCE AND REPAIR FOR SUBSEA CABLES

Italian cabling giant Prysmian has signed a seven-year framework agreement with Dutch subsea services specialist N-Sea for rapid response maintenance and repair of submarine cables. This partnership will bring a brand-new solution for submarine cable maintenance and repair to the market. The announcement follows the European Commission's recent request to ensure the safety of critical energy and telecommunications infrastructure. Prysmian will now become the only solutions provider to have a vessel that is fully dedicated to inspection, maintenance, and repair operations. This unique capability will ensure the fastest and most effective response to any disruption. Under the terms of the agreement, the two companies will have dedicated engineering services, a specialised vessel, and high voltage jointers ready to intervene at any moment. "Over the past months, it has become clear to the world just how essential undersea cables are. The European

Commission has called for a solution, and we are proud to be the only player that can achieve a market-led response," said Raul Gil, transmission EVP at Prysmian. This kind of service has been put into focus following several cable-cutting incidents in the past year and a half. In October 2023, the Chinese-controlled **NewNew Polar Bear** containership caused damage to a communication cable between Sweden and Estonia and a gas pipeline between Finland and Estonia. In November 2024, the 23-year-old panamax bulk carrier **Yi Peng 3** was noted as the top suspect linked to the severing of two data cables. This was followed by the Taiwanese Coast Guard claiming that a telecoms cable was severed off its northern coast with the **Xing Shun 39** general cargo vessel suspected. Also, a Russia-linked LR1 tanker **Eagle S**, carrying oil from Russia to Egypt, was detained after being suspected of damaging a subsea power cable connecting Finland and Estonia. In related company news, the Milan-based firm recently bought Channell Commercial Corporation, a provider of integrated solutions in the connectivity sector in the United States, for a consideration of $950m. The price could rise by another $200m based on Channell's reaching certain EBITDA objectives for the year 2025. *(Source: Splash24/7)*

BOS CHABLIS, BOS TETHYS AND KOBI RUEGG MOVEMENTS

The offshore tug/supply vessels **BOS Chablis** (Imo 9697105) and **BOS Tethys** (Imo 9552630) was seen leaving while the research vessel **Kobi Ruegg** (Imo 9713753) is entering Grand Harbour, Malta on Wednesday 26th March, 2025. **BOS Chablis** The vessel was built in 2015, and is sailing under the flag of Luxembourg. Her length overall (LOA) is 65 meters, and her width (beam) is 16 meters. Her summer deadweight capacity is 1,969 tonnes. **BOS Tethys** The vessel was built in 2010, and is sailing under the flag of Italy. Her length overall (LOA) is 59 meters, and her width (beam) is 14 meters. Her summer deadweight capacity is 1,386 tonnes. **Kobi Ruegg** The vessel was built in 2015, and is sailing under the flag of Bahamas. Her length overall (LOA) is 59 meters, and her width (beam) is 13 meters. Her summer deadweight capacity is 735 tonnes. *(Photo by Capt. Lawrence Dalli - www.maltashipphotos.com)*

NORTRANS PENS DEAL WITH SAIPEM FOR FLOTEL WORK ON

CHEVRON'S AUSTRALIAN PROJECT

Singapore-based Nortrans Offshore has been awarded a contract with Italian giant Saipem for work on the Jansz-Io compression project offshore Western Australia. As part of this project, the company took the 200-person flotel **Belait CSS 1** on a long-term bareboat charter. This is the flotel's first project with Nortrans which is currently undergoing drydocking and upgrades at Seatrium Admiralty Yard in preparation for this significant deployment. These enhancements will ensure the vessel meets the highest industry standards and project-specific requirements. Nortrans and the floatel will provide dedicated accommodation support for critical personnel transfers during hook-up operations on the project. Saipem secured a transportation and installation contract from Chevron Australia for the Jansz-lo project back in 2021. Jansz-lo is part of the Gorgon project, comprising various producing gas fields. At the time, it was said that Saipem's offshore operations were supposed to start in 2024 using the **Constellation** vessel. *(Source: Splash24/7)*

SHELL CHOOSES MCDERMOTT FOR ENGINEERING AND PROCUREMENT SERVICES

Houston-based offshore contractor McDermott has been selected by UK supermajor Shell for an enterprise framework agreement for engineering and procurement services and integrated project management team services. McDermott said that the agreement has a duration of three years with two one-year optional extensions. The scope of the agreement encompasses the full suite of

McDermott's offerings across its low carbon solutions, subsea, floating facilities, and Middle Eastern offshore business lines. The US firm will use its global engineering centers and expertise to back Shell by developing and executing feasibility and front-end engineering solutions. McDermott has a longstanding relationship with Shell and is executing a large portfolio of deepwater projects for them in the US Gulf of Mexico, Trinidad and Tobago, Western Australia, and Malaysia. *(Source: Splash24/7)*

