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

*Distribution twice a week 21.300+*

M I D W E E K – E D I T I O N

## TUGS & TOWING NEWS

### *CRESCENT TOWING ADDS TIER 4 Z-DRIVE TUG FOR SAVANNAH DUTY*



Crescent Towing recently took delivery of **Angus R. Cooper II**, a new 6,000-hp Tier 4 z-drive tugboat constructed at Blakeley BoatWorks in Mobile, Ala., to be added to Crescent’s ship assist operations in the Port of Savannah, Ga. This new escort towing vessel is named in recognition of The Cooper Group’s longtime chairman and CEO and is powered by twin Caterpillar 3516E Tier 4 engines, each producing 3,004 hp to power Kongsberg 255

fixed-pitch azimuthing drives. “Surprising my father by naming our newest and most technologically advanced tugboat after him was a high privilege for a proud son and memory that I will forever cherish,” said Scott H. Cooper, president of Crescent Towing. “My father’s impact on our industry and The Cooper Group will be realized for generations and with the naming of this special vessel, I’m honored to recognize the wonderful legacy that he continues to build every day.” “The Port of Savannah continues to experience transformative growth and our deployment of the M/V **Angus R. Cooper II**, our newest and most technologically advanced tugboat, marks another important step in our continued commitment to best foster the port’s growth and ensure the safest and most efficient ship assist operations,” said Keith Kettenring, executive vice president and chief commercial officer at Crescent Towing. “Constructing the M/V **Angus R. Cooper II**, the first of a series of world-class ship assist towing vessels that Blakeley BoatWorks is building for Crescent Towing, is a new high-water mark for our company,” said Swathin Kannalath, managing director of Blakeley BoatWorks. “Building Crescent Towing’s first 6,000-hp Tier 4 z-drive was an exciting challenge for our team, and we’re eager to continue our work in building these incredible vessels that will best facilitate U.S. import and export activity for decades to come.” **Angus R. Cooper II** achieves its ABS FFV1 class notation with an FFS fire pump driven off the main engine and twin remotely operated fire monitors, each capable of 5,230 gpm output at 145 psi. The vessel is 92 feet long, 38 feet wide and drafts 19 feet. The vessel is built to ABS classification Maltese cross, A-1 towing, AMS, full ocean service, FFV1, international load line, UWILD and escort class towing. The

tug, designed by Crowley Engineering Services, has a fuel capacity of 44,193 gallons and a portable water capacity of 16,862 gallons. Click here [HERE](#) to watch a tour of [Angus R. Cooper II](#). (*Source: Professional Mariner*)

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The advertisement consists of three main visual elements: on the left, a red and white tugboat with 'PANDA' written on its side; in the center, a red and white tugboat operating in an offshore field with wind turbines; and on the right, a dark blue box containing a white logo of a person and a boat, the text 'Tug & Workboat company', 'Herman Senior b.v.', and 'Shoalbusters & Multicats for charter on a worldwide basis'. Below these images is a yellow banner with contact information.

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## TALES OF A TUG CAPTAIN – BY KEES PRONK



In May 2023 Kees Pronk published the book “Bergen Slepen op Zee”, written in the Dutch language. In the Tugs Towing & Offshore Newsletter issue nr.31 of 16-04-2023 you could read a review of this book. Kees Pronk has done in his life what many boys dream of: sailing the seven seas and helping ships in distress. His rich career reads like an adventure novel, from towing oil rigs to salvaging burning oil tankers to confronting pirates. “Bergen Slepen op Zee”; gives you a unique insight into a world most of us are unfamiliar with. The story of a boy born on the coast of Scheveningen. In 1961, at the age of 14, he went to sea on a fishing boat from Scheveningen. In 1965 he changed to towing. In 1974 he went to the nautical college and got his diploma. He sailed as an officer and became captain of the largest ocean-going tugs in the world at that time. In 2016 he hung up his sea bag and started to enjoy his retirement. His children asked him to make a photo book for later, so that his grandchildren could read about their grandfather. It became a real non-fiction book describing some interesting towing voyages and exciting salvages. As the editor of this newsletter, I, as an engineer, was able to sail on two voyages with Kees. The manuscript is highly recommended to anyone who is interested in the fascinating world of ocean towage and salvage. More than a thousand books have found their way around the world. Even to people who could not read Dutch but still wanted the book. Several times Kees was asked to translate the book into English. At first he was reluctant to do so, but finally he gave in, did it and it is now finished. The book will not be printed on paper and will

not be for sale. It is a PDF file with 204 pages, the size is 27.4 MB. Kees is making it available for free. If you are interested in reading “Tales of a Tug Captain”, send an e-mail to Kees and it will be sent to you via WeTransfer. The email address of Kees Pronk is [voorloper@outlook.com](mailto:voorloper@outlook.com). It also possible to download the book from the website click [HERE](#) to read the full book

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## *EST-FLOATTECH DELIVERS OCTOPUS SERIES BATTERY SYSTEMS TO COASTAL WORKBOATS FOR E-LUV AND SPSS*

Coastal Workboats, a renowned name in the maritime industry for its commitment to sustainability, will collaborate with EST-Floatch, a leading provider of energy storage solutions for the maritime sector. EST-Floatch will be providing the battery system for the purpose-built Electric-Landing Utility Vessel (E-LUV) to be built at Coastal Workboats new yard Stornoway



and the Shore-based Power Supply System (SPSS). The collaboration with Coastal Workboats Scotland marks a significant step towards lowering emissions in the UK's maritime industry with EST-Floatch's technology. This collaboration is realized due to Coastal Workboats receiving a £6 million (€7 million) grant to demonstrate the UK's first commercial electric workboat and charging station. This grant, provided by the Clean Maritime Demonstration Competition (CMDc), underscores the industry's recognition of the pressing need for cleaner, greener maritime operations and will boast the usage of electric workboats in a commercial environment. The vessel that will be built, the E-LUV, is set to be the UK's first commercial electric workboat. This innovative vessel, a Ro-Ro and dry cargo transportation ferry, will be equipped with 2400 kWh of EST-Floatch's Octopus High Energy battery system. The system will be placed as two independent battery systems on board, power a range of equipment, and be used for fully electric sailing. Starting for demonstration purposes in the Shetland Isles in a short trial, the E-LUV will be operating between West Burrafrith and Papa Stour. The route takes about 45 minutes, twice per day and five days per week, while showcasing the capabilities of energy storage solutions in maritime applications. Secondly EST-Floatch will supply 1.200 kWh of the Octopus High Energy battery system, to be placed in a 20 foot container that will support the charging of Coastal Workboats' E-LUV vessel. It is also possible to place the containerized energy storage solution on board as a range extender. We will be collaborating with MJR Power &

Automation for the system integration and the entire system will be placed inside the container by Renew Marine Ltd. *Enhanced safety, less maintenance* The E-LUV will adhere to Bureau Veritas classification standards, ensuring top-notch safety and quality. The battery system will not only be safer, but it will also need less maintenance. This Ro-Ro and dry cargo transportation ferry is set to become a new standard for emission-free voyages. This contract is a significant achievement for Coastal Workboats, a small, family-run yard, and also for EST-Floattech. Coastal Workboats' Chief Engineering Manager Luke Parnell said: "Our attraction to the Octopus Series quite simply comes down to safety. EST-Floattech have produced a class-approved product that brings to market a level of safety unseen previously. In particular, the passive nature of the heat dissipation system represents a marked step forward in safety, particularly for an application in the marine environment. Given our primary concern is safety above all, the Octopus was the perfect choice for us." Jelle Meindersma, Sales Manager at EST-Floattech, states, "We are proud to be contributing to lowering emissions in the maritime industry in the UK, working hand in hand with Coastal Workboats to bring sustainable, high-performance energy solutions to the forefront. Our collaboration on the E-LUV is a testament to our shared commitment towards a more environmentally responsible maritime future." This collaboration between Coastal Workboats and EST-Floattech marks a significant stride towards achieving the UK's environmental targets and demonstrates the power of innovation in the maritime sector. *Clean Maritime Demonstration Competition* This project, the fully electric inter-island workboat demonstration project (including the E-LUV), is part of the Clean Maritime Demonstration Competition Round 3 (CMDC3), which was announced in September 2022, funded by UK Government and delivered in partnership with Innovate UK. As part of the CMDC3, the Department allocated £60m to 19 flagship projects supported by 92 UK organisations to deliver real world demonstration R&D projects in clean maritime solutions. Projects will take place in multiple locations around the UK from as far north as the Shetland Isles and as far south as Cornwall. *UK Shore* The



CMDC3 is part of the UK Shipping Office for Reducing Emission's (UK SHORE) flagship multi-year CMDC programme. In March 2022, the Department announced the biggest government investment ever in the UK commercial maritime sector, allocating £206m to UK SHORE, a new division within the Department for Transport focused on decarbonising the maritime sector. UK SHORE is delivering a

suite of interventions throughout 2022-2025 aimed at accelerating the design, manufacture and operation of UK-made clean maritime technologies and unlocking an industry-led transition to Net Zero. (PR)

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## SAFEEN PRESENTS SOLUTIONS FOR MIDDLE EAST HARBOUR TOWAGE CHALLENGES

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Safeen Marine Services is renewing its harbour towage fleet as United Arab Emirate (UAE) ports are further developed and as the group expands into Indian Ocean markets. The subsidiary of AD Ports Group has invested in its fleet to cater for increasing demand for harbour and coastal towage and to provide operations in Mauritius and other nations. It operates more than 65 vessels including harbour

tugs, pilot boats, speed boats, landing craft, survey boats, self-propelled barges, diving supply vessels and offshore tugs. In 2023, Safeen added several harbour and towage vessels including Shoalbuster 3209 vessel **Al Mirfa** from Damen Shipyards in July, plus harbour tugs **Harbour Star 5**, 290-gt **Kezad** and 364-gt **Sweiha** and a MED A275 series tugboat from Med Marine. In 2022, **Danah** and **Semiah** were added to the fleet. Safeen is an event partner of Riviera



Maritime Media for the International Tug & Salvage Convention, Exhibition & Awards 2024, held in Dubai, UAE, 21-23 May. During the 27th ITS Convention, Safeen group director for commercial and business development Ferlin Brown will unlock the Middle East's harbour tug puzzle with a presentation during a session dedicated to the region's towage and salvage. Mr Brown will explain how harbour towage capacity in the Middle East Gulf is under strain as ageing tugs are repurposed for offshore roles, leaving a gap in supply for manoeuvring ships in ports. This session investigates ongoing efforts to renew fleets and meet regional shipping needs. It considers the demand drivers, such as new terminals, energy exports and mega construction projects, repurposing trends, age profiles of fleets, renewal and operator challenges, and potential remedies. (Source: Riviera by Martyn Wingrove)

#### Advertisement

The advertisement features a red tugboat with "VOLTARA" written on its side, moving through the water. To the right of the boat is the Voltara logo, which consists of the word "VOLTARA" in a stylized green font with a registered trademark symbol, and "BATTERY ELECTRIC TUG" in a smaller green font below it. In the top left corner of the image area, there is a logo for "MED MARINE" with the website "medmarine.com.tr". In the bottom left corner, there is a logo for "ROBERT ALLAN".

