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

Distribution twice a week 21,350+

TUGS & TOWING NEWS.

FIRST OF ITS KIND TRAKTOR V3900-DF LAUNCHED AT UZMAR SHIPYARD



On February 27th, 2024, the world’s first Voith propelled tractor tug with LNG dual fuel propulsion was successfully launched by Uzmar Shipyard in Istanbul, Turkey. Named the **Sultanhani**, this is the first of two hulls being built for Turkish tug operator BOTAS to Robert Allan Ltd.’s TRAKtor V3900-DF design. A first of its kind design, the TRAKtor V3900-DF builds on Robert Allan Ltd.’s extensive experience designing both Voith

tractor tugs and LNG dual fuel tugs. It combines the excellent manoeuvrability and reliability of Voith propulsion in a greener envelope where the tug can operate on either diesel oil or LNG. Even when operating on diesel oil alone emissions are reduced with an IMO Tier III after-treatment installation. Due to the forward location of the VSP units the LNG tank hold is located aft of the engine room, providing separation of the gas system and any associated hazardous areas from the accommodation block. *Particulars of the TRAKtor V3900-DF are as follows:* Length Overall: 39.0 m; Beam, Moulded: 15.0 m; Depth, Moulded: 6.0 m; LNG Capacity: 40 m³; Diesel Oil Capacity: 164 m³; Power: 2 x 3000 kW; Bollard Pull (predicted): 80 tonnes. *(Source: Robert Allan Ltd)*

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TUGBOAT KOOS No. 2 ... A WEST COAST RELIC

Paul Newman's 1971 movie *Sometimes a Great Notion* told the story of a log-towing family on the Oregon Coast. A little boat that remains from that era is the tug **Koos No. 2**, now part of a marine interpretive center located on the waterfront at Coos Bay, Oregon. **Koos No. 2** is a former Knutson Towboat tug, built in 1924 at Marshfield, Oregon by Frank Lowe for owner Louis Knutson. For most of



its life, the little boat worked along the Coos River and on Coos Bay rafting and towing logs, and is equipped with serrated metal teeth on its stem for log moving. The restored boat now rests high and dry on wooden blocks set under a protective cover at Coos Bay to allow visitors to view the entire hull. According to a nearby plaque, **Koos No. 2** was the second of many tugs with the "Koos" name, which comes from a local Indian tribe. It was retired from the Knutson fleet in 1987 and donated to the City of Coos Bay for exhibit. Knutson Towboat itself remains headquartered at the port and operates tugs within Coos Bay as well as at Humboldt Bay, California. *(Source: Ocean Times story & images by Jim Shaw)*

47 SECONDS OF PRECISION IN MOTION! – BY DMT



Some of the highest winches we have ever built left our workshop after a one week-long journey of a seamless assembly process. In just 47 seconds you can witness how, from meticulously combining each component to ensuring flawless functionality, our dedicated team has spared no effort in crafting these engineering marvels.

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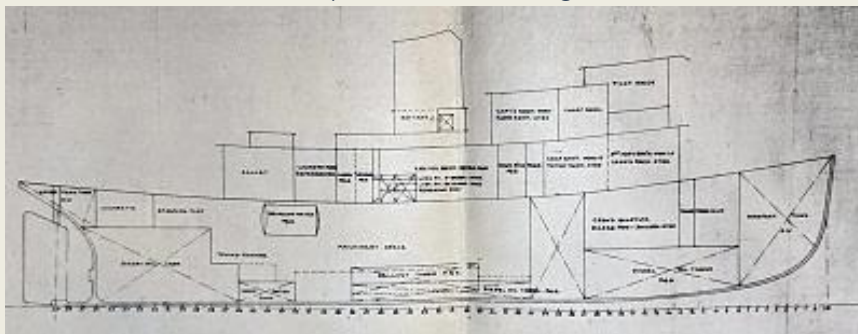
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113' TUGS OF THE U.S. ARMY - THE ARMY TAKES NOTICE.. (PART 2)

With the onset of WWII approaching, the tugs would not stay with their original owners very long. All three would be requisitioned by the Army/Navy in 1942/43. The **Rowen Card** became the Net Tender YNT-12/**Tamaha**, the **Dauntless #14** became the tug YT-171/**Yaquima** and the **Dauntless #15** became the Army Quartermasters tug **Col. Albert H. Barkley**. As it would turn out, the US Army was so happy with the **Dauntless #15** that they opted to copy the design and build their own. Now known as Design #271,



the order of 14 tugs was split with 8 going to Jakobson Shipyard, in Oyster Bay, NY and 6 going to Tampa Marine, in Tampa, FL. The tugs were the exact same design as the **Dauntless #15**, with the same specifications. The only change would be that all 14 tugs were powered by Enterprise engines. Everything else, right down to the Superior auxiliary generator, double shaft generators, towing machine and layout was all the same as the **Dauntless #15**. The tugs used an Enterprise DMQ-38 engine. This was a 16" bore with a 20" stroke, 4-stroke direct reversing engine. An Elliot-Buchi turbocharger helped the engine make 1200HP at only 275RPM. These engines have a very unique sound to them, a slow rhythm with the slight turbo whistle in the background. Here is a great video/audio of an Enterprise DMG-36, the next size engine down, but a great demonstration of the sound of these engines, posted by Youtube user Alain1554. Click [HERE](#) The 14 tugs would all be named after majors of the US Army.



Jakobson built theirs between April of 1943 and March of 1944 were the: **LT-1, Major Ethel A. Robbins**, **LT-2 Major Randolph J. Hernandez**, **LT-3 Major Ralph Bogle**, **LT-4 Major Wilbur F.**

Browder, **LT-5 Major Elisha K. Henson**, **LT-6 Major Ocea L. Ferris**, **LT-7 Major George W. Hovey** & **LT-8 Charles A. Radcliffe**. Tampa Marine would build theirs also starting in April of 1943, and finishing in October. Their tugs were the: **LT-18 Major Emile H. Block**, **LT-19 J.H. Hickey**, **LT-20 Major Robert W. King**, **LT-21 Major Otto I. Lantry**, **LT-22 Major E.J. Maloy**, **LT-23 Major C.A. McGarrigle**. These tugs went right to work for the war effort, with several being present for the Normandy Beach invasion in June of 1944. 3 of these tugs would be transferred to the Army Corps of Engineers, and put to work on the Great Lakes. The **LT-4 Major Wilbur F. Browder** became the **Ludington**, **LT-5 Major Elisha K. Henson** became the **John F. Nash** and the **LT-18 Major Emile H. Block** became the **Lake Superior**. Amazingly enough, all 3 of these tugs would become museum ships after their careers with the ACOE ended. (*Source: vintagedieseldesign; Photo: Richard*)

UNDERPAYMENT OF CREW LEADS TO A 40,000 EURO FINE

A Philippine posting agency for seafarers has been fined almost 40,000 euros because nine crew members on Dutch tugboats were paid less than the legal minimum wage. Despite numerous objections, the judge has established that this company is responsible for the violations. However, the fine was lower because it took