LIGHTNING VISIT DEEP SEAPAL

On Friday 21 March, the 20-metre catamaran **Deep Seapal** was moored very briefly at the Blue Port Centre. After this, the survey vessel first sailed to Den Oever and later to Cuxhaven. The aluminium catamaran was delivered by the shipyard Alicat Workboats Ltd from Great Yarmouth and has been part of the fleet of Deep Hydrography & Geophysics from Amsterdam since 2020. The propulsion consists of two Caterpillar C32 diesels of 1,319 hp each. The **Deep Seapal** is used in coastal waters for survey work. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

ENI AT SEA WITH SEAMAR SPLENDID

The **Seamar Splendid** from SeaMar in Den Helder started its annual inspection, repair and maintenance campaign for offshore platforms earlier this month. It is the seventeen consecutive year that the **Seamar Splendid** carries out this type of work for ENI Energy Netherlands and its predecessors. The 59-metre long diving support vessel was the first to start work at the L10A platform in the Dutch sector of the North Sea. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

KEYFIELD SELLS ACCOMMODATION WORKBOAT FOR $12.5M

Offshore support and accommodation vessels company Keyfield International has sold one of its workboats to India's Saraf Corporation. Keyfield International's wholly owned subsidiary, Keyfield

Offshore, sold the 2014-built **Keyfield Lestari** for a cash consideration of $12.5m. The company said

the sale was expected to be completed in June 2025, coinciding with the completion of the vessel's current charter to another customer in India. The sale of the accommodation workboat comes at an opportune time for the company, considering the vessel is already actively deployed in the region. "The disposal is intended to unlock Lestari's value, bringing in a profit of approximately RM28m ($6.3m) to the group. The proceeds from the disposal will be utilised for working capital and to finance the acquisition of other vessels, which the group will continue to carefully assess and evaluate," said Darren Kee Chit Huei, Keyfield Group CEO and executive director. *(Source: Splash24/7)*

MUSEUM NEWS

HISTORISCHE MOTORSCHIP CORNELIA - GESCHIEDENIS VAN HET SCHIP

De **Cornelia** is gebouwd in 1903 en afgeleverd op 19 september. In 2023 werd op Prinsjesdag, met de vrijwilligers haar 120ste verjaardag gevierd. Van de ongeveer 1800 historische bedrijfsvaartuigen in het

Bestand Historische Schepen (BHS) zijn er maar 8 die in 1903 of eerder oorspronkelijk als motorschip (niet als zeilend vrachtvaartuig) zijn gebouwd en in Nederland bewaard zijn gebleven. De **Cornelia** is dus een zeldzaamheid, zelfs in ons land met zijn grootste vloot varend erfgoed in de hele wereld. Gebouwd op een werf van de familie Boot belichaamt het schip ook om een andere reden een stuk geschiedenis: die familie had twee werven in Alphen aan den Rijn en werven in Woubrugge, Zoeterwoude, Delft en Leiden (waar de Cornelia van stapel liep). Ze zijn bepalend

geweest voor de ontwikkeling van de Nederlandse binnenvaart en nu nog is bijna 10% van alle schepen die in het BHS zijn opgenomen afkomstig van een Boot-werf. Oorspronkelijk heette het schip **Rapide III**. De opdrachtgever was de firma Gebr. Stuijt, een grote kaasproducent en -handelaar in Purmerend. De bouwtekening en het bestek zijn bewaard gebleven, net als de door de werf bijgehouden besomming. Zo weten we dat er door de werf ongeveer 24% winst is gemaakt op het schip. 1n 1919 is het schip gekocht door de metaalmaatschappij S.A. Vles en Zonen, gevestigd aan de kop van de Persoonshaven in Rotterdam. Op een foto van het pand van Vles uit 1930, opgenomen in een gedenkboek ter gelegenheid van het 75-jarig bestaan van het bedrijf, is waarschijnlijk het (door hen tot **Henri** omgedoopte) schip te zien. Helaas is de hoofdvestiging van Vles bij het bombardement op Rotterdam volledig in de as gelegd en zijn de archieven en foto's dus allemaal verloren gegaan. In de Tweede Wereldoorlog is de handel in metalen en scheepsbenodigdheden van de joodse (!) familie Vles door de Nazi's onder bewind gesteld als vijandig bezit in bezet gebied. Het bewind is in 1943 opgeheven. Waarschijnlijk was er toen te weinig metaal over om op commerciële schaal te verwerven en voor de Duitse oorlogsinspanning in te zetten. In ieder geval heeft zich in 1943 een "Naamlooze Vennootschap Motorboot Henri" bij het Amsterdamse kadaster gemeld met een eigendomsverklaring, inhoudende dat de NV eigenares was van het schip, en verzocht deze eigendom in te schrijven in het kadaster, wat ook is gebeurd. Uit archieven van de Kamer van Koophandel blijkt dat het hier ging om een vennootschap die werd bestuurd door mensen die de familie Vles goed gezind waren, waaronder een vroegere procuratiehouder en latere directeur van Vles, Nicolaas Tinbergen (een neef van de gelijknamige Nobelprijswinnaar). Na de oorlog heeft het schip waarschijnlijk gewoon weer dienst gedaan voor S.A. Vles en Zonen N.V. Naar verluidt is het in de jaren '50 bij het laden of lossen verkeerd belast, gezonken en gescheurd; de **Henri** is toen op een onbekende werf hersteld en verkocht aan Jo Lubbers van Lubbers Machinefabriek in Hengelo (O), die het schip heeft voorzien van een fors hijstuig en voor zijn bedrijf aan de Havenkade heeft afgemeerd, waar het dienst deed als kraanponton en opslagruimte. Lubbers Machinefabriek is in de jaren '90 overgenomen door Dienstverlening Scheepvaart Hengelo B.V. (het bedrijf van Harm en Jakoba van der Klei) en het 'werkscheepje' dat tot de inventaris behoorde ging mee over. De naam werd veranderd in **DSH II**. Eind 2011 is het schip door Lianne en Peter Banda gekocht van de familie Van der Klei. Toen heeft het schip haar huidige naam gekregen: ze is vernoemd naar Lianne Banda, wier eerste doopnaam Cornelia is. *(PR-MotorschipCornelia)*