## ANNOUNCEMENT OF THE ACQUISITION OF A 2ND NEWBUILDING TUG 75TBP

Vernicos Scafi Tugs and Salvage Maritime Co., a Greek Towage and Salvage operator in Greece/East Med/Black Sea/Red Sea, together with its partners in SVS, announced the purchase of a second newbuilding tug which is expected to be delivered in Turkey within March 2025, under Greek flag. MED-A2575 was built by Med Marine in Eregli Shipyard in Turkey, one of the most reputable shipyards in Europe. It belongs to RAmparts 2500-W design series by Robert Allan Ltd. and it is one of the most versatile ASD tug design for ship-handling, coastal towing, general purpose or escort duties. It can deliver more than 80 tons of bollard pull. Its high power and maneuverability making it

capable to provide both high quality harbor and deep-sea towage services. The tug is fitted with two



Caterpillar/3516E main engines, each developing 2,100 kW at 1,600 rpm and with two Kongsberg/US 255S FP thrusters. It is also equipped with FiFi 1 class fire-fighting system, capable also to provide oil recovery and escort services. Mr. D. Vernicos, Director of Vernicos Scafi, commented: Following the acquisition of the first newbuilding tug with our Greek partners in SVS Maritime Company, we

continue our expansion with the acquisition of a second newbuilding tug, strengthening further the relationship of trust with Med Marine Shipyard, by reaching the three orders in less than a year. Vernicos Scafi follows its investment plan that will further strengthen its position and will certainly add value to the fleet of our joint venture in Med Tugs. (PR)

### NEWBUILDS ON THE CARDS FOR GENOA TUGBOAT FLEET

Rimorchiatori Mediterranei will invest in new tugs to modernise its fleet operating in the Port of Genoa after winning a concession for 15 more years. The Mediterranean Shipping Co (MSC) subsidiary plans to spend €35M (US\$37M) on newbuild tugboats with Turkish shipyards waiting in the wings to build them. Rimorchiatori Riuniti Porto di Genova will technically operate



these new tugs as part of a wider fleet of 13 vessels in the port, which has great historical interest for the company. “Genoa has been our home for over 100 years, and we can only be proud to continue to offer the port towing service for the next 15 years in the city where our history began in 1922,” said Rimorchiatori Mediterranei managing director Alberto Dellepiane. “We are contributing, with our assets and workers, to the safety of navigation and the docking of ships and, with it, of the people who work in the port.” Rimorchiatori Riuniti Porto di Genova provides harbour towage, ship assistance and terminal operations, plus its vessels can provide emergency response, anti-pollution and fire prevention intervention in support of the relevant authorities. Any newbuild orders will be part of long-term investment in the Rimorchiatori Mediterranei fleet. The group has welcomed two harbour tugs built by Turkey-based Sanmar Shipyards to the Bogacay class and Robert Allan Ltd’s RAmports 2400-SX MKII design this year. The first of these, **Ortigia**, was built as **Bogacay LX** before being renamed and joining Rimorchiatori’s operations at the Port of Syracuse and Augusta oil and petrochemical terminal in Sicily. **San Vitale** was built as **Bogacay LXIV** before being renamed and

operated by Rimorchiatori Mediterranei subsidiary Rimorchiatori Augusta in the ports of Augusta, Catania, Messina, Milazzo, Pozzallo and Syracuse. Both tugs have an overall length of 24 m, a beam of 12 m, a least-moulded depth of around 5 m, a navigational draft of around 6 m, and accommodation for a crew of up to seven. (Source: Riviera by Martyn Wingrove)

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### DELIVERY FOR ONE UNIT OF 3,676KW ASD TUGBOAT



On 12<sup>th</sup> April., 2024, one unit of 3,676kw ASD tugboat which was built by Jiangsu Zhenjiang Shipyard for Dongying owner and named "**LING HANG TUO 11**" has been delivered. The vessel has total length of 38.67m, the moulded lines is 36.50m, breadth of 11m, depth of 4.8m, BP (ahead) of 63.1t, BP (astern) of 55.6t, endurance of 1000nm and speed of 14.3kn. (Source: Jiangsu Zhenjiang Shipyard)

### THE LAUNCH OF THE PUSHER TUG "IVAN MILYUTIN" TOOK PLACE

The launch of the pusher tug "**Ivan Milyutin**" took place at the Cherepovets Shipyard. The event was reported on her VK page by the head of the Cherepovets Urban Development Agency, Oksana Andreeva. According to her, the ship successfully passed tests and received registration. The tug can now officially be used for missions. By the end of 2024, Cherepovets shipbuilders plan to launch another such tug. Let us recall that the



laying of the pusher tug "Ivan Milyutin" took place at the Cherepovets Shipyard on August 10, 2023. The ship is named after Ivan Andreevich Milyutin, who headed Cherepovets for 46 years and did a lot for the development of shipping. (Source: Sudostroenie; Photo: Oksana Andreeva)

## BORDEAUX PORT SERVICES ARE READY TO SUPPORT THE RESUMPTION OF TRAFFIC



Challenged by the drop in port traffic, particularly at the time of the covid crisis, Bordeaux pilotage, towing and mooring have adapted in order to maintain their level of services. They are counting on the new dynamics of the port to see traffic rebound. From April 2, the mooring company at the port of Bordeaux will have two additional employees. Hiring to return to the 2016 workforce with 23 employees in order to follow the increase

in its activity. (Source: LeMarin)

## PRESSURE AND STRESS: KEY TO TUG FENDER DESIGN

Tugboats use W-block, hollow cylindrical and D type fendering to protect the vessel and assisted ship. Fender pressure, different pushing positions and mounting systems are important considerations when designing and deploying fendering on tugboats, according to a major vessel designer and builder. Damen Shipyards



selects the type of fenders to install on tugs depending on the expected operational profile of the vessel, the type of ships it will help manoeuvre and the expected forces involved. There are three main types of fender installed on tugs by Damen at its shipyards worldwide mounted on the bow, stern, port and starboard sides of the vessel. Damen manager for proposal tugs Marc Baken explains to Riviera Maritime Media the types of fenders, their performance characteristics and why they are selected. He says the main design considerations include fendering pressure, ensuring they have the correct parameters, their mounting system and ability to avoid "steel-to-steel contact in different pushing positions". "All fenders are made of rubber and have a softer or harder composition



depending on their application,” he says. “Fender pressure for fendering is mostly used for pushing operations. Side fendering mostly provides protection when tugs are moored.” Damen tugs have three types of fendering. Cylindrical fendering on the bow gently absorbs the contact between the assisted vessel and the tug. “The W-block fender is for spreading the total force on the hull of the assisted vessel,” says Mr Baken. “D-fenders are purely intended as a bumper to prevent steel on steel and paint from being damaged.” W-block fendering is secured by galvanised steel pins between robust flat bars. “Vertical flat bars are fitted every second block to prevent lateral movement,” he explains. “For easy maintenance, the steel pins are not direct welded to the flat bars, but secured by means of rings welded on the pins.” A hollow cylindrical fender is mounted on the fore ship, secured by hoisting tight slings. The outside diameter of the cylindrical fender is typically 800 mm, and the inside is 450 mm. This hollow fendering is extended on each side of the tug by a cylindrical fender with a diameter of 600 mm by 300 mm and secured by hoisting slings. A continuous D-type fender, of 300 mm by 300 mm, is fitted at the sides and stern. “The fender is fitted between flat bars, which are welded to the sheer strake. The fender is secured with galvanised bolts and nuts,” says Mr Baken. When asked about the stresses and forces on tugboat fenders, he says fendering needs to prevent damage to both tug and assisted ship during pushing operations at different speeds, bollard pull and push angles. “The combination of W-block fenders and cylindrical fenders is designed to exert a maximum pressure of less than 20 t/m<sup>2</sup> on the assisted vessel’s hull,” Mr Baken explains. “At the specified maximum bollard pull over the bow’s centre line and during impacts over the bow’s centre line at speed differences of less than 0.5 knots.” Fendering is installed on newbuild tugs during the outfitting and commissioning phases but is not expected to continue operating effectively during the whole of the vessel’s lifetime. Owners will need to maintain or retrofit harbour tug fenders as they accumulate damage and wear. When asked when owners should consider replacing fendering, Mr Baken says it “fully depends on the wear and tear of the fender over its lifetime.” He explains tugboat operations and environmental conditions will influence these decisions. “Ultraviolet light causes tears in fendering and therefore changes the characteristics of the fendering,” he says. Operations in cold environments, ice accumulation and salt water will deteriorate fendering, while hot weather will soften rubber and change its performance characteristics. *(Source: Riviera by Martyn Wingrove)*

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## ACCIDENTS – SALVAGE NEWS

### *IRAN SEIZES PORTUGUESE CONTAINERSHIP MSC ARIES IN THE STRAIT OF HORMUZ*

Iran’s Revolutionary Guards seized an Israeli-linked cargo ship in the Strait of Hormuz on Saturday, days after Tehran said it could close the crucial shipping route and warned it would retaliate for an



