Tugs Towing & Offshore Newsletter

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

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# TUGS & TOWING NEWS.

## THE FAIRPLAY TOWAGE POLSKA FLEET IS GROWING. A NEW TUGBOAT IN THE PORT OF GDYNIA

The **Fairplay-97** arrived at the Port of Gdynia on Saturday. It is a brand new tugboat of Fairplay Towage Polska, straight from its maiden voyage from Rotterdam. In the roadstead, it was greeted by a line formed by the operator's other vessels. Passengers and crews of Stena Line ferries , which passed each other in the roadstead of the Port of Gdynia on Saturday morning, probably wondered why they were accompanied by a line of tugboats of the operator Fairplay Towage Polska working in the port . However, the unusual formation of white and blue vessels just behind the breakwaters of the Port of Gdynia had an important reason - the tugboats were waiting for the newest member of the team: the brand new unit **Fairplay-97**, which arrived on its maiden voyage from Rotterdam. **Fairplay-97** arrived at the roadstead on Saturday, April 12 in the morning and was welcomed by the other ships of the shipowner and their crews – first with water cannons and then with a serenade of towing Typhons. The new tug showed off its agility, spinning a few dinghies surrounded by its older brothers, and then, in their company, docked at the Pilot Quay in the Port of Gdynia. **Fairplay-97** was built in the shipyard in Vietnam – Damen Song Cam Shipyard, belonging to the Dutch shipyard group Damen. It sailed to Rotterdam on board a 150-meter ship designed for heavy loads. It sailed from the Netherlands to Poland on its own keel under the command of Captain Mariusz Klimiuk, who will command it. – We already have a Polish flag. During its maiden voyage from Rotterdam, we have already tested the capabilities of the tug and we can safely say that it will fulfill its tasks in Gdynia – emphasizes Mariusz Klimiuk. The new tugboat in the Port of Gdynia will be designed to work on the most difficult section – on the bows of ships. – When a ship enters from the roadstead, we approach it with our bow, stop, take a towline and bring it into the port sailing backwards. This is the so-called bow-bow – explains Capt. Klimiuk. **Fairplay-97** is a Damen Azimuth Stern Drive 2813 type unit. The numbers in the name of this model indicate its basic dimensions - the tug is 28 meters long and 13 meters wide. Its maximum draft is 6.15 meters. It can boast a bollard pull of 83 tons. It has 5050 kilowatts of gross effective power, which corresponds to 6868 horsepower. The modern unit provides not only high power and operational efficiency, but also comfort for the crew. On the sheets, i.e. cabin walls, USB sockets have been installed. The unit has three integrated control panels (one of

which is in the engine room) - they can be used to start every device on the tug, from turning on the lights to the winches. There is also very easy access to fuses on the bridge - just lift one of the control panels. The ship reaches a speed of 13 knots. Fairplay Towage Polska also participates in firefighting operations at the Port of Gdynia, which is why its tugs are equipped with FiFi systems, or Fire Fighting. - Firefighters will also be happy with the fact that we have six comfortable cabins, because when we are in port , there is also a firefighter on board - says Captain Klimiuk. In total, the tugboat can accommodate ten people, although during standard work in the port the ship's crew consists of three people. Captain Mariusz Klimiuk announces that Fairplay-97 will set off on its first tasks this coming Friday after completing the final formalities. It is worth adding that the newest tugboat **Fairplay-97** already has a sibling in Poland – in December, **Fairplay-83** arrived in Świnoujście, a unit with a slightly smaller pulling force, built in the same shipyard as part of the same order. Fairplay Towage Polska is the Polish branch of the Fairplay Towage Group, operating in 24 ports throughout Europe. The company has a fleet of over 100 units. In Poland, Fairplay tugboats are based in Gdynia, Szczecin and Świnoujście, where they perform not only port towing, but also sea towing, cooperate in offshore work and rescue operations. Watch the YouTube video HERE *(Source: GospodarkaMorska by Jakub Milszewsk)*



## POWERFUL PAIR OF RAMPARTS 3700 TUGBOATS DELIVERED TO RIZHAO PORT IN CHINA

Robert Allan Ltd. is delighted to announce the successful delivery of the **Ri Gang Tuo 32** and **Ri Gang Tuo 33** to Rizhao Port in Shandong, China, on February 18, 2025. These RAmparts 3700 series tugs were recently completed at Rizhao Gangda Shipbuilding Heavy Industry Co. Ltd. and marking a significant milestone as they are the most powerful tugs built by the shipyard under the same

group of companies. The two tugs are designed for offshore towing and vessel assistance, tailored to meet the specific needs of the attended vessels at the port and the unique environmental conditions. Remote monitoring and control systems are integrated on the tugs, optimizing the performance and safety, thereby distinguishing them within the port fleets. *Particulars of Ri Gang Tuo 32 and Ri Gang Tuo 33 are:* Length Overall: 37.20 m; Beam, moulded: 11.80 m; Depth, moulded: 5.73 m; Gross Tonnage: 626. The tug was designed and constructed to comply with all applicable Rules and Regulations of CCS to the Class notation ★ CSA, Tug, R2, ★ CSM, AUT-0. Sea trial results showed that the **Ri Gang Tuo 32** and **Ri Gang Tuo 33** achieved and surpassed all requirements to the design: Bollard pull, ahead: 82.6 tonnes; Free running speed, ahead: 14.2 knots. Spacious lounge, Master cabin and chief engineer's cabin, alongside with the galley are arranged on the main deck, while the lower deck houses eight single cabins for crew members including officers. The tug's main propulsion consists of two Niigata 8L28HX diesel engines and two Niigata ZP-41 units. *(PR-Robert Allan Ltd)*



## RESCUE VESSEL "SPRAVEDLIVY" PROVIDED ASSISTANCE TO A FISHING TRAWLER IN THE SEA OF OKHOTSK


The Far Eastern expeditionary team of emergency rescue operations of the Federal Agency for Fishery rendered assistance to a fishing vessel in the Sea of Okhotsk. Details are given in the press service of the agency on April 14. As noted, during the trawl hauling, the fishing gear got tangled up on the propeller-rudder group of the large freezer fishing trawler "**XX Syezd VLKSM**". The crew of the vessel decided to ask for help. The icebreaker rescue vessel "**Spravedlivy**" quickly moved to the scene. It was decided to conduct a diving survey. The trawling of the propeller-rudder group was successfully carried out, there were no casualties during the operation. *(Source: Sudostroenie; Photo: Federal Agency for Fishery)*

## ROTORTUGS DEPLOYED WITH ECO-FRIENDLY FENDERING

Signet Maritime's latest tugboats have fenders made from polyurethane, which can be recycled and

reprocessed, and are 30% lighter than rubber. Tugboats and workboats are integral to manoeuvring and docking large ships in harbours and terminals, so ensuring they are well-protected is essential for uninterrupted service. Fendering protects the bow and stern of tugs during pushing and manoeuvring operations, while fenders on the port and starboard sides reduce the risk of damage from side contacts. Signet Maritime's 2024-built Rotortugs, which support ships in ports along the US Gulf Coast, have the latest fendering technology with low weight and high durability. Its own shipyard, Signet Shipbuilding & Repair in Pascagoula, Mississippi, completed two 299-gt tugs, **Signet Sirius** and **Signet Capella**, to Robert Allan Ltd's advanced Rotortugs 92-32W design, and they are operating in Ingleside, Texas. These 32-m tugs have 5,760 kW installed power coming from two Rolls-Royce Solutions' mtu 4000 series engines driving three Kongsberg-manufactured, controllable-pitch Z-drives in a Rotortug propulsion layout providing omni-directional manoeuvrability and a bollard pull of up to 92 tonnes. Signet Maritime's 299-gt tugs have a moulded beam of 14 m, a moulded depth of 5 m and a maximum draught of around 7 m. They were designed to escort deep-draught very large crude carriers with durable fenders facilitating efficient docking at oil terminals. They each have fendering from Cornwall, UK-headquartered Buoyant Works made from eco-friendly polyurethane material, which can be recycled and reprocessed into new products once the fenders are past their use-by date. This material is 30% lighter than rudder fenders, which lowers fuel consumption, operating costs and therefore emissions, says Buoyant Works manager Tom Cox. Another benefit is it can be recycled. "We are experimenting with ways in which we can recycle old products that have served their purpose. We can remake them to return to the vessel they were on previously as a repaired asset, or make them into an entirely new product," he adds. The UK company is replacing traditional cylindrical fenders with the modular layouts of W-shaped and D-shaped fender designs, to deliver performance benefits and overall weight savings. "Our fenders work harder and under more extreme conditions compared with rubber alternatives," says Mr Cox. "Their modular approach means small parts are cheaper and easier to replace if required." Buoyant Works says benefits of using its fenders include: progressive compression; abrasion resistance five times that of traditional rubber; superior tensile strength and tear resistance properties to alternative fender technologies; non-marking single material construction; a wide hardness range available enabling performance flexibility; consistent production process enabling tight weight and performance tolerances to be achieved; and the availability of custom sections to suit more complex requirements. Robert Allan undertook extensive analyses and simulations to confirm the suitability of the ART 92-32W naval architecture and worked with Buoyant Works on fendering requirements and design. These ABS-classed tugs were the first commercial vessels in US history to be produced using 3D structural models in combination with key plans in design, approval and construction. All future vessels constructed by Signet Shipbuilding will follow the same design regime. Cylindrical rubber fenders are robust protectors on tugs during ship handling and docking and are an ideal solution for impact absorption, according to Zhenjiang, China-headquartered Tonly Rubber Co. "The cylindrical shape allows for an even distribution of forces, effectively minimising the risk of damage to both vessels." Its cylindrical fenders are put through rigorous testing, ensuring they stand up to the challenges of various marine environments. Their