EVENT NEWS

MAASSLUIS AHOI! – NIEUW MARITIEM EVENEMENT ONTHULD

Onder een strakblauwe hemel en verwarmd door de eerste zonnestralen van het voorjaar, werd op de eerste lentedag het nieuwe maritieme voorjaarsevenement Maassluis Ahoi! feestelijk onthuld. Met de historische Monstersche Sluis als decor en een enthousiast publiek vergezeld door de loodsgenoten van Loods M, werd het startsein gegeven voor een unieke viering van de maritieme identiteit van Maassluis. Bij de feestelijke onthulling waren ook wethouders Denise Mulder en Martijn Kroonen aanwezig, die beiden hun steun uitspraken voor dit initiatief. Samen met Elza van Liere, directeur van Loods M, onthulden zij de naam en het logo van het evenement en trapten ze officieel de promotiecampagne af. *Verleden, heden en toekomst van maritiem Maassluis* Op 17 mei 2025 staat Maassluis Ahoi! garant voor een dag vol nautische pracht, historische verhalen en innovatieve vooruitzichten. Dit nieuwe evenement, dat een samensmelting is van de Dag van de Sleepvaart, Dag van de Trekvaart en de Open Dag Loods M, brengt het verleden, heden en de toekomst van maritiem Maassluis samen in een indrukwekkend programma. Elza van Liere gaf een toelichting op het programma. “Maassluis Ahoi! laat het DNA van Maassluis zien. Maassluis is altijd een innovatieve maritieme haven geweest. Een succesvolle haven met zeilende vissersboten werd de toonaangevende haven van zeeslepers, de thuisbasis van Smit Tak. Verschillende maritieme innovatieve bedrijven zijn hier gevestigd of ontstaan, zoals Dirkzwager, De Haas, SIMA en HDM. En die positie wordt nu versterkt, met deze bundeling van krachten.” Wethouder Martijn Kroonen

benadrukte hoe dit evenement laat zien wat Maassluis zo bijzonder maakt: “Dit evenement ademt onze stad – van de historische sleepvaart tot de innovatieve scheepsbouw van vandaag. En dat alles gedragen door vrijwilligers met een hart voor maritiem erfgoed.” Wethouder Denise Mulder, verantwoordelijk voor duurzaamheid, legde de nadruk op de toekomst: “Het verhaal over de toekomst wordt vooral binnen in de loods verteld. Op 17 mei wordt bijvoorbeeld de werking van een nieuwe werkplaats getoond, gericht op circulair werken en wonen. De werkplaats is bedoeld voor zowel de bouw van een historische trekschuit en restauratie van historische schepen als voor hergebruik van hout voor de eigen woning, isolatietechnieken en regenwatergebruik.” *Hoogtepunten van Maassluis Ahoi!* Op 17 mei staat Maassluis volledig in het teken van de maritieme wereld. Bezoekers kunnen meevaren op indrukwekkende historische sleepboten zoals de Elbe, Furie en Bruinvisch, of een tocht maken op de trekschuit De Goude Leeuwin, waarbij onderweg fascinerende verhalen worden verteld. In Loods M zijn er demonstraties te zien van scheepsrestauraties en kunnen kinderen zelf een bootje bouwen. Daarnaast worden er boeiende lezingen gegeven over de geschiedenis en de toekomst van maritiem Maassluis. Ook de binnenstad bruist die dag van de activiteiten, met culturele optredens, kunst en bijzondere erfgoedbelevingen. Kortom, een dag vol ontdekken, beleven en genieten! *Save the date!* Op 17 mei 2025 laat Maassluis zien waarom het dé maritieme stad van Nederland is. Zet de datum in de agenda, houd onze social media kanalen in de gaten en volg ons voor het laatste nieuws, actuele updates en het volledige programma. Beleef Maassluis Ahoi! *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