Israeli strike on its Syria consulate. Iran's state-run IRNA news agency reported that a Guards helicopter had boarded and taken into Iranian waters the Portuguese flagged **MSC Aries**, saying it was linked to Israel. MSC, which operates the **Aries**, confirmed Iran had seized the ship and said it was working "with the relevant authorities" for its safe return and the wellbeing of its 25 crew. MSC leases the **Aries** from Gortal Shipping, an affiliate of Zodiac Maritime, Zodiac said in a statement, adding that MSC is responsible for all the vessel's activities. Zodiac is partly owned by Israeli businessman Eyal Ofer. Video on Iranian news channels purporting to show the seizure included a figure abseiling from a helicopter on to a ship. Reuters was able to verify that the ship in the video was the **MSC Aries** but not the date it was recorded. The incident comes amid rising regional tensions since the start of Israel's campaign in Gaza in October, with Israel or its ally the United States clashing

repeatedly with Iranian-aligned groups in Lebanon, Syria, Iraq and Yemen. Iran has threatened to retaliate for suspected Israeli airstrikes on its consulate in Syria's capital Damascus on April 1 that killed seven Revolutionary Guards officers including two senior commanders. U.S. President Joe Biden said on Friday he expected Iran to attack Israel "sooner, rather than later" and warned Tehran not to do so. Israel's military spokesperson, Rear Admiral Daniel Hagari, said "Iran will bear consequences for choosing to escalate this situation any further," in response to reports of the seizure of **MSC Aries**. Israeli Foreign Minister Israel Katz accused Tehran of piracy. *Escalation at Sea* On Tuesday the naval head of the Revolutionary Guards, Alireza Tangsiri, said it could close the Strait of Hormuz, which lies between Iran and the United Arab Emirates, if deemed necessary. He said Iran viewed as a threat Israel's presence in the UAE, with which Israel established diplomatic relations in 2020 as part of the "Abraham Accords" mediated by the United States. Analyst Hasan Alhasan of the International Institute for Strategic Studies said if the seizure of the **MSC Aries** was in retaliation for Israel's strike on Iran's Damascus consulate, it showed a desire to save face without a wider escalation. "Iran may be trying to play on fears that it could obstruct shipping through the strait, a passageway of greater significance to global oil and gas supplies than the Red Sea," he said. "If Iran were to limit itself to seizing commercial vessels linked to Israel then it would minimize the risk of an all-out conflict but damage its own credibility," he added. Yemen's Iran-backed Houthi group has disrupted global trade with attacks on shipping in the Red Sea for months, saying it is aiming at vessels linked to Israel in retaliation for Israel's campaign in Gaza. The United States and Britain have carried out strikes against Houthi targets in response to the attacks on shipping. The Joint Maritime Information Center, run by a Western-led naval coalition, said vessels intending to navigate the Strait of Hormuz, one of the world's most important energy routes, should exercise caution and not loiter. (Source: *gCaptain*; Reporting by *Enas Alashray and Muhammad Al Gebaly in Cairo, Maha El Dahan and Federico Maccioni in Dubai and Maayan Lubell in Jerusalem*; Editing by *Alex Richardson, Tomasz Janowski, William Maclean and Giles Elgood, Reuters*)

## 12 RESCUED FROM BURNING FREIGHTER IN SINGAPORE WATERS

A fire was reported onboard 1,598 dwt, Tanzania-flagged, **Layar Anggun 8** at 12:50 pm local time on 16 April in Singapore territorial waters off Pedra Branca. "All 12 crew have been safely recovered

onto a Singapore Police Coast Guard craft and are on their way to Singapore,” the Maritime & Port Authority of Singapore (MPA) said. A firefighting vessel from the Singapore Civil Defence Force and MPA patrol craft, including tugs were sent to provide support in extinguishing the fire. The 1991-built **Layar Anngun 8** is owned by Malaysian company Ilham Layar according to the Equasis database. There is no pollution sighted, and there is no immediate risk to navigational safety. MPA is issuing regular navigational broadcasts for passing vessels to keep clear of the vicinity of **LA8**. MPA is investigating the incident. *(Source: MPA)*



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## *EAST COAST'S BIGGEST CRANE BARGE HOISTS GIANT PIECE OF BALTIMORE BRIDGE*



For the first time, contractors for the U.S. Army Corps of Engineers have brought in the East Coast's biggest crane barge to remove a section of the Francis Scott Key Bridge. The large section of the main span was located in the federal navigation channel, and removing it will help advance the work to clear a "limited access channel" for smaller merchant ships. The

barge, the **Chesapeake 1000**, is operated by Donjon Marine and was originally built for in-yard operations at Sun Shipbuilding in the 1970s. (It has a unique Cold War history.) It was upgraded from 800 short tons to 1000 short tons in capacity in the middle of its career, and it can lift more than any other floating crane on the East Coast. So far, it has been on standby while smaller cranes handled

pieces up to several hundred tonnes in size, but Sunday's big lift speeded up the process by removing a large chunk at once. The wreckage below the water is a tangled mess, and many of the steel members are under extreme tension. The debris is partially embedded in the soft silt on the bottom, making cutting impossible. The unified command plans to use a mechanical grab and mechanical shears to pull out pieces of this wreckage with minimal risk to personnel. All of the wrecked material is being transported to a five-acre site at Tradepoint Atlantic, a multipurpose terminal located seaward of the bridge. There, a team of workers with torches and heavy equipment are cutting each section into small pieces for recycling. Tradepoint EVP Aaron Tomarchio told the Virginia Pilot that the process is like "eating an elephant." The task is substantial, but the Army Corps is confident that it can get the limited access channel cleared by the end of the month and the full navigation channel reopened by the end of May. The main limiting factor on speed of completion is the safety of the workforce, and the serious hazards that they have to contend with above and below the waterline. The Army Corps is working with the U.S. Navy Supervisor of Diving and Salvage to oversee dive operations, which are being carried out by an all-contractor dive team. (No military personnel are involved below the water.) Rick Benoit, a diving specialist with USACE's emergency response division, says that the clearance operation below the water is beyond hazardous. "It may sound dramatic but given the wreckage field created by the collapsed bridge the environment divers are working in and the dangers posed to them is like cleaning the site of 9/11 with blinders on," said Benoit. It would be difficult to design a more hazardous work environment. The water temperature is cold enough to induce hypothermia after an hour, even in diving gear, so each dive is limited to 45 minutes. Visibility is near zero, about one or two feet, and bright lamps can't be used because the suspended solids just reflect the light back. An unstable tangle of jagged steel, heavy concrete and pointy rebar awaits in the murk, ready to crush, trap or impale the unwary. The rebar doesn't show up on sonar, so divers find it by touch or by sight. Even the bottom is hazardous: divers can sink into the soft silt, where more sharp debris might be waiting. "I guarantee every diver down there has that on their mind, but they can't be afraid—they can't stop going into work—because the work has to be done," Benoit said. The possibility of finding human remains adds another level of complexity. If remains are found, state police and public safety divers would take charge of the recovery effort.

*(Source: Marex)*

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## RUSSIAN SURVEY PLATFORM DRIFTS INTO NORWEGIAN TERRITORIAL WATERS

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A Russian ice-resistant survey platform has drifted with pack ice into Norwegian territorial waters to the north of the Svalbard archipelago. The 3,540 deadweight tonnage **Severniy Polus** is on a two year research expedition collecting acoustic, geophysical, and marine research for Russia's Federal Service for Hydrometeorology and Environmental



Monitoring (Roshydromet). The vessel began its drift across the Arctic in October 2022 intending to conclude its voyage in the Greenland Sea. However, over the past several weeks it has continuously

drifted in a southerly direction toward Norway's Arctic archipelago, entering the country's territorial waters late last week. It currently sits around eight nautical miles from the northern tip of Svalbard. Norway's Coast Guard would not speak as to the intention of the Russian vessel but said it was following the situation. "I can assure you that Norway's Coast Guard is monitoring the activity closely and is assessing necessary measures continuously," a spokesperson explained. Norwegian Coast Guard icebreaker and offshore patrol vessel **KV Svalbard**, departed from the Svalbard port of Longyearbyen in direction of **Severnii Polus** last week. "The presence of a Norwegian patrol boat is not by accident," confirms Hervé Baudu, Arctic shipping expert and Chief Professor of Maritime Education at the French Maritime Academy (ENSM). With onboard propulsion limited to 4,200 kW it is unclear if the platform will be able to free itself or move through the first-year ice. "The vessel is at the boundary of old first-year ice and younger ice drifting westwards. I think the drift can be controlled. With leads forming at the end of the winter season it should be able to free itself westwards to reach the open sea," continues Baudu. Other experts gCaptain spoke to cautioned that there was still too much ice for the platform to move under its own power. Russian diesel-electric icebreaker **Viktor Chernomyrdin** may be en route to assist and reposition **Severnii Polus**. The vessel departed from St. Petersburg in the Baltic Sea a week ago. As of April 15, 2024 it was located around 500 nautical miles to the south of Svalbard with a continuous course for the archipelago. (*Source: gCaptain*)

*Advertisement*



## *FBI OPENS CRIMINAL PROBE INTO BALTIMORE BRIDGE COLLAPSE*



The FBI has opened a federal criminal investigation into the deadly collapse of a Baltimore bridge last month when a ship crashed into one of its supports, the bureau said on Monday. FBI agents had boarded the cargo ship **Dali** to conduct court-authorized law enforcement activity regarding the crash, a spokesperson told Reuters. There is no other public information available, and the FBI will have no further comment, the spokesperson

said. In the early morning of March 26, the massive container ship lost power and crashed into a support pylon, sending the Francis Scott Key Bridge collapsing into the Patapsco River and killing six