positive characteristics include exceptional compression resistance, maintaining their shape and effectiveness over time, resistance to ultra-violet degradation in all marine environments and Tonly's capabilities for tailoring them to specific tug designs. Tonly also supplied D-shaped (DD, DO and DC rubber type), W-shaped, SC- and SD-type square fenders, trapezoidal composite and super-arch V-shaped fenders from its facilities in Jiangsu Province. *(Source: Riviera by Martyn Wingrove)*



## MULTI-ROLE UTILITY VESSEL 'TOR BOREAS'

Macduff Ship Design and Tor Group are pleased to announce the completion of the multi-role utility vessel MV **'Tor Boreas'**. The cutting edge vessel has successfully completed all trials and has departed the companies facilities in Tuzla Turkey and is currently in transit to the United Kingdom. **"Tor Boreas'** represents both a new class of vessel for Tor Group and a new way of building, utilising modular assembly to enable more time off the slipway in a purpose-built facility. Tor Group see a great future both for this initial vessel and others of her class.

**'Tor Boreas'** is a cutting edge utility service vessel with an ability to support multiple industries but with specific ability to conduct a large range of tasks within the offshore wind sector. The vessel is designed below 24m registered length to allow it to operate under UK MCA workboat code edition III regulations but has also been built to Bureau Veritas regulations and approval to allow for international operation. The vessel has many innovative features which combined into a vessel of this size offers a ground breaking vessel. Tor Boreas is driven by a diesel electric power train to ensure optimal efficiency and this combined with the tier III engine exhaust system gives reduced emissions during operation compared to a conventional diesel driven vessel. 3 MAN D2676 main generators each rated at 340 ekw, 400 V, 50 Hz supply electricity to the main control systems. The electric drive motors are connected to twin

Schottel SRP 210 FP azimuth drives which when combined with the Veth VT-90 bow thruster gives high levels of manuverability with full Dynamic Positioning capability. As an addition to this the vessel also has a 4 point mooring anchoring arrangement onboard to allow for longer term station keeping. In conjunction with the station keeping abilities the vessel is also fitted with a Gyro Stabilisation system supplied by Veem. This system significantly reduces vessel motions for both crew comfort and allows service operations to be conducted in higher sea states than would normally be possible. The vessel is arranged with numerous items of deck equipment to allow for multiple different operations. These include a Melcal, 5 T hydraulic 'A' Frame at the stern, a Melcal, KT 120T3 offshore crane is arranged to starboard aft to cover the entire working deck and to work over the starboard side with an optional boulder grappling attachment. Midships on the main deck is a 25 T electric towing winch which can be used for towage or work over the stern, utilising the 500 mmm diameter 30 T stern roller. To give additional flexibility to underwater operations a 1500mm x 1500mm moon pool is arranged which can work with either the 'A' Frame or the crane. The main deck also has 75 square metres of usable deck space and an ability to carry up to 60 Tonnes of deck cargo or 3 x 20 foot containers, and is arranged with modular installation for dive and survey support units. Below deck the vessel is split into 6 compartments to allow it to meet single compartment flooding requirements. These consist of, Fore peak, Crew accommodation space with 2 x twin cabins with ensuite facilities, Passenger accommodation space with 6 x twin cabins with ensuite facilities, Generator room with the 3 main generators, gyrostabilisation unit and sewage plant, Switchboard room, Propulsion room. Forward of the working deck at main deck level are crew and passenger day facilities with dry locker and changing room, workshops, laundry, provisions locker, galley, mess area, lounge and TV lounge. On Forecastle deck a full width casing contains, HVAC room, Harbour set / emergency generator space, Electronics room, divers control room, embarkation lobby and 2 x single officers cains with ensuite facilities. Forward of this area is the open fore deck with the forward mooring winches. Aft of the casing a 4m RHIB is arranged for rescue operations launched utilising the main crane. The wheelhouse is arranged with al round visibility including full height windows aft to provide excellent visibility of the aft working deck. The wheelhouse has a main forward command position and an auxiliary station aft. There is also a communal area to port with small pantry area. With the ability to carry 70m3 of fuel and over 35m3 of freshwater, combined with the onboard sewage treatment system the vessel has the ability to stay at sea for an extended period. We are thrilled to have been part of this project which showcases the abilities of both Tor Group as builders and Macduff ship Design as designers to develop and build such an innovative and complex vessel within a relatively compact length. The vessel is currently on transit and will be available for inspection once it reaches the UK and is available for bareboat charter or sale. Please contact info@tor-group.net for any queries. Owner: Tor Boreas Ltd – a subsidiary of Tor Group - available for bareboat charter or sale; Builder: Tor Marine – a subsidiary of Tor Group; Designer: Macduff Ship Design Ltd, UK; Classification: Bureau Veritas - BV I + HULL • MACH, Wind Farm

Service Ship – M2, Tug standardized bollard pull 15 tons, Unrestricted Navigation, • AUT-UMS, • DYNAPOS AM/AT MCA – Workboat code III – Area of operation Category 0; *Dimensions and capacities* Length overall: 26.95 metres; Length registered: 23.95 metres; Beam: 11.00 metres; Depth: 4.35 metres; Maximum operational draft: 3.50 metres; Maximum operational displacement: 625 tonnes; Freshwater capacity: ≈ 30 m3; Oil fuel capacity: ≈ 70 m3; Speed: 11.0 knots; Bollard pull: 17.0 Tonnes; Crew: 6 person; Passenger: 12 person. *(Pr-Ian Ellis macduffshipdesign)*



## SHAVER TRANSPORTATION TO ADD 7,000-HP SHIP-ASSIST TUG

Shaver Transportation Co., Portland, Ore., is scheduled to take delivery of a new 79'x40'x17' ship-assist and escort tug, **Heather S**, this summer, bringing more horsepower and capability to the Columbia River. The Robert Allan Ltd.-designed RApport 2500 tug is being built by a pair of partnering Portland shipyards. Gunderson Marine & Iron constructed the hull and launched it in March, and Diversified Marine Inc. (DMI) will complete the vessel, including all outfitting. "Shaver is always looking to add new technology and capabilities to our fleet," said Jon Hellberg, the company's VP of operations. "Adding another Tier 4 vessel was attractive as well as getting a new vessel with higher horsepower and bollard pull." The newbuild will be Shaver's second Tier 4 tug, following the 8,400-hp, 112'x45'x21' tractor tug **Samantha S**, built by DMI in 2018. The **Heather S's** two Caterpillar 3516E main engines will each deliver 3,500 hp at 1,800 rpm, powering Berg MTA 628 azimuth thrusters. The vessel will also feature 2,156-kW John Deere 6068AFM85 auxiliary engines and a Markey DEPC 52 electric hawser winch. The tug is expected to be able to reach a speed of 12 knots and provide a bollard pull of 100 tons. It will have 20,500 gals. fuel capacity and accommodations for six crew. Hellberg said Shaver liked the RApport 2500 design after seeing others built by DMI. The first tug built in the U.S. to this design was constructed for Brusco Tug & Barge, Inc., Longview, Wash., and entered service in 2020 under long-term charter to Crowley, Jacksonville, Fla., in the Ports of Los Angeles and Long Beach. "The Robert Allan design is proven — a good hull shape for efficiency and performance," said Hellberg. "Its power, compact design, maneuverability, and great visibility from the pilothouse make it a great

option for ship assist … And it fits the bill for the Columbia River." Upon its entry into service this fall, the tug will operate from Astoria, Ore., to Portland, with a focus area from Portland to Longview, Wash. "Its primary duty will be ship assist into and out of berth and anchor," said Hellberg. "It's very capable for performing escort and emergency response work as well." Hellberg said a lot of effort went into the tug's crew features — "the human design," as he called it — with emphasis on making the wheelhouse user-friendly and the interior spaces and berthing areas quiet to reduce fatigue. "We try to learn and get better every time we build a new boat," said Hellberg. *(Source: Workboat by Eric Haun)*