years before a ruling on this matter was reached. The origin of this case lies in the period from December 1, 2015 to May 31, 2016. After a report, the SZW Inspectorate (now the Labor Inspectorate) determined that nine hired Filipino crew members received less than the legal minimum wage during that six-month period. This resulted in a fine of 57,000 euros for the company whose staff was hired. This amount had to be paid within four weeks, otherwise a penalty of 2,350 euros would be added per day. It was also warned that work could be stopped if the payment of staff was not arranged. *Not the employer* Because objections to these measures yielded no results, the company went to court. The violations would not have fallen within the scope of the Minimum Wage Act (Wml) at the time. Moreover, the company argues that it was not the employer of the nine crew members and therefore could not determine what they were paid. The differences between Philippine and Dutch law on employment practices were allegedly not sufficiently taken into account. The fine of 57,000 euros would not only be disproportionately high, but also unjustified because, due to lower payments in the Philippines, the crew members would have a higher net salary than if they had paid income tax in the Netherlands. There is no doubt that the Minimum Wage Act applied to these people *In Dutch ports* The judge sweeps all these points off the table. The nine crew members worked on six different tugboats, all registered in the Netherlands. All work took place in or near Dutch ports. So there is no doubt that the Minimum Wage Act applied to these people. Furthermore, everything shows that the company functioned as a temporary employment agency, and therefore as an employer. The hiring agreement states that the Philippine company is responsible for, among other things, selecting, hiring, training and paying the staff. And with regard to the fine, the judge has no choice but to determine that it was imposed in accordance with the fine policy in force at the time. Violation X carries a fine Y; there is nothing disproportionate about that. The company also did not agree with the penalty payment and the 'warning preventive shutdown of work'. And the judge can't do much with that either. The penalty has been demonstrably calculated

correctly. The fact that the warning was only imposed two years after violations and that the cooperation with the hiring company had already ended at that time is also no reason to scrap this measure. The passage of time does not in itself rule out recurrence and, moreover, the working method has not been adjusted after previously identified violations. The warning was therefore justified, but it is not important whether it can actually be enforced. *Right on one point* The judge further ruled that the accumulation of measures – fine, penalty and warning – is not too much of a good thing. But if the reasonable treatment period is exceeded by two years and seven months, the costs are still lower. After compensation for this, 39,900 euros of the 57,000 euro fine remains. Due to the exceedances, the ministry, which includes the inspection service, must also pay 2,500 euros in compensation and is also responsible for legal costs and court fees of almost 2,000 euros in total. (Source: *Schuttevaer by Vincent Krabbendam translate by google*)

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1988 – MAASTROOM - IN ACTION FOR PROJECT BOLNES (NLD) / 50 YEARS VAN WIJNGAARDEN MARINE SERVICES B.V.!



The **Maastroom** owes its name to the 'Maas', a 950 kilometer long river. This river originates in France and then flows through Belgium and the Netherlands. For the Netherlands, the Maas is the southernmost of all its major rivers. The Maas flows into the North Sea via the Dutch river delta. *History* The site of the IJVC shipyard in Bolnes – situated in the shadow of the

Van Brienoordbrug on the Nieuwe Maas – was the 'home base' of pilot tender the **Maastroom**. This ship transported pilots to ships; mainly low-profile coasters that went to Germany. Van Wijngaarden Marine Services was hired by the Loodswezen directly after the privatization and thus became the first subcontractor. The home base previously served as 'crew-cabin' at the Oosterscheldewerken. During the renovation, 55 chairs were removed and room was made for a seating area, a kitchenette, a bedroom, sanitary facilities and communication tools in order to be in

contact with the 'Marconiplein' 24/7. The **Maasstroomb** crew consisted of two people. They were required to safely sail and execute the necessary primary maintenance on the tender and home base. Approximately 2000-2500 departures were made from Bolnes every year. (PR)

DREDGER MODEL FOR SALE

We herewith like to inform you that from private collector is for sale an unique model from the Trailing Suction Hopper Dredger "**Mayumbe**" (IMO: 7114678). This topmodel from 1971 Shipyard Beliard, Belgium. The model in glass display has the following dimensions; length 138 cm, width 33 cm and high 50 cm. The price for this very fine model is Euro 12.500. for Office or home decoration.

History: The trailer suction hopper dredger **Mayumbe** itself was built in 1970 by Scheepswerven St. Pieter NV – Hemiksem; Belgium for La Congolaise des voies maritimes (CVM) under yard number 207. Her Physical properties are Length (OA): 81.31 m; Length (BP): 75.01 m; Width: 14.05 m; Depth: 6 m; Draft (loaded): 5 m; Number of engines: 2; Engine specs: 4Str - 9 cyl - 42.00 x 56.00 – rpm; Total power: 3,446 kW; Hopper volume: 1300 m³; Dredging depth: 18 m; Number of dredging pipes: 1. *Interests can Contact*



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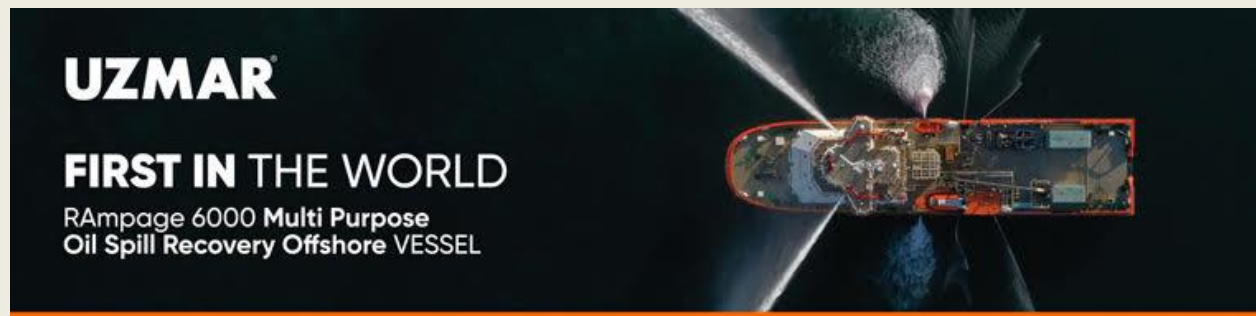
ICEBREAKER "KRASIN" WILL UNDERGO REPAIRS



FSUE "Rosmorport" will repair the icebreaker "**Krasin**". This is evidenced by data from the Unified Information System in the field of procurement. On April 16, the company announced an electronic auction among small and medium-sized businesses to carry out work on repairing the electromechanical part of the icebreaker. The starting price of the contract is 14,841,400 rubles. In addition, Rosmorport is looking for a

contractor to carry out work on the repair of the deck part of the vessel (the initial contract price is 4,455,200 rubles) and to carry out work on the repair of the main engines and auxiliary engines of the icebreaker (the initial contract price is 1,925,600.30 rubles). Let us remind you that the icebreaker "**Krasin**" was built in Finland in 1976. The power of the ship's power plant is 30.4 MW. The icebreaker can overcome ice 1.8 m thick at a speed of 4-6 knots. (*Source: Sudostroenie; Photo: "Rosmorport"*)

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RECOGNITION FOR THE CREW OF THE TUG **BUCKLEY McALLISTER**

Providence Steamboat Company and the crew of the tug **Buckley McAllister** recognized for heroic action! In January of this year while working a car carrier in the Port of Davisville, **Buckley** captain Craig Lewis witnessed a port employee fall into the frigid waters of Narragansett Bay. Capt. Lewis immediately implemented emergency action and steered the **Buckley** toward the distressed line handler. Upon reaching the individual, the crew were able to quickly respond and get him aboard



the tug safely. They then brought the line handler to the dock where EMS were able to treat the individual. In recognition of their intrepid rescue efforts, Joseph Riccio, Port Director at Davisville, honored Providence and each individual crewmember of the tug Buckley with Certificates of Appreciation. Bravo to Mate Devon Lancaster, Chief Engineer Michael Bibby, AB Adam Gauvin and Captain Craig Lewis for their quick response and lifesaving actions! (*PR*)

THE ITALIAN-GREEK JV VERNICOS SCAFI BRINGS TO THREE THE NEW TUGBOATS ORDERED IN TÜRKIYE

Two more vessels have been added to the Med Marine shipyard, to be delivered in the next twelve months and with a Bollard pull of 80 tonnes. In the space of a few days Vernicos Scafi Tugs and Salvage Maritime Co., the Greek joint venture formed by the Italian Scafi group and local partner Vernicos, has announced a series of new orders to



shipyards for modern tugboats that will enter service in the coming years. The first announcement concerns the purchase of a second tug (model RAmports 2500-W design by Robert Allan Ltd) under construction in Turkey at the Med marine shipyard in Eregli with delivery scheduled for March 2025. It will be used in ship assistance, to coastal towing and escort duties. The fixed point firing capacity is 80 tons, the engine is composed of two Caterpillar/3516E capable of developing 2,100 kW of power each and two Kongsberg/US 255S FP thrusters. This is the third order with the Med Marine shipyard signed in the last year. This week Vernicos Scafi then announced that it had increased to three the number of tugboats with 80 tonnes of Bollard Pull commissioned from the Turkish shipyard Med Marine. The first will be delivered in September and the second in March next year.