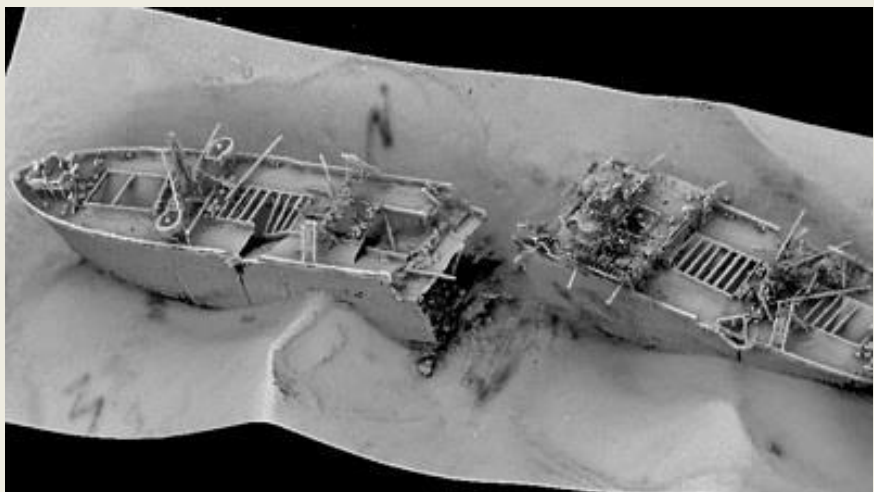
people who were working on the span at the time of the crash. The investigation into the collapse will focus in part on whether the crew of the cargo vessel **Dali** left the port knowing the freighter had serious problems with its systems, the Washington Post reported on Monday. Safety investigators have recovered the ship's "black box" recorder, which provides data on its position, speed, heading, radar, bridge audio and radio communications, as well as alarms. The head of the U.S. National Transportation Safety Board separately told Congress last week that its investigators had interviewed key cargo ship personnel as part of its probe. Work to clear the wreckage and restore traffic through the port's shipping channel continues. Replacing the bridge will likely take years, but authorities have opened two temporary channels to allow some shallow-draft vessels to move around the stricken container vessel. The U.S. Army Corps of Engineers said two weeks ago that it expected to open a new channel to the Port of Baltimore by the end of April. When the crash occurred, the **Dali** was leaving Baltimore en route to Colombo, Sri Lanka, with a crew of 21, plus two pilots on board to guide it out of the port. The same ship was involved in an incident in the port of Antwerp, Belgium, in 2016, when it hit a quay as it tried to exit a North Sea container terminal. An inspection in June 2023 carried out in San Antonio, Chile, found the vessel had propulsion and auxiliary machinery deficiencies, according to data on the public Equasis website, which provides information on ships. According to Singapore's Maritime and Port Authority, the vessel passed foreign-port inspections last June and September. The registered owner of the Singapore-flagged ship is Grace Ocean Pte Ltd, LSEG data shows. Synergy Marine Group managed the ship, and Maersk chartered the vessel. *(Source: gCaptain Reporting by Susan Heavey and Brendan O'Brien; Editing by Chizu Nomiya and Jonathan Oatis; (c) Copyright Thomson Reuters 2024)*

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## EXPLOSIVES-FILLED SHIPWRECK HAS SAFETY WORK DELAYED AS OBJECTS FOUND

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A new, delayed timeline has been set for safety works on a shipwreck full of explosives after a new survey detected 18 "metallic objects" around it. The SS **Richard Montgomery** beached along the Thames Estuary in 1944 eventually sinking with 1,400 tonnes of explosive cargo on board. Decades later, government efforts began to try and



remove the masts in case they fell onto the cargo and detonated. The aim now is to carry out the mast removal work within the next year. The surveyors also said that it was unclear exactly what the items were as they were buried in river mud but there were "no plans to remove them".

- Masts to be axed from explosive-filled shipwreck;
- Masts to be cut from wreck packed with explosives;
- BBC Future - The bombs that lurk off the UK coast. A Department for Transport (DfT) spokesperson said: "Our priority will always be to ensure the safety of the public and reduce any risk posed by the SS **Richard Montgomery**." "We commissioned experts to carry out vital surveying work to the wreckage. "Based on their findings, we are revising our initial timeframe and are updating our strategy to remove the ship's masts in the safest manner possible." The ship which grounded on a sandbank near Sheerness,

Kent in World War Two is decaying. There is a remote but serious risk that if the cargo explodes a tidal wave could surge towards the Kent and Essex shorelines and onwards to the capital's Thames Barrier. Safety work was initially announced in 2020 and planned for June 2022 to minimise the risk of a detonation but this was delayed. As a result of this latest discovery, transport officials are now considering how best to reconfigure the department's plans by finding a different way



to remove the masts. This will require further detailed survey work to assess the wreckage, before the DfT draws up a revised operational plan with contractors to remove the masts. While the wreck is monitored and is subject to an exclusion zone, it is not far from the main shipping lanes into the capital and there are concerns about further degradation and increased risk as time passes. Professor David Alexander, from University College London, is an expert in risk and disaster reduction and has studied the SS [Richard Montgomery](#) in detail. He previously told BBC London: "A top event is all of that goes up and there's an almighty blast... and a huge column of water and debris and stuff." "And we still have analogues of that from around the world where that has happened in the past, so it's not a totally unforeseen event." The risk to nearby infrastructure could be on the scale of "a minor tsunami" in the worst case scenario, he added. Prof Alexander thinks the authorities should try to remove the explosives, although he admits the work would not be cheap because "there's only one company in the world that could do that" and it would "probably need robots". He said: "You'd certainly need enormous care because the structure of the ship is disintegrating at an accelerated rate. "I think over the last 77 years the government has thought to itself 'well, the longer we leave it, the safer it gets'. "It appears if you talk to experts in explosives, that is the opposite of the truth." (*Source: BBC*)

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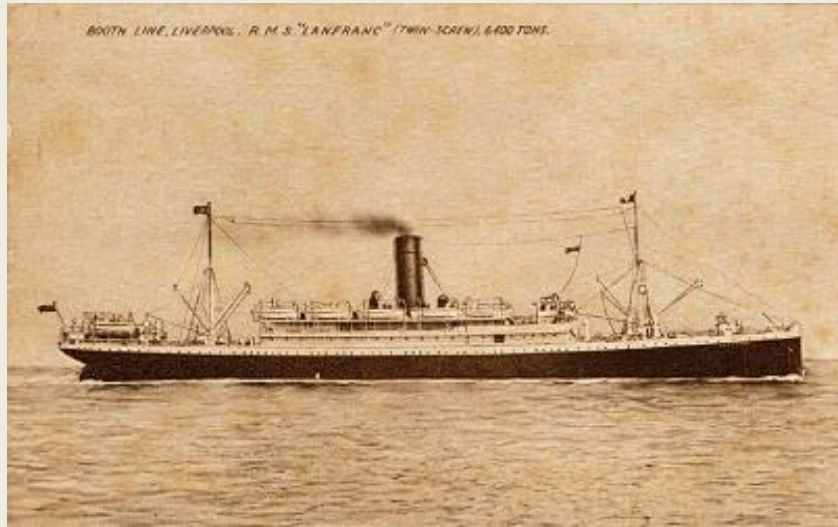
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## REMEMBER TODAY

*S.S. HMHS LANFRANC – 17 APRIL 1917*

[HMHS Lanfranc](#) was a Booth Line passenger steamship that was built in Scotland in 1907 and operated scheduled services between Liverpool and Brazil until 1914. In the First World War she was a hospital ship until a U-boat sank her in the English Channel in 1917. This was the second [Lanfranc](#)

in Booth's fleet. The first was an iron-hulled steamship that was built in 1884, sold in 1898 and renamed **Olympia**. *Building* Booth's operated scheduled cargo liner and passenger services between Europe and Brazil. In the first decade of the 20th century these services included regular sailings between Liverpool and Manaus, 1,000 miles (1,600 km) up the Amazon River. A Booth passenger ship would leave Liverpool for Manaus on or about the 10th, 20th and 30th day of each month.



**Lanfranc** was the first Booth ship with twin screws. Each screw was driven by a three-cylinder triple-expansion engine. Between them the two engines were rated at 850 NHP and gave her a speed of 12 knots (22 km/h; 14 mph). The Caledon Shipbuilding & Engineering Company of Dundee built Lanfranc for £122,000. She was launched on 18 October 1906 and completed in February 1907. She was registered in Liverpool. Her UK official number was 124034 and her code letters were HKDM. **Lanfranc** was joined by two sister ships. R&W Hawthorn, Leslie and Company launched **Antony** on 11 November 1906 and completed her in February 1907. Caledon Shipbuilding and Engineering launched **Hilary** on 31 March 1908 and completed her that August. **Lanfranc's** tonnages were 6,275 gross register tons (GRT) and 3,655 net register tons (NRT). She and her sisters were the largest ships in Booth's fleet until Scotts Shipbuilding and Engineering Company launched Hildebrand in 1911. By 1913 **Lanfranc** had a wireless telegraphy installation aboard, operated by the Marconi Company. Her call sign was MDS. *First World War service and loss* By September 1914 the British Admiralty had requisitioned several Booth ships, including Lanfranc and her sisters. **Lanfranc** was converted into a hospital ship with capacity for 403 wounded. The Hague Conventions protected hospital ships in wartime. They were painted white, with a broad green waistband and large red crosses. At night they were fully lit, unlike all other ships of the belligerent powers, which were blacked out. However, in the First World War the Central Powers attacked a number of hospital ships, so by 1917 Allied hospital ships were sailing blacked out and with naval escorts. On 17 April 1917 **Lanfranc** and an "ambulance ship", **Donegal**, embarked wounded personnel at Le Havre to take to England. **Lanfranc** embarked 234 British and 167 German wounded and departed for Southampton. 326 of the wounded were bed-ridden, many of them with serious wounds including fractured femurs and amputations. At about 1930 hrs SM **UB-40** torpedoed **Lanfranc** about 42 nautical miles (78 km; 48 mi) north of Le Havre. 34 people were killed: 13 British wounded, 15 German wounded, five crew and one member of her RAMC personnel. Royal Navy patrol vessels rescued survivors, including 152 of the German wounded. On the same night SM **UC-21** sank **Donegal**, killing 40 of the people aboard. (Source: *Wikipedia*)

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## OFFSHORE NEWS

### *DOF SELLS 13-YEAR-OLD PLATFORM SUPPLIER*

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Norwegian offshore vessel owner DOF has sold one of its platform supply vessels (PSVs) to an undisclosed buyer. DOF said in an Oslo Bors filing that it sold its 2011-built PSV **Skandi Gamma**. The

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financial details of the deal were not revealed. The vessel will be delivered to the new owners during



this month and the Norwegian firm will continue as the technical and commercial manager for the vessel. In March last year, DOF won a new four-year deal from Ithaca Energy for the vessel. The contract with two one-year options attached started on May 1, 2023, in direct continuation of the vessels' current employment. The PSV has been working on the UK Continental Shelf for Ithaca

since May 2021. "The sale of another PSV is in line with our long-term strategy to focus on integrated subsea services and the short to medium-term focus on optimising the combination of earnings and vessel values from our PSV fleet," said Mons S. Aase, CEO of DOF. *(Source: Splash24/7)*

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The advertisement features a central image of a red boat on fire, with a circular inset showing the AKSISFIRE logo and the text "since 1994" and "www.aksisfire.com". To the left, a list of services includes "Fire Detection &amp; Alarm", "Clean Gas", "CO2 System", and "Watermist". To the right, another list includes "Dry Powder", "Deep Fat Fryer", "External FI-FI", and "Gas Detection". At the bottom, a red banner reads "MARINE FIRE PROTECTION SYSTEMS".