JAPAN DEVELOPING GREEN ENERGY-POWERED OFFSHORE DATA CENTRES

A consortium consisting of NYK Line, NTT Facilities, Eurus Energy Holdings, MUFG Bank, and the city of Yokohama has signed a memorandum of understanding to build an offshore floating green data center. With the advancement of digital transformation, an explosive increase in demand for data centers is expected, and large sites are required to accommodate this demand. Data centers also need to be located near major consumption areas and be able to be used in the event of a disaster. As a result, the consortium is looking to push the location of such centers offshore. The demonstration experiment, which will use a 25-metre by 80-metre mini-float moored at Yokohama Port’s Osanbashi Pier, is expected to commence in the fall of 2025. The project will look at the viability of a data centre system fully powered by renewable energy with high energy efficiency and environmental performance. A container-type data center, solar power generation equipment, and battery storage equipment will be installed on the mini-float while the salt damage resistance and operational stability of each piece will be observed. Based on the results of the experiment, further expansion will be considered in the waterfront and marine areas of Yokohama Port. In the future, offshore floating data centers could be

located near offshore wind farms and use the electricity generated at the data centers to maximise the use of renewable energy without relying on or being restricted by onshore power grids. NYK also provided a conceptual image of how such an offshore floating green data center could look (pictured). *(Source: Splash24/7)*

MARUBENI BUYS 25% STAKE IN WINDWARD OFFSHORE

Japanese conglomerate Marubeni has acquired a 25.1% stake in offshore wind service vessel provider Windward Offshore. Windward Offshore, which has a fleet of four CSOVs under construction at VARD shipyards, entered a partnership with Marubeni several months after securing a senior loan facility of up to €182m ($196m). The company also launched its first vessel CSOV, Windward Athens, last month. It will be delivered in September this year. The sale of the stake to Marubeni raised new equity to fund the future growth of Windward. Marubeni already has a strong presence in the global energy sector and is the developer of offshore wind projects in Europe and Japan. "We believe that Marubeni is a perfect complement to our existing group of shareholders, and we appreciate the diverse opportunities they bring to Windward. Marubeni's expertise, network and financial strength will be invaluable as we continue to develop our portfolio and expand our footprint in the offshore wind industry," said Bastian Hagebeuker, managing director of Windward Offshore. (Source: Splash24/7)

MANAGEMENT PLAN APPROVED FOR ØRSTED'S AUSTRALIAN OFFSHORE WIND FARMS

The feasibility stage management plan for Ørsted's Gippsland offshore wind farms 1 and 2 has been approved by Australia's Offshore Infrastructure Regulator (OIR). The management plan details how activities will be safely carried out in compliance with the Offshore Electricity Infrastructure Act (OEI Act). The plan allows the developer to begin feasibility activities, including a wind

measurement campaign and geotechnical investigations, within the feasibility license area in the Bass Strait, approximately 56 kilometres off the Gippsland coast. These activities will cover geotechnical testing and sampling of the seabed, collecting essential data to help Ørsted understand the composition of the seafloor to inform the overall design of its proposed offshore wind farm, the developer said. The geotechnical survey programme is being performed by a survey vessel and will include seabed cone penetration testing and grab sampling, and follows preliminary works undertaken in Victorian waters. In addition, two units of Floating Light Detection and Ranging (FLiDAR) systems will be deployed to help the company measure the wind, weather, and ocean (metocean) conditions. These will be installed and anchored on location in two places within the license area, where they will remain for up to two years. Ørsted was one of the first companies to secure a feasibility licence for wind projects proposed to be built offshore Gippsland. The project sites have the potential to generate a combined 4.8 GW of renewable energy (2.8 GW Gippsland 1 and 2 GW Gippsland 2), which could power the equivalent of four million Australian homes, according to the developer. Marine environmental baseline surveys kicked off at the end of last year and will continue during 2025. *(Source: Offshore Wind)*

BUNKER STOP FOR MHO FALCON

Last Tuesday morning, the **MHO Falcon** made a short bunker stop in our port while the so-called crew transfer vessel was on its way from Grimsby via the German Wadden island Borkum to her home port Esbjerg in Denmark. What is special about this aluminium catamaran is her top speed of 42 knots. The propulsion consists of two MTU diesels of 1,440 kW and the cruising speed is 38 knots. The 27-metre long catamaran was delivered in 2017 by the Norwegian UMOE Mandal shipyard as UMOE Firmus and subsequently also sailed under the name World Firmus. She is now part of the fleet of MHO-CO from the Danish Esbjerg under her current name. The **MHO Falcon** can carry 24 passengers. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

NYK GROUP'S N-O-G BUYS ITS FIRST SOV FROM EDDA WIND

Northern Offshore Group (N-O-G), an NYK Group company, has purchased **Mistral Enabler** service operation vessel (SOV) from Edda Wind. The 81-meter-long Mistral Enabler SOV, with an onboard capacity for 60 people, will be renamed Northern Ocean. N-O-G owns more than 60 crew transfer

vessels (CTVs) and has previously managed SOVs, but this is its first owned SOV. An SOV is a large ship that transports workers and materials to construct and maintain offshore wind power generation facilities. Adding an SOV to N-O-G's fleet enhances its ability to support offshore operations and strengthens NYK's commitment to reliable, high-performing, and efficient solutions for the offshore wind industry. To remind, NYK became a co-owner of N-O-G in February 2025, in preparation for the anticipated future expansion of offshore wind in waters closer to Japan. "We're entering a new segment, but with our previous SOV management experience, we're confident in our ability, which is well-positioned to support current and future operations. This vessel will significantly improve comfort and work efficiency for our crew and customers," said David Kristensson, CEO of N-O-G. *(Source: MarineLink)*

