



25th Volume, No. 33 *1963 – “60 years tugboatman” – 2023* Dated 24 April 2024

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

Distribution twice a week 21.300+

MIDWEEK – EDITION

TUGS & TOWING NEWS

GEOPOLITICS, TRADE GROWTH AND GREEN AMBITIONS DRIVE TUG DEMAND



Owners continue to order newbuilds with low emissions from shipyards despite prices hitting an all-time high due to inflationary pressures. Increasing global trade, shifts in geopolitical power and green ambitions are having a major impact on the global tugboat fleet. There is strong demand for newbuilds and modern tugs in the secondhand market as owners

strive to modernise and expand their fleets to meet rising shipowner and port expectations of performance, power and emissions reductions. ACL Shipbrokers Ltd director Alec Laing says there are regional demand hotspots where geopolitical and regulatory shakeups have led to a sharp rise in demand for towage services. For example, LNG import terminals opening in northern Europe. New container terminals are opening, and trade and shipping lines are changing, resulting in new tugboat orders. New markets are emerging for harbour tugs, such as in the Caribbean and Indian Ocean. “Global trade is still growing. Geopolitical concerns, protectionism and supply chain reconsiderations should be cause for concern for owners and operators, but there is, of course, a time lag for towage and port marine services, which in general terms are still experiencing high demand,” says Mr Laing. “There has been unprecedented demand for port tugs over the last 12 months, despite the global inflationary pressures affecting the price of newbuilds and component parts.” This has had a knock-on effect on the secondhand market, keeping it buoyant, with little tonnage available to purchase outside of shipyards’ own stocks and fleets, especially azimuth stern drive (ASD) tugs. “For the more compact ASD tugs with 60 tonnes of bollard pull and below, there is a complete vacuum in newbuild availability and a long wait of up to 12 months for new deliveries,” Mr Laing explains. “Depending on the size and bollard pull required, demand is outstripping supply across global shipyards. There has been a relatively constant number of newbuilds coming into the market.” Most estimates, including International Tug & Salvage data, show around 300-350 tugs per year are completed by shipyards worldwide, with the main tug building nations being (in alphabetical order) Brazil, China, Indonesia, Malaysia, Turkey, the US and Vietnam. Mr Laing expects strong market

sentiment and demand to continue this year and into 2025, with some regional variations. “There are regions which are seeing great modernisation of owners’ fleets due to a change in import regulations, while other areas are benefiting from competition between big global players vying for business in key ports with newer tonnage,” he continues. “Owners are faced with a predicament. Despite it being a strong sellers’ market, the cost of replacing vessels with new or newer equivalent tonnage is at an all-time high.” Shipyards have raised prices due to inflation and increasing costs, and delivery periods are lengthy due to long-lead times for machinery and parts. “Unless owners have long-term contracts, it is hard to justify fleet renewal as day rates are struggling to keep pace with global inflationary pressures,” says Mr Laing. It was a busy period in the tugboat sale and purchase market at the end of 2023 and the beginning of 2024 with notable deals in Canada, the Indian Ocean and the UK. There was also business in Africa, India and South America as owners rationalised and expanded fleets. Newbuilds are being ordered with technology, hullforms and machinery that are helping to reduce emissions and increase efficiency. “The energy transition is also accelerating, with many fully electric, dual and alternative-fuelled tugs hitting the headlines and being delivered to various different parts of the world,” says Mr Laing. “Depending on local emissions regulations, operators are taking up the green gauntlet at varying speeds. State-run and port trusts often lead the charge towards greener tonnage as they are keen to differentiate themselves early in the race to net zero.” But he notes there is still a steady flow of conventional diesel-powered tugs being built worldwide, but with more efficient, cleaner engines. (*Source: Riviera by Martyn Wingrove*)

Advertisement



**18m Pusher Tug
Raising Wheelhouse**



Exclusive Sale - Felix

- Class: MCA Cat 3 & DNV
- Dimensions: 18.5 x 6.2 x 2.2m (draft)
- Air draft: 4.3m-8.8m
- Bollard pull: 15t
- Built: 2009
- Located: UK
- 4 x hydraulic coupling winches

For further details please contact:

- ✉ brokers@aclshipbrokers.com
- ☎ +44 208 133 2595
- 🌐 www.aclshipbrokers.com



GREAT NEWS FOR OUR COMPANY! – CLOTS

We have acquired a new tug that will strengthen Clots maritime and increase our capacity for port operations. With this powerful addition to our fleet, we will be able to operate even more efficiently and reliably, allowing us to provide the best service to our customers and ensure the safety of the ports. The (former) *Fairplay V* will sail with us under the name **Annamarie**, named after our recently



deceased mother and grandmother. We hope that she will arrive in the port of IJmuiden on Monday. We have acquired a new tug that will strengthen Clot's maritime and increase our capacity for port operations. With this powerful addition to our fleet, we will be able to operate even more efficiently and reliably, allowing us to provide the best service to our customers and ensure the safety of the ports. The (former) **Fairplay V** will sail with us under the name **Annamarie**, named after our recently deceased mother and grandmother. We here the arrival of the **Fairplay V** arrive in the port of IJmuiden on Monday. A complete fleetlist compiled by Jasiu van Haarlem can be download [HERE](#) (Source: Clots; Photo: Jan Plug)

Advertisement

+31 10 8208905



MARINE STEEL
WORKS & SUPPLY BV - ROTTERDAM

✉ info@marinesteel.nl



FERROUS & NON FERROUS WHOLESALER

We can offer hydraulic pipes and fittings in stainless steel and steel etc.
Also for tailor made products, according to your drawing.

WWW.MARINESTEEL.NL



WELCOME ABOARD, KOOLE 53!



We are happy to announce that we have acquired a new offshore tug/supply ship, formerly known as the **Dutch Blue**. Built in 2012, **Koole 53** will strengthen our fleet and expand our capabilities in the maritime sector. **Key details:** Ship name: **Koole 53** (formerly **Dutch Blue**); Year built: 2012; Dimensions: LxBxH 52.80 x 13.20 x 4.50 meters; Gross tonnage: 1,159; Engine: Wärtsilä W8L20 4,352 epk / 3,200 kW; Speed: 11.5 knots. This acquisition marks a significant

milestone for us and demonstrates our commitment to delivering top-notch maritime services worldwide. We look forward to utilizing the capabilities of **Koole 53** to meet our customers' needs with excellence and efficiency. A special thanks to all involved in making this acquisition possible, and we look forward to the opportunities ahead with **Koole 53** under our management. Stay tuned for updates as we embark on this new chapter with **Koole 53**! The photo depicts the arrival of the Dutch Blue in Willemstad, Curaçao, soon to be adorned in the Koole colors. We keep share this with you all, so keep following us for updates! (Source: Koole)

CATERPILLAR DRIVES TUGBOAT PROPULSION INNOVATION

n another sponsor profile, counting down to the International Tug & Salvage Convention, Exhibition

& Awards 2024, we spoke with engine builder Caterpillar. Caterpillar Marine segment manager for tugs Andres Perez speaks to Riviera Maritime Media about the company's successful 2023 and its plans for innovation and services in 2024, as the port and towage sectors collaborate to reduce the industry's environmental footprint. "In 2023, we experienced strong demand for our products as the industry delivered its highest output in the last eight years



in terms of tugs built with high-speed engines," he says. "We doubled down on close planning with our customers to ensure we got ahead of any potential constraints. Between demand planning and capacity growth in our factories, we look forward to improving our delivery performance towards our customers." In terms of product innovation, Caterpillar delivered the first set of its new Cat 3516E uprated engines to power Robert Allan Ltd-designed RAstar 2800 tugs for Svitzer Australia. The tugs were also equipped with Schottel's Sydrive-M system. The improvement to the renowned 3516E engine delivers 19% more power to 3 MW and a much higher low-speed torque, making it an ideal fit for mechanical hybrid systems on tugs. "As part of our journey toward fuel flexibility, we teamed-up with Svitzer to test 100% biofuel operations, demonstrating the operation and reliability of the engines while identifying risk areas and maintenance practices to mitigate them," says Mr Perez. Caterpillar also made progress on its methanol dual-fuel engine development programme in collaboration with Damen Shipyards and signed a memorandum of understanding with Svitzer to support the tug owner's climate-related goals by addressing methanol as a fuel in tugs. *Service and support* "We continue strengthening our portfolio of services built on the foundation of our global network of Cat dealers that support tugs in every corner of the world," says Mr Perez. "Evidence of this is our global value agreement (GVA) with SAAM Towage, delivering greater efficiency and cutting downtime across more than 200 engines. "2023 was an eventful year for us, not only in terms of supporting customers in getting the lowest total cost of ownership in their existing fleets, but also in being part of the equation as the industry transitions to a lower carbon future." Caterpillar continues working on methanol dual-fuel engine developments in 2024 and is committed to developing solutions for the future. "We continue to invest in solutions for today, tomorrow, and the future," says Mr Perez. "In terms of solutions for today, we are focused on strengthening our Global Cat Dealer network and helping customers achieve the lowest total cost of ownership." Its key services include customer value agreements (CVAs) and GVAs to get the most value from their investments. "We are also investing in electrification solutions specifically tailored to tugs to play a key role in helping our customer with their energy transition," says Mr Perez. "We are working closely with designers, shipyards and owners on pragmatic ways to build energy efficiency and fuel flexibility into the DNA of tugs, with the engineroom being a key piece." Fuel flexibility. Caterpillar offers its clients options to build vessels that operate on diesel, biofuels, methanol, or a combination of these, with fuel flexibility built into its 3500E engines. "We will enable them to adopt their fuel of choice based on their desired target, fuel availability, and economics at play without having to build a new vessel or incur prohibitively expensive retrofits," says Mr Perez, adding owners could convert these engines to methanol dual fuel in the future. However, there are several challenges for the industry to achieve IMO's climate-related goals across shipping in 2050 and replace diesel with

alternatives, especially for tug owners, as assets have longer operational lives than the merchant ships they assist. Mr Perez emphasises the importance of the energy transition and finding pragmatic ways to address technology, infrastructure and financing to determine the future of the global tug industry. “These are sources of uncertainty when it comes to investment decisions” because every alternative fuel will be more costly than diesel today. “We are in a conundrum of having to act without having the technology, infrastructure and financing pointing decision makers in one clear direction,” he says. “Therefore, we strongly believe giving owners the ability to future-proof assets will benefit them and eventually propel the industry to an accelerated technology adoption. Finding pragmatic ways to address those aspects will determine the future of the global tug industry. Caterpillar will play an important role in the technology space,” says Mr Perez. *Convention sponsorship*