## COASTAL ENTERPRISE TO THE MIDDLE EAST

Acta Jifmar's **Coastal Enterprise** is going to carry out a project in Saudi Arabia. On 5 April, the multifunctional work vessel came from Dieppe in France to Den Helder to mobilise. At the end of last week, a mobile crane was used to place equipment, a work boat and containers on the work deck at the Het Nieuwe Werk quay Including an accommodation container and containers with diving equipment from Bluestream, among others. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

## RIVERBUSTER 1909 HULL ARRIVES IN THE NETHERLANDS


We're pleased to announce the arrival of the CDS Riverbuster 1909 hull at our yard in Werkendam. The **CDS Riverbuster 1909** is a next-generation sustainable pusher tug and workboat, specifically developed for operations in inland and coastal waters. Fully compliant with the latest European regulations on emissions and noise, the vessel supports a wide range of tasks, including towing, pushing, barge handling, marine construction, and dredging support. With a length of 19 metres and a beam of 9.08 metres, the Riverbuster is compact yet powerful. Its hydraulic wheelhouse offers a viewing height of up to 11 metres, while maintaining a shallow draught of just 1.75 metres and an air draught of 4.20 metres—ideal for restricted waterways. An integrated aft skeg allows the vessel to safely ground, providing a stable platform for close-proximity dredging assistance. The vessel's propulsion system is fully configurable, ranging from diesel-direct to full-electric via

swappable battery containers, delivering between 750 and 1,500 kW and up to 25 tonnes of bollard pull. *A Sustainable Pusher Tug & Workboat* Bottom line: The **CDS Riverbuster 1909** has been developed to operate on inland and coastal waters, to be deployed in a variety of tasks and markets. It is compliant with the latest regulations on emissions and noise. *Operations* Your 19 x 9 m Riverbuster is up to the job you want it to do: towing, pushing, barge handling, marine construction and dredging support. In addition, this workboat is outfitted with an aft skeg enabling complete groundings. This allows for even closer dredging assistance with a stable platform. *Tailored outfitting* The **CDS Riverbuster 1909** can be configured for your specific needs with project-specific equipment, such as container twist-locks, (towing, anchor handling, hydraulic tugger) winches, deck cranes, a foldable A-frame and more. *High and low* The hydraulic wheelhouse enables a viewing height of 11 metres. Still, this multipurpose pusher remains very compact, with a shallow draught of only 1.75 metres and an air draught of 4.20 metres. *Propulsion* From diesel-direct to full-electric (through interchangeable battery containers), you can choose power solutions ranging between 750 to 1500 kW, generating 12.5 to 25 tonnes bollard pull. *Efficiently, sustainably, and reliably* The hull is in stock and can be delivered at short notice. *(PR-Concordia Damen)*



## SVITZER'S ECO-FRIENDLY GROWTH DRIVE IN EUROPE

Danish tug owner has set its sights on expanding in Europe through sustainable investments and consolidating its leading position in several nations. Svitzer has expanded its fleet and renewed its sustainability strategy to become a leading tug owner in northern Europe with plans for investments in green technologies.

The Copenhagen, Denmark-headquartered group owns 140 vessels in 77 harbours and eight terminals in Europe, including in the UK, Scandinavia, Germany, the Netherlands and Belgium, with four tugs in Greece and three in Georgia. Overall, the European business contributed around 35% of Svitzer group's revenue in 2024. Svitzer, founded in 1833, became an independent, Copenhagen-listed company after its demerger from the AP Moller-Maersk group in April 2024, but is expected to be incorporated again into the shipping group in Q2 2025. In the past year, it has

introduced the first of its efficient multipurpose TRAnsverse tugs into operation in the Port of Amsterdam, in the Netherlands. In 2024, Svitzer started operations in Alexandroupolis, Greece, with four newbuild tugs supporting LNG imports via a floating storage and regasification unit, and operated tugs Fawley oil terminal in the UK for a full year. "Europe is a core market for Svitzer. Even though the European market is mature, we still see growth opportunities, both entering new countries and expanding business with current customers," says Svitzer managing director for Europe, Lise Demant. "With our high-quality fleet and service delivery, Svitzer can add value for customers and stakeholders in areas facing port congestion, larger vessels and more extreme weather, she explains to International Tug & Salvage (ITS). We expect to continue to develop our business positively and play a key role in the European marine service industry, delivering high-quality service to our customers. Ship size is seen as a rising challenge in the region's towage sector as ports have not expanded or been relocated to more open coastal areas at the same rate. "In many cases, larger vessels are going into ports that were not originally planned for vessels of those sizes," says Ms Demant. A challenging operation in a tight harbour was witnessed by ITS in June 2024, when four Svitzer tugs manoeuvred an ultra-large container ship into a terminal in Southampton, UK, through a channel with little room or water depth to work within. Other challenges come from the tightening environmental regulations impacting maritime and harbour operations in Europe, driven by the European Union, IMO and local emissions standards. All newbuild tugs in northern Europe come with selective catalytic reduction units to minimise NOx from engine exhaust and comply with IMO Tier III emissions standards. "In Europe, in particular, we see a growing demand for green towage solutions and opportunities to pilot new technologies, including green fuels, new tug designs, and electrification," says Ms Demant. *Towage highlights* A recent highlight for Ms Demant was deploying Svitzer's first TRAnsverse tug, Svitzer Taurus, in IJmuiden, Amsterdam. "This new tug design is revolutionary and can perform towage jobs faster and safer than comparable azimuth stern drive tugs. At the same time, it is more than 15% more fuel efficient," she explains. "As a default, our future tugs will be based on the TRAnsverse tug design." Svitzer has been a leader in deploying environmentally sustainable towage by providing its tugboats powered by biofuels for EcoTow contracts in the UK and now EcoBAF, where towage is subject to the eco-friendly bunker adjustment factor, in continental Europe. "Svitzer is fully committed to decarbonising the marine service industry, and we plan to be net zero by 2040," says Ms Demant. "This requires we act now. For example, in collaboration with the Port of Amsterdam, Svitzer introduced an EcoBAF for a biodiesel product, which has reduced emissions locally and is still financially viable for all parties. The Port of Esbjerg, Denmark, has also actively supported the introduction of EcoBAF to support the transition of tugs to run using hydrogenated vegetable oil (HVO) in the port. This is part of the port's ambition to be carbon neutral by 2030 and strengthens its collaboration with key maritime partners. In Esbjerg, all Svitzer tugs have been operating on HVO since 1 February 2025. Svitzer plans to operate more European tugs on sustainable biofuels derived from HVO and fatty acid methyl ester. *Electrifying future* Svitzer's next decarbonisation drive will involve energy storage systems supporting greener fuels, with future tugs equipped with battery-hybrid propulsion. "We have also