WINDCAT DELIVERS HYDROCAT 60, THE FIRST HYDROGEN POWERED CTV IN THE MK5 SERIES

Today Windcat delivers "**Hydrocat 60**": the second Crew Transfer Vessel (CTV) in the MK5 series. This innovative vessel is set to begin operations soon and will be the first of the series to be fitted with the full hydrogen dual fuel system, underscoring Windcat's commitment to decarbonising offshore operations. Hydrocat 60 is equipped with a dual fuel hydrogen combustion engine, co-developed by CMB.TECH and MAN. This advanced engine allows the vessel to operate on both hydrogen and traditional diesel fuel, ensuring flexibility and reliability. The vessel includes CMB.TECH's full hydrogen system, capable of storing up to 458 kg of compressed hydrogen, providing a significant step towards reducing emissions in maritime operations. "We are very proud to now have the 3rd hydrogen-powered CTV in operation within the Windcat fleet. We see that hydrogen is building momentum in the offshore wind industry and is already contributing towards the reduction of our customers' CO2 emissions today. With more hydrogen-ready vessels already in the water and under construction, we continue to answer to the increasing demand for clean high performance CTVs." said Willem van der Wel, Managing Director of Windcat. The MK5 design

addresses the evolving needs of the offshore wind industry by delivering high-performance vessels

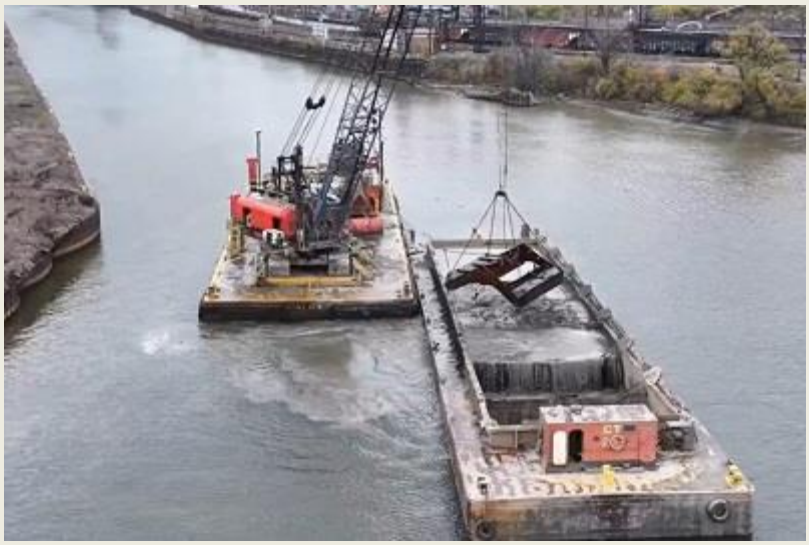
that significantly enhance crew comfort and operational efficiency. Developed through in-house innovation, the MK5 design incorporates feedback and experience from the daily operations of our fleet and offers further optimised seakeeping capabilities, larger deck space, and provisions for increased hydrogen storage. With an overall length of 27 meters, an optimised hull shape, increased width, and elevated freeboard, these vessels ensure greater accessibility and comfort, making the vessel series ideal for those developments located further offshore. The **Hydrocat 60's** innovative dual fuel hydrogen system, which allows for straightforward maintenance on the vessel and dual fuel capability, makes it a pragmatic choice for immediate CO2 emissions reduction. Windcat is confident that hydrogen technology will continue to gain traction, propelling the maritime and offshore industry towards decarbonisation. To ensure all newly constructed MK5 vessels are future-proof, each will be fitted with a dual fuel hydrogen engine on board as standard. *(PR-Windcat)*

EDDA FORTIS AT MALTA - MAIDEN CALL

The 2023 built at the Hyundai Heavy Industries - Ulsan, South Korea, Accommodation ship **EDDA FORTIS** (Imo 9689483) was seen berthed at Grand Harbour, Malta on Wednesday 26th March, 2025 during her maiden call. The vessel is owned by Edda Accommodation - Valetta; Malta and managed by Ostensjo Rederi – Haugesund; Norway. She has a Length o.a.: 155 m, Breadth: 32 m and Operational draught: 8,0 m. Her Propulsion consist of Aft 3 x 4.050 kW azimuth thrusters and Fwd 3 x 4.050 kW azimuth thrusters and performed a sailing speed of 14 Knots. She is Certified as passenger vessel • highly competent crew focuses on excellent service and your employee's wellbeing • offers high standard accommodation, work- and recreation facilities and can safely, and swiftly, transport your employees away from harsh weather conditions such as cyclones and hurricanes. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