Caterpillar Marine is the main sponsor of Riviera Maritime Media’s International Tug & Salvage (ITS) Convention, Exhibition & Awards, held 21 -23 May, in Dubai. The company sponsored the convention because it supports bringing the tug and salvage community together, engaging with industry peers to share experiences and best

practices, and to explore opportunities. “ITS is a key event for us, as it brings the entire tug and salvage community together,” says Mr Perez. “We strongly believe collaboration and exchanging in an open forum is key to moving the industry forward. The conference programme is designed to do just that.” At the conference, Caterpillar will host an exhibition stand in collaboration with two key dealers, Al-Bahar and Borusan, and will showcase an energy transition display to discuss technologies that can support tug owners on their journeys to reach climate-related goals. “We will have a global team attend the conference, spanning functions from engineering to sales, strategy and senior leadership. We look forward to engaging with our industry peers,” says Mr Perez. Caterpillar will also present the following two papers and participate in a panel debate: Caterpillar global marine technology steward Marinus Jansen on Day 1: Pathways to carbon reduction in towage and Andres Perez on Day 3: Navigating the Energy Transition via Asset Flexibility and panel discussion III: Concluding discussion and drawing conclusions: Making sense of the transition pathways for tug owners globally through to 2050. (Source: Riviera by Martyn Wingrove)

Advertisement



Tug & Workboat company
Herman Senior b.v.
 Shoalbusters & Multicats for charter
 on a worldwide basis

chartering@hermansr.com • +31(0)78 619 25 07 • www.hermansr.com

ATLANTIS UNDERWAY TO GLASGOW

Last Saturday we have seen the tug **Atlantis**, from Seacontractors, departed Rotterdam with barge **Caroline**, loaded with a massive 1600 tons, 90-meter long, 44-meter high, two-part swing bridge. This incredible structure will soon become a vital link in the Clyde River's new crossing in Glasgow, Scotland. (Source: Seacontractor; Photo: Ben Hunnego)



SMS TOWAGE JOINS ETA



SMS Towage has become the newest ETA member. This British firm based in East Yorkshire is one of the largest towage companies in the country, providing comprehensive harbour towage, offshore towage renewable energy support and other specialist shipping services. SMS Towage's fleet of 20 tugs operates in several ports all around the United Kingdom's coast, like Southampton, Belfast, Cardiff or Hull. SMS Towage was established by Paul Escreet in 1992 and since 2002 it has been active in the harbour towage business. SMS Towage is the

fourth member from the United Kingdom, making a total number of 80 full members in 26 European countries. (PR)

NEWBUILD TUGS ENHANCE SOUTHEAST EUROPE PORTS' TOWAGE

Towage capabilities strengthened in Croatian and Greek ports. Ships movements in harbours and terminals in Adriatic and Aegean ports have been improved with the arrival of newbuilds from Damen Shipyards and Turkish shipbuilders this year. Croatian harbour tug owner Brodospas is renewing its fleet with an azimuth stern drive (ASD) newbuild vessel from Damen. A naming ceremony was held 27 March for ASD harbour tug **Hrabri** in the Port of Split, Croatia, following its maiden voyage from the Damen Song Cam Shipyard in Vietnam where it was constructed to Damen's ASD Tug 2811 design with 60 tonnes of bollard pull, a fire-fighting system and towing hook, as specified by the shipowner. **Hrabri** will support ships and provide towage services in the ports of Split and Ploce on the Dalmatian coast. Damen says this ASD tug design was developed "to provide a boost in safety, sustainability, reliability and efficiency in operations." It features a flush fore deck optimised for multiple towing modes, with good accessibility to winches, bollards and fairleads. This 29-m tug has a beam of 11 m, a maximum draught of around 5 m, a speed of 13 knots,

accommodation for eight crew and capacity to store 68 m³ of fuel oil. Damen has also completed ASD tugboat **EDT Aether**, with 81 tonnes of bollard pull, for EDT Offshore to enhance towage in the Mediterranean, following its delivery in Vietnam in April. Also in Croatia, Scaff Societa di Navigazione subsidiary Jadranski Pomorski Servis added **Gea**, built to Robert Allan Ltd's RAmports 2500W design by Med Marine at Eregli Shipyard, to its operations in the port of



Rijeka, Croatia. This 25-m vessel was built for ship handling, towing, pushing and mooring and tackling off-ship fires. It has 70 tonnes of bollard pull, a speed of 12 knots, accommodation for eight crew and a FiFi-E class fire-fighting system, a beam of 12 m and a draught of almost 6 m. In Greece, Nemea Z Marine welcomed its latest newbuild tugboat to the port of Piraeus after its construction in Turkey. **Dias Z** arrived on 25 March after passing through the Bosphorus Straits on 22 March. This 25-m multipurpose harbour tug was built by Med Marine at Eregli Shipyard to RAmports 2500W design for ship handling, towing, pushing and mooring. It has a bollard pull of 75 tonnes and is equipped with a FiFi1 class off-ship fire-fighting system, a winch forward of the wheelhouse and an aft towing hook. Med Marine says it was built with “all the necessary technical specifications needed for harbour, coastal and escort towage. Dias Z has a beam of 12 m, a depth of 5 m, a draught of 6 m, a speed of 11 knots and accommodation for seven crew members. Sanmar Shipyards completed 15-m ASD tug **Goksu V** at its shipyards Turkey for CCI Bayonne Pays Basque, operator of the Port of Bayonne in France. It was constructed to Robert Allan's RAscal 1500 design with a moulded beam of 8 m and a least moulded depth and navigational draught of 3 m. Its ASD propulsion can achieve 16 tonnes of bollard pull and a speed of 10 knots. Sanmar says the Rascal design is typically for tugboats handling ships in small harbours with limited manoeuvring space and shallow water depths. On **Goksu V**, the forward winch is also capable of emergency towing over the stern as a pipe tunnel runs underneath the wheelhouse. On board there is accommodation for four crew and tank capacities to store 20 m³ of fuel oil and 2 m³ of fresh water. (Source: Riviera by Martyn Wingrove)

Advertisement



THE VETERAN DEEP-SEA TUGBOAT A 51 “MAHÓN” WILL BE DECOMMISSIONED NEXT MAY

The veteran tug **A 51 “Mahón”** will be removed from the Official List of Navy Ships on May 2,



according to an order published in the BOD on April 18. For almost 43 years she has served in various assigned missions, after her discharge on June 30, 1981 together with her then twin **A 52 “Las Palmas”**. Both ships are of American design. They are part of a series of eight supply-type tugs to assist oil platforms built at Astilleros del Atlántico – construction number

207 in the case in question –, robust vessels equipped with powerful engines and a very wide radius of action. The first two, called “**John L. Guidry**” and “**Asay L. Guidry**”, were hired by The American Off Shore Fleet Inc. and the remaining six by the Compañía Hispanoamericana Off Shore: “**Saja**”, “**Cazorla**”, “**Reres**”, “**Benasque**”, “**Circos**” and “**Somiedo**”. All of them were built between 1975 and 1978. The last two were completed in 1978 and were never released by the shipping company for which they had been built, so they remained moored in the port of Santander and in 1981 they were acquired by the Navy and renamed “**Mahón**” (AR 51). and “**Las Palmas**” (AR 52, later A 52). The latter became the first Spanish ship to participate in scientific missions in Antarctica, in the 1988 and 1991 campaigns, expeditions prior to the entry into service in May 1991 of the BIO “**Hespérides**”. Of 597 gross tons and 1,460 tons of displacement fully loaded, it measures 41.18 m overall length – 38.35 m length between perpendiculars –, 11.58 m beam, 6 m depth and 5.49 m draft . She is powered by two AESA Sulzer 16ASV25-30 engines, which add a power of 7,740 HP and at an economic speed of 12 knots, she has a range of 27,000 miles. It has accommodation for a crew of 45 people and mounts two 12.7 mm machine guns. *(Source: Puente de Mando)*