ordered two electric tugs, one coming later this year for the Sound/Øresund area and one TRAnsverse design for the Gothenburg area," says Ms Demant. Sanmar Shipyards is set to supply a 25-m ElectRA design tugboats with 1,818 kWh of batteries supplied by Corvus Energy in H2 2025. This 356-gt tug will have a bollard pull of around 70 tonnes, a draught of 6 m and a FiFi1 class fire-fighting system, and it will have two diesel generators for backup, and extended endurance for fighting ship fires. The tugboat being built for Gothenburg will be the world's first battery-methanol hybrid when it enters service, also in H2 2025. In September 2024, Svitzer contracted Uzmar to build this TRAnsverse tug with a 6-MWh energy storage system supported by dual-fuel methanol engines for back-up and to extend its range. Svitzer expects this escort-duty tug to conduct around 90% of its operations using its battery-electric powertrain and conduct up to 25% of the Danish company's work in the port of Gothenburg. "We believe in the electrification of tugs, especially in north European ports, which have access to clean electricity and where jobs are done in confined areas," says Ms Demant. "We expect hybrid tugs will be an integral part of most tug designs in the future. The technology is there; the biggest challenge is to secure suitable shore power to provide a solid operating envelope. We will continue to sustainably decarbonise our business through EcoTow, EcoBAF or electrification." In Q2 2025, Svitzer will welcome a new escort-duty tugboat, Svitzer Tiger, into the UK market after it has sailed from the shipyard in Turkey. Uzmar Shipyard built this 498-gt tugboat to a Robert Allan Ltd design and it is set to arrive in London, UK, according to automatic identification system information, near the end of March sailing under the flag of St Vincent & Grenadines. *Accident investigation* In February 2025, the UK's Marine Accident Investigation Branch began investigating an incident on a 2017-built Svitzer tug that led to damage and injury. A towline failed on board UK-registered, 461-gt tug Svitzer Avon on 4 February 2025 while the 28-m tugboat was assisting Madeira-registered car carrier Auto Eco in the approach to Royal Portbury dock, Avonmouth, England. The towline failure, and the resulting lashing back of the line, damaged the wheelhouse on Svitzer Avon and injured two tug crew members. Sanmar Shipyards built Svitzer Avon to a Robert Allan Ltd RAstar 2800-E design with ASD propulsion involving two MTU main engines that produce 2,000 kW of power. It joined towage operations at the Avonmouth docks in the Port of Bristol in Q4 2017. *(Source: Riviera by Martyn Wingrove)*



# ACCIDENTS – SALVAGE NEWS

## SHIP WITH A HUNDRED ELECTRIC CARS CATCHES FIRE IN THE PORT OF ZEEBRUGGE: HEAVY SMOKE DEVELOPMENT

A fire broke out on one of the cargo decks of the CLdN megaroro '**Delphine**' in the Brittanniadok in Zeebrugge. The crew has been evacuated and the fire brigade tugs are carrying out extinguishing work. There are no injuries. There are 110 electric cars on board, which according to the police is

causing intense smoke development and hampering the extinguishing work. A ship has caught fire in the CLdN terminal," confirms Lennert Verstappen, spokesperson for Port of Antwerp-Bruges. "The fire brigade is on site and tugboats have also been deployed. There are currently no injuries." The fire is raging on a ship in the CRO terminal, close to the LNG terminal. Mayor Dirk De Fauw (CD&V) confirms that it is a serious fire that is not yet under control. "The automatic extinguishing system has been activated under the ship," says De Fauw. "The smoke is moving towards the sea, which is positive for the residents of Knokke and Zeebrugge." *(Source: Nieuwsblad.be)*


## SALVAGE TO COMMENCE END OF APRIL


The salvage start of the "**Bayesian**" will be on 'April 26, and the wreck is to brought to shore by the end of May, Simon Graves, a principal investigator for the Marine Accident Investigation Branch told a pre-inquest hearing said on April 15. The inquests into the deaths of Lynch and the other three British victims are being held in Ipswich. Inquests were opened and adjourned in October pending the completion of probes by both the UK investigators and a criminal inquiry by Italian prosecutors. An MAIB interim report on whether there were any breaches of maritime legislation could be published online in four to six weeks, with the final report to follow in months. The Coroner Nigel Parsley said he was in the hands of the criminal investigations as to when a final inquest hearing date could be set. The inquest in the UK is examining the deaths of the British tech mogul Mike Lynch and his daughter, Hannah, 18, as well as Morgan Stanley International bank chairman Jonathan Bloomer, 70, and his 71-year-old wife Judy Bloomer, who were also British nationals. The others who died were US lawyer Chris Morvillo and his wife Neda Morvillo, and Canadian-Antiguan national Recaldo Thomas, who was working as a chef on the yacht. Angela Bacares, Lynch's wife and Hannah's mother, was among the 15 survivors. *(Source: Vesseltracker)*

## NEW JERSEY AND CHIMO HEAD-TO-HEAD ON OUDE MAAS

Inland waterway tanker **Chimo** and inland container ship **New Jersey** collided on Sunday 13 April on the Oude Maas near Poortugaal. Marinetraffic shows how **New Jersey** collides head-on with **Chimo** on the upstream route. It is unclear how this could happen. The skipper of the 135-metre **New Jersey** does not want to comment on the circumstances. Schuttevaer has contacted the owner of the 110-metre tanker **Chimo**, but has not (yet) received a response. The tanker suffered considerable damage to the bow. A gaping hole was created above the waterline on the port side, which allowed the ship to look into the forepeak. *(Source: Schuttevaer)*



## TANKER ON THE RHINE SAILS INTO BANK AFTER COLLISION

A stuck tanker named **Anaconda** caused a closure of shipping traffic on the Middle Rhine in Rhineland-Palatinate for several hours on Wednesday. The tanker, loaded with 1,400 tons of gasoline, collided with another empty tanker during the night, according to the water police in Mainz. The tanker then ran aground. It was towed free in the morning and was able to continue its journey. The closure has been lifted. Both ships reportedly collided side-on near Sankt Goarshausen in Rhineland-Palatinate. No one was injured. After the collision at around 1:15 a.m., the tanker ran aground on the right bank of the Rhine. A small amount of water leaked into the bow. The

crew sealed the leak using their own equipment. No gasoline leaked out. No damage was found on the other ship. The responsible Waterways and Shipping Authority temporarily closed off the area between Bingen and Sankt Goar. *(Source: Umwelt-Panorama)*

## SEARCH CONTINUES FOR POSSIBLE SURVIVORS IN DREDGER ACCIDENT OFF OCCIDENTAL MINDORO

The Philippine Coast Guard (PCG), in coordination with the Local Government Unit (LGU), the Philippine National Police (PNP), and other key stakeholders, is continuing its intensive efforts in response to the recent capsizing of the dredger **Hong Hai 16** off waters of Rizal, Occidental Mindoro. "In partnership with all stakeholders, the PCG is exhausting all efforts to locate and rescue the missing individuals onboard as its foremost objective," PCG said in a statement. So far, two people have been confirmed dead after the incident, including a Chinese citizen. According to PCG, the vessel's owner and operator have been formally instructed to begin the process of vessel extraction by hiring an accredited salvor. The Coast Guard has also conducted an underwater survey and is currently assessing all potential risks, such as debris obstruction, poor visibility, adverse weather, and underwater cliffs, before proceeding with operations. *(Source: Dredging Today)*

## ALPHENAAR ALLIDED WITH THE ALGERA BRIDGE -NETHERLANDS

On the evening of April 14, the 90 meter long self-propelled container barge **Alphenaar** (MMSI: 244059204) allided on the Ijssel near Krimpen upon the IJssel, Netherlands. The Alphenaar was headed to Moerdijk from Rotterdam with a cargo of containers when it struck the underside of the Algera Bridge. One container sustained a large dent and the bridge suffered some paint damage. Traffic on the bridge was not impacted and the **Alphenaar** was able to proceed under its own power to a nearby mooring. Reports state that authorities conducted a short investigation and collected a statement from the captain. There were no reports of injuries or pollution released. This is the third bridge strike by the **Alphenaar** within the last 9 months. *(Source: Shipwreck Log)*

# OFFSHORE NEWS

## NEW CONTRACT WITH PRYSMIAN FOR NEXT GEOSOLUTIONS

The €10 million agreement concerns feasibility studies for a cable installation project between Germany and the United Kingdom. Next Geosolutions, a shipping company specializing in marine geosciences and offshore construction support services, mainly in the energy sector, with a focus on renewable energy, listed on the Euronext Growth Milan market, has announced the award of a new contract worth approximately 10 million euros, exclusively relating to the identification phase – and excluding variable and/or optional components, as well as any remediation activities – by Prysmian, world leader in the cable systems sector. The contract covers the execution of pUXO Identification & Clearance activities, in German waters, in the German Exclusive Economic Zone, and in Dutch waters, along the route of the NeuConnect Interconnector, a high voltage submarine cable, which will create the first direct link for the transmission of energy between the United Kingdom and Germany. The operations will focus on approximately 130 pUXO (Potential UXO) targets, which are magnetic anomalies detected along the route of the cable, which could correspond to unexploded ordnance. These targets require careful identification and, if necessary, appropriate interventions to ensure the safety of the installation. The execution of the activities is scheduled between the second and third quarter of 2025 and will involve two naval units, one dedicated to offshore operations and one to nearshore activities. During the operations, if potential war devices are identified, further investigations may be necessary to assess their nature and determine the possible need for further interventions. Giovanni Ranieri, CEO of Next Geosolutions, added: "UXO surveys are a strategic segment, in which NextGeo has developed a solid experience. This award strengthens our presence in the European market and confirms our ability to provide reliable data to support complex offshore installations and in particularly sensitive contexts". *(Source: Shipping Italy)*