(Source: Shipping Italy)

GROUP OCEAN, SULNORTE, AND CTP ANNOUNCE THE ESTABLISHMENT OF TUGNETWORK TEAM



Offering High level Port Towing Services in the Americas. Port towing service providers Group Ocean of Canada, Sulnorte of Brazil, and CPT Towage of Chile are proud to announce that they have joined forces to create a strategic cooperation network called TugNetwork Team. The goal of TugNetwork is to enhance port towing business operations through better services and alternatives for customers, wide coverage, identifying synergies,

and exchanging best practices with other operators. The creation of this cooperative network will increase the competitiveness of local players and put them on par with international counterparts to provide customers with competitive prices and advantageous market coverage. This partnership

comes at a time when there has been market consolidation in the port towing sector for several years. This has resulted in immense pressure on shipowners, who ultimately have less freedom of choice in their port services. To offset this threat, the aforementioned players have taken the initiative to unite their forces in a strategic cooperation network. This network offers tangible benefits to customers, including a comprehensive understanding of local maritime conditions, flexible intervention and response times tailored to customer needs, a presence in ports outside major centers, and ultimately access to competitive offerings. The current coverage of the TugNetwork team includes 82 ports with 108 tugs in 9 countries in the Americas, positioning the network as a key player in the Americas. However, the TugNetwork will not be limited to the current three founding members but will seek to expand its coverage with other local players who share similar experiences. For any information or inquiries regarding the services offered or how to join the Network's force, please write directly to: info@tugnetworkteam.com (PR)

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AGAIN WAGENBORG PERFORMS SAFE TUG ASSISTANCE FOR LNG CARRIER IN EEMSHAVEN

Sunday April 14th, Wagenborg again assisted an inbound LNG carrier safely to berth in Eemhaven, for towing the SM Albatros, the Wagenborg tugs **Waterlines**, **Waterland**, **Waterstraat** and **Waterstroom** were put in action. With the combination of highly experienced crews and a fleet of nine modern quality tug boats up to 80 ton bollard pull capacity, Wagenborg guarantees that a towing job is getting



done. Whatever the challenge. This way we have proven to be the anchor for our customers given the facts that since the start of the LNG terminal in Eemshaven dozens of inbound and outbound LNG carriers were assisted by Wagenborg tugs. In addition, Wagenborg has serviced the majority of these vessels with agency services and customs. The combination of both tug assistance and agency services by Wagenborg results in a smooth port call in Eemshaven, 24/7. (PR)

TUGBOAT ORDERS REACHED 70 LAST QUARTER



Shipyards received new contracts for harbour and escort tugs from owners to modernise and expand their fleets in Q1 2024. In a hectic start to the year, shipbuilders registered 70 tug orders in Q1 2024 from owners seeking to modernise and expand their fleets through purchasing newbuildings, according to data collated by International Tug & Salvage.

This was up from 62 ordered in Q1 2023 and 66 reported in Q4 2023. These additions boosted the global shipyard orderbook for tugboats to 365 vessels by the start of Q2 2024, according to BRL Shipping Consultants, up from 348 at the end of 2023 and 323 in Q1 2023. This data supports sentiment from shipbuilders that 2024 will be a busy year for tug construction despite the challenges of sourcing critical machinery and equipment from strained supply chains, and from cost inflation. Demand is coming from both major tug owners ordering new tugs to bolster their fleets, to smaller players purchasing new vessels from shipyard stocks. Orders were also received from large port authorities and operators. Brazilian shipyards gained the most newbuild orders during Q1 2024 with at least 26 tugs ordered by Brazilian owners. According to Sinaval, the institution supporting Brazilian shipyards, Marlin Serviços Ambienta is ordering 12 tugs from São Miguel shipyard, backed by the nation's Merchant Marine Fund. Wilson Sons also gained funds to build three azimuth stern drive (ASD) harbour tugs to Damen's ASD 2312 design at its shipyard and Transdourada Navegação gained finance to build four river pushers at the Juruá shipyard. Camorim Maritime Services ordered five tugs from Detroit Brasil and Sulnorte signed a contract for the construction of two tugboats at Rio Maguari Shipyard, which is already constructing newbuilds for Svitzer. Chinese shipyards also received tugboat orders, with Jiangsu Zhenjiang cutting steel for four new tugs in Q1 2024, while Afai Southern gained contracts for two tugs from Chongqing Shipping Co. Damen Shipyards gained tug supply orders from South Africa's Transnet National Ports Authority, which is modernising its fleet as it invests in the nation's ports to raise their cargo and ship capacities. Also in this data are orders at Turkish shipyards, and builders in Indonesia, Malaysia and the Netherlands. Orders and contracts signed in 2023 led to a surge in newbuild deliveries in Q1 2024, with 72 recorded by ITS, up from 64 reported in Q1 2023 and 67 in Q4 2023. Delivery data does not include tugs completed by shipyards for their own stocks of affiliate fleets but does include towboats and other inland towage vessels. Around 22% of the deliveries came from Chinese shipyards, many for domestic owners, and another 18% from Turkish builders, then 17% from US facilities for US owners. The data includes 61 harbour tugs, nine inland towboats and two naval tugboats. As more information is collated, this data is expected to rise as it is updated. [Data updates](#) This is the case of the full year 2023 deliveries. Since publishing market information in January/February 2024, ITS added 31 more tug deliveries to its already recorded 271 vessels, increasing the actual figure to 302 tugboats brought into service in 2023. Many of these come from completions by Japanese shipyards, which reported 16 more deliveries to shipping consultants in 2023. These came from Daizo Corp, Hanasaki Zosensho, Hongawara Zosen, Kanagawa Zosen and Odo Shipbuilding & Engineering. Kanagawa Zosen remains the busiest Japanese shipyard for tug construction. Delivery data was also added from Turkish

shipyards and facilities in the US, Malaysia, South Korea and Vietnam. For example, information added in Q1 2024 includes the delivery of two ASD tugs, designed and built by Damen in 2023 to Engage Marine. Engage Renegade and Engage Rascal were built to ASD Tug 2813 design in Vietnam, each with two Caterpillar 3516-C TA HD/D main engines and 82 tonnes of bollard pull. These 381-gt tugs were both working in Sydney, Australia in Q1 2024. (Source: Riviera by Martyn Wingrove)

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ACCIDENTS – SALVAGE NEWS

A FIRE BROKE OUT ON A CEMENT-LOADED SHIP

One person was affected by the smoke in the fire that broke out in the wheelhouse of the ship belonging to Gümüştaş Denizcilik, which was docked in Ünye Port in Ordu. According to the information received, a fire broke out in the pilothouse of the dry cargo ship anchored in Ünye Port at night for an unknown reason. Upon the notice of the crew, Metropolitan Municipality Fire Department Ünye Fire Department Group Chief and 112 Emergency Health teams were dispatched to the scene. Ship crew member Eray Patan, who was affected by the smoke, was treated at Ünye State Hospital. The fire was extinguished after about an hour of work. An investigation has been launched into the incident. (Source: Haber Denizde)