ACCIDENTS – SALVAGE NEWS

1,000-TONNE CLAW ARRIVES TO CLEAR BALTIMORE SHIP CHANNEL

Efforts to clear the wreckage of the Key Bridge out of Baltimore's ship channel took a big step forward Monday with the arrival of a 1,000-tonne hydraulic grab. The massive claw will be used to extract the tangled mess of debris that lies embedded in the mud on the channel bottom, restoring the waterway to its normal navigable depth. So far, the salvage crews



have been working to cut and lift larger pieces of the bridge structure that remain above the surface, while pulling up smaller debris with a midsize grab. About 1,300 tonnes of steel have been removed so far, according to the Army Corps of Engineers. The newly-arrived grab could accelerate the effort by taking full advantage of the lifting capacity of the largest crane on the East Coast, the **Chesapeake 1,000**. Time is of the essence for local businesses. Global shipping quickly adapted to the shutdown, and the near-closure of Port of Baltimore has had little measurable impact on the broader national economy, according to the Federal Reserve. But for Baltimore-area companies that depend on the operation of the port, every day that goes by without a shipping channel is a day of lost revenue and lost wages. Certain Midwestern equipment manufacturers that use Baltimore for ro/ro shipping have also been affected. The state of Maryland has enacted grant and wage-supplement programs to help local businesses stay open, but the support cannot fully offset the impact for all companies. “Businesses we talked to said they can manage a short-term disruption but if the effort to reopen the channel takes longer, they then expressed greater concerns about lead times and increased costs,” the Richmond branch of the Federal Reserve said last week in a regular report. The Army Corps of Engineers, its Navy partners and private contractors are working at maximum safe speed to reopen the channel. In a statement, the Corps of Engineers said that it is moving ahead with “steady, precise action,” minimizing the potential for errors and avoiding “unrealistic benchmarks.” The first step is to open a narrow, limited access channel of 35 feet in depth by the end of the month, followed by the full 50-foot-deep channel by the end of May. The limited channel will be big enough for ro/ros to resume service to Baltimore, which is the biggest ro/ro port in the country. Insurers will also be happy to see access restored, since every day of shutdown is another day of business interruption claims. The bridge strike is on track to become the costliest maritime insurance loss in history, with claims potentially exceeding \$2 billion. When coupled with other mega-losses like the **Ever Given**, the **Tianjin** blast and the **Costa Concordia**, the **Dali** is prompting some in insurance to rethink their planning for low-probability, high-cost events. “What’s really important is that these kinds of ‘black swan events’, as we like to think of them, are not actually as rare as the industry would like,” Nick Evans of insurtech firm Insurwave told Insurance Insider. *(Source: Marex)*

Advertisement



DAMEN LAUNCHES PILOT PROJECT FOR CIRCULAR SHIPBREAKING

Damen Shipyards Group is launching a pilot project in which a small tug will be dismantled at Damen Shiprepair Rotterdam’s Botlek site in a circular way and entirely in line with the EU regulations. The project will serve as a trial, after which this approach of ‘green’ ship dismantling and recycling will be made available commercially, and also for larger vessels. “This pilot project fits in perfectly with our ambitions to become the most sustainable shipbuilder in the world,” explains

Arnout Damen, the CEO of Damen Shipyards Group. “The question is not just how we design, build,



maintain and refit our ships, but also, and precisely, how we dismantle them at the end of their lifespan and, most importantly: recycling.” The Jan, which was built in 1927, will be dismantled in line with the regulations set out in the Ship Recycling Facility Plan at Damen Shiprepair Rotterdam’s Botlek site. That is one of the few sites in the Netherlands on the EU list of certified Ship Recycling Facilities. So the safe

and environmentally friendly dismantling of the 15.4-meter-long tug is guaranteed. *Bottelier Slooptechniek* Bottelier Slooptechniek is the partner in the alliance responsible for the dismantling and sorting work: the company is a fully certified specialist in circular demolition. “We identify all the materials from the Jan and assess their potential for reuse,” says Nick van Egten, commercial director and co-owner of the Bottelier Group. In that way, the maximum environmental and economic return can be generated from the materials in their residual life.” *Transparency* After the completion of the pilot project, there will be complete transparency about the amounts of dismantled materials and how they have been reused, recycled, or disposed of. An approach has already been drafted with respect to the commercialisation and financing of circular ship dismantling projects in the future. Damen Financial Services is working in this area with Offshore Ship Recycling Rotterdam. (PR)

ITALIAN COAST GUARD MONITORING AFTER VESSELS COLLIDE OFF SICILY

The Italian Coast Guard is responding to a collision between two ships off the eastern coast of Sicily. Both vessels suffered some minor damage, including reports that the hull of a Peter Doehle-managed containership was holed. Both ships are being diverted to the Sicilian coast. Details of the full extent of the collision have not been released in the ongoing incident but the video supplied by



Guardia Costiera did not appear to show harsh weather conditions or heavy seas. The Coast Guard later announced that both vessels had arrived in Augusta, Sicily and were being inspected. The Italian National Operations Center received the report of the collision this morning, April 22, approximately 14 miles from Capo Passero on the southeastern tip of Sicily south of the ports of Syracuse and Catania. AIS signs now show the vessels progressing northward displaying messages of “restricted maneuverability.” The Peter Doehle-managed containership *EF Olivia* (42,200 dwt) was inbound

today for the Italian port of Augusta, on the eastern coast of Sicily. The vessel, which was built in 2006 and is currently registered in Portugal, is 722 feet (220 meters) in length with a capacity of 3,100 TEU. The vessel suffered a hull breach midships at or below the waterline. The other vessel is a Turkish-owned general cargo ship the [Hayriye Ana](#). The 8,300 dwt vessel is registered in Liberia and was on a voyage from Istanbul, where she departed on April 19, to A Coruna, Spain where she was due on April 29. The vessel was built in 2009 and according to databases has been cited for several deficiencies on recent inspections. In November 2023, the Chinese authorities listed a dozen deficiencies including issues with the vessel's VDR, an issue also cited by Greek inspectors in January 2024. Guardia Costiera reports a helicopter and airplane were immediately sent to the area when they received the reports. A vessel was also dispatched. They are continuing to monitor the vessel's progress and reported so far, no pollution has been reported. Watch the video's [HERE](#) and [HERE](#) (Source: *Marex*)

Advertisement



CHEVALIER
FLOATELS



WWW.CFBV.COM

SOV's DP Gezina & DP Galyna

This is what clients say:

- Good vessel, good crew.
We recommend both!
- I believe Chevalier Floatels is
doing a great job in the industry



REMEMBER TODAY

S.S. PENNLAND – 25 APRIL 1941



SS [Pennland](#) was a transatlantic ocean liner that was launched as [Pittsburgh](#) in Ireland in 1920 and renamed [Pennland](#) in 1926. She had a succession of UK, German and Dutch owners and operators. In 1940 she was converted into a troopship. In 1941 a Luftwaffe air attack crippled her in the Mediterranean, so her Royal Navy escort sank her by gunfire. She is now a shipwreck in the Saronic Gulf. *Building* Harland & Wolff laid down

[Pittsburgh](#) in its Belfast shipyard in November 1913 for the International Navigation Company (IMM). She was to be a sister ship for [Regina](#), which Harland & Wolff was building in its Govan shipyard in Scotland. On 28 July 1914 the First World War began, and in August work on [Pittsburgh](#)

was suspended. Work resumed after the war and she was launched on 11 November 1920. On 22 May 1922 Harland & Wolff completed her and delivered her to the International Navigation Company, which was an IMM subsidiary. Her UK official number was 145933 and she was registered in Liverpool. **Pittsburgh's** registered length was 575.3 ft (175.4 m), her beam was 67.8 ft (20.7 m) and her depth was 41.2 ft (12.6 m). As built she had berths for 2,100 passengers: 600 cabin class and 1,500 third class. **Regina** and **Pittsburgh** were among the first ships to offer cabin class accommodation. Her holds had 19,920 cubic feet (564 m³) of refrigerated space for perishable cargo. As built, her tonnages were 16,322 GRT and 9,856 NRT. **Pittsburgh** had three screws. A pair of four-cylinder triple-expansion steam engines drove her port and starboard screws. Exhaust steam from their low-pressure cylinders powered a low-pressure steam turbine that drove her middle screw. Between them the three engines gave her a speed of 16 knots (30 km/h). She had two funnels and two masts. Harland & Wolff launched a third sister, **Doric**, in 1922. She differed from **Regina** and **Pittsburgh** by having twin screws and pure turbine propulsion. In 1926 **Pittsburgh** was renamed **Pennland** to conform with the naming style of Red Star Line, whose ships all had names ending in "-land". In 1928 IMM transferred her ownership to another of its subsidiaries, Frederick Leyland and Company. She was transferred to the route between Antwerp and New York via Southampton and Cherbourg. Her sister ship **Regina**, now renamed **Westernland**, joined her on the route. In 1934 IMM sold Red Star Line to Arnold Bernstein. Her last Red Star Line voyage for IMM was on the same route and began on 16 November that year. Holland America Line (NASM) bought the Red Star Line fleet including **Pennland**, which it registered in Rotterdam. **Pennland** remained on the same route. After the Second World War began in September 1939, **Pennland** continued her usual service between Antwerp and New York via Southampton. On 19 October she called at Plymouth, which was not one of her usual ports of call. On 26 April 1940 **Pennland** left Antwerp for New York as usual. On 10 May Germany invaded the Netherlands and Belgium. **Pennland** reached New York on 16 May. *Pennland as a troop ship 1940–41* The Ministry of War Transport chartered **Pennland** from NASM and had her converted into a troop ship. She spent a month in New York, leaving on 26 June for Halifax. There she joined Convoy HX 54, which reached Liverpool on 14 July. She spent six weeks in Liverpool, leaving on 31 August under escort carrying 1,200 Free French troops via Freetown in Sierra Leone to Douala in French Cameroon. **Pennland** spent a month in Freetown and then sailed to Bathurst in South Africa, where she arrived on 31 October. She then returned to West Africa, where her ports of call included Lagos in Nigeria and Takoradi on the Gold Coast. On 21 November **Pennland** left Freetown and crossed the Atlantic to the Caribbean. She reached Barbados on 29 November, spent 2–7 December in Kingston, Jamaica, and then sailed to Halifax. On 16 December she left Halifax carrying 1,856 troops with joined Convoy TC 8, which reached the Firth of Clyde on Christmas Day 1940. On 12 January 1941 **Pennland** left Belfast for Egypt. She sailed with Convoy WS 5B to Freetown, called at Durban 11–15 February and reached Suez on 3 March.