## RESEARCH AND PATROL CATAMARAN DELIVERED TO THAI DEPARTMENT OF MARINE AND COASTAL RESOURCES

Thailand's Department of Marine and Coastal Resources (DMCR) has taken delivery of a new catamaran research vessel built by compatriot shipyard Seacrest Marine. The 25-metre aluminium catamaran has a range of features and equipment to help its crew monitor and protect sensitive coastal areas while having minimal impact on the environment. The vessel will be used by the DMCR to patrol Thailand's coastal environments



and monitor the nation's fisheries and marine resources. Designed to accommodate 12 crewmembers and 16 passengers, the main deck features three of the vessel's sleeping quarters, five bathrooms, a large mess, an outdoor dining area, a galley, and a storeroom. The upper deck features an office and operations control room with a day head and an en suite cabin for the captain. The large wheelhouse has been designed to optimise the captain's line of sight, while the upper deck also provides storage for a tender and personal watercraft, both of which are readily available for fast deployment via crane. The hull deck features three crew cabins. *(Source: Baird)*

## DOF AWARDED WEST AFRICAN SUBSEA CONTRACT, UTILISES MAERSK INSTALLER



Norwegian integrated offshore company DOF has been awarded a contract for a large construction transport & installation (T&I) project in West Africa. The project includes the installation of flexible product and various subsea structures. To facilitate the project work, DOF has arranged to utilise the offshore support vessel **Maersk Installer** (IMO 9753911) for the project, with a duration of

between 100 – 150 days. “With the recently announced award from Shell this is the second large job won for the **Maersk Installer** in the last few weeks,” said Mons S Aase, DOF Group ASA chief executive. “After this award the backlog for **Maersk Installer** is strong in 2nd half 2024. This award once again demonstrates DOF's capability to deliver deep-water installation scopes to the energy sector. “We look forward to delivering this project safely to our client.” According to DOF, preparations have already started, and offshore execution is planned for Q3, 2024. The contract value is in the range USD 19 – 29 million. *FPSO & Skandi Skansen* The work involving the above is the second recent and not insignificant contract awarded to DOF for West Africa. Previously, Altera Infrastructures contracted the Norwegian company to install a cylindrical floating production storage and offloading (FPSO) vessel and a floating storage unit (FSO) at Eni's oil and gas development offshore Côte d'Ivoire. For that installation the anchor handling vessel **Skandi Skansen** (IMO 9459759) is responsible for the work, which is expected to take more than 130 vessel days. *(Source: African Ports & Ships)*

## THE WHIPTAIL PROJECT IN GUYANA HAS BEEN AUTHORIZED FOR SAIPEM AND WILL EMPLOY THREE SHIPS

**Saipem FDS2**, **Castorone** and **Constellation** will be the three fleet vehicles used for this work whose value is between 750 million and 1.5 billion dollars. Saipem, after the first information released last November, has now announced that it has received authorization from ExxonMobil Guyana Limited and the partners of the Stabroek block to proceed with the execution of the development project of the Whiptail oil field, located offshore of Guyana at a depth of approximately 2,000 metres. The authorization was granted following the final approval of the investment by the client and partners

and the obtaining of the necessary government authorizations. Saipem's activities include the detailed engineering, procurement, construction and installation (EPCI) of a subsea production plant. The value of the contract is between \$750 million and \$1.5 billion. As already communicated, Saipem had started some initial activities (i.e. detailed engineering and procurement of long lead items) and, following the authorization obtained, will be able to proceed with the execution of all the remaining project activities. The **Saipem FDS2**, **Castorone** and **Constellation** vessels will be used for the offshore installation. Furthermore, for the on-site construction of a portion of the submarine items, Saipem will make use of its Guyana Offshore Construction Facility, located in the port of Georgetown, and an additional local manufacturing plant, demonstrating the company's continued commitment to growth sustainable in the country. Previously, Saipem was awarded five additional contracts by ExxonMobil Guyana for projects in the same region: Liza Phase 1 and Phase 2, Payara, Yellowtail and UARU. (Source: *Shipping Italy*)



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## MARNAVI BRINGS ITS SUBSIDIARY NEXTGEO TO THE STOCK EXCHANGE TOGETHER WITH SMART CAPITAL AND VSL CLUB

The listing project on Euronext Growth Milan has been announced through an offer entirely in capital increase for approximately 50 million euros. NextGeo, a company active in the field of marine geosciences and offshore construction support services mainly in the energy sector, has announced the listing project on Euronext Growth Milan (Egm), the Italian stock exchange list dedicated to small and medium-sized enterprises with high growth potential. growth, through an offer entirely in capital increase for approximately 50 million euros. A note from the company explains that Smart Capital and VSL Club, as Cornerstone Investors of the IPO on EGM, have committed to underwriting, as part of the larger capital increase, a total amount of up to 15 million euros ( with a minimum subscription of 10 million euros). The company's pre-money equity value for investment purposes

will be equal to 250 million euros. This investment, characterized by lock-up commitments lasting 12



months for the investors and by the appointment of an independent board member already identified in the person of Andrea Costantini (President and Managing Partner of Smart Capital as well as Executive Vice President of Agrati Group) , is an expression of their desire to support the company over time in the implementation of an ambitious growth plan, both organically and through some targeted acquisition operations,

which could lead to translisting on Euronext Milan in the future. “We are now entering the heart of the listing process” commented Giovanni Ranieri, CEO of NextGeo, “a fundamental stage that opens up important prospects for the future and knowing that we can count on the support and experience of prestigious Cornerstone Investors further proves the strategy of growth that we want to outline, both internally and externally, which will allow us to consolidate the national and international leadership of NextGeo in the sector of marine geosciences and offshore construction support services, with particular focus in the field of renewable energy ”. NextGeo closed 2023 with clearly growing results: the value of production rose by 121% to 148.6 million euros, thanks to the effective commercial and business strategies that favored obtaining a greater number of orders large dimensions. Ebitda stood at 40.5 million euros, up 281% compared to 2022 with Ebitda Margin equal to 27% and Ebit more than quadrupled to 35.3 million euros, expressing an Ebit Margin equal to at 24%. Net profit almost quadrupled to 29.2 million euros. As of 28 February 2024, the Backlog (intended as the group's order portfolio which includes only the contractual value of projects already obtained by the group) was equal to approximately 325 million euros, of which 204 million euros in reference to contracts that will be executed during 2024. The listing is expected by the end of May on Euronext Growth Milan with a placement consortium made up of Intesa Sanpaolo in the role of Sole Global Coordinator, Joint Bookrunner and Specialist and Alantra in the role of Joint Bookrunner and Euronext Growth Advisor. NextGeo is a leading international company in investigation activities in the field of marine geosciences and in supporting the construction of offshore infrastructures in the energy sector, with a particular focus on renewable energy. Founded at the end of 2014 and part of the Marnavi group, the largest Italian shipowner operating globally in the offshore sector, NextGeo offers consultancy and support services for engineering design and turnkey solutions, thanks to an important know-how consolidated in offshore sector. In fact, the company has an extensive fleet of latest generation Dp 2 class ships, owned or in any case group-owned, and a multi-ethnic team of over 200 professionals, through which it guarantees a wide range of services ranging from consultancy specialized in the field of marine geophysics and geotechnics, environmental and archaeological investigations up to the identification and removal of unexploded weapons of war as well as offshore construction support. In particular, in the area of offshore wind, the group worked on several projects in 2023, mainly in the North Sea, the Baltic Sea and the eastern Atlantic Ocean and, more recently, also in the Mediterranean. Here the company carried out various activities for the market operators 7 Seas Med and Ichnusa Wind Power (of the Copenhagen Offshore Partner group), while in the Interconnectors sector, the group contributed with its services to the creation of many of the most important submarine electrical interconnection infrastructures in Europe such as the Tyrrhenian

Link, Terna's submarine connection which has a total length of approximately 970 kilometers and a power of 1,000 MV, through the activities assigned by Prysmian. Among the contracts awarded by NextGeo also the Great Sea Interconnector, the electrical connection between Greece and Cyprus, currently one of the longest and deepest submarine cables in the world. «We are honored to have reached this agreement which favors the participation of important holding companies in support of the NextGeo development project. The entry of Smart Capital and Vsl Club, the latter specializing in investment operations in the maritime logistics sector, supports the choice to take this significant step towards listing on the stock exchange, confirming the capabilities and potential of NextGeo in its sector reference" added Attilio Ievoli, president of NextGeo and CEO of Marnavi Group. *(Source: Shipping Italy)*

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## MUSEUM NEWS

*NATIONAAL  
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*SLEEPVAARTMUSEUM*

*ONDERTEKENT*

Op 11 april 2024 heeft voorzitter Kees van Essen namens het Nationale Sleepvaartmuseum de intentieovereenkomst voor Loods M ondertekend. Deze collectieve ambitie die eerder door tien Maassluise organisaties en de gemeente Maassluis is ondertekend, vormt een belangrijke mijlpaal voor de ontwikkeling van Loods M, de maritieme en culturele hotspot in wording in de historische haven van



Maassluis. Met deze stap is het Nationaal Sleepvaartmuseum officieel toegetreden tot de groep 'Loodsgenoten' die samenwerken om tot een inspirerend bidbook te komen. *Symbolisch tekenen van de 'Fender Loods M'* Kees van Essen geeft een toelichting. "Dit markeert een nieuwe koers voor de NSM. Het is belangrijk dat niet alleen het bestuur en de Raad van Toezicht meewerken, maar dat alle vrijwilligers worden meegenomen en worden betrokken bij het nadenken over onze toekomst.