LIVESTOCK CARRIER RUNS AGROUND DUE TO STRONG WINDS

The livestock carrier “**Deala**” ran aground at the Rasa Port Entrance on Tuesday, April 16th. According to the Ministry of the Sea, Transport, and Infrastructure, Tanzania, the ship ran aground at the entrance to the Rasa Port in Croatia at around 7:30 p.m. local time. The ship had 15 crew

members, all of Egyptian nationality, onboard. None of the crew members were harmed in the



incident. There have been no reports of pollution so far following the incident. The Maritime Rescue Coordination Center (MRCC) had received an assistance request from a tugboat a little after 7:00 PM, around 30 minutes before the mishap took place. The assistance request was sent due to prevalent strong winds and concerns that the ship might run aground at the

entrance to the Rasa Port. The [Deal](#) is 79m long and 13 m wide and is flagged in Tanzania. It is currently managed and owned by Deala Shipping Co., Ltd., in Istanbul, Turkey. (Source: *Maritime News*)

START OF FIRE ON THE “WHY NOT?” », END OF MISSION FOR THE IFREMER SHIP

While the “Why not?” » was off the coast of the United States on a mission to explore the deep sea of the Pacific, the propulsion equipment of the ship operated by Ifremer suffered successive breakdowns. Mission canceled for the Why Not? Ifremer was counting on the exploration ship for observation of the deep sea in the Pacific. According to Ouest-France, three of the



four alternators of the ship - floating laboratory (which has 601 m² of scientific premises), powered by an ultra-quiet diesel-electric engine, presented failures, one after the other. A first on February 27, while en route to San Diego. A fire was observed despite up-to-date engine inspections, said Olivier Lefort, director of the French oceanographic fleet. A second on March 7 then a third, on April 11, after a week of navigation after the repairs carried out and the replacement of damaged parts. With a single reliable alternator, the Why Not? had to return to the port of San Diego to ensure the safety of the 35 crew members on board. *Ongoing discussions with the supplier* The director of the Fof estimates the financial damage at more than a million euros but hopes to see the mission postponed despite everything: The team is considering a reconfiguration. Ouest-France specifies that discussions are underway with the supplier to determine the origin of this damage. As the propulsion systems are different for each ship in the French oceanographic fleet, the Why Pas? should be the only one of its kind. (Source: *LeMarin*)

SOUTH KOREAN CHEMICAL TANKER DAMAGED AFTER RUNNING AGROUND NEAR JAPAN



A leading UK based marine insurance and claim consultant has reported that **Keoyoung Pioneer**, the chemical tanker ran aground near the Kuchinoshima Island, Japan. The incident happened on 16th April 2024 when the vessel was en route to the port of Nagoya, Japan. As per the report, the 2006 built **Keoyoung Pioneer**

sustained damages to its hull and there is fuel leaking due to the hull breach. **Keoyoung Pioneer** is a South Korean flag vessel with a summer deadweight of 3970 tonnes. The vessel departed from Kemen, China on 14th April, and on 16th April, the vessel hit the reefs northwest of Kuchinoshima Island, Japan. Maritime authorities are assessing the damage and extent of hazard possessed by the grounded vessel. The potential environmental impact of the fuel leak is currently undetermined. It is not yet known if there were any injuries. It's a developing story and further information will be updated as reports become available. *(Source: Maritime News)*

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Photo: Courtesy by Sanmar

CRUISE SHIP ALLIDES WITH PIER AS IT FAILS TO HALT ON TIME

The cruise ship **Celestyal Journey** was allided with a pier in Kuşadası, Turkey. The incident occurred on April 15th, when the cruise vessel's attempt to dock at the port went wrong. As the ship maneuvered towards the Aegean Port at around noon and neared the docks, the ship failed to halt and ended up alliding with the pier. This inflicted minor damage to both the ship and the dock structure. A few



witnesses were present on the scene and captured the moment of impact on their cellphones. The **Celestyal Journey** is a passenger cruise ship that is sailing under the flag of Bermuda. The ship is 220m long and 32m wide. The ship was built in 1994 and was acquired by Celestyal Cruises in 2023. The incident was relatively benign, and no injuries were reported. *(Source: Maritime News)*

OFFSHORE NEWS

HAVILA TAKES FULL CONTROL OF VOLSTAD MARITIME



The cooperation of O.S. Energy GmbH, Foga Consult ApS and Newcastle Marine Services Ltd. Is strengthening the service portfolio towards their customers by including an additional vessel into the fleet of specialised survey & guard vessels. By the end of March, the group has taken over the offshore survey and support vessel “**Fortuna Robin**”. The “M/S **Fortuna Robin**”, will enter into buoy handling, specialist operations, environmental

monitoring and advisory tasks for the Groups clients. It is with our utmost pleasure that the companies are presenting yet another asset towards their existing as well as new customers. The inclusion of the M/S **Fortuna Robin**, means that the cooperation is now providing Thirteen specialized vessels, for rendering services from the Baltic and North Seas to the British Isles, Irish Sea and Channel countries. The **Fortuna Robin** was purchased from a German Shipowner which has operated the vessel under the name M/S **Noorsupply** (ex. M/S **Føniks Supply**). "We are pleased to include her into our portfolio of vessels being run under our ISO certified Ship Management System". "The acquisition of the M/S **Fortuna Robin** is in line with our strategy, of offering cost-efficient and diverse services into the ever increasing markets of offshore energy, communications, transmission and constructions at sea. This strategy includes the development and tests of alternative and zero emission fuels in our vessels, in a variety of research projects, together with some of the most proactive and dedicated companies and universities in Europe. The “M/S **Fortuna Robin**”; Flag: Danish; Class: BV; Gross Tonnage: 175 GT; Length over all: 28,50m; Beam: 8,00m; Draught: 1,70m; Deckspace: 118 m²; Crane capacity: 10,75 t @ 4,75 m. *Services include amongst others:* • Buoy handling of larger buoys; • POD and services; • Video and multibeam survey; • Sidescan and sonar survey; • UXO and geotechnical survey; • Offshore supply services; • Bottom and water sampling; • ROV cable tracking / Video; • Base ship for ROV, drone and diving operations. *(PR)*

WOODSIDE ENERGY TAPS ARGO FOR CALYPSO SURVEY OFF TRINIDAD

Norwegian surveyor Argeo has signed a contract with Woodside Energy for an AUV geophysical

survey of the deepwater Calypso field off Trinidad and Tobago. The work will be carried out by the [Argeo Searcher](#) vessel and will begin in the third quarter of 2024. The project will occupy the vessel for approximately 60 days, not including any additional work. Calypso is a conventional gas field discovered in 2002, located approximately 225 km off the East coast of Trinidad. The project is currently in the feasibility stage while the final investment decision for the project is expected in 2026. Woodside's sole partner in the field is BP. Production from the Calypso conventional gas development project is expected to begin in 2027 and is forecast to reach the end of life in 2048. "This contract ignites our Caribbean and South American campaign to provide top-tier deep-water services within the North and South Americas geomarket," said Trond Figenschou Crant, CEO of Argeo. *(Source: Splash24/7)*



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MULTIPURPOSE WORKBOAT WADDENSTROOM DP2