She sailed through the Suez Canal, reached Port Said on 23 March and Alexandria the next day. On 1 April 1941 **Pennland** left Alexandria with troops for Greece. On 4 April she left Port of Piraeus and returned to Alexandria. On 6 April Germany invaded Greece and Yugoslavia, and on 12–15 April **Pennland** was in Piraeus for a second time. German forces advanced deep into Greece, and the Allies started to evacuate their troops. On 23 April **Pennland** left Alexandria for Megara in Attica, where

thousands of Australian troops were to be evacuated. An attack by German dive-bombers on 25 April off the island of Agios Georgios in the Saronic Gulf prevented **Pennland** from reaching Megara. Her Master, Captain Johann van Dulken, was wounded, and her three compasses were smashed. One bomb penetrated her deck and exploded in her engine room, killing four of her crew. Her Purser, Albert la Grange, was below decks inspecting damage when a bomb hit the ship, extinguishing her lights and puncturing her hull. **Pennland's** Chief Officer, Pieter van Beelen, took command and ordered her crew to abandon ship. Purser la Grange rallied the crew and helped to ensure they all got clear in the lifeboats. When the last boat was launched, la Grange carried an unconscious steward to the boat. Seven bombs damaged **Pennland** but she did not sink, so her destroyer escort **HMS Griffin** sank her by gunfire. Griffin also embarked survivors and took them to Crete, where they were joined an overcrowded cargo ship that took them to Alexandria. *Awards* Captain van Dulken was awarded the British DSC in December 1941 and the Dutch Bronze Cross on 18 May 1942. In New York on 10 July 1942 the Dutch consul-general awarded Purser la Grange the Cross of Merit. Also in New York, in August 1942 Queen Wilhelmina of the Netherlands awarded Chief Officer van Beelen the Cross of Merit. (*Source: Wikipedia*)

Advertisement



Landfall
Marine Contractors bv

Anchor handling tugs & workboats | Multi-purpose & Flat top pontoons | Ship management
Contact us: +31 (0)180-769033 or info@landfall.nl

OFFSHORE NEWS

VROON ALMOST OUT OF THE TRAPANI TRIAL ON RELATIONS BETWEEN NGOs AND SMUGGLERS



No proceeding was declared for the two commanders and for one of the two offenses alleged against the company (now passed to Britoil) for the events of 2016-2017. Vroon was acquitted by the Trapani Gup in the trial relating to the alleged contacts between NGOs and Libyan smugglers. You yourself advocate for the organizations SaveTheChildren, Doctors Without Borders and Jugend Rettet. Judgment of no place to proceed due to non-

existence of the fact also for Marco Amato and Pietro Catania, commanders of the ships **Vos Hestia**

and **Vos Prudence** rented to the two NGOs for the carrying out of the 2016-2017 SAR operations in the Sicily channel. Only one hypothesis of administrative offense alleged against Vroon Offshore Services srl (now Britoil Offshore Services srl) has been forwarded for jurisdiction to the Court of Palermo. The trial which saw Vroon srl and the two commanders accused in various capacities by the Trapani Prosecutor's Office of aiding and abetting illegal immigration, failure to report crimes, ideological falsehood and navigation without a permit is therefore closed, barring appeals. The investigation, focused as mentioned on the alleged relationships between some NGOs and smugglers dedicated to migrant trafficking, had targeted the rental by Vroon in 2016 and 2017 to SaveTheChildren and Doctors Without Borders of the two aforementioned ships for the carrying out of SAR operations in the Sicilian channel. For the company, the statement by the Judge at the preliminary hearing of the Trapani court was "because the administrative offense does not exist", while for one charge the investigating judge declared his territorial incompetence. For the two officers, for all charges, the acquittal came "because the fact does not exist". This was made known by the criminal lawyer Cesare Fumagalli, who assisted Vroon and his commanders together with the lawyers of the Mordiglia firm: "The process continues in other judicial offices for various SAR operations of the same period, but given the acquittal formula of the sentence of today we trust that the other Courts will also decide like the Gup of Trapani". In fact, the accusation on which the entire investigation was ultimately based was dropped, "namely that of having carried out SAR's activities illegally and in violation of state prerogatives; on the contrary, we have demonstrated that the Maritime Administration was aware from the outset of the type of operations for which these ships would be permanently used and that it had expressly recognized on several occasions how crucial the contribution of private shipping was to meeting the obligations that the Montego Bay, Solas and Hamburg international conventions impose on coastal states". It should be highlighted that, while Vroon's ships had not been seized, another unit, the Iuventa, owned by the German NGO Jugend Rettet, had been released from seizure by the GUP only today. Circumstance which could give rise to liability of the State or of the custodian appointed by the Trapani Prosecutor's Office in the event of deterioration of the unit. *(Source: Shipping Italy)*

LARGE RESPONSE VESSEL DELIVERED TO SPANISH SEA RESCUE AGENCY

Spain's Zamakona Yards has handed over a new large rescue vessel to Spanish maritime search and rescue organisation Salvamento Marítimo. **Heroínas de Salvora** ("Heroines of Salvora") has a length of 82.35 metres, a beam of 18 metres, and accommodations for 16 crewmembers and 24 additional personnel. Notable features include a DP2 system, firefighting



gear, equipment for cleaning up oil spills, a large open aft deck, two knuckle jib boom cranes, and flight deck and hangar facilities for use with unmanned aerial vehicles. Two 2,953kW main

generators will drive four 961kW tunnel thrusters to deliver a bollard pull of approximately 200 tonnes. The vessel honours Cipriana Oujo Maneiro, Josefa Parada, and María Fernández Oujo. The three women, then aged only 24, 16 and 14, respectively, sailed out on a small boat and successfully rescued 58 of the 271 passengers and crew of the steamship Santa Isabel shortly after it sank just off Spain's Salvora island on January 2, 1921. **Heroínas de Salvora** was designed by Spanish naval architecture firm Seaplace in compliance to Bureau Veritas class rules. (Source: Baird)

Advertisement



CONTRACTS DRIVE DEMAND, TIGHTEN VESSEL SUPPLY



Owners of subsea construction support vessels can look forward to a lengthy period of high demand and rising rates. In the past two months energy companies have fired the starter gun on more subsea projects and awarded contracts for installations and long-term maintenance. These are signs of a strong market, with oil and gas producers securing assets and

capacities months or years in advance before supply dries up. For owners, there will be consistently high demand for subsea construction and maintenance support vessels, soaking up available assets during a period where no newbuilds will enter the market. Strategic Offshore Research managing director, Ian McIntosh, said there would be extremely limited available supply as demand climbs this year and into 2025. There is expected to be a shortage of these specialised vessels, he said during a video interview at Riviera Maritime Media's Offshore Support Journal Subsea Conference, held in London, UK, in February 2024. Shipowners can increase their charter rates with growing confidence in achieving high utilisation rates in a rising market because of the limited number of newbuildings currently on order. Mr McIntosh said there are no disruptive players emerging, nor any new private equity-backed contractors trying to enter the market, which is highly consolidated and tightly controlled. "The market is rapidly tightening and there are heightened rates and expectations for owners and contractors," he said. "It is a unique cycle. The market is really heating up." Offshore oil and gas developments in Latin America, west Africa, Gulf of Mexico, northern Europe and in southeast Asia are driving demand for subsea construction and diving support vessels, he explained. More subsea infrastructure will be inspected and maintained as energy companies prolong production of existing assets during a rising market, while "decommissioning is the extra factor" for

long-term demand growth. Mr McIntosh expects high demand will keep the market strong for owners in the next five years. “We have got barely any newbuildings, so the market will stay tighter for longer. The market is more protected giving more power to owners and contractors,” he said. At least one owner has found finance and the impetus to order some newbuild offshore construction vessels (OCVs). According to Salt Ship Design, two would be built to its Salt 0494 design by Wuchang Shipbuilding Industry Group Co in China, with options for two more if there is enough appetite. These 100-m vessels will have a beam of 23 m, a draught of around 7 m, accommodation for 111 people and a deck area of 1,100 m². They would be prepared for alternative fuels, such as methanol, and have a large battery package to reduce power demand from engines and generators. Salt Ship Design Four designs for offshore construction. **Contract awards** One of the biggest projects to be sanctioned in the past few months was ExxonMobil’s ultra-deepwater Whiptail project offshore Guyana, where another nexus of subsea infrastructure will be connected to a newbuild floating production storage and offloading (FPSO). For this project, Saipem won a contract, valued between US\$750M and US\$1.5Bn, for engineering, procurement, construction, and installation of the subsea production facilities in around 2,000 m of water, using at least three of its own vessels, supported by a fleet of others. Detailed engineering and procurement work has already commenced to secure long-lead items.