## SAPURA ENERGY FINDS WORK FOR FIVE OFFSHORE VESSELS

Malaysian offshore services player Sapura Energy has won several vessel contracts worth around

RM100m ($22.6m) in Malaysia and Thailand. Sapura Energy will be providing 200-pax-capacity workboats, **KPV Redang** and **Sapura Duyong**, for offshore operations in East Malaysia. The contract for the former began in February and will last for one year, with an optional one-year extension. Meanwhile, the latter started work in March and will end its deal after eight months, with an option to extend for an additional two months. Furthermore, another 200-pax accommodation workboat **Sapura Aman** has been chartered for 245 days with a 90-day extension with a Malaysian operator. The **Sapura 300** accommodation vessel also won a 30-day charter. In Thailand, the geosurvey vessel **Sapura Wira** has been contracted for geotechnical soil boring services at the Rossukon field in the Gulf of Thailand. The contract is expected to be completed in the coming weeks. Last week, Sapura Energy won a contract for maintenance, construction, and modification services for offshore facilities in Peninsular Malaysia worth around $9m. In February, Sapura Energy revealed a batch of contracts worth $723m. It was also able to secure a $250m bailout from the government to repay debts to vendors in March. *(Source: Splash24/7)*

## ABANDONED OSV CREW TAKE TO SOCIAL MEDIA TO GET PAID

An all-Indian crew of the St. Kitts & Nevis-flagged offshore support vessel **Star Apollo** has not been paid their salaries since the start of their contracts, and the crew's health is also becoming an issue, according to a leading seafarer trade union. The inspectorate coordinator of the International Transport Workers Federation, Steve Trowsdale, said in a social media post that the 2012-built vessel is currently docked at Batamec Shipyard in Indonesia. He added that the 15-strong crew has not been paid since the start of the contracts, lasting between four and eight months. In total, the crewmen are owed almost $80,000. "The crew are extremely frustrated, and the stress of not being paid is taking a toll on their health," Trowsdale stated. ITF Inspector Mohammad Gulam Ansari, based in India, who is supporting the crew, said: "This is an Indian shipowner exploiting Indian seafarers, treating them like slaves. It's yet another example of an owner refusing to take responsibility." A video and image of the crew shows them holding signs, or rather, cries for help. Some of them include "when we ask for [our] salary, the company is threatening to block our COC (certificate of competency) and INDoS numbers", "we don't have proper food on board", and calls to the ITF and the flag-state to resolve the situation. According to Equasis, the owner of the vessel is Vindhyawashini Offshore. The crew also used a sign to name not just the owner of the vessel but also the RPSL agent Avvic Ocean and the sourcing agent Great

India Shipmanagement. *(Source: Splash24/7)*



## NAM CHEONG BAGS LONG-TERM CONTRACT FOR SEVEN VESSELS

Malaysia-based offshore marine group Nam Cheong has secured multi-year offshore support vessel charter contracts from leading regional oil majors worth up to RM317.1m ($72m). The agreements cover seven anchor handling tug supply (AHTS) vessels, which will be deployed in Malaysian and Thai waters in 2025 for up to two years with options to extend. The group now has 21 vessels under long-term charter, representing about 56.8% of its total fleet. The Singapore-listed company said this is in line with its target to increase the proportion of vessels under long-term contracts to 70%. *(Source: Splash24/7)*

## BLYSTAD PSV SCORES SHELL FIXTURE

Norwegian shipping investor Blystad Group has seen its platform supply vessel secure employment for up to six months in UK waters. The 2010-built **Songa Commander**, commercially and technically managed by Remøy Shipping, has been fixed to Shell for three months firm at an undisclosed dayrate. Offshore brokers report the contract, which starts in April, comes with extension

options for up to three additional months. Blystad acquired the vessel from Fosnavåg-based OSV owner Havila Shipping in 2023. *(Source: Splash24/7)*

## ANOTHER ARMADA SURVEYOR IN PORT

Last Sunday, the **Armada 78 03** of Ocean Infinity from Houston arrived in our port. The brightly colored survey vessel had come from Eemshaven to Den Helder to moor behind the Blue Port Center. The 78-meter long **Armada 78 03** is number three in a series of eight multifunctional offshore support vessels that were built at the Vard shipyard in Vietnam and fitted out and finished at the Vard shipyard in Soviknes, Norway. The photo clearly shows the Seaonics equipment installed above the moon pools on the work deck. The sister ships **Armada 78 01** and **Armada 78 04** previously visited Den Helder. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

# MUSEUM NEWS

## NIEUWBOUW LOODS M 'OP PAUZE'

Het nieuwe gebouw van Loods M in Maassluis, een futuristisch pand in de vorm van een omgekeerd schip, wacht nog op financiering. De focus ligt nu op de programmering. Binnen gebeurt er al van alles. Het is een drukte van belang in de werkplaats van Loods M. In de ene ruimte wordt een reddingsbootje van de Vlaardingse zeillogger de **VL92 Balder** opgeknapt, verderop poetst men de mast van trekschuit de **Goude Leeuwin** nog eens flink op. ,,Na alle gebruik was de mast kaal geworden. Maar nu blinkt hij weer mooi", stelt Hans Ploeg van Stichting Den Eerste Snik tevreden. De dromen voor Loods M zijn groot: het moet een broeinest worden dat zorgt voor samenwerking en kruisbestuiving tussen maritiem erfgoed, innovatie, ondernemers, onderwijs en cultuur. Om het project van internationale allure te voorzien, is het eerste ontwerp voor het gebouw futuristisch en gewaagd. Hoewel die gedurfde look voor gemengde reacties zorgde, gaf de raad afgelopen najaar groen licht om met die plannen fondsen te gaan werven. Dat moet ook wel: in totaal worden de kosten op 29 miljoen euro geschat. Zo'n 20 miljoen daarvan hopen zij binnen te halen via fondsenwerving en subsidies. *Pauzeknop* Maar ruim

een half jaar later is al dat geld nog lang niet bijeengesprokkeld. Integendeel: ,,Verschillende investeerders die we spraken willen eerst zíén dat de samenwerking tussen alle betrokken partijen een succes is, voor zij de portemonnee trekken. Wat betreft de nieuwbouw is er dus op een pauzeknop gedrukt", stelt kwartiermaker Leo Birza die al vanaf het begin bij het project betrokken is. Eerst zien, dan geloven dus. Dat betekent dat Loods M de focus verlegt van de blinkende buitenkant, naar wat er binnenin moet gebeuren: de programmering. En die krijgt volgens Birza razendsnel vorm: ,,Dat zie je wel aan wat er nu al gebeurt. Vanochtend alleen al wordt er door verschillende stichtingen gewerkt aan varend erfgoed uit de regio." *Maassluis Ahoi* Maar het zijn niet alleen historische schepen waaraan wordt gewerkt. Zo voeren studenten van onder andere de Hogeschool Rotterdam, de TU Delft en het Hout- en Meubileringscollege in het kader van hun opleiding al opdrachten uit binnen Loods M. Daarnaast komen diverse maritieme bedrijven en overheidsorganisaties regelmatig vergaderen en starten binnenkort workshops en cursussen voor inwoners en vrijwilligers. Ook staan er exposities op de planning. Bovendien opent Loods M 17 mei haar deuren tijdens Maassluis Ahoi: een nieuw evenement, dat een samensmelting is van de Dag van de Sleepvaart, Dag van de Trekvaart en de Open Dag Loods M. ,,De komende twee jaar zijn een proefperiode waarin we toetsen wat we nodig hebben in het nieuwe pand", aldus Loods M-directeur Elza van Liere. Of dat pand tegen die tijd nog lijkt op het gepresenteerde ontwerp, is volgens de directeur de vraag: ,,Het zou goed kunnen dat we over twee of drie jaar andere wensen voor de nieuwbouw hebben." *Geen garanties* Om de programmering verder te ontwikkelen, is natuurlijk ook geld nodig. De stichting verwacht dit jaar zo'n 990.000 euro uit te geven. ,,De helft hebben we al bij elkaar. Zo krijgen we jaarlijks 200.000 euro van de gemeente en hebben we recent 186.500 euro vanuit de regiodeal ontvangen", meldt Birza. Loods M hoopt dit jaar nog twee keer een soortgelijk bedrag vanuit de regiodeal binnen te slepen, plus zo'n 185.000 euro uit het Europese Just Transition Fund. Daarnaast zijn er eenmalige giften uit andere fondsen. ,,We hebben geen garanties maar het ziet er positief uit", zegt Birza. Al met al zijn de twee tevreden met waar ze nu staan: ,,Hoewel het pand misschien langer op zich laat wachten, is het geweldig om nu al de dynamiek en samenwerking te zien. Loods M komt er niet, het ís er al." *(Source: Scheepspost)*