ALL AMERICAN MARINE TO BUILD RESEARCH VESSEL FOR CAL POLY HUMBOLDT

All American Marine (AAM), together with the California Polytechnic Institute at Humboldt (Cal Poly), is proud to announce the contract to build an innovative research vessel for their marine sciences program. The vessel is a 78' x 26.7' semi-displacement aluminum catamaran that was developed by Nic de Waal of Teknicraft Design in Auckland, New Zealand. It will incorporate the proven design elements of several successful, recently delivered vessels, R/V [Shackleford](#) for Geodynamics, and the University of Hawaii at Manoa's R/V [Imua](#). Both of which have proven highly successful in their near-coastal research environments. The vessel will be inspected to US Coast Guard (USCG) Subchapter T standards and will operate as a multipurpose research vessel in the Near Coastal Waters of Northern California and Oregon, as well as Offshore on Ocean Routes. This vessel's twin-engine speed and fuel efficiency will be fundamental to meet Cal Poly's research needs in their Northern California location, with immediate access to coastal environments and deep-water

environments of continental shelves, slopes, and canyons. Similar to the R/V [Shackleford](#), this vessel



for Cal Poly will be capable of supporting the emergent offshore wind industry on the West Coast for years to come. It will be outfitted with a Kongsberg ADCP electronics suite augmented by a fixed WASSP multibeam system. This vessel will provide scientists, students, and guests with a state-of-the-art platform, allowing them to access and study a wide array of marine environments. The

knowledge gained from scientific missions on this vessel will directly support the management and conservation of California's marine resources. The vessel integrates the signature Teknicraft Design symmetrical and asymmetrical combined hull shape, bow wave piercer, and a patented dynamic hydrofoil-assisted hull design. The hull and hull components are designed to break up wave action and ensure reduced drag while enhancing passenger comfort. This design is proven to have both low-wake wash energy and increased fuel economy. This advanced hull shape was custom-designed using digital modeling and Computational Fluid Dynamics (CFD) analysis testing. The vessel's design offers all passengers and crew a smooth ride and comfort, as the hull provides a cushioned effect when encountering waves. For the operator, the most valuable feature of these vessels is the excellent fuel economy, which consumes approximately the same gallons per nautical mile throughout the estimated cruising speed of 18-24 knots, with a fuel-efficient survey operation speed of 4-8 knots, fully laden. With a large fuel capacity of 1600 gallons, this fuel-efficient design will be able to hold up to 40 total day passengers, or 14 live-aboard. "From the outset, our discussions with All American Marine have been highly productive in designing a vessel that is being built specifically to advance our academic vision of educating future scientists, while keeping the latest environmental standards in mind. They have an excellent record designing and building state-of-the-art research vessels to the performance specifications we need on California's North Coast, and this was a key consideration when we chose them as our builder. Upon completion, this vessel will become the centerpiece of our academic fleet, supporting our marine research and teaching efforts for decades to come." – stated Eric Riggs, Dean, Cal Poly Humboldt College of Natural Resources & Sciences. The propulsion package includes 2x fixed pitch propellers powered by twin MAN D2862LE438 EPA Tier 4 engines, including a diesel particulate filter (DPF). These engines, rated at 1182 bhp @ 2100 RPM, are designed to meet current, stringent California requirements. Onboard the vessel, scientists and crew have comfortable live-aboard quarters, large state-of-the-art wet and dry lab spaces, as well as a range of the latest oceanographic equipment with which to conduct a variety of missions. The vessel was custom-designed to support a diverse portfolio of scientific research and academic missions, including Cal Poly Humboldt's Marine Sciences commitment to provide students with a comprehensive understanding of marine ecosystems, coastal environments, and the scientific principles underlying marine biology, ecology, and oceanography. "All American Marine remains on the leading edge of manufacturing techniques and is an industry innovator, merging the latest technology into a functional and proven vessel. We are thrilled to receive this contract for another multi-mission

research vessel that will service a variety of critical missions such as offshore research, oceanographic surveys, and ocean monitoring, as well as informing the emergent offshore wind market on the west coast. This vessel will open a new era of ocean conservation and research capabilities.” (PR)

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CYPRUS-BASED FIRM POOLS RESOURCES WITH UK PLAYER TO WIDEN ITS OFFSHORE ENERGY MARKET REACH WITH TWO VESSELS

Cypriot shipowner and shipping fund manager, Pelagic Partners, has invested in two platform supply vessels (PSVs), which enables it to join forces with Borealis Maritime, a UK-based private investment and asset management firm, and boost its offshore energy asset exposure. The two vessels, **Aurora Coey**, formerly **Viking Coey**, and **Aurora Cooper**, previously



known as **Viking Cooper**, are currently under charter with undisclosed international companies. According to the Cypriot player, the investment in this PSV duo ensures that its portfolio remains future-proofed as the firm expects further growth in the offshore energy segment over the coming years. The 2021-built sister ships are dual-fuel, 89-meter-long ice-class PSVs that can operate on lower-carbon LNG. These vessels are ammonia-ready, with hybrid battery power and low-loss concept (LLC) solutions meant to curb emissions. Due to an ICE-compliant onshore power capability, grid energy can be used while the ships are in port. Atef Abou Merhi, Pelagic Partners' Managing Director, commented: "We are very pleased to be partnering with Borealis Maritime as we expand our offshore energy market exposure. The development of our portfolio in this segment is driven by an acknowledgement that offshore energy investment looks likely to remain steady over the next 5-6 years, coupled with an extremely low order book, which will likely lead to an increase in demand for PSVs. "We have the advantage of being both a shipowner and a shipping fund, which is why it is important for us to focus our investments on acquiring the most modern vessels; equipped to evolve with the offshore marine industry, as it transitions to more sustainable practices. We'd also like to thank Fearnley Securities for the arrangement on the **Aurora Coey**." Global shipowners continue optimizing their fleets with new divestments and acquisitions while securing new assignments. DOF

recently sold one of its PSVs to an undisclosed company, while BW Offshore sent a floating production, storage, and offloading (FPSO) vessel to India for recycling. On the other hand, Golden Energy Offshore Services (GEOS) won new contracts for two PSVs with unnamed companies. *(Source: Offshore Energy)*

RESTRICTED COMPETITION FOR THE CONSTRUCTION OF A VESSEL TO SUPPORT DIVERS



The Ministry of Defense, through the Public Sector Contracting Platform, calls for a restricted procedure for the acquisition of a diver support vessel (EAB) for the Navy, for an amount of 23 million euros (23,026,000 euros). The restricted procedure allows limiting the number of interested companies, with a minimum of five, among which could include Astilleros Gondán, Grupo Armón or Construcciones Navales Paulino Freire, in the case of private companies. *(Source: Puente de Mando; Photo: Navy)*

MORE TIME WITH SHELL FOR GOLDEN ENERGY OFFSHORE VESSEL

Norwegian vessel owner and operator Golden Energy Offshore Services (GEOS) has secured an assignment for a platform supply vessel (PSV) with Shell UK, a subsidiary of Britain's energy giant Shell. Following contracts for the PSVs **Energy Partner** and **Energy Swan**, Golden Energy Offshore has now won a short-term deal for the PSV **Energy Pace**. According to the vessel owner, all three contracts with international charterers are consolidated for a total of 380 firm vessel days. The average day



rate for these deals exceeds \$28,000/day, resulting in a value of approximately \$10.8 million. Per Ivar Fagervoll, CEO of Golden Energy Offshore Services, commented: "We are delighted to secure these contracts for our vessels. This achievement reflects our team's dedication to providing top-tier services and underscores our commitment to operational excellence." As these charterers have

options to utilize the vessels for up to 380 days at an average day rate exceeding \$28,600/day, Golden Energy Offshore explains that the total contract value would amount to \$21,7 million if these options are exercised. With a DWT of 4200 T, the 2015-built PSV **Energy Pace**, which is of an Ulstein PX121 design multipurpose field supply pipe carrier special purpose vessel, was constructed at Cosco Guangzhou Shipyard. The diesel-electric propulsion system and low fuel consumption enable low emissions. Golden Energy Offshore won deals for another PSV due a few months ago in the North Sea and took steps to expand its fleet of offshore supply vessels with four PSVs and one safety and standby vessel (SSV). (Source: *Offshore Energy*)

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THE MODEL OF THE SCIENTIFIC EXPEDITION VESSEL "IVAN FROLOV" PASSED ICE TESTS