We kijken uit naar de plaatjes, de visualisaties van het nieuwe pand die we op 13 mei gepresenteerd krijgen. Dat gaat helpen om het gesprek met onze vrijwilligers goed te voeren.” Kees van Essen gaat in op de wens van het Nationaal Sleepvaartmuseum. “Loods M moet een beleving worden. Daarbij mag het verleden niet vergeten worden. Wij kunnen als museum verhalen uit het verleden vertellen, de evolutie laten zien die we hebben doorgemaakt. Wij verwachten dat Loods M veel nieuwe vormen biedt, veel audiovisuele middelen, nieuwe kansen om ons verhaal te vertellen.” Wethouder Corine Bronsveld was namens het gemeentebestuur aanwezig bij de ondertekening. Zij



onderstreept het belang van de samenwerking met de ‘Loodsgenoten’. Loods M is meer dan een gebouw, maar een onderdeel van breder programma om het erfgoed van Maassluis te gebruiken voor duurzame gebiedsontwikkeling. Zij ziet dat de uitvoering van dat plan goed loopt. “De Erfgoed Deal is gebruikt om de eerste fase goed af te ronden. De programmering staat in de steigers. De aankoop van het

pand was een belangrijke mijlpaal. Als we deze zomer inderdaad een goed bidboek kunnen opleveren, dan hebben we weer een belangrijke mijlpaal behaald. Het belangrijkste resultaat is dat de samenwerking tussen musea, schepen, city marketing, onderwijs en bedrijven op gang is gekomen, met een succesvol vaarprogramma, met een innovatieprogramma en met deze intentieovereenkomst.” Corine Bronsveld geeft aan waarom de musea belangrijk zijn voor Loods M. “Loods M wil een bijdrage leveren aan de ontwikkeling van een groot gebied en aan de verduurzaming van de maritieme wereld. Loods M wil laten zien dat die grote uitdagingen in een context passen, dat het leven met de zee altijd om innovaties en om strijd hebben gevraagd. De musea kunnen die context bieden, kunnen belangrijke verhalen vertellen en zo de interesse wekken voor de huidige uitdagingen en draagvlak creëren voor de mogelijke innovaties.” Ze geeft ook aan waarom Loods M belangrijk is voor Maassluis. “Maassluis heeft een unieke positie aan de Nieuwe Waterweg. Die moeten we koesteren en uitbouwen. Loods M helpt om de krachten in Maassluis te bundelen, zodat we vanuit ons bijzondere verleden en vanuit onze huidige kracht ook een krachtige toekomst kunnen creëren, met extra bedrijvigheid, belangrijke opleidingsmogelijkheden, extra toerisme, extra aandacht voor cultuur.” (PR)

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## WINDFARM NEWS - RENEWABLES

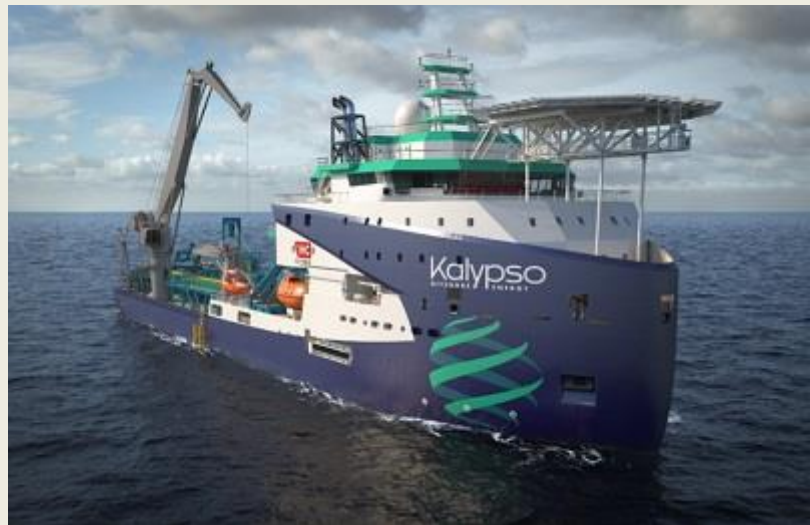
### *ROYAL IHC AND KALYPSO TEAM UP TO BUILD JONES ACT CABLE LAYING VESSEL*

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Kalypso Offshore Energy, an emerging contractor for the offshore wind industry in the US, has signed a Letter of Intent with Royal IHC to build America’s first Jones Act-compliant cable laying vessel (CLV) for the offshore wind market. *Royal IHC* The collaboration between Kalypso and Royal IHC aims to fill a gap in the nation’s vessel capabilities and aims to domestically produce a 5,000-ton CLV. “*Kalypso* is thrilled to partner with Royal IHC to design and deliver America’s first Cable Lay

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Vessel built on U.S. soil dedicated to offshore wind,” said Colin Smith, Managing Director of **Kalypso**. “**Kalypso’s** CLV will enhance the nation’s offshore energy prospects and foster local economic growth.” **Kalypso’s** CLV has been designed and constructed to meet Jones Act compliance standards, ensuring adherence to US legislation for domestic maritime trade. This vessel will offer cable lay services including installation, repair, and maintenance capabilities. Derk te Bokkel, CEO of Royal IHC, said: “I take



pride in leading a company capable of delivering this key contribution to the energy transition and energy security in America’s home market. The development of this CLV is a significant milestone for Royal IHC and the offshore wind sector in the U.S. We feel privileged to provide our added value to a knowledgeable pioneer such as Kalypso.” Kalypso and Royal IHC said they will continue collaborating closely to finalize contract, engineering, and construction details. “Cable installation and repair are critical, but often overlooked, functions to the offshore wind industry and the U.S. must upgrade our capabilities for state and federal deployment targets to be met,” said John Begala, Vice President of State and Federal Policy at the Oceanic Network, the leading nonprofit working to advance offshore wind and other ocean renewable industries. “This investment and partnership demonstrate the attractiveness of the U.S. market and represent a significant maturation of our domestic supply chain.” (Source: *Offshore Wind*)

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## ORION COMPLETES MONOPILE INSTALLATION AT MORAY WEST, WIND ORCA ARRIVES IN SCOTLAND AHEAD OF TURBINE INSTALLATION

Belgian offshore construction company DEME, using its vessel **Orion**, has completed the installation of monopiles at the Moray West offshore wind farm site in Scotland. Monopile installation at Moray West started in October 2023, with Boskalis’s vessel **Bokalift 2** deployed for the work and

**Orion** taking over in February. DEME's **Orion** installed 29 monopiles for Ocean Winds' Scottish



project and its jack-up **Apollo**, which arrived in Scotland at the beginning of this year, remains on the site installing transition pieces (TPs). DEME won the contract for the installation of monopile foundations and transition pieces at Moray West in 2022. The company's scope of work also includes the bolting and grouting of the monopile/transition piece connections. According to the offshore construction company,

Orion was able to install the 29 monopiles in approximately two months "despite harsh winter conditions". DEME also emphasised that, for the Scottish project, innovative specialised tools were deployed, such as a Quad Vibro Hammer and bolting equipment for M90 bolts. The Vibro Hammer was used to overcome the risks of pile-runs, due to the combination of soft and hard soil layers. Afterwards, the piles were hammered to the target depth with a hydraulic impact hammer, DEME said. "'Orion' transported the 29 monopiles, which weigh up to 2000 tonnes each, from the port of Invergordon and installed them in full DP mode, without the use of anchors. Orion's specially designed and high-tech motion compensated pile gripper, in combination with its 5,000-tonne crane and vessel ballasting techniques, enabled efficient operations despite the notorious Scottish winter weather conditions," the company said in a press release on 15 April. As the foundation work continues on the project site of the 882 MW Moray West with TP installation underway, the first wind turbines are expected to soon be installed as Cadeler's vessel **Wind Orca** arrived in the Port of Nigg last week, according to AIS data available online. According to a Notice of Operations from the Moray West project team, issued on 18 March, the wind turbine installation campaign will be taking place from April until October this year. Moray West will have 60 wind turbines and will be the first project to feature Siemens Gamesa's SG 14-222 DD model. The turbines at the 882 MW offshore wind farm will utilise the PowerBoost feature that increases the individual generation capacity to 14.7 MW. Located in the Moray Firth, approximately 22.5 kilometres from the Caithness coastline, Moray West is expected to generate its first power this year and to be fully operational in 2025. Once commissioned, the offshore wind farm will be able to meet the electricity requirements of about 650,000 households in Scotland for 25 years. *(Source: Offshore Wind)*

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## FIRST US-BUILT OFFSHORE WIND TURBINE INSTALLATION VESSEL LAUNCHED IN TEXAS

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Virginia-based energy company Dominion Energy has announced the launch of the first U.S.-built and Jones Act-compliant offshore wind turbine installation vessel, the **Charybdis**. A 472-foot vessel is being built at the Seatrium AmFELS (former Keppel AmFELS) shipyard in Brownsville, Texas, using domestically-sourced steel. Once completed, the vessel will be homeported in Hampton Roads, Virginia, supporting the construction of Dominion's Coastal Virginia Offshore Wind (CVOW) project. "**Charybdis** is vital not only to CVOW, but also to the growth of the offshore wind industry along the U.S. East Coast and is key to the continued development of a domestic supply chain by providing a homegrown solution for the installation of offshore wind turbines," said Bob Blue,