Saipem will use its 2011-built deepwater construction vessels **FDS2**, 2014-built **Constellation** and 2012-built pipelayer **Castorone** for the offshore installation work and its construction facility in the Port of Georgetown, Guyana, for equipment fabrication. Saipem has already undertaken similar operations, or is contracted to



do so for ExxonMobil’s Liza phase 1, Liza phase 2, Payara, Yellowtail and Uaru projects in Guyana. “It is a unique cycle; the market is really heating up” TechnipFMC has secured a contract covering engineering, manufacturing and delivery of 48 subsea trees and associated tooling, and 12 manifolds and associated controls and tie-in equipment. TechnipFMC president for subsea, Jonathan Landes, said it would supply its Subsea 2.0 systems and manifolds for Whiptail. “We have already delivered more than 100 subsea trees for ExxonMobil Guyana – the nation with one of the world’s fastest developing basins,” he said. Subsea 7 secured a contract for the subsea tie-back of a well on Talos Energy’s Sunspear development Green Canyon Block 78, in the US Gulf of Mexico. This contractor will install the flowline and related subsea equipment in 500 m of water as Sunspear is tied to the Prince platform, 12 km away. Offshore work is scheduled to begin later this year. DOF won a contract, valued up to US\$29M, for transportation and installation of flexible flowlines and subsea structures in west Africa in Q3 2024. This Oslo, Norway listed owner will use 2017-built **Maersk Installer** for between 100 days and 150 days for this project. DOF chief executive, Mons Aase, said this was the second large job won for Maersk Installer. “The backlog for **Maersk Installer** is strong in H2 2024,” he said. DOF also won a contract from Norske Shell to support decommissioning of the subsea structures at the Knarr and Gaupe fields. Maersk Installer will be working with 2009-built subsea installation vessel, **Skandi Hera**, on this subsea engineering, procurement removal and disposal project offshore Norway. The scope includes recovery and recycling of umbilicals, risers, rigid spools, manifolds and other structures in Q2 and Q3 2025. Also in Norway, DeepOcean gained a four-year frame agreement from Equinor, and the PRSI pool of 23 energy companies, covering

subsea infrastructure on the Norwegian continental shelf and for international developments. This agreement covers planned or unplanned marine services using remote-operated intervention equipment on subsea pipelines and high-voltage cables. DeepOcean has already received the first call-offs to conduct seabed preparations and complex remote hot-tap tie-in operations at three locations offshore Norway for Gassco and Equinor. *Long-term charter* In the US, Oceaneering International has secured vessel capacity for subsea maintenance and light construction work in the Gulf of Mexico, as demand increases in the region. It chartered Bordelon Marine's 2015-built, 2,378-gt support vessel **Brandon Bordelon** for two years, with firm employment to March 2026. During this charter renewal, Lockport, Louisiana-headquartered Bordelon expects this 78-m, dynamic positioning DP2 vessel to undertake inspection, maintenance, and repair and light construction and installation work. Oceaneering has an option to extend the contract for another year if required. Brandon Bordelon will be mobilised with two of Oceaneering's Millennium Plus work-class remotely operated vehicles and survey equipment and technology. (Source: Riviera by Martyn Wingrove)

Advertisement



EQUINOR AND NEXANS EXTEND LONG-TERM RELATIONSHIP WITH FOUR-YEAR AGREEMENT



Designer and manufacturer of cable systems Nexans and Norwegian state-owned energy giant Equinor have expanded their long-standing relationship with a four-year contingency and preparedness contract. The long-term collaboration between the two companies is extended through a four-

year agreement that will see Nexans provide turnkey repair services for approximately 3,000 kilometers of Equinor's various cable systems. Equinor will manage and operate the contract on behalf of the Pipeline Repair and Subsea Intervention (PRSI) Pool members. To ensure the normal functioning of Equinor's assets, Nexans will perform turnkey repairs on all types of cables, including XLPE, mass-impregnated or oil-filled cables, providing the team and vessel to meet the intervention requirements. The areas of operation are located in Northern Europe but can be broadened according to the clients' needs. Pascal Radue, EVP of Nexans' Generation and Transmission Business Group: "Equinor is a forwardlooking company with strong environmental and social values. The approach

our two companies take in working together is an example of effective partnership. The teams are dedicated to delivering an assistance service tailored to Equinor and the PRSI pool members' requirements." The PRSI Pool includes 23 companies covering their offshore pipeline and power cable repair contingency via the pool, among which are energy companies Statnett, Aker BP, Shell and Neptune Energy, besides Equinor. So far this year, agreements were signed with DeepOcean, NKT and SubseaPartner for the PRSI Pool. *(Source: Offshore Energy)*

FUGRO SCOUT BACK IN DEN HELDER

Last Friday, the **Fugro Scout** moored at the quay behind the Blue Port Center after the 83-meter survey vessel of engineering firm Fugro from Leidschendam had come from IJmuiden to Den Helder. The **Fugro Scout** is used for seabed research and has a striking appearance due to its towering drilling rig on the working deck. The ship was launched in 2015 at the Tebama shipyard in Chennai, India. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*



CHINA'S OFFSHORE RESEARCH SHIP DOCKED



China's first multifunctional scientific and archaeological research ship, a ship for offshore exploration and digging of ancient cultural artifacts from the seabed, was docked in the Nansha district of Guangzhou city of Guangdong, South China province, on Saturday, April 20. The multifunctional ship, which is 104 meters long and carries approximately 10 thousand tons of water, was designed, developed and built entirely by China. The ship is capable of offshore scientific research and search for

cultural assets on the seabed, as well as research around the polar seas during the summer season with its two-way ice breaking capacity. On the other hand, the ship can accommodate 80 people and travel at a maximum speed of 16 knots (about 30 kilometers per hour). The ship, whose construction started in June 2023, required a total investment of 800 million yuan (about 112.7 million dollars). The basic

technologies applied in the design and construction process in terms of design, intelligent control, payload in icy areas and heavy payload structure integrated design were presented to He Guangwei, Deputy Chief Engineer of Guangzhou Shipyard International Company of China State Shipbuilding Corporation. It is groundbreaking. The ship, which will be checked, cleared of even the slightest defects, and whose living spaces will be equipped as necessary, will first be taken on trial voyages at sea and will be ready for delivery as planned at the beginning of 2025. (CGTN TURK) *(Source: Deniz Haber)*

Advertisement



ANY ACCOMMODATION VESSEL ANYTIME

VESSEL OF THE DAY:

An Accommodation Vessel for housing your offshore workers at sea!

Your benefits:

- Comfortable Accommodation
- Offices and Conference Rooms
- Storage Area



CHECK ALL TODAY VESSEL AVAILABILITIES ON OUR WEBPAGE

www.grs.group | T +49 40 411 60 68 0

GEOS GETS NEW MAJORITY SHAREHOLDER AS OAKTREE SELLS OUT

Oslo-listed OSV pure play Golden Energy Offshore Services (GEOS) is getting a new majority shareholder after Oaktree Capital Management offloaded its stake for \$39.5m. Fleetscope, a fund managed by Oaktree and closely associated with GEOS chairman Fredrik Ulstein and board member Guillaume Bayol, has sold 39.03% of its holding,



corresponding to nearly 196m shares in the Alesund-based company, to US buyout fund Blue Ocean GEOS MI. GEOS was recapitalized in July 2022, with Oaktree coming in as a financial partner, and an equity owner since August 2023. The company has since sold non-core assets and acquired four platform supply vessels, counting seven ships in its fleet today. “With its strong fleet, robust customer base, and solid financial foundation, GEOS is now well-positioned to capitalise on market opportunities and generate sustainable returns for its shareholders,” said Ulstein, senior vice president at Oaktree, adding that the company would continue to back GEOS as a lender. Commenting on the latest development, GEOS chief executive Per-Ivar Fagervoll said: “In a short time, GEOS has become a modern offshore company, with a young and environmentally friendly fleet. Together with Blue Ocean and our other shareholders, we will build on the foundation that has been laid with our partners at Oaktree to drive further value creation.” Cyprus-based owner and shipping fund manager, Pelagic Partners, is the second largest shareholder in GEOS, with close to 24% stake. *(Source: Splash24/7)*

DP GEZINA CAME TO VISIT



The **DP Gezina** arrived from the Waalhaven in Rotterdam to Den Helder on Friday April 19 and then moored at the Nieuwediepkade. A striking feature of the 70-metre long hotel ship from the Dutch company Chevalier Floatels is the large, slightly compensated telescopic landing bar on the working deck. The hotel ship, a former ferry built in 2007, was

converted in 2013 for its current task as a hotel ship. The **DP Gezina** is used offshore in all kinds of construction projects in the oil and gas industry and wind energy sector. There is accommodation on board for 60 offshore workers. (Source: www.maritiemdenhelder.eu Photo: Wim Albers)

MARIDIVE INVESTS IN FLEET MANAGEMENT SOFTWARE

Maridive Group has selected DNV's ShipManager Classic program package to manage its fleet of diving support and service vessels. It has opted for the complete suite to optimise operational, technical and compliance aspects across its organisation and fleet. Maridive customised the programs to address quality, health and safety management, planned



maintenance, procurement, crew management, drydocking, ship repair and vessel management. "Selecting ShipManager with the full suite of modules aligns with our commitment to operational excellence and innovation," said Maridive operations director Mohammad Fouda. "This strategic decision will undoubtedly enhance our capabilities and efficiency in managing our diverse fleet and maximise value for our clients." Maridive will use DNV's supplier portal for vendor engagement and seamless data integration with ShipManager, which also provides data analytics. Mr Fouda expects this integration to result in swift and efficient supplier procurement, further amplifying the operational efficiencies. DNV Digital Solutions global head of sales for ship product lines Sebastian Eggert said DNV will provide initial data capture, user training and 24/7 support to Maridive, "to empower its operations with advanced technology and tailored solutions." The class society's maritime software team provides consultancy on data structure, flexible server solutions and ensures smooth integration and onboard installations. "We often encounter a certain 'fear of integration' into the existing IT infrastructure at various levels," said DNV project manager for ship products Neele Wasmuth. "That is why we have designed the implementation process to be straightforward and transparent. For instance, onboard users simply navigate through a few clicks – next, next, finish – initiating a smooth journey with their new fleet management software." Vessel owners select