## SCHEEPSWERVEN BAASRODE OPEN VOOR IEDEREEN


Een bruikleenovereenkomst met de provincie Oost-Vlaanderen maakt het mogelijk om Scheepsvaartmuseum Baasrode voor het publiek te openen. Iedereen kan zo de collectie zien en het archief raadplegen. Een en ander moet de waardering van het Vlaamse maritieme erfgoed ten goede komen. De overeenkomst stelt de provincie Oost-\Vlaanderen in staat om de geschiedenis van het varend erfgoed beter voor het voetlicht te brengen. Daar is een team van vier man permanent mee bezig. De provincie stelt het archief nadrukkelijk open voor onderzoekers. *Unieke artefacten* De collectie van het Scheepvaartmuseum Baasrode telt ruim 4.100 stukken en 4.341 archiefnummers. Ze overspant een periode van de late 18e eeuw tot de sluiting van de werf in 1986. Naast schaalmodellen zijn er gereedschappen, zoals een blokschaaf en de beroemde 'Baasroodse scheepslampen', die zelfs in een vliegende storm nooit doofden. Verder zijn er 4.000 scheepsbouwplannen, waarvan het langste zes meter lang is en, verder, ongedocumenteerde scheepstypes zoals een de Mechelse pleit, een binnenvaartvrachtschip. In de collectie zit ook het oudst bekende opmetingenboek van de Belgische binnenvaart. Het bevat beschrijvingen van schepen zoals de heemer, die pas later in bouwtekeningen werden omgezet. *(Source: Scheepspost)*

# WINDFARM NEWS - RENEWABLES

## INCAT CROWTHER DESIGNED CUSTOM CREW TRANSFER VESSELS SET FOR JAPANESE OFFSHORE WIND INDUSTRY

Experienced Japanese operator Tokyo Kisen Co Ltd has taken delivery of the first of two new bespoke crew transfer vessels (CTVs) to service Japan's growing offshore wind energy sector. Constructed by Cheoy Lee shipyard in China, the first vessel successfully completed sea trials in late 2024. The two Class NK 26-metre catamaran CTVs have been developed with Tokyo Kisen to comply with strict local regulations. The design of the vessels has been future-proofed, with each vessel to begin its operational life carrying 12 technicians, yet with the flexibility to increase to 24 as Japan's regulatory framework evolves. The main deck of each vessel features a large mess area, two bathrooms and an internal storage and change area. Technicians are carried in safety and comfort thanks to a resiliently mounted superstructure. The vessels' upper deck features an elevated, spacious wheelhouse, as well as a private mess and pantry.

The lower decks contain two twin cabins, a workshop space and a utility room. The vessels' operational capabilities are also enhanced by the inclusion of Incat Crowther's resilient-bow technology which reduces impact forces when the vessels are at wind turbine boat landings. A large forward deck provides a dedicated space for transporting cargo to offshore wind farms with the vessels capable of carrying a deadweight of 35 tonnes. The vessels are capable of speeds of up to 28 knots and are powered by two Yanmar marine diesel engines with a twin Controllable Pitch Propeller (CPP) propulsion system provided by Servogear. Commenting on the new vessels, Incat Crowther's Managing Director, Europe, Ed Dudson said: "With 48 Incat Crowther-designed CTVs over 25 metres in length either in service or currently under construction, this project will continue to build on Incat Crowther's successful track record of designing bespoke CTVs for the global offshore wind industry." "The design of these CTVs has been a real collaboration with Tokyo Kisen in order ensure the vessels meet the unique needs in servicing the Japanese wind energy sector. We are proud to bring Incat Crowther's expertise in designing state-of-the-art, flexible and operationally efficient offshore wind CTVs to this project," said Mr Dudson. "Our resilient-bow technology reduces impact loads and helps enable a high transfer wave height, and we look forward to seeing the vessels operating in Japan in the coming months," said Mr Dudson. *(PR-Incat Crowther)*

## KEYFIELD ENTERS CABLELAYER MARKET

Malaysian OSV owner Keyfield International is expanding into the new offshore services market with the acquisition of a cable-laying barge from Taizhou Sanfu Ship Engineering. The Kuala Lumpur-based accommodation workboats specialist is paying $22.55m for the 98-m-long vessel named **Keyfield Blessing**. The acquisition will be fully funded using Keyfield's internal funds and closed by the second quarter of 2025, the company said. The vessel, with a cable load capacity of 7000T, is designed to install subsea power cables linking offshore wind farms to main grids, but it can also be retrofitted to lay telecommunication fibre optic cables. Keyfield, which currently counts 13 ships in its fleet, has already agreed for the new unit to go on a one-year bareboat charter with a one-year extension option with China's Dejing Group in a deal worth $9.1m. Dejing will mobilise the vessel for the Farasan submarine cable project in Saudi Arabia. *(Source: Splash24/7)*

## UXO REMOVAL WORK UNDERWAY AT HORNSEA THREE EXPORT CABLE ROUTE

Ørsted is conducting a confirmed unexploded ordnance (cUXO) removal campaign along the export cable route of the Hornsea Three offshore wind project in the UK and a potential UXO (pUXO) inspection campaign in the array area. As of 14 April, 24 confirmed UXOs within the Hornsea Three export cable route were removed, with the explosive ordnance detonation (EOD) of the one remaining cUXO being undertaken by the vessel Glomar Wave, which did the same work on the East Anglia Three offshore wind farm last year. The EOD works at the Hornsea Three export cable

route are expected to be completed by May 2025, according to a Notice to Mariners from the project.


At the Hornsea Three array site, a potential UXO (pUXO) inspection campaign is underway with ten pUXOs confirmed as cUXOs as of 14 April. The pUXO inspection campaign is being performed using the vessel Kamara. The EOD work at the Hornsea Three array area is expected to be undertaken in a separate campaign commencing in the third quarter of 2025. The 2.9 GW Hornsea Three offshore wind farm, located approximately 160 kilometres off the Yorkshire coast, will comprise around 200 Siemens Gamesa's 14 MW wind turbines and is expected to be operational in 2027. Ørsted was awarded a Contract for Difference (CfD) for Hornsea Three in July 2022, with the developer saying that with an installed capacity of 2.9 GW, the project was the largest single offshore wind farm in the world. In 2023, when Ørsted took the Final Investment Decision (FID) on the offshore wind farm, the company noted that the CfD framework permitted a reduction of the awarded capacity and that Ørsted would use this flexibility to submit a share of Hornsea Three's capacity into the UK's CfD allocation round 6 (AR6). Hornsea Three was awarded 1,080 MW capacity in the UK's AR6 auction in September 2024. *(Source: Offshore Wind)*



## KOREA-FLAGGED GEOTECHNICAL SURVEY VESSEL IN NEW GUISE HITS THE WATER

Adira Renewables, the wholly-owned subsidiary of Singapore's offshore services provider Kim Heng and Soiltech Engineering Co Ltd Korea (STE), has launched a geotechnical survey vessel, rebuilt/converted in 2024, into the water. Kim Heng announced today, 15 April, the completion of the christening ceremony for **Bridgewater Discovery**, a DP2 geotechnical survey vessel measuring 76 metres in length with a 20-metre beam. The vessel is equipped with a heave-compensated twin

tower drilling rig capable of drilling up to 300 metres below the seabed, advanced soil testing equipment, including WISON-APB-Classic CPT, Seismic CPT, and Geomil Manta 200 seabed CPT systems, as well as a 60-tonne knuckle boom crane with man-riding capability, Kim Heng said. According to the company, the Korea-flagged vessel offers accommodation for up to 59 personnel and includes a 55m2 soil laboratory. In February 2024, Adira Renewables signed a vessel framework agreement (VFA) with an "international major client" as part of which Kim Heng and STE are to provide offshore geotechnical investigation services to carry out various geotechnical survey projects for offshore wind farm development in Korea. Through the collaboration, Kim Heng also executes geotechnical survey works in the pre-construction phase of larger, more complex offshore wind farm projects, tapping on STE's know-how in soil investigation works. *(Source: Offshore Wind)*