Dominion Energy's chair, president and chief executive officer. The vessel's hull and infrastructure was fabricated with over 14,000 tons of domestic steel, including nearly 10,000 tons sourced from Alabama, West Virginia and North Carolina. The vessel is designed to handle turbine sizes of 12 megawatts or larger. "Seatrium's AmFELS shipyard has partnered with Dominion Energy in this ground-breaking project to supply the first U.S. Jones Act-compliant WTIV, **Charybdis**, playing a critical role in the country's energy transition," said Chris Ong, Seatrium's chief executive officer. "The U.S.-built vessel will not only contribute towards reliable, affordable and clean energy, but also benefit local communities in creating a significant local know-how and job opportunities, paving the way for future growth in the U.S. offshore wind industry." The 2.6 gigawatt Coastal Virginia Offshore Wind project is the largest offshore wind project to receive federal approval to date. The project, located about 27 miles off Virginia Beach, will include the installation of up to 176 wind turbine generators, each with a capacity of 14.7 megawatts. Dominion Energy said the CVOW project has now received the final federal permit required from the Environmental Protection Agency, allowing offshore construction to begin. Offshore monopile installation is set to start in May. (Source: gCaptain)



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## CONSTRUCTION TO SOON BEGIN ON BIGGEST US OFFSHORE WIND FARM

The DP3 installation vessel **Orion**, owned and operated by the Belgian offshore construction specialist DEME, has sailed out of Invergordon in Scotland and is now en route to the United States, where it will be installing monopile foundations at the Coastal Virginia Offshore Wind (CVOW) project site. On 15 April, DEME announced that **Orion** had completed the monopile installation at the Scottish offshore wind farm Moray West and "started its voyage across the Atlantic Ocean back to the United States, heading to its next project in Virginia". The vessel has already been deployed in the US offshore wind market, having worked on the installation of the offshore substation and monopiles on the Vineyard Wind 1 wind farm off Massachusetts. According to AIS data available

online, Orion left the Port of Invergordon on the morning of 15 April and is expected to call the



Port of Halifax on 24 April. From there, the heavy lift installation vessel is scheduled to arrive at the Port of Norfolk, Virginia, in late April, and start preparing for the installation of 176 monopiles at Dominion Energy's project site located some 43 kilometres (27 miles) off the coast of Virginia. DEME secured the work on the 2.6 GW US project in 2021 when Dominion Energy selected the

DEME-Prysmian consortium as the Balance of Plant (BoP) contractor in charge of the transportation and installation of the foundations and the substations, and the EPCI services for the inter-array and export cables for Coastal Virginia Offshore Wind, set to become the largest commercial offshore wind farm in the US. During the CVOW monopile installation, Orion will be using the same equipment the vessel was fitted with for the work on the 882 MW Scottish offshore wind farm. "The combined technology of the Vibro Hammer and Impact Hammer will also be used on the CVOW project, in combination with state-of-the-art noise mitigation technologies to protect marine mammals," said Jan Klaassen, Business Unit Director Americas at DEME Offshore. The monopiles for the 2.6 GW CVOW offshore wind farm are being produced by EEW SPC, which sent off the first batch from its factory in Rostock, Germany, to the Port of Virginia's Portsmouth Marine Terminal in September 2023. The 176 transition pieces (TPs) will be delivered by Bladt Industries from Denmark. The US Department of Interior (DOI) approved the construction and operations plan (COP) for Dominion Energy's 2.6 GW Coastal Virginia Offshore Wind (CVOW) project in October 2023. CVOW will comprise 176 Siemens Gamesa 14 MW wind turbines and three offshore substations. Once fully constructed in 2026, the 2.6 GW offshore wind farm will be able to generate enough electricity to power up to 660,000 households. *(Source: Offshore Wind)*

## HST PADSTOW AT MALTA

The Damen 2710 2024 built British flag and owned with call sign MORL8 Hybrid Crew Transfer Vessel **HST PADSTOW** (Imo 9947184) entering Grand Harbour, Malta during her delivery voyage last Saturday 13th April, 2024. With Aluminium Hull/Superstructure she's 26.8m long (loa) with 10.8m beam and maximum draft of 2.30 m. Her crew complement can be 3 souls (12 hours) or 6 souls (24 hrs). With a cargo area of 90 square metres her deck load is 1.5ts for a square metre. *(Photo by Capt. Lawrence Dalli - www.maltashipphotos.com)*



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## DREDGING NEWS

### VAN OORD WRAPS UP LARGE-SCALE BEACH RESTORATION PROJECT IN VALENCIA



Van Oord has completed the largest beach restoration in Spain's history, restoring the beaches south of the city of Valencia to their original size. The beaches have been slowly eroding since 1965. The Spanish government contracted the joint venture of Van Oord subsidiary Dravo S.A. and Rover Maritime to restore 7 kilometers of coastline and to extend 2 breakwaters to reduce erosion. Van Oord deployed its largest trailing suction hopper

dredger, the **HAM 318**, to apply 3.3 million cubic meters of sand, extending the beaches up to 150 meters wide. The dredged material was pumped ashore over a distance of 1.8 kilometers, using a combination of floating and submerged pipelines. *Building with nature* The widened beaches protect low-lying coastal communities, agricultural areas and the Albufera National Park separating its fresh water from the salt water of the Mediterranean Sea. Another part of the project was restoration of the dunes. A combination of sand, strategically placed sand collectors and newly planted vegetation form the basis of the new dunes. The sand collectors, made from a local type of cordgrass, are placed in squares to trap sand blown along by the wind. Within those squares, the newly planted vegetation will firm up the forming dunes. In total 75.5 kilometers of sand collectors and 44,000 plants were placed to contribute to the overall ecological fortification of the area. The aim is not only to safeguard the natural environment, but also to enhance its ecological resilience. "Van Oord's subsidiary Dravo S.A. looks back on the Valencia project with pride. Thanks to the expertise and commitment of the project team, the large-scale project has been successfully completed within budget and within the agreed execution period. The new beaches not only serve as coastal protection for Valencia, they also contribute to the restoration of the ecology within the area," said Jesus Martin Managing Director Dravo S.A. *NextGenerationEU* The Spanish Government financed the project via the European Commission (EC). The EC started the NextGenerationEU fund in 2021, a temporary instrument to support recovery from the COVID-19 pandemic and build a

greener, more digital and more resilient future. The fund means that members of the European Union have the opportunity to reform and invest in their countries. Part of this fund serves as a plan for recovery, transformation and resilience of coastal areas. The Valencia project, designed by the Ministry of Ecological Transition and Demographic Challenge, via the secretary of state for the environment and Valencia's COSTAS office, met this pillar. *(Source: Dredging Today)*

## NEW MUDDY WATER DREDGE HITS THE WATER

The official launching ceremony of the Muddy Water Dredge “**Vaneta Marie**” is scheduled to take place this week at DSC Dredge building site in New Orleans. This custom-built Marlin Class dredge has an overall length of 371 feet making it one of, if not the longest 24” dredge in the United States with the capability of dredging a 400’ wide cut utilizing an 80° swing arc thus increasing the dredge’s swing/advance efficiency by 5.9%. At a duty point of 28,236 GPM slurry volume, the new dredge will have the ability of filling an Olympic size swimming pool with dredge slurry in only 23 minutes. Some of the equipment on board the Vaneta Marie includes DSC’s survey-grade DSC VISION package; DSC’s Dredge Rx remote monitoring package; and DSC’s Dredge Quality Management (DQM) system for automated USACE reporting. The dredge will also be fitted with three 12’x12’ offices, a 15’ x 19’ meeting/break room, restroom facilities, and a 20’x 27’ lever room. This 24” diesel-electric dredge will have a total installed horsepower of 9,621 HP – delivering 6,830 kW of electrical power. *(Source: Dredging Today)*



## TSHD TRUD R KICKS OFF FREMANTLE PORTS DREDGING SCHEME



Maintenance dredging of Fremantle’s Inner Harbor is now underway, according to the Fremantle Ports, Western Australia. The maintenance dredging, developed and planned over the last two years, will remove sediments that have accumulated in the Inner Harbor from the Swan River estuary since capital dredging was undertaken in 2010. Over the next two weeks, ship spotters will be able to see the hopper dredger **Trud R** removing the sediment from the Inner Harbor. In 2024, around 60,000m<sup>3</sup> of sediments is planned to be removed from the harbor (plus additional 5,000m<sup>3</sup> of sediments annually from 2025-29). The dredging will allow safe access for ships into the Inner

Harbor and ensure the berths remain deep enough for larger container vessels. (Source: *Dredging Today*)

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## HISTORIC YARD

### *ENGLISH SHIPBUILDING COMPANY HENRY SCARR*

Henry Scarr Ltd. was an English shipbuilding company based in the East Riding of Yorkshire at Hessle on the Humber. Henry Scarr took over an existing shipyard in 1897, and continued to build ships there until 1932, when the site was bought by Richard Dunston Ltd. Dunstons operated the shipyard until 1974, and after a series of takeovers, shipbuilding ceased in 1994. *History* Henry Scarr began his career in shipbuilding working with his brother



Joseph in a yard at Beverley on the River Hull. The output from the yard included steel steam tugs, including Southern Cross, which was completed in 1896 for the City Steam Towing Company. It was fitted with a 200 ihp steam engine, and was still operational in 1921, when it became one of the first tugs owned by the newly formed United Towing Company. The partnership between the brothers was dissolved in 1897, and Henry moved to Hessle. The shipyard which he bought constructed wooden ships, including sloops and small pleasure craft, but after he took it over, the building of wooden ships ceased, and only iron and steel ships were produced. He advertised that the slipway at the yard was suitable for ships up to 100 feet (30 m) long. Scarr continued the numbering sequence for ships which had been used at Beverley, which consisted of an initial 'S' and

a yard number. Thus **Southern Cross**, which was built at Beverley, was S.80, and S.123 was built at Hessle just five years later, being launched on 23 March 1901. The ship was named **Pioneer** and was a steel coasting steamer, which was 98.5 by 18 feet (30.0 by 5.5 m) with a draught of 7.5 feet (2.3 m). It was fitted with a 125 ihp engine and was supplied to the Goole-based company of J H Wetherall. It became the first seagoing ship to reach Leeds on the newly enlarged Aire and Calder Navigation, after having travelled to Cornwall to pick up 100 tons of china clay from the port of Fowey. It reached Leeds in August 1901, after a difficult passage along the navigation, caused by the fact that its draught was at the extreme limit of the designed depth of the canal, and that its funnel and mast were too tall to fit under most of the bridges, requiring them to be lowered many times. The yard built a variety of ships, including steel sloops, such as **Kate**, which had works number S.164 and was launched on 22 February 1906. It was built for Barracloughs, and was 65 by 16 feet (19.8 by 4.9 m) with a draught of 7.5 feet (2.3 m). Despite the industrial nature of its normal tasks, it also took part in sloop races, held annually at Barton-upon-Humber until 1929. Not all of the ships remained in their original state, for S.315 Eleanor B, launched on 6 October 1923, was built as a Sheffield-sized sailing keel, but the masts were removed in 1946, and a 40 bhp (30 kW) diesel engine was fitted. Sheffield sized boats were a maximum of 61.5 by 15.5 feet (18.7 by 4.7 m), enabling them to fit through the locks on the Sheffield and South Yorkshire Navigation. In addition to new builds, the company also took on repair work, as in the late 1920s, both **Good Luck**, originally launched on 21