DREDGING NEWS

SPOTLIGHT ON CLEVELAND'S SEDIMENT REVOLUTION



The Port of Cleveland is transforming dredging from a costly burden into a national model for sustainability. By recycling river sediment into valuable resources for land restoration, construction, and brownfield redevelopment, this innovative approach is setting new standards in environmental and economic impact. According to the Port, this is a model for the future of sediment management. *Background* The Port of Cleveland has spent the last 15 years pioneering a groundbreaking approach that recycles sediment into valuable materials for land restoration, construction and brownfield redevelopment while protecting Ohio's greatest natural resource, Lake Erie. This innovative model is attracting attention at the state and federal levels, with many calling it the future of sustainable sediment management. Today, sediment is harvested by locally based Kurtz Bros., which has operated the Port's Sediment Processing Facility since 2016. This public-private partnership has transformed sediment from a liability into an asset, processing material that was discarded and repurposing it into everything from engineered soil to construction aggregate. "The Port has been leading the charge in finding beneficial applications on land," said Jason Ziss, Director of Business Development with Kurtz Bros., a company that has significant expertise with beneficial reuse. "Right now, other ports in Ohio as well as the Army Corps of Engineers are all looking at the Port of Cleveland's model as the future of sediment management. The ingenuity and pioneering spirit of the Port is providing a national impact." Dredging is critical to Northeast Ohio's economy. The Cuyahoga River is a crucial commercial artery, supporting $7 billion in economic impact and 23,000 jobs. Cleveland has more sediment than any Great Lakes port. Without regular dredging, the river would become unnavigable for the large ships that carry essential goods into the region. Even a one-inch loss in water depth can reduce a vessel's cargo capacity by 270 tons, according to the Lake Carriers' Association. Across the

nation, dredged materials many years ago were barged out and dumped in designated areas in bodies of water. Current regulations prohibit that. *Common misconception* A common misconception is that all dredged sediment is toxic. In reality, most of it comes from natural erosion – soil washed into the river from stream banks and parks. While excess sediment in water can contribute to harmful algal blooms, when properly managed, it becomes a valuable resource for land use. By repurposing these nutrients in upland soils, plants can absorb them naturally, reducing the need for chemical fertilizers and supporting more sustainable land management practices. *(Source: Dredging Today)*

DRAGFLOW GETTING READY TO TEST DRH CABLE DREDGER

Dragflow is getting ready to test another dredger from their portfolio, the **DRH Cable Dredger**. The cable dredgers of the DRH series are powerful, effective, and versatile machines, available in different versions and compatible with different types of Dragflow hydraulic pumps. These are small-sized dredgers with a high dredging depth, which can dredge up to over 200 meters deep. Thanks to their high manoeuvrability and advanced control systems, DRH dredgers are ideal for dredging operations in difficult-to-access places, such as mining basins and artificial reservoirs. They are dredgers that are easy to transport and assemble, characteristics that make them able to reach even the most remote places. *(Source: Dredging Today)*

JAN DE NUL TRANSFORMS PIETER COECKE INTO ULTRA-LOW EMISSION VESSEL

The vessel **Pieter Coecke** is active in the river Scheldt and the Port of Antwerp, sweep dredging and clearing debris and oil. It does so on behalf of the Department of Mobility and Public Works of the Flemish government. Thanks to its new engines, equipped with ULEv technology, emissions are now reduced by 85% to even 98%. At the end of 2024, the **Pieter Coecke** underwent maintenance at Damen Shiprepair Vlissingen, where it was fitted with new engines. These engines feature ULEv technology, short for Ultra-Low Emission vessel. This technology reduces vessel emissions by 85 to 95% for nitrogen oxides and by 95 to 98% for

particulate matter. As a result, **Pieter Coecke** now meets the stringent EU Stage V emission standards. "Jan De Nul aims to reduce its emissions by 40% by 2035. This is a huge challenge, but we are working towards it step by step. That's why we are now exploring the possibility of moving from Stage V to Euro 6 in the coming years. This could further cut nitrogen oxide emissions by another 75%," said Bart Praet, Area Manager Dredging Solutions at Jan De Nul. Compliance with the EU Stage V emission standard was a key requirement for the Flemish government to extend the contract awarded to Jan De Nul in 2023. The Pieter Coecke's contract runs for three years but can be extended once, provided the vessel meets at least the EU Stage V standard by the third calendar year. The deadline for this was 30 June 2025, but it has now already been met. *(Source: Dredging Today)*

AMERICAN MARINE CORPORATION WINS MĀLA DREDGING CONTRACT

The Hawaii DLNR Division of Boating and Ocean Recreation (DOBOR) has awarded a contract to American Marine Corporation for dredging work to remove accumulated sediment at the Māla Boat Ramp and entrance channel. According to DOBOR, the work will also include temporary stockpiling and upland disposal/reuse of dredged material. Dredging work is scheduled to begin on March 31, 2025, with an estimated completion date of late September 2025. The project cost is $1,061,000. "We recognize the importance Māla Ramp has to west Maui users, especially with Lahaina Harbor closed for rebuilding, and we want to thank the users for their patience while DOBOR worked on funding and regulatory approvals to get this project started," said Meghan Statts, DOBOR Administrator. "We also want to thank the legislature for providing the funding and the Governor for working quickly to release the funding." The boat ramp and entrance channel are expected to remain open throughout the duration of the project, but users should be aware that there may be intermittent interruptions, said DOBOR. *(Source: Dredging Today)*