## PURUS' CSOV NEWBUILD READY FOR OFFSHORE WIND OPS


Purus' new commissioning service operation vessel (CSOV), built by Vard, has completed sea trials and will soon embark on its maiden offshore wind job for Vestas. The owner and the operator of service operation vessel Purus has informed its first of the two CSOV vessel, ordered from Vard in 2023, is almost ready for the start of its service, having completed the sea trials. The vessel is scheduled to be delivered from Vard to Purus in the second quarter of 2025, after which it will immediately embark on its maiden job for

Vestas, as part of the multi-year agreement signed with Vestas in 2024. The **Purus Chinook** has the capacity to house up to 120 people, and also offers an all-electric gangway, 18-metre helideck, over 5 tonne capacity 3D motion compensated crane and next-generation Chartwell 12 passenger daughter craft. The vessel will be the first Vard 419-designed CSOV delivered to Purus' operated fleet, with her sister vessel, Purus Coriolis, expected for delivery in the second quarter of 2026. Both vessels underscore Purus' commitment to decarbonizing the maritime sector by incorporating future sustainability options, such as the potential for dual fuel methanol-ready propulsion to further lower emissions, which is being targeted for possible implementation from 2027. Watch the video HERE *(Source: Offshore Engineer)*

## SCOTTISHPOWER RENEWABLES HIRES VESSEL TRIO FOR WORK ON UK OFFSHORE WIND FARM


ScottishPower Renewables, part of Spain's Iberdrola, has signed charter agreements with NR Marine Services and OEG to provide vessels to support the construction of the East Anglia Three offshore wind farm. The charter deals are worth over £16m ($21.2m) and all vessels will operate out of the port of Lowestoft. NR Marine Services will provide two CTVs, the NR Rebellion and the NR Hunter. The first vessel will take to the water in April, while the second will follow later in the year. Built by Diverse Marine in the Isle of Wight, the **NR Rebellion** is a hybrid vessel and is touted as one of the cleanest CTVs in the industry. It has a range of 1,000 nautical miles and a capacity of up to 24 personnel. It will be the first vessel of its type employed within the Iberdrola Group. OEG will provide the support vessel Tess, which will carry out guard operations at the wind farm. Thanks to its design and capabilities, the vessel can stay out at sea for longer periods. "These charter agreements are testament to how the East of England can service the offshore wind industry – not just here in the UK, but right across the globe," said Ross Ovens, ScottishPower Renewables' managing director for offshore. East Anglia Three will be ScottishPower Renewables' biggest ever offshore wind farm – and the second largest in the world – when it comes into operation in 2026, producing 1.4GW of clean energy, enough to power the equivalent of more than 1.3m homes. *(Source: Splash24/7)*

# DREDGING NEWS

## DREDGER SHOALWAY PERFECT CHOICE FOR BACKFILL OPERATIONS

Boskalis' trailing suction hopper dredger **Shoalway** has once again proved its unique dredging capabilities with brilliant backfill operation at Borssele. Once installed, cables and pipelines on the seabed need to be protected from the forces of the sea with rocks or sand. This also applied to the export cable that connects the Dutch offshore wind farms Borssele 1 and 2 via the TenneT platform to the onshore grid. The strong currents in the Western Scheldt influence the protective sand berm.

Reinforcing the coverage of cables on the seabed is constantly under attention of offshore windfarm and grid operators. And for that job Boskalis' hopper dredger **Shoalway** proved to be ideally suited. Because the vessel can both extract and backfill sand via its suction pipe, the **Shoalway** was able to precisely deposit the new sand berm on the cable route, making it resistant to erosion for years to come. *(Source: Dredging Today)*




## WEEKS MARINE WINS $20 MILLION MOBILE DREDGING CONTRACT

Weeks Marine from Covington, Louisiana, has won a $20 million firm-fixed-price contract for a maintenance dredging project in Alabama. Bids were solicited via the internet with three received, the U.S. Department of Defense (DoD) said. Work will be performed in Mobile, Alabama, with an estimated completion date of October 28, 2025. According to DoD, fiscal 2025 civil construction funds in the amount of $20,011,050 were obligated at the time of the award. The U.S. Army Corps of Engineers, Mobile District, is the contracting activity. *(Source: Dredging Today)*

## LAKE HENRY DREDGING PROJECT UNDERWAY

The City of Blair, Wisconsin, and Brennan Marine have officially started work on the Lake Henry dredging project. The restoration of Lake Henry will include removal of approximately 200,000 cubic yards of sedimentation via hydraulic dredging. The aim of the project is to dredge Lake Henry to a maximum depth of 16′ with an average depth of 9′. The work will also create a sediment pond upriver that will collect sediment prior to it getting to Lake Henry to simplify future maintenance. Once the lake has been dredged and the sediment pond put in, there will be ongoing maintenance/restoration projects. The Lake Henry dredging project is estimated to cost approximately $1,950,000.00 to $2,200,000.00. *(Source: Dredging Today)*

## USACE GATHERING INFORMATION FOR THE GULF INTRACOASTAL WATERWAY DREDGING

The U.S. Army Corps of Engineers, Jacksonville District is beginning preparation of a National Environmental Policy Act (NEPA) document to address maintenance dredging of the Gulf Intracoastal Waterway (GIWW) in Manatee County, Florida. The GIWW Project from the Caloosahatchee River to the Anclote River was originally authorized by Chapter 19 of the River and Harbors Act of 1945 (PL 79-14) in accordance with House Document Number 371, 76th Congress. Congressional authorization directed the Corps to construct and maintain the GIWW channel to a depth of nine feet plus two feet of over depth Mean Lower Low Water (MLLW). The purpose of the project is to provide safe navigation within the federal channel through the removal of shoaling (i.e., accumulated sediments in the channel) to maintain the authorized depth. The NEPA analysis will evaluate maintenance dredging Cuts M-4, M-5, M-12, M- 13, and M-14 within the GIWW channel between Tampa Bay and Sarasota Bay. Analyses will also consider proposed placement of the dredged material in existing sites, such as Egmont Key nearshore placement area as well as other potential beneficial

use of dredged material opportunities, such as placement in an existing dredge hole adjacent to the channel, near Cut M-5 and Long Pass Inlet which could promote the re-establishment of seagrass. *(Source: Dredging Today)*



## WEEKS MARINE: MEXICO BEACH RESTORATION PROJECT NEARS END

Weeks Marine's crews are in the final stages of the Mexico Beach Restoration Project in Florida. After Hurricane Michael displaced more than 400 million cubic yards of beach shoreline, Weeks' team has been working to restore and reinforce the coastline. "Over the last several months, we've been moving down the beach in 1,500-foot sections – dredging more than 1,000,000 cubic yards of sand from an outside location with the same sand quality and redistributing it along the beach," the company said. "To date, we've rebuilt three miles of 14-foot dunes and extended the beach berm by approximately 175 feet from the seaward toe of the dune, enhancing the shoreline's resilience." The crews are on track to finish the work tis week – just in time for turtle season. *(Source: Dredging Today)*

## MCFARLAND COMPLETES RED FLAG DREDGING ASSIGNMENT

The Army Corps dredge **McFarland** has returned from another successful dredging mission. To combat shoaling and maintain a safe and navigable waterway, the dredge McFarland was busy

recently dredging near the entrance of the Cape Fear River in North Carolina. During her deployment, she dredged more than 335,000 cubic yards of material near the entrance, opening the navigation channel to -44 feet MLLW. After completing the Red Flag callout emergency dredging (mission complete 7 days ahead of schedule) McFarland returned to Fort Mifflin for a refuel and new assignments. *(Source: Dredging Today)*