DNV's dedicated server environment or host ShipManager on their own servers. "On top of our training, we offer quick guides for core procedures as well as support around the clock," said Mr Wasmuth. *(Source: Riviera by Martyn Wingrove)*

Advertisement

MUSEUM NEWS

MET DE STOOMSLEEPBOOT NOORDZEE NAAR DORDT IN STOOM



De meer dan 100 jaar oude stoomsleepboot **Noordzee** uit Museumhaven Willemsoord neemt ook dit jaar in Dordrecht weer deel aan Dordt in Stoom, het grootste stoomevenement van Europa. Zowel de heen- als terugreis zal in drie dagetappes op eigen kracht worden gemaakt. Meevaren op deze prachtig gerestaureerde stomer is mogelijk. De **Noordzee**, één van de pareltjes van Museumhaven

Willemsoord, is ook nu weer uitgenodigd om deel te nemen aan het unieke tweejaarlijkse stoomevenement dat van 24 tot en met 26 mei in de haven van Dordrecht wordt georganiseerd. De reis ernaar toe gaat op 22 mei in de museumhaven van start. Die dag wordt via de Koopvaardersschutsluis in Den Helder, het werelderfgoed Waddenzee, de Stevinssluisen in Den Oever en het IJsselmeer naar de voorhaven van het West-Friese havenstadje Medemblik gevaren. Een dag later wordt van Medemblik via het IJsselmeer, het Naviduct Krabbersgat bij Enkhuizen, het Markermeer, langs het karakteristieke Paard van Marken en forteiland Pampus, de Oranjesluizen en het IJ naar Amsterdam gevaren. waar vlakbij het Centraal Station wordt afgemeerd. Op 24 mei wordt de reis hervat en gaat verder van Amsterdam via het Amsterdam-Rijnkanaal, de Beatrixsluisen bij Nieuwegein, de rivieren Lek en Noord naar het Groothoofd in Dordrecht. Elke etappe duurt tussen de zes en acht uur, waarbij onze gasten kennis kunnen maken met een uniek stoombedrijf, terwijl ze genieten van een mooie vaartocht over onze binnenwateren. Per dagetappe

kunnen maximaal 30 passagiers tegen betaling meevaren. De opbrengst van deze vaartochten komt volledig ten goede aan de instandhouding van dit bijzondere vaartuig. De terugreis gaat van 27 tot en met 29 mei eveneens in drie etappes, maar dan in omgekeerde richting. Meer informatie over de kosten en over de op- en afstapplaatsen is te vinden op www.stoomsleeptbootnoordzee.nl. Tevens is er aan boord plek voor een leerling- stuurman en een leerling-stoker. Ook tijdens Dordt in Stoom zelf kan worden meegevoerd op de **Noordzee**. Deze tochten duren ongeveer 30 minuten. Kaarten hiervoor worden door de organisatie van het evenement uitgegeven. De in 1922 gebouwde **Noordzee** is in de periode 2016-2022 door enthousiaste vrijwilligers van de Stichting Stoomsleeptboot Noordzee in Museumhaven Willemsoord volledig gerestaureerd en hierna gecertificeerd om met passagiers te mogen varen. Een vriendenstichting helpt ook mee om de boot in stand te houden. De sleper heeft een vaste ligplaats voor restaurant Stoom op het Willemsoordcomplex in Den Helder.

(PR)

WINDFARM NEWS - RENEWABLES

HEEREMA LINES UP POLISH WIND FARM DEAL

Dutch offshore construction player Heerema Marine Contractors has signed reservation and preliminary work agreements to transport and install wind turbine foundations and an offshore substation for Polish offshore wind farms Baltyk II and Baltyk III. Polenergia, which together with Equinor is developing the wind farms of 720 MW each, said the agreements represent a



commitment to continue negotiating the final contracts in exchange for Heerema's reservation of the availability of installation vessels. The deals also apply to the performance of preliminary work, which will then be covered by the final contracts, if the latter are concluded. If the reservation agreements are terminated Heerema will be entitled to a cancellation fee which may amount up to about €29.2m for both projects, the release said, adding that analogous fees may be charged to the companies if final agreements are not signed by July 1, 2024, subject to the parties' ability to extend the deadline. The two bottom-fixed wind farms, developed in the Polish exclusive economic zone of the Baltic Sea, will be located between 22 and 37 km from the coast. The commercial phase of their operation is planned from 2028. Seway 7, Jan De Nul and Hellenic Cables have already been selected for cabling works. Equinor and Polenergia are also developing the Bałtyk I project with a capacity of up to 1,560 MW. *(Source: Splash24/7)*

HISTORIC OFFSHORE WIND SUPPLY MUST ENSURE GREEN FUELS FOR SHIPPING

Danske Rederier is pleased that the largest offshore wind tender in Danish history was launched on Monday. As many as six wind farms were put out to tender, and the many installations can

contribute to producing green fuels for shipping. With the new tenders, Denmark can potentially



look forward to as many as six new offshore wind farms in both the North Sea, the Baltic Sea and the Kattegat. The parks must deliver at least 6 GW – green power to millions of households in both Denmark and other countries and the production of hydrogen and green fuels for ships and planes. "When the turbines are spinning, we can cover Denmark's entire

electricity consumption with green electricity – and we can produce hydrogen and green fuels for ships and planes. It is projects on this scale that can make a big green difference, for the climate and for our safety . Not just for Denmark, but for the whole of Europe," said climate, energy and supply minister Lars Aagaard, among others, when the news was published in a press release. In addition to large amounts of green electricity, the new offshore wind farms can also create thousands of new green jobs. It will especially have an effect locally at the ports from which the wind sector is serviced, such as Esbjerg, Hvide Sande, Thorsminde and Thyborøn. "We need much more renewable energy when we have to transition our society and our industries from fossil fuels to green fuels. The historically large supply is very good news. I am particularly pleased that the minister specifically mentions the potential of producing green fuels for shipping. The Danish shipping companies will demand green fuels in a big way in the coming years, when shipping must work towards becoming climate neutral. It is fantastic if a large part of these fuels can be produced here in Denmark," says the managing director in Danske Rederier, Anne H. Steffensen. *(Source: Maritime Direct)*

Advertisement

-Dutch quality since 1927-
Kraaijeveld
WINCHES

Towing winches
Anchor handling
Winches
Escort Winches
SafeWinches

www.winches.nl

INNOVATIVE VESSEL TO SPRING INTO ACTION ON ENBW OFFSHORE WIND FARM

EnBW and Wallaby Boats have christened the offshore transfer vessel **Impulse** in the port of Kappeln, Germany, as the vessel gets ready to service the Baltic 2 offshore wind farm starting in May. The two companies have jointly launched the ship which is equipped with a new type of suspension system said to enable technicians to safely access offshore wind turbines even in high waves. The vessel is also reportedly more economical compared to previous transfer ships, the

companies said. "With innovative technologies, we are setting new standards for safe and efficient deployment at sea. The transfer vessel 'Impulse' will help us to produce even more reliable and cost-effective electricity with offshore wind energy in the future. We are also pleased to be able to rely on the technical expertise and quality standards of Germany as a business location through the development and construction of the ship in Schleswig-Holstein," EnBW's CEO, Dr Georg



Stamatelopoulos, said. Impulse was built at Hitzler Werft GmbH in Lauenburg/Elbe, and is the world's first ship with a suspension system for commercial use, according to Wallaby Boats. Schleswig-Holstein's State Secretary for Economic Affairs and Technology, Julia Carstens, said: "With the 'Impulse', Wallaby Boats GmbH as a start-up proves that young companies can bring innovative technologies to the market. The new building not only brings added value to the country, but also makes transport to offshore platforms much safer for personnel. I am particularly pleased that this new hull technology was taken up in Schleswig-Holstein, implemented by Wallaby Boats and the Hitzler shipyard and realized in Schleswig-Holstein with the help of a broad financial network." This suspension system, developed by Australian inventor Nauti-Craft, is said to enable the two hulls of the catamaran to independently balance and compensate for wave forces and the resulting movements. As a result, the deck of the ship, the so-called chassis, can be kept relatively calm in the passive mode of the system and can dampen a considerable part of the accelerations during transit. In active mode, it even remains absolutely balanced, Wallaby Boats said. Germany's Federal Minister for Economic Affairs and Climate Action, Dr. Robert Habeck, said: "The ship Impulse is a pioneering piece of German engineering. Our goal is for offshore wind farms with a total capacity of 30 GW to produce electricity in Germany by 2030. To do this, we will need even more ships like this – an opportunity for industrial growth in our country and the decarbonisation of our energy system." *Wallaby Boats is a spin-off of OFFCON GmbH.* Harald Hübner, Managing Director of OFFCON GmbH, said: "Together with all our sponsors and supporters, we are delighted to have developed such an innovative ship as a family business from the small town of Kappeln and now to bring it to the world's oceans in several, further improved variants. Without the support of the state of Schleswig-Holstein, the Federal Ministry for Economic Affairs and Energy and EnBW, we would never have come this far. We are very grateful for that." The ship's most innovative features include an upper main deck structure and two separate hulls connected by an active or passive hydraulic suspension and damping system to compensate for wave motion. The movement of the hulls caused by the swell is damped by the cylinders of this hydraulic system and also converted into pressure and heat energy. The waste heat is used to heat the ship, including the deck, in winter and the pressure will be converted back into electrical energy in future, which can be used to support the entire power supply on the ship. In addition, the deck superstructures are equipped with integrated photovoltaic elements in order to reduce resource requirements during operation, according to Wallaby Boats. (Source: Offshore Wind)