CANAVERAL HARBOR SAND BYPASS PROJECT COMPLETE

Great Lakes Dredge & Dock is wrapping up work on the $40.6 million sand bypass and beach renourishment project in Cape Canaveral, Florida. According to the City of Cape Canaveral, construction crews have removed the pipe across the entirety of the beach and have smoothed out the sand. Crews are still demobilizing the equipment staging area at the Washington Avenue beach crossover. This is the sixth construction of the Canaveral Harbor sand bypass project since its inception in 1995. The project has been previously constructed in Spring 1995 (about 960,000 cubic yards bypassed), Spring 1998 (about 1,030,000 cubic yards bypassed), Fall 2007 (about 750,000 cubic yards bypassed), Spring 2010 (about 700,000 cubic yards bypassed), and Fall/Spring 2018-19 (about 1,340,000 cubic yards bypassed). The 2024/25 project moved a much larger volume of sand – placing it further alongshore – than any of the previous five bypass projects; that is, approximately 1,500,000 cubic yards placed along 7.0 miles of shoreline. *(Source: Dredging Today)*

YARD NEWS

BOLLINGER SHIPYARDS SECURES $951.6 MILLION U.S. COAST GUARD CONTRACT MODIFICATION FOR POLAR SECURITY CUTTER PROGRAM

Bollinger Shipyards announced today it has received a $951.6 million Fixed-Price-Incentive-Firm Target (FPIF) contract modification from the United States Coast Guard, advancing the Detail Design and Construction phase of the Polar Security Cutter (PSC) Program. This milestone underscores Bollinger's integral role in strengthening America's maritime presence and operational capabilities in the Arctic. "Securing this contract modification has truly been a herculean effort and underscores the incredible trust the U.S. Government has placed in Bollinger to build and deliver the first heavy polar icebreaker in half a century," said Ben Bordelon, President and CEO of Bollinger Shipyards. "We wouldn't be in the solid position we're in today without the

leadership and the tireless efforts of the entire team at Bollinger Mississippi Shipbuilding. Their hard work and dedication have successfully put the PSC program on a strong path forward after a rocky start under the previous, foreign-owned builder. We now look forward to receiving the green light to begin full production." Bordelon also expressed gratitude for the role of national and state leadership in moving this program forward. "I am also grateful for the leadership of President Trump and his Administration in recognizing the urgent need for American-made icebreakers. Because of his foresight and commitment to rebuilding America's shipbuilding capabilities, this historic project is now moving forward." Bordelon also acknowledged Mississippi's leadership for championing the PSC Program and state as a dominant force in shipbuilding. "I also want to thank Governor Reeves and Mississippi's Congressional Delegation for their leadership and support, especially as we leverage ongoing state and local investments to ensure Bollinger Mississippi remains the premier example of American shipbuilding." "As the Arctic grows as an arena of great power competition, the United States will require far more icebreaking capability from the U.S. Coast Guard to defend our interests in the region. Today's award is a testament to the good work that Bollinger continues to do on the Polar Security Cutter program and the growing urgency with which their platforms are needed to boost our national defence," said U.S. Sen. Roger Wicker (R-MS), Chairman of the Senate Armed Services Committee. "The Mississippi Gulf Coast will not only benefit from even more national security-focused quality jobs and economic development, but it will also continue to be a national player and powerhouse in mission-critical innovation and military capability." "Mississippi continues to prove its status as the premier destination for American shipbuilding—driving both national defence and commercial maritime strength," said U.S. Senator Cindy Hyde-Smith (R-MS). "This milestone not only reinforces the Gulf Coast's strategic importance, but it also reflects the value of returning critical shipbuilding programs to experienced, American-owned hands. Under Bollinger Shipyards' strong leadership and investment, a once-stalled program will move forward with renewed urgency. I fully support this effort, which brings more high-quality jobs to Mississippi and ensures the Coast Guard is able to meet the growing challenges in the Arctic and beyond." Bollinger's continued investment and growth on the Mississippi Gulf Coast reflect the skills, strength and talent of Mississippi's workforce," said Mississippi Governor Tate Reeves. "This announcement reinforces Mississippi's pivotal role in American shipbuilding and solidifies Mississippi's reputation as a national leader in maritime innovation and excellence." "Bollinger Mississippi Shipyards has a strong track record in American shipbuilding, and their role in the Polar Security Cutter program is another important step. This historic milestone strengthens national security, supports the domestic shipbuilding workforce, and enhances our Arctic presence. Ensuring the U.S. Coast Guard has the tools it needs is critical, and I look forward to seeing this project move forward," said U.S. Rep. Mike Ezell (R-MS-04). As Bollinger continues to enhance its operations in Mississippi into world-class shipyards, the company remains committed to making strategic investments to modernize and expand its capabilities. Additionally, the contract modification ensures Bollinger continues to provide its workforce with industry-leading wages throughout the life of the PSC program. Since acquiring foreign-owned VT Halter in November 2022, Bollinger has made a significant economic impact in the state through targeted investments and workforce expansion. To date, Bollinger has invested $76 million across its Mississippi facilities, including Bollinger Mississippi Shipbuilding (BMS), Bollinger Mississippi Repair (BMR), Bollinger Gulfport Shipyard (BGS), and CHAND Gulf Coast. Since the acquisition in 2022, Bollinger has increased its Mississippi workforce by over 61%, with production roles at BMS alone increasing by more than 178%. These numbers are expected to rise as the program reaches full production over the coming years. A key driver of this growth has been Bollinger's innovative Bootcamp workforce development programs, which continue to strengthen the skilled labour pipeline. "Our investment in developing the next generation of skilled American workers not only strengthens our competitive edge in the shipbuilding industry but also