Ice testing of the model of the scientific expedition vessel (RV) "**Ivan Frolov**" has been completed. The tests took place in the ice basin of the Arctic and Antarctic Research Institute (AARI), the institute's press service reported on April 17. As AARI clarifies, model tests are the final stage of technical design. The model of the future vessel overcomes fields of continuous flat and hummocky ice, artificially created in the Ice Pool

at a temperature of -18°C . Thus, one of the key characteristics of an ice-navigating vessel, ice-breaking ability, and other indicators previously obtained by calculation during the technical design process are confirmed experimentally. "The construction of the world's largest scientific expedition vessel will soon become practical. The R/V "**Ivan Frolov**" will have to operate in all latitudes, from the North Pole to the shores of Antarctica. Its main task will be to provide Russian polar stations, the accessibility of which is often limited by insurmountable ice. Accordingly, we provide for the technical possibility of unloading the expedition onto an unequipped shore. The new vessel will also be able to transport sufficient volumes of cargo – up to 2.5 thousand tons. Marine research work will also require high maneuverability from the vessel, which will also be taken into account in the

project,” noted AARI Director Alexander Makarov. “To date, working design documentation has been developed for the manufacture of thirty sections of the ship’s hull. Most of them have been cut and are already at the stage of unit assembly; several have been assembled into volume; two embedded sections were presented to the customer and the Russian Maritime Register of Shipping last month. All technical project documentation has been developed and is at the final stage of consideration by the Register; completion of the project approval process and receipt of a positive conclusion are planned for April. In accordance with the contract construction schedule, the laying of the NPP “**Ivan Frolov**” should take place in the first quarter of next year, but it can be implemented earlier - this depends on the readiness for the launching of the next trawler, currently located on the northern slipway,” commented the project manager of JSC “Admiralty Shipyards” Andrey Yuryev. Let us recall that the state contract for the construction of the NPP “Ivan Frolov” was concluded between the Admiralty Shipyards (part of USC) and Roshydromet in March 2023. Nevskoye Design Bureau (part of USC) was chosen as the project developer. Metal cutting for the vessel “Ivan Frolov” started in December 2023. The R/V “**Ivan Frolov**” is intended to carry out the Antarctic program of the Russian Federation and will be operated by the AARI. The R/V “**Ivan Frolov**” will make it possible to conduct scientific research using modular programs of any complexity by different scientific teams. At the same time, work on dozens of scientific projects will be carried out on board, from research of the ocean floor to the upper atmosphere and space, depending on the need and priority of research in polar latitudes. On board there will be up to 20 laboratories, as well as a hangar for 2 helicopters and a platform that can accommodate Mi-8, Mi-38 or Ka-32 helicopters. *Scientific expedition vessel of project 23680 “Ivan Frolov”* Project developer - Nevskoye Design Bureau; Class RS - KM (*) Arc7 (hull, machinery) [1] AUT1-C EPP ECO BWM (T) HELIDECK-H DE-Tier III Special purpose ship; Maximum length – 164.8 m; Maximum width – 26 m; Side height – 13.5 m; Draft – 8.5 m; Displacement – approx. 25,000 tons; Crew and special personnel – 240 people.; Deadweight – approx. 9200 t. (Source & Photo: Sudostroenie)

SUBSEA7 DONE WITH PIPELINE REPLACEMENT OFF BRUNEI FOR SHELL

Subsea7 has completed a pipeline replacement project offshore Brunei for oil & natural gas company Brunei Shell Petroleum (BSP), a subsidiary of UK oil major Shell. The Pipeline Replacement Project 8 (PRP-8) involves engineering, procurement, installation, and commissioning (EPIC) of various sizes of flexible flowlines and risers, rigid CRA risers, diving, and an extensive brownfield package. Subsea7 reported yesterday, April 18, that it



had completed and delivered the PRP-8 project in line with BSP expectations, following over a year of preparation. “PRP-8 is another project close to my heart. I remember well some calls taken during

the tender phase with already a clear vision by the Subsea7 team of what would be the end result. I also remember some detailed risk reviews of the topside modification scope,” said David Bertin, Senior Vice President of GPC East. “PRP-8 is certainly a project we should all be proud of especially for the Kuala Lumpur office. And most importantly, the PRP8 team has always been a role model in terms of visible safety leadership. Well done everyone.” Last week, Subsea7 reported it had won a new assignment with the Houston-headquartered Talos Energy, as part of which it will work on a subsea tie-back of a commercial oil & natural gas discovery to an existing tension leg platform (TLP) in the Gulf of Mexico. The deal came after the one the company secured with Norwegian oil & gas company OKEA for a field in the North Sea. *(Source: Offshore Energy)*

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EVENT NEWS

HAVENDAGEN WOERDEN VERWACHT ZEKER 100 HISTORISCHE VAARTUIGEN



De organisatie van Havendagen Woerden verwacht dat bij de komende editie op 7 en 8 juni ten minste 100 historische boten en schepen de stad zullen aandoen. De organiserende stichting verwacht 50 sleepboten, 40 opduwers en een groot aantal andere vaartuigen, waaronder kleine oude historische schepen die vallen onder Varend Erfgoed Nederland.

Het nautische evenement wordt verder omlijst met een volgeboekte markt, demonstraties van oud-Hollandse ambachten, shanty-koren en kinderactiviteiten. Ieder jaar helpen honderden vrijwilligers mee met de organisatie van de Havendagen. Vorige edities kwamen ongeveer 27.500 bezoekers op het evenement af. De Havendagen Woerden 2024 zijn op vrijdag 7 en zaterdag 8 juni. Schepen kunnen zich nog [aanmelden](#) via deze link. *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

CSOV FOR VESTAS'S ASIA PACIFIC OFFSHORE WIND PROJECTS TO GO INTO SERVICE IN OCTOBER

The new commissioning service operations vessel (CSOV) that Vestas chartered for offshore wind farms in the Asia Pacific region will be ready to start work in October this year, according to the Singapore-based marine logistics company Marco Polo Marine. The CSOV, the first vessel of this type that will be owned and operated by Marco Polo, is currently under construction at Marco Polo



Shipyards in Batam, Indonesia, and is scheduled for delivery in September this year. The vessel will be deployed in Taiwan for a Vestas project in early October 2024, the company said on 17 April. Vestas and Marco Polo Marine signed a framework agreement for the vessel in November 2023. The agreement finalised the previous Memorandum of Understanding (MOU) between Marco Polo Marine's Taiwan-based subsidiary PKR Offshore and Vestas Taiwan for the maiden deployment of the new CSOV on offshore wind projects in the Asia Pacific region. Under the agreement with Vestas, the vessel will be deployed across various offshore wind farms in the Asia Pacific region over three years. Marco Polo Marine said its Taiwanese subsidiary PKR Offshore secured a project finance loan from Bank SinoPac Taiwan on 15 April for the CSOV project. "Securing the project finance loan from Bank SinoPac also marks a milestone for us in our journey to build, own, and operate a fleet of highly specialised wind vessels that deliver unparalleled performance, quality, and reliability for our valued clients. This strategic financing, coupled with the scheduled delivery of our new CSOV, empowers us to forge ahead with our ambitious growth plans, cementing our position as a frontrunner in the region's rapidly developing offshore wind energy landscape," said Sean Lee, CEO of Marco Polo Marine. The 83-metre-long vessel will be equipped with a walk-to-work gangway and a 3D motion-compensated crane, and will be able to accommodate up to 110 persons. The new vessel, which Marco Polo Marine says will be the first CSOV to be designed in Asia, will also feature hybrid-based energy storage systems that will reduce carbon emissions by up to 20 per cent, according to the company. (Source: *Offshore Wind*)

DEME WINS CABLE INSTALLATION WORK FOR TWO DUTCH OFFSHORE GRID SYSTEMS

Belgian marine contractor DEME has been awarded two contracts by cable solutions provider Prysmian for the engineering and installation works on two offshore grid systems in the Netherlands. The contract for the work on the IJmuiden Ver Alpha and Nederwiek 1 offshore grid systems is the most extensive cabling award in DEME's history. Prysmian won the tender for this project in March 2023. IJmuiden Ver Alpha and Nederwiek 1 are offshore grid connection systems operated by TenneT. The two grid connection systems will connect its namesake offshore wind areas – IJmuiden