Advertisement



YOUR PROPULSION EXPERTS

SCHOTTEL

**SCHOTTEL CONTROLLABLE PITCH PROPELLER SCP:
EFFICIENT, RELIABLE, FLEXIBLE**

www.schottel.com | sales@schottel.de

FUGRO'S SELF-ELEVATING PLATFORM MOVES TO JAPAN TO PURSUE GEOTECHNICAL WORK



Fugro has transferred its self-elevating platform (SEP) **Amberjack** to Japan in order to easier support the local offshore wind market with geotechnical services. **Amberjack** was reflagged in December 2023 and is now based in Tokyo, from where it will be deployed to Japanese wind farm projects and provide clients with geotechnical borehole drilling, high-quality sampling, and a range of in situ tests, such as downhole cone penetration tests (CPTs) and standard penetration

tests (SPTs). The platform also delivers downhole geophysical logging for preliminary and detailed geotechnical surveys, and cable route surveys. According to Fugro, vessels registered in Japan under Japanese regulations follow a more streamlined procedure than foreign-flagged vessels when deployed for fieldwork, so this move will speed up mobilization to project sites and allow faster delivery of geo-data to the local offshore wind industry. All of the SEP's capabilities comply with international and Japanese geotechnical standards down to a maximum water depth of 42 metres, the Dutch company said. "Transferring the Fugro **Amberjack** to Japan will help us respond faster to our country's growing demand for geotechnical SEP services. The Japanese government targets 10 GW of offshore wind developments by 2030 and 30 GW to 45 GW by 2040," said Junichi Kuwamura, Fugro's Country Manager for Japan. "Our Geo-data solutions support the energy transition and are helping to make renewable energy the main source of power in Japan, and we're proud to have this new asset ready to accelerate the development of Japanese offshore wind farms." Japan currently has six operational offshore wind farms, with two of them being large-scale, the 84 MW Noshiro Port and the 54.6 MW Akita Port projects. The country had 153.5 MW of installed offshore wind capacity at the end of last year, not including semi-offshore wind farms accessible from coastal areas. The Japanese Government last month passed an amendment to the "Act on Promoting the Utilization of Sea Areas", expanding the area for setting up offshore wind to the Exclusive Economic Zone (EEZ), which would allow wind farms to be installed further out to sea from current territorial and internal waters. (Source: *Offshore Wind*)

TIDAL TRANSIT SHORTLISTED FOR HUMBER RENEWABLES AWARDS 2024

Tidal Transit, supplier of purpose-design crew transfer vessels for the offshore wind industry, has been shortlisted for Humber Renewables' Green Innovation Award for its pioneering work on e-Ginny, the world's first diesel to electric crew transfer vessel (CTV) retrofit. Now in its twelfth year, the annual Humber Renewables Awards celebrate local businesses committed to the development of renewable



energy across the Humber region. The Green Innovation Award is aimed at companies making a real difference in the clean energy transition by innovating novel approaches to efficient, low-carbon energy use. The goal of Tidal Transit's industry-leading e-Ginny project is to retrofit a diesel-powered Mercurio 20m vessel, **Ginny Louise**, with over two megawatt-hours (MWh) of battery capacity, electric motors and propulsion pods. The finished vessel will not only be 100% zero emissions in operation, but also boast increased manoeuvrability while being near-silent for passengers and passers-by. Alongside the vessel itself, the project will also expand vessel charging infrastructure by installing both an onshore charging station and an offshore wind turbine based-charger to allow for direct E-CTV charging on location. Tidal Transit has been supplying CTVs to operators in the Humber since 2011. **e-Ginny** will act as proof of concept design and retrofit process, demonstrating real-world applications and impacts for E-CTVs, and setting a new standard for electrified crew transfer in the Humber region moving forward. Leo Hambro, commercial director of Tidal Transit, commented: "**e-Ginny** is an incredibly exciting project to be spearheading, and we're humbled to have been recognised for our hard work towards electrifying the offshore wind transport sector in the region. We believe that the East of England is becoming increasingly recognised internationally for the innovative products and services being delivered by its renewable energy supply chain, and are delighted to be working with partners in and around the Humber to turn decarbonised offshore wind into a reality." The awards ceremony will be held in Hull on 2 May 2024, and other awards categories include the Diversity and Inclusion Award, Excellence in Renewables Skills and Training, and the Humber Renewables' Woman of the Year. (PR)

DREDGING NEWS

MUDDY WATER DREDGING CHRISTENS CSD VANETA MARIE

Muddy Water Dredging, LP celebrated a major corporate milestone today as it christened its first dredge, the **Vaneta Marie**. "The Muddy Water Team, led by Co-Founders Michael Kerns and Matt Devall, welcomed 100+ guests from across the Gulf to celebrate a vessel that will soon be deployed on critical navigation and environmental restoration projects in the region and to thank all those

who helped turn this vision into a reality,” said the company. Guests included family and friends,



investors, industry partners, the New Orleans District Office of the U.S. Army Corps of Engineers, the Coastal Protection and Restoration Authority (CPRA) of Louisiana, and the Office of Congressman Troy Carter, who presented Muddy Water Dredging with a congressional proclamation celebrating the event. The morning began with tours of the Vaneta Marie, a

custom-built, diesel-electric Marlin Class 24-inch cutter suction dredge designed and built by DSC Dredge in Louisiana and named after President & CEO Michael Kerns' mother Vaneta Marie Nelson. Outfitted with a total installed horsepower of 9,629hp and 6,830kW of electrical power, the dredge is equipped with a detachable carriage barge and lay-down spuds, allowing it to make wide cuts when needed and to clear low structures in transit. The technology and equipment onboard the dredge is all state-of-the-art, with redundancies built-in throughout for safety and production, said Muddy Water Dredging. “With an overall length of 376 feet, the Vaneta Marie is one of the largest 24-inch cutter suction dredges in the U.S.-flag Jones Act fleet, and, having been proudly made in America, created a positive impact on jobs and the local economy,” said Muddy Water Dredging. Following the tours, the **Vaneta Marie** was officially blessed and then christened when Mike Kerns ceremoniously walked the across the ladder of the dredge and broke a bottle of champagne on its submersible pump for good fortune. *(Source: Dredging Today)*

Advertisement

TOS It's a people business
we make it personal!

+31 10 436 62 93
tos.nl/ship-delivery

GLOBAL SHIP DELIVERY
YOUR DESTINATION IS OUR CHALLENGE!

WORK ON WORLD DREDGERS' AUTONOMOUS DREDGER NEARS END

World Dredgers BV introduced its pioneering autonomous suction dredger in Ophoven, Germany, earlier this week. This project is nearing completion and is expected to be finalized by the end of

May 2024. Reading the maritime and dredging news, our readers may have noticed that autonomy is starting to play an increasing role in the industry. Looking into several ongoing initiatives, one conclusion can be drawn quickly: autonomy in the maritime industry comes in various shapes and forms, where both the level and application vary. At the moment, substantial focus is directed towards vessels that are used to perform a dangerous, dull or dirty task because it is



expected that these applications will provide the best business case on the short term. Dredge path planning software is also being developed, allowing the dredging vessel to optimize for dredging production and fuel consumption. In preparation for a dredge project, the system calculates optimal dredge and disposal paths within the allocated area, taking into account weather conditions such as current, waves and wind. (Source: *Dredging Today*)

DREDGING KICKING OFF IN THE LOWER ROUGE RIVER OLD CHANNEL



The U.S. Environmental Protection Agency has announced the start of a \$84 million Great Lakes cleanup project in Rouge River near Detroit. Sediments in the Lower Rouge River Old Channel are contaminated with polynuclear aromatic hydrocarbons, or PAHs, heavy metals, and polychlorinated biphenyls, or PCBs. The EPA will work with Honeywell International, Inc. to complete the

project. The dredging will contribute to the removal of beneficial use impairments, or BUIs, and support progress towards the future delisting of the Rouge River Area of Concern. According to EPA, the second phase of environmental dredging work restarted this April and is projected to be completed by 2025. The dredging will remove 70,000 cubic yards of impacted sediment over 10-acres and isolate an additional 35,000 cubic yards under three engineered caps. The first phase of the project – shoreline stabilization, was completed in 2017. Shoreline stabilization was a key component of this project due to steep side slopes and weakness and instability in the underlying shoreline and upland soils. Steep side slopes increase risk for shoreline failures during construction. Deep dredge cuts are included in the remedial design. The second phase of the project – environmental dredging, commenced in 2018, but was paused to address unanticipated site conditions including potential shoreline stability concerns. The U.S. Army Corp of Engineers is managing the project for the 2024 construction season. The project is one of two sediment related

BUI projects in the Rouge River Area of Concern identified by the Michigan Department of Energy, Great Lakes, and Environment and the Rouge River Public Advisory Council. (*Source: Dredging Today*)