March 1904, and **Motorman** from 24 March 1925 were on stocks on the main slipway at the same time. **Motorman**, which was a twin-screw tug, fitted with two Gardner diesel engines, each developing 78 bhp (58 kW), was used to transfer railway carriages from Carlton near Nottingham on the River Trent to Hull in 1927. 160 carriages were built by Cammell Laird for export to India. They could not be transported by

rail, because they were built to Indian gauge rather than the British standard gauge, and were therefore too large. Cammell Laird ordered five dumb barges from Watsons shipyard at Gainsborough, and the tug towed trains of two barges, each loaded with one carriage, down the River Trent. Scarrs built dumb barges in addition to powered vessels. S.313 **Ril Toto** and S.314 **Ril Dora** were built as 75 by 20 ft (22.9 by 6.1 m) lighters for the flour merchants Spillers in late 1923. Each had a 9 ft (2.7 m) draught, and in 1982, both were bought by Waddingtons, a carrying company based at Swinton, South Yorkshire on the River Don Navigation. One end of each was removed, and the two parts were welded together to form a larger dumb barge. **Ril Dora** became the front part of the new barge, which was named Confidence. It was used to transfer large German castings from Hull to Doncaster, and to return them once they had been machined. In 1932, Richard Dunston's shipyard at Thorne on the Stainforth and Keadby Canal was no longer adequate, and so he bought out Scarr's yard, where larger ships could be launched. Despite the change of ownership, the yard continued to use the Scarr name until 1961, and vessels continued to be given an 'S' prefix until 1976, when H.894 **Kolla**, a 1000-ton Tuna clipper built for Peruvian owners and launched on 4 April, became the first to bear an 'H' prefix. *Surviving vessels* Two of the vessels built at Scarr's shipyard are on the National Historic Ships register. Hunt's **Kim** was built as a sailing keel in 1923, and was motorised in 1946. It was used as a floating workshop in the 1980s, and then as a mooring

pontoon for dredgers in the Humber. It was then left at Goole and was unused for eight years, but has been bought and was undergoing restoration on the Stainforth and Keadby Canal in 2011. **Eden** was a similar vessel built in 1924 for John Hunts of Leeds, and originally named **Hunts-Eden**. It was motorised some time before 1946, when the engine was replaced. It sank in the River Ouse in the 1960s, but was refloated, and bought by Waddington's of Swinton. Waddington's fitted a new engine in 1968, gave it its present name, and it was used to carry steel beams from Goole to Rotherham. It remained in commercial use until 1998, when it was sold for private use. In 2011 it was fitted with a Perkins engine, and the owner announced his plans to refit a mast and rigging, so that it can again be sailed. The John M Rishworth is also still operational, and in 2012 was moored at Millwall Dock on the Isle of Dogs in East London. The **Fire King**, a 60 ft twin screw fire float built in 1906 for the River Wear Watch, survives as the **Sarah Elizabeth Banks**, now a private yacht based in Seattle, USA, and owned by the great grandson of the vessel's original engine builder, F.T. Harker, who also built steam engines for other Scarr vessels.

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## YARD NEWS

### *MOL CONTINUES OFFSHORE WIND DRIVE WITH MODULE CARRIER ORDER IN CHINA*

Mitsui OSK Lines (MOL) has contracted a private Chinese yard, Taizhou Sanfu Ship Engineering, for the construction of a module carrier that will serve the Japanese offshore wind sector. The 13,000 dwt newbuild is set for delivery in the spring of 2026 under a contract with JFE Engineering to ship offshore wind turbine foundations to construction sites in Japan.



Financial terms have not been revealed. The vessel will be about 150 m long and operated by MOL Coastal Shipping under the management of MOL Drybulk, which currently also operates a 3,700 dwt module carrier on a time charter in waters off the coast of Asia. The Japanese shipping giant said

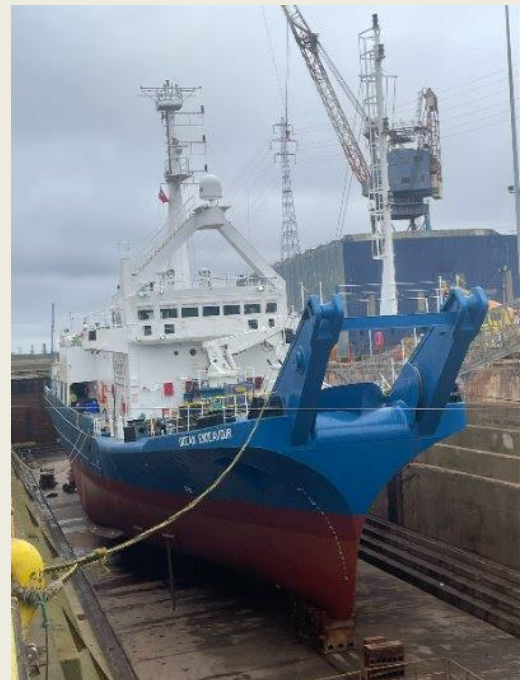
it expects domestic demand for wind turbine components to increase in a variety of scenarios. The company has been gradually growing its offshore wind business in Asia with investments in several segments, including crew transfer vessels and construction service operation units. The latest newbuild will be the first coastal module carrier in Japan and fit to carry monopiles, towers, blades, nacelles, and floating foundations, MOL said. *(Source: Splash24/7)*

## OCEAN ENDEAVOUR RESEARCH SHIP OPTS FOR THORDON



Thordon Bearings, the pioneer in water-lubricated bearings, secured a new order for a rudder bearing that was fitted to a 77.1m (253ft) research ship that frequently operates in ecologically sensitive marine environments. The order underscores the value of Thordon's grease-free bearing and seal solutions in helping to keep oceans and seas clean. The 38-year-old Ocean Endeavour, operated by the UK's Gardline, a multi-disciplinary marine survey company which operates a fleet of 13 multi-role survey ships, was recently fitted with

Thordon's SXL rudder bearing at UK Docks Marine Services' Teesside drydock. Bruntons Propellers, Thordon's new authorized distributor in the UK, secured the order from the UK-based ship repair group, which operates drydocks and berths throughout the country. Ocean Endeavour, which runs a pair of Ruston 8RKCM main engines driving a single four-bladed CP propeller, was previously fitted with a bronze rudder bearing. This required replacement due to age-related wear and tear, and bronze bearing replacement is expensive. This kind of system also requires lubricating grease, which increases the risk of pollution with grease leaking into the ocean. Thordon's water-lubricated SXL bearing, the far more cost-effective option, negates completely the need for grease. Neil McDonald, Thordon Bearings' Regional Manager, Northern Europe & Africa, said: "The lead time and price we offer for our SXL solutions are two major benefits for ship owners and the yards carrying out refit work. A like-for-like bronze bush replacement would have taken twelve weeks for the part to be delivered and would have been very expensive. We were able to get the SXL material to the yard in a matter of days and for significantly less. It's also a better product!" "With UK Docks Marine specifying SXL we contribute to the vessel and Gardline's ESG commitment and continued environmental performance. I would also like to emphasize the fast service and delivery provided by our new distributor, Bruntons Propellers." Jonathan Shaw, Managing Director, Bruntons Propellers, said: "We have hit the ground running as the new UK and Ireland distributor for Thordon Bearings. As a major propeller supplier to owners and yards around the world we were approached by UK





Docks Marine Services to find a new rudder bearing solution following the Ocean Endeavour's return. A particular shout out goes to Celia Birnie, our UK & Ireland Sales Executive, who is working with Thordon to ensure the vessel maintains its schedule." The vessel returned to home port Great Yarmouth, UK, after carrying out seismic exploration surveys around the Northwest Coast of Australia. McDonald added: "This order clearly demonstrates Thordon's ability to ship the required repair items very quickly, to avoid any delays for the ship or inconvenience for passengers and crew," said McDonald. "The SXL bearing is also easier to machine and fit, once on site, compared to conventional bronze bearings." (PR)

## WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - *SAAM Towage Canada Becomes First Zero-Emission Electric Tug Operator in the Port of Vancouver*
  - *Sanmar's latest high-powered heavy-duty escort tug is launched*
  - *KOTUG signs framework agreement with Padmos for construction of complete E-Pusher lineup*
  - *SANMAR delivers its 300th tugboat built to Robert Allan Ltd design*
  - *Med Marine completed another flawless delivery of state-of-the-art MED-2575 tug to Nemeca Z*
2. *Several updates on the Broker Sales page posted last week.*  
(New page on the website. If you are interested to have your sales on the website)  
(pls contact [jvds@towingline.com](mailto:jvds@towingline.com))
  - *Platform Supply Vessel – "TEK-OCEAN SPIRIT" for sale (sold)*
3. *Several updates on the Newsletter – Fleetlist page posted last week*
  - *WUZ - Gdansk by Jasiu van Haarlem (new)*
  - *Vroon Offshore Services by Jasiu van Haarlem*
  - *Rebarca - Barcelona by Jasiu van Haarlem*
  - *Suez Canal - Ismalia by Jasiu van Haarlem*
  - *AVRA Towage - Rotterdam by Jasiu van Haarlem*

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