Ver and Nederwiek – in the Dutch North Sea to the province of Zeeland in the southwestern part of



the Netherlands. The first connection will be operational in 2029, and the second in 2030. Each wind energy area consists of three wind farms with a capacity of 2GW each. This means that a total of 6GW of green energy will be generated per wind energy area. To bring wind energy to land, three 2GW connections are needed per area. From the first area, IJmuiden Ver Alpha, Beta, and Gamma will connect the


wind farms to land while the second will utilise the Nederwiek 1, 2, and 3 connections. The contracts awarded to DEME include cable installation, landfall and rock placement, dredging, and marine infrastructure works. This includes the engineering and the installation works of two 12-km long 525 kV HVDC cable systems within the Veerse Meer lake and 126 km of 525 kV HVDC cable system offshore. DEME will also carry out preparation and supporting works for IJmuiden Ver Alpha, comprising route preparation, surveys, landfalls and rock placement, as well as pre-sweeping and rock placement works for the Nederwiek 1 project. Furthermore, the project will encompass the beach works and cofferdam structures at the cable landing locations. The Belgian firm will deploy a variety of vessels from its fleet, including cable installation vessels, hopper dredgers, and a fallpipe vessel. The work is scheduled to begin in stages from 2025. According to DEME, the two contracts combined qualify as a large contract, representing a value of more than €300m (over \$320m). (*Source: Splash24/7*)

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DREDGING NEWS

OOSTERWEEL CONNECTION: DREDGING KICKS OFF FOR NEW SCHELDT TUNNEL

The dredging operations required for the construction of the new Scheldt tunnel for the Oosterweel Connection started in the Scheldt off the Antwerp port area earlier this week. According to oosterweelverbinding.be, this involves creating a temporary navigation channel so that the vessels can safely pass by the works and then a sinking trench so that the tunnel elements can be laid there

next year. In total, some 1.3 million m³ of soil will be dredged by the TM COTU consortium of contractors for the construction of the 1,8 km long Scheldt tunnel, one of the showpieces of the Oosterweel link. Around 200.000 m³ of this is contaminated with oils and metals, among other things, and will be disposed of at processing centers. The new tunnel, due to be commissioned in 2030, is set to connect the renovated Sint-Anna interchange on the Left Bank with the future Oosterweel interchange on the right bank, to which the planned Channel Tunnels – replacing the Merksem viaduct – will, in turn, connect. *(Source: Dredging Today)*



NEPTUNE INTRODUCES THE E-GATOR 45 CUTTER SUCTION DREDGER



Neptune Americas & Marine has presented the E-Gator 45 cutter suction dredger, the epitome of sustainable dredging technology. Designed to operate with zero emissions, minimal noise, and vibration disturbance, the E-Gator 45 represents a significant leap forward in eco-friendly dredging solutions. Its energy-efficient design not only reduces carbon emissions but also minimizes operational costs, making it a financially prudent

choice for environmentally conscious projects. Furthermore, Neptune's E-Gator 45 ensures the same reliability and performance as the conventional dredgers, setting a new standard in the industry. *(Source: Dredging Today)*

WORK ON OLD COLWYN NEW SEA DEFENSES COMPLETES


The final stage of the Old Colwyn new sea defenses, designed to protect village promenade, has been completed, Conwy County Borough Council said. The nearly £18M project, fully funded by Welsh Government, has included building a 720m long rock barricade in front of the existing seawall using 160,000 tonnes of rock, raising the promenade and road by 1.5 metres, and adding a fishing platform and new beach access steps. "This significant civil engineering project is part of the Council's commitment to improve sea defences all along the county coastline," said Cllr Goronwy Edwards,

Cabinet Member for Environment, Roads and Facilities – Infrastructure. “The Council will start work on improving coastal defences at Kinmel Bay and Towyn after the summer, with schemes for Llandudno and Llanfairfechan also in the pipeline with allocated funding.” The promenade road initially closed in May 2021 for an 18 month period, before Conwy County Borough Council secured extra funding to complete all the work required on this stretch, extending the project to early 2024. (*Dredging Today*)



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PORT OF BRISBANE INTRODUCES THE GILES S



Port of Brisbane Pty Ltd has introduced the latest addition to its marine fleet – the **Giles S**. According to the Port, the new vessel was named in honor of their friend and colleague, the late Giles Stimson. The naming ceremony, joined by port employees and the Stimson family, took place yesterday at their operations base on Whyte Island. “The 8.5m Air Rider will

tender to our flagship vessel the TSHD Brisbane, when she departs from the Port on board the TSHD Brisbane for its northern ports campaign,” said Port of Brisbane. “Giles’ contribution to our business, the port community, and the hydrographic surveying industry – both within Australia and Internationally – was immense, and it was a privilege to name the vessel in his honor.” (*Source: Dredging Today*)

DAMEN CSD600 DELIVERED TO HER NEW OWNERS IN INDONESIA

The first Damen Cutter Suction Dredger CSD600 departed the company's dredging yard in Nijkerk, the Netherlands, and is now being shipped to her new owner, PT. Dua Samudera Perkasa. The new dredger was towed to the Port of Rotterdam, where it was loaded aboard a heavy lift vessel that set sail for Indonesia on 9 February. The new CSD, named **Jhoni 58** is part of a complete dredging package, which includes ship



transportation, training of the crew on location as well as dredge spares to facilitate maintenance duties. The distinctive CSD600, which is being shipped as deck cargo at present, is a brand-new type of dismountable dredger, recently added to the Damen standard range of dredgers. The dredger has a cutter power of 250kW and a maximum dredging depth of -16m. (*Dredging Today*)

YARD NEWS

FOUR NEW COMPACT DAMEN ASD TUGS WITH SCHOTTEL RUDDERPROPELLERS



SCHOTTEL is to equip four new 1810-series ASD stock tugs from the Dutch Damen Group with the SCHOTTEL RudderPropeller type SRP 270. The new multi-purpose tugs will have a bollard pull of 30 tonnes each and ensure excellent manoeuvrability with a compact size of just 18.25 metres in length and a beam of 10.23 metres. Greatest possible performance in an extremely compact vessel. The power rating of the SRP 270 amounts to 1,000 kilowatts per

unit, with a propeller diameter of 1.9 metres. Each tug will be equipped with two units. SCHOTTEL DuroVario LS slipping clutches will allow for smooth acceleration and improved handling of the thrusters. If needed, the slipping clutches can be easily upgraded to support firefighting capability. The design of the SRP 270 fits perfectly into the overall concept of the new tug series, which aims to offer the greatest possible performance in an extremely compact vessel. For this purpose, the

SCHOTTEL RudderPropeller combines maximum manoeuvrability and bollard pull with high efficiency during free sailing. *Specific focus on sustainability* “Damen has designed the 1810 series with a specific focus on sustainability. In addition to ensuring low noise emissions and vibrations, the 1810 design features an electric power generation system which eliminates the need for a third diesel generator to provide power while the vessel is sailing. This further reduces fuel consumption and improves the tug’s sustainability performance”, explains Siebe Cieraad, Product Portfolio Manager Tugs at Damen. The SRP’s robust design and long service life conserve financial and material resources thanks to low maintenance requirements. This allows for long, uninterrupted operating periods during the vessel’s entire lifetime. At the same time, SCHOTTEL guarantees long-term availability of spare parts and provides its customers with a dense global network of SCHOTTEL subsidiaries offering service support when and where needed. *Use of proven technology* The new tugs will be pre-produced for later sale at Damen Shipyards Changde in China, with the first one being completed in the course of 2024. The vessels can be optionally fitted with a firefighting and crane system, amongst other equipment. With this newest generation of compact tugs, Damen sets out to answer the needs of modern port operations, using proven technology such as the SRP. (PR)




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STEERPROP SELECTED TO SUPPLY MAIN PROPULSION AND TUNNEL THRUSTERS FOR CANADIAN COAST GUARD MULTI-PURPOSE VESSELS PROGRAM