# YARD NEWS

## SARONIC ACQUIRES GULF CRAFT

Saronic on Wednesday announced it has acquired Franklin, La. shipbuilder Gulf Craft as part of its plans to produce a fleet of autonomous vessels for naval and commercial marine applications. The nearly 100-acre Gulf Craft facility will serve as the prototyping and production hub for Saronic's medium uncrewed surface vessel (MUSV) fleet, starting with the 150' autonomous surface vessel (ASV) Marauder, the Austin, Texas-based company said in a statement. The purchase price was not disclosed. Saronic said it plans to invest more than $250 million directly into the shipyard to modernize infrastructure, acquire new machinery, and update the facilities in an effort to support a rapid capacity ramp-up, enabling Saronic to deliver up to 50 unmanned ships per year. The company has retained Gulf Craft's workforce and added that it expects to create more than 500 new jobs over the next three to four years, including shipbuilders, welders, electricians, engineers, technologists, and naval architects, Saronic said. "The shipyard's location, deep expertise, and turnkey facilities are ideally suited to allow Saronic to expeditiously develop, test, and produce its first MUSV model and advance our mission to deliver the full range of ASVs needed to support the U.S. Navy's hybrid fleet," said Saronic CEO Dino Mavrookas. Saronic's rise is part of a broader effort to reshape how the U.S. Navy and its allies approach shipbuilding in the face of rapidly advancing technological capabilities. The Navy sees uncrewed vessels as a means to enhance operational capabilities, reduce risks to personnel, and improve cost-efficiency in maritime missions. In February, Saronic announced it closed of a $600 million Series C funding round, bringing its valuation to $4 billion —

quadrupling its worth in just seven months. Long-term, Saronic intends to invest more than $2.5 billion to develop Port Alpha, a shipyard "designed to produce hundreds of unmanned vessels annually and create thousands of new jobs," the company said. "Today marks a significant milestone in Saronic's expansion into autonomous shipbuilding and lays the foundation for our vision of our larger, next-generation shipyard, Port Alpha," said Mavrookas. "We don't wait — we build for what our customers need, when they need it. While we actively search for a home for Port Alpha, this acquisition gives us the immediate capacity to meet urgent customer needs for larger autonomous vessels and the flexibility to scale to address emerging commercial and defense applications of these advanced systems." *(Source: Workboat)*



## AUSTAL STARTS CONSTRUCTION OF T-ATS USNS SOLOMON ATKINSON


hipbuilder Austal USA has started the construction of **USNS Solomon Atkinson** (T-ATS 12), the US Navy's seventh towing, salvage and rescue ship. As informed, the keel-laying ceremony was performed on April 16, 2025, at the company's Mobile, Alabama, ship manufacturing facility. The keel laying symbolically recognizes the ceremonial beginning of the construction of a ship. This ship milestone is being recognized just over two weeks after Austal USA celebrated the christening of the future **USNS Billy Frank Jr.** (T-ATS 11). "This ceremony is evidence of the hard work and dedication put forth by Austal USA and our Navy and supplier partners to keep the T-ATS program steadily moving forward," said Dave Growden, vice president of new construction. The new T-ATS got its name after Solomon Atkinson, born in 1930 in Metlakatla, Alaska, who worked as a commercial fisherman before enlisting in the US Navy in 1952. A year later, Atkinson volunteered for the underwater demolition teams and became a frogman, the precursor to present day SEALs. In 1962, Atkinson became one of the first Navy SEALs and was a plank owner for SEAL Team 1. As a SEAL, he deployed to Korea and completed three combat tours in Vietnam. His Vietnam service-related

awards include a Bronze Star, a Navy Commendation Medal with Combat "V," and a Purple Heart.

Atkinson also had the distinction of training numerous astronauts, including Neil Armstrong and Buzz Aldrin. T-ATS 12 will provide ocean-going towing, salvage and rescue capabilities to support fleet operations. The unit will be a multi-mission common hull platform capable of towing US Navy ships and will have 6,000 square feet of deck space for embarked systems. The large, unobstructed deck allows for the embarkation of a variety of stand-alone and interchangeable systems. The T-ATS platform will combine the capabilities of the retiring rescue and salvage ship (T-ARS 50) and fleet ocean tug (T-ATF 166) platforms. *(Source: NavalToday)*

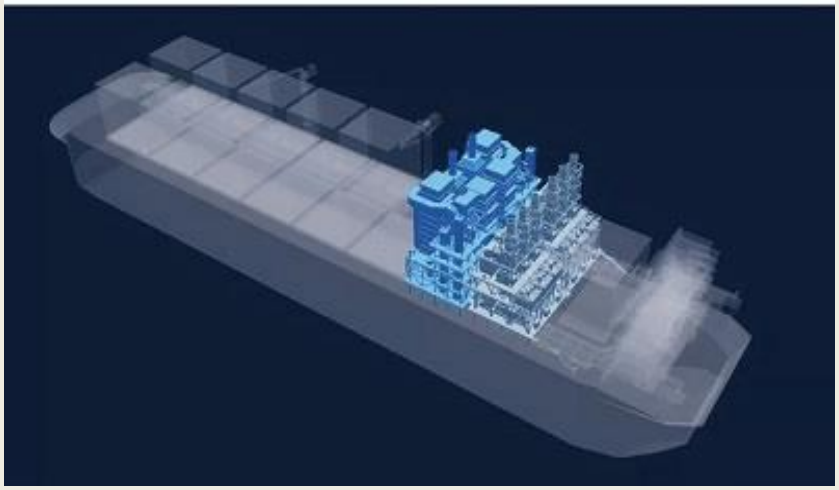
## FUGRO AND DAMEN PARTNER TO SUPPORT THE ROYAL NETHERLANDS NAVY WITH MARINE SECURITY AND SURVEILLANCE VESSEL

Fugro and Damen have teamed up to provide the Royal Netherlands Navy (RNLN) with a surveillance vessel and operating crew. The Dutch Ministry of Defence has contracted this new partnership to enhance its marine security and surveillance capabilities. The RNLN will deploy the surveillance vessel to conduct security operations within the Netherlands' North Sea exclusive economic zone (EEZ), both above and below the water. Using advanced technology like uncrewed vehicles, it will enable the RNLN to monitor vessel activities in the North Sea and survey critical underwater infrastructure, such as cables and pipelines. Fugro and Damen have established a joint venture to deliver the vessel and crew for a two-year charter, with an option to extend twice for another year (four years total). The charter agreement, awarded through a public tender, is set to begin in the first half of 2025. The vessel that will perform the charter is a Damen **FCS 5009**, which offers unparalleled seakeeping abilities through its Sea Axe bow design, which was developed together with the Delft University of Technology. "We are very proud of this alliance with Fugro and the confidence the Ministry of Defence has placed in us for executing this important contract," says Arnout Damen, CEO of the Damen Shipyards Group. "The Damen way of working means we can deliver a vessel quickly and, with Fugro, we can start work at short notice to monitor and protect the strategic interests of the Netherlands in the North Sea." "At Fugro, our mission is to create a safe and liveable world. Keeping our underwater infrastructure in the North Sea safe is integral to this, and by working together with Damen and the RNLN, we can contribute to national security and surveillance efforts. We have previously showcased our

experience in monitoring critical underwater infrastructure to the Dutch Ministry of Defence and look forward to continuing to work with them. We are also excited to work with Damen on this. Damen has a long history of providing vessels to the RNLN and Fugro. By joining forces, we're showcasing the innovative strength of the Dutch maritime industry," said Mark Heine, CEO Fugro. This project has been funded by the North Sea Infrastructure Protection Program (PBNI) coordinated by the Ministry of Infrastructure and Water Management. *(PR-Damen)*



## PETROBRAS, SBM, MITSUBISHI STUDY CARBON CAPTURE FOR FPSOS



Newly designed CO2 capture modules could be installed on floating production storage and offloading vessels operating in Brazil. Brazilian state energy company Petrobras is considering installing CO2 capture modules on its floating production storage and offloading (FPSO) vessels to mitigate the carbon footprint of producing and exporting crude oil from its deepwater fields. A major provider and owner of FPSOs, SBM Offshore is studying the technical feasibility of deploying these modules on its FPSOs working off the Brazilian coastline. Its subsidiary, Single Buoy Moorings, has contracted Mitsubishi Heavy Industries (MHI) to design these modules for FPSOs based on a combination of MHI's proprietary advanced KM CDR process, jointly developed with Kansai Electric Power Co, for CO2 capture and SBM's Fast4Ward principles for constructing standardised FPSO hulls. This study aims to produce a standard design of CO2 capture solutions for FPSOs, focusing on capturing the CO2 emitted by onboard gas turbines. KM CDR is the Kansai Mitsubishi carbon dioxide recovery process that has already been installed on 18 onshore plants. It uses the KS-21 solvent that was developed as a technological improvement over the amine-based KS-1, said MHI. *(Source: Riviera by Martyn Wingrove)*

# WEBSITE NEWS

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Last week there have been new updates posted:

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

   *(New page on the website. If you are interested to have your sales on the website)*

   *(pls contact jvds@towingline.com)*
3. Several updates on the Newsletter – Fleetlist page posted last week
   - *SCRA - Casablanca by Jasiu van Haarlem (new)*
   - *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
   - *Abeille International - Le Havre by Jasiu van Haarlem*
   - *ALP - Rotterdam by Jasiu van Haarlem*
   - *Bennett - Rochester by Jasiu van Haarlem*

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