underscores our commitment to fostering economic growth and American innovation," added Bordelon. "We are committed to providing high-quality careers that positively impact the families and communities we support along Mississippi's Gulf coast." This contract modification primarily supports operations at Bollinger Mississippi Shipbuilding, with additional project contributions from facilities located in Massachusetts, Illinois, Virginia, Georgia, Louisiana, and other regions. Completion of the first Polar Security Cutter is anticipated by May 2030. The Polar Security Cutter will provide the United States with enhanced operational capability in polar regions, playing a critical role in safeguarding national security, economic stability, and supporting vital maritime and commercial interests. *(PR-Bollinger)*

HULL OF CABLE-LAY VESSEL NEXANS ELEKTRA NOW FULLY ASSEMBLED

Nexans says construction of Nexans Electra, the company's third cable-laying vessel, which is due to be delivered in 2026, has reached a major construction milestone. The hull of the vessel, which is being built at Crist shipyard in Poland, is now fully assembled, and has been moved to the dry dock at the yard for final positioning, before the dock is flooded. Work continues with the installation of the remaining topside blocks and final outfitting such as internal piping, cable supports and painting. Nexans Electra is being built to be able to carry out a wide range of project requirements, on offshore windfarms, interconnectors or subsea cable installation projects. With a loading capacity of 13,500 tonnes and four-cable bundle laying capability, Nexans Electra will be completed at Ulstein Verft in Norway. The vessel will be 149.9 m in length with a breadth of 31 m. It will have three turntables and a range of subsea tooling including jetting and burial tools. The vessel will have a significantly reduced environmental footprint compared with earlier vessels with a hybrid power system and the ability to run on biodiesel. The vessel is due to be delivered to Nexans in 2026. *(Source: Riviera by David Foxwell)*

SCHOTTEL CONTROLLABLEPROPELLER: RETROFIT BLADES FOR EEXI COMPLIANCE

Efficiency upgrade with SCHOTTEL retrofit propeller blades: With the EEXI (Energy Efficiency Existing Ship Index), new benchmarks for the energy efficiency of ships came into force in January 2023 as an integral part of the IMO's (International Maritime Organization) long-term climate objectives. In order to comply with the EEXI regulations, an increasing number of vessels are operating at lower speeds (slow steaming) to reduce fuel consumption. SCHOTTEL offers its customers the option of adapting the propulsion system to the vessels' changed operating profiles, thus achieving maximum efficiency: For this purpose, the German propulsion expert is equipping existing vessels with new, hydrodynamically optimized propeller blades for the SCHOTTEL ControllablePropeller (SCP). The propeller blades are custom designed by SCHOTTEL, using extensive propulsion system and vessel analyses as well as calculation methods, such as computational fluid dynamics (CFD). *Up to five percent increase in propulsion efficiency* In addition to the savings resulting from an optimized operating profile, the new propeller blades, which are precisely tailored to the revised operating conditions, are expected to increase propulsion efficiency by up to five percent. Taken together, this will significantly reduce fuel consumption, thereby lowering CO2 emissions and the ships' operating costs. Besides increasing propulsion efficiency, redesigned propeller blades will also ensure a reduction in cavitation and pressure fluctuations, as well as a decrease in noise emissions. *Robust, reliable and powerful* SCHOTTEL controllable pitch propeller systems are characterized by their outstanding performance in terms of propulsion efficiency and bollard pull. The SCP is designed to be both robust and user-friendly, guaranteeing minimum maintenance and thus a long service life. Particularly suitable for vessels fulfilling a wide-ranging operation profile, the SCP always provides optimal propulsion power for changing speeds or loads. With a robust construction based on 60 years of engineering excellence, the SCP is a design that has been tried and tested in thousands of practical applications. *Ensuring EEXI-compliance with SCHOTTEL retrofit propeller blades* In order to reduce and ultimately eliminate greenhouse gas (GHG) emissions from ships, the IMO has launched a series of regulatory measures, bundled in the 2023 IMO GHG Strategy. The strategy aims to reduce the carbon intensity of international shipping by at least 40 percent by 2030 and to zero by 2050. To achieve these targets, ship operators have to meet certain efficiency standards set by the EEXI from 2023. If the ships are not in compliance with the specified requirements, efficiency-enhancing measures must be taken to ensure unrestricted operation in the long term. In this context, retrofit propeller blades from SCHOTTEL are an effective way to reduce CO2 emissions, thus ensuring compliance with EEXI regulations. *(PR-Schottel)*

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*

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