Steerprop has been chosen to provide a comprehensive Polar Class 4 (PC 4) propulsion package for the Canadian Coast Guard's Multi-Purpose Vessels (MPVs) renewal program. The contract entails the supply of propulsion packages for the initial six MPVs, integral to Canada's National Shipbuilding

Strategy (NSS). Steerprop's solution comprises two tunnel thrusters for auxiliary propulsion and two



Contra-Rotating Propulsors (CRP) for main propulsion, meticulously engineered to meet the stringent operational demands of the vessels in challenging Arctic waters. Recognized for their expertise in ice-strengthened Arctic propulsion systems, Steerprop's solution ensures exceptional operational reliability, maneuverability, and efficiency, essential for the diverse missions undertaken by the Canadian

Coast Guard in the Eastern and Western Seaboards and the western and lower Arctic. The CRP units not only serve propulsion needs but also facilitate efficient ice management, crucial for maintaining safe navigation channels and responding to emergencies in icy conditions. With a design that optimizes efficiency even at lower power levels, Steerprop's solution minimizes energy consumption while maximizing operational versatility and reliability. Juho Rekola, Director of Sales and Project Management at Steerprop, stated, "Our commitment to delivering the best possible propulsion systems and engineering support for our customers is at the heart of everything we do at Steerprop. This project exemplifies our resolve to support our customer in enhancing vessel performance and environmental friendliness without compromising on stringent requirements for operational availability," He continued, "This contract not only guarantees significant growth and a stable workload for an extended period but also plays a vital role in shaping the future of Steerprop. Establishing a permanent presence in Canada, this project further strengthens our expansion efforts across North America." "Seaspan Shipyards is pleased to award this mission-critical propulsion system contract which will help enable the Canadian Coast Guard to safely and efficiently operate the MPVs across the wide range of environmental conditions encountered in Canadian waters." said David Belton, Senior Program Director, Multi-Purpose Vessels at Seaspan Shipyards. (PR)

CHARTWELL MARINE EXPANDS CTV BUILD PIPELINE TO SUPPORT GLOBAL OFFSHORE WIND GROWTH

Chartwell Marine, a trusted pioneer of next-generation vessel design, has announced that a new Chartwell Brevity Class Crew Transfer Vessel (CTV) entered build in March at the Diverse Marine shipyard in Cowes, UK – becoming the latest in Chartwell’s growing pipeline of new vessel builds to supply the global offshore wind market. Latest Brevity Class CTV enters build as part of UK shipyard Diverse Marine’s unique finance and lease programme. Chartwell Marine’s current new build pipeline of offshore wind vessels now exceeds 15 vessels across six local shipyards – with 14 offshore wind vessels launched and operational at major offshore wind farms, including two in US waters. This latest Brevity Class CTV is one of three Chartwell-designed ‘stock’ boats to be constructed by Diverse Marine as part of a unique finance and lease programme, which aims to give vessel operators the certainty to invest in their fleets ahead of the next phase of European offshore wind expansion. It is scheduled for completion in Q4 2024, to be joined by its sister vessels in Q2 2025 and Q3 2025 respectively. “Demand for proven, low emission offshore wind vessels to support construction and

operations across Europe, the USA and Asia has never been higher” said Andy Page, Managing Director of Chartwell Marine. “Finding routes to enable investment into new builds at regional shipyards will be essential for meeting this increasingly urgent requirement, while ensuring that the economic benefits of offshore wind expansion are felt on a local level.” The Brevity Class is designed to be a versatile ‘vessel of choice’ for the global market, capitalising on lessons learnt supporting offshore wind projects throughout construction and operation in Europe, while also responding to the specific operational requirements of projects in the US and Asian markets. It is a high-powered CTV, capable of cost-effective, low-emissions operation – with a signature hull form that enables enhanced manoeuvrability and stability. To meet a wide range of operational demands across these markets, the Brevity Class can accommodate up to 32 personnel, with a range of crew configurations to allow for flexible space planning, and enhanced comfort for longer periods spent offshore. A further Brevity Class vessel is currently in build at the Manor Marine shipyard in Portland, Dorset and is due to enter operations as part of Manor Renewable Energy’s OPUS offshore wind fleet this Summer. Meanwhile, in the United States, St John’s Ship Building is putting the finishing touches on Atlantic Resolute, the second in a series of six Chartwell Ambitious Class vessels ordered by Atlantic Wind Transfers (AWT) – the first US offshore wind farm support company. Atlantic Resolute hit the water in March this year, ahead of her handover to AWT. In total, the global pipeline of Chartwell Marine Offshore Wind Assets in build now exceeds 15 vessels across six shipyards in Europe and the USA. With a comprehensive portfolio of vessel designs spanning CTVs, Daughter Craft and now the Chartwell VARD 403 Midi SOV, Chartwell is able to support the global offshore wind market across the board. “As the number of Chartwell Marine vessels in build and operation continues to grow, we’re proud to be delivering on our mission to ensure a supply of proven, highly capable vessels, while supporting development of local supply chains that are critical to the global growth of offshore wind,” Page added. “Research & Development remains at the heart of what we do and will remain our focus whilst these new assets are in production for the market.” (PR)



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"ZVEZDOCHKA" IS LOOKING FOR A CONTRACTOR FOR THE THIRD TIME FOR THE RECONSTRUCTION AND RE-EQUIPMENT OF THE ASTRAKHAN SHIPYARD



The Zvezdochka Ship Repair Center is again holding a competition to carry out work on the reconstruction and technical re-equipment of production facilities at the Astrakhan Ship Repair Plant, a branch of the Zvezdochka Ship Repair Plant. The next tender was announced on April 16, as follows from the data of the Unified Information System in the field of procurement. According to the competition documentation, applications for participation in

the procedure are accepted until May 13. Summing up is scheduled for May 16, 2024. The starting price of the contract is 714,854,442 rubles. Previously, tenders under similar conditions were held twice: in December 2023 and February 2024. The first tender passed without applications. The winner of the second competition was Voentelcom-Service LLC. However, as follows from the protocol, in March 2024 the procurement participant was found to have evaded concluding the contract. As stated in the terms of reference, work at the Astrakhan Shipyard is carried out in order to ensure the implementation of state defense orders for the construction and repair of ships, the commissioning of new ships of the Caspian Flotilla, and the requirements for reducing the time required for maintenance and repair of weapons and military equipment. The contractor will have to carry out work on the installation of a block-modular boiler house (BMK) and a gas piston power plant, construction of a repair embankment and slipways, reconstruction of the slipway field and utility networks. (Source: Sudostroenie; Photo: USC)

NORTHERN IRELAND WILL BUILD A NEW ST-366 FISHERIES RESEARCH VESSEL

Northern Ireland's Agri-Food and Life Sciences Institute (AFBI) has announced a contract with Spanish shipyard Astilleros Armon Vigo SA for the construction of a new fisheries and oceanography research vessel designed by Norwegian design bureau Skipsteknisk ST-366. The institute announced this in its press release. Delivery of the vessel is scheduled for February



2027. The vessel design is developed in accordance with AFBI scientific operational requirements and adapted to meet operational as well as environmental requirements. The research vessel is 53 meters long and is designed for a crew of 12 people and 12 scientists. The vessel is equipped with a hybrid propulsion system, including a large battery pack. Thanks to its 21-day autonomy, the vessel will be able to stay at sea 300 days a year. The new project will replace the current 35-year-old research vessel RV **Corystes** operating at the Port of Belfast. (*Source: Paluba Media*)

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 - *Uzmar Launches First-of-its-kind Tractor Tug*
 - *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*
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
 - *Bennett - Rochester by Jasiu van Haarlem (new)*
 - *Boluda – Valencia •Update by Jasiu van Haarlem*
 - *WUZ - Gdansk by Jasiu van Haarlem*
 - *Vroon Offshore Services by Jasiu van Haarlem*
 - *Bonn & Mees - Rotterdam by Jasiu van Haarlem*

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