Advertisement



**CHEOY LEE
SHIPYARDS**

www.cheoylee.com





**Premium builder of tugs
and commercial vessels**

DREDGING UNDERWAY AT KALBARRI, WA

The Department of Transport WA has commenced biennial maintenance dredging at the mouth of the Murchison River in Kalbarri after recent confirmation the channel width had more than halved in the past year. DoT A/Manager Asset Management, Sam Mettam said that hydrographic surveying had shown the channel had narrowed by about 60 meters in the past 12 months, decreasing from 100m to about 40m currently. “A \$1.6 million dredging campaign during the next four months will see about 45,000 cubic



meters of material removed to reinstate the original 140 meter channel width to ensure safe navigation until the next campaign, due in 2026,” Mr Mettam said. In 2022 DoT fast tracked the dredging campaign and extracted a record 95,000 cubic meters of material after a severe winter combined with the impacts of Cyclone Seroja resulted in concerning levels of infilling, making navigation dangerous. “At DoT we are constantly working to make waterways safer and this project will deliver a wider passage for both commercial and recreational skippers through what are known to be treacherous waters in poor conditions,” Mr Mettam said. The works will be carried out by the 18m cutter suction dredge “**Mudlark I**”, equipped with 400m of floating & submerged pipeline. The dredged material will be pumped approximately one kilometre north of the river mouth. (*Source: Dredging Today*)

SAND DREDGING IN THE NOOSA RIVER CHANNEL

Sand dredging to reopen the Noosa River channel and protect Doggy Beach from further erosion is currently underway, according to the Noosa Council, Queensland. Early in 2024, the Council

endorsed Hall Contracting as preferred contractor for the Noosa Spit Doggy Beach sand nourishment



works. The erosion of Doggy Beach is primarily driven by boat wash, wave action and tides, which result in the channel migration process. Increasing the volume of sand at Doggy Beach will help reduce erosion caused by the current flow and boat wash. *Scope of the work:* ● Phase 1 (A&B) – sand dredging to reopen the Noosa River channel. ● Phase 2 – create sand plugs to redirect river flow from eroded

shore. ● Phase 3 – remove fallen trees and renourish the beach with 160,000 tonnes of sand. The work will take place between April and the end of September 2024, minimizing the impact on the coastal and marine environment. (Source: *Dredging Today*)

HISTORIC YARD

ARNHEMSCHE STOOMSLEEPHELLING MAATSCHAPPIJ (NLD)

The Arnheemsche Stoomsleephelling Maatschappij NV (ASM) was a shipyard and machine factory that was active in Arnhem between 1889 and 1978 in the field of ship repairs, extensive ship conversions and machine building. With an interruption between 1893 and 1903, the company also engaged in new ship construction.

Incorporation The ASM was founded as a public limited company (Staatscourant 6/7 October 1889), on the initiative of the marine, engineer and technical inspector of the shipping company Concordia, Johannes Jacobus Prins, with financial and business support from the said shipping company. Prins also became the first director; In 1887 he had obtained a patent for his own construction steam engine in



various countries. The company was established next to the harbor of the shipping company Concordia on the southern bank of the Rhine and was immediately successful. In the first year a turnover of NLG 53,575 was achieved. Various expansions soon followed: an iron and copper foundry, the boiler shop (1890, 1898 and 1914/16), a new metalwork and turning shop in 1907. Turnover rose from 110,000 guilders (1894) to 305,000 guilders. (1903) and 510,000 guilders (1907). At the end of the 19th century, the company employed about a hundred workers. In 1891, the registered capital of the nv was increased to NLG 150,000, which was reduced to NLG 78,000 in 1900. Gravel dredging machines soon became a specialty, and tugboats also occupied a special place in production. Furthermore, the manufacture of steam boilers, both land and boat boilers, played an

important role in the early period. In 1914, the company was connected to the municipal electricity grid after having met its own electricity needs from 1903. *Grow* In 1916, 244 men and 20 boys worked at the ASM, in 1919 the ASM had 300 employees, and in the following years it reached the top with 350 workers. The company - the largest in Arnhem - supplied not only for the domestic account but also for the foreign market. The decline after 1922 was partly overcome by new sales areas, iron equipment construction. In 1929 250 people worked there, at the height of the crisis there were only 45, in 1939 it was 250 again. The German occupation did not survive unscathed: at the end of 1944 all machines and tools were stolen. The **Henri Dunant**, the ship of the Red Cross, and naval ships such as the minesweeper **Rhenen** were built at this shipyard. The ASM shipyard was located opposite the city center on the Rhine. The Arnhemse Scheepsbouw Maatschappij (ASM) was called the Arnhemse Stoomsleephelling Maatschappij until 1952. The post-war period was one of growth and profit for the first decades. Adapted to the broader objective, the company name was changed to Arnhemse Scheepsbouw Maatschappij in 1953. *Closure* At the end of 1976, there were still 287 employees on the payroll, but the company could no longer be saved. *Tugs built by the ASM* The last tugs built at the former Arnhem Scheepsbouw Maatschappij (ASM) were intended for the Gebroeders Goedkoop. They were built in a series of 5 harbor tugs between 1963 and 1964. Finally the **Happy Hunter**, was built as a sea tugboat for Mammoet Transport, was delivered within



the agreed period of twelve months. The ASM shipyard was too far from the sea. As a result, only ships with a limited draft could be built in Arnhem. Moreover, the company suffered a lot from competition from 'low-wage countries'. Malaise in the offshore provided the final blow. A problem, especially during stacking, was the strongly fluctuating water levels in the Rhine. The post-war Rhine canalization was therefore not conducive to business development, which also focused on the offshore

industry. The curtain finally fell in 1978. In 2022, the former industrial estate will be a redevelopment location including a city beach.

Advertisement

YARD NEWS

SAS FROM FOXHOL BECOMES THE NEW OWNER OF GS YARD AFTER 'UNNECESSARY BANKRUPTCY'

The shipyard Ship & Steelbuilding (SAS) becomes the new owner of GS Yard in Waterhuizen. SAS takes over all shipbuilding activities of GS Yard after a bankruptcy that, according to curator Hans Silvius, was not necessary at all. The tax authorities thwarted an earlier deal. Curator Silvius announced this on Wednesday afternoon. GS Yard was declared bankrupt about two weeks ago after it filed for bankruptcy itself. According to curator Silvius, GS Yard's debt had risen to approximately twenty million euros. The majority of the staff will be able



to work for the new owner Ship & Steelbuilding in Foxhol, Silvius expects: 'An agreement in principle has been made with SAS that it will take over as large a part of the staff as possible.'

Favorable long-term prospects Last week, Ship & Steelbuilding was named as the first interested party. Company director Roelof Kregel said at the end of last week that the deal was 99 percent complete. There is currently so much work in shipbuilding that not all orders can be accepted Hans Silvius, curator. In the coming weeks, SAS will inventory how much short-term work there is for GS Yard. The prospects for the longer term are certainly favorable, says Silvius: "There is currently so much work in shipbuilding that not all orders can be accepted due to insufficient capacity at the yards."

Bad news for creditors SAS in Foxhol will become owner of GS Yard in the new construction and will work as a subcontractor for GS Projects. The latter company is owned by the German shipbuilding entrepreneurs Christian Hochbein of Hogau Scheepsbouw and the shipowner Daniel Gausch. They also owned GS Yard, which they bought in 2008. The bankruptcy remains bad news for creditors. "The honest answer to the question of how the creditors will get out of this is that the prospects are downright bad," the curator explains. It means that a series of (regional) supply companies, temporary employment agencies and all kinds of technology companies have to take their losses. This also involves large amounts. For example, GS Yard stood for 1.4 million euros with steel construction company Erke in Farmsum and Emmen in the Krijt. At broadcaster Den Breejen in Sliedrecht it involved 'several tons'.

Harsh judgment on the Tax Authorities It was not necessary that these companies were now severely affected, Silvius says. He makes a harsh judgment about the tax authorities. Silvius stated on Wednesday that behind the scenes, under his leadership, he had been working for months to restructure the ailing shipyard and clear debts, because after corona things had not been running smoothly at GS Yard for a long time. The remediation took place under the so-called WHOA scheme (Private Agreement Homologation Act). A company and creditors make an agreement about restructuring the debt. This option has been available since 2021 and helps companies that are in danger of going bankrupt due to high debts, while they are still viable. Ultimately, it did not go ahead due to the attitude of the Tax Authorities Hans Silvius – curator. Silvius: 'We worked on this for six months with a team of experts. We had made very good progress with agreements with creditors. In the end it all didn't go ahead because of the attitude of the Tax Authorities.'

The tax authorities cannot be relented This was also due to new tax rules, so-called loss temporization, introduced in 2022. According to that rule, in agreements about forgiveness, the amount by which the debt decreases is regarded as profit. Tax must be paid on that remission profit.

GS Yard would therefore have to pay 1.6 million euros from the tax authorities. 'We have consulted with the tax authorities about remission. Because this way any agreement is simply impossible.' According to Silvius, a payment arrangement was also impossible to discuss. *Sour story* "A very sad story," says Silvius. 'If the tax authorities had been more cooperative, there would have been no bankruptcy at all.' Silvius calls it 'inconceivable' that a year after the introduction of the WHOA reorganization scheme, a new measure is introduced that, according to him, makes implementation of the first one virtually impossible. "In your imagination you can hardly imagine it happening in reality." Silvius disputes the idea that the bankruptcy of GS Yard was 'pre-cooked' to get rid of debts and staff. Several entrepreneurs and also the FNV trade union said so. *Wrongly assigned the black Pete* "It was the express wish of the owners of GS Yard to reorganize without bankruptcy," Silvius explains. 'Then creditors would have seen part of their money. So that didn't work. I wouldn't use the word pre-cooked.' It was also pointed out that owners Hochbein and Gausch would play a game to benefit themselves. "They are wrongly being blamed," says Silvius. 'Last year they took the initiative to clear their debts and made a considerable amount available for this. They wanted to continue with the shipyard.' Silvius: 'If anyone should be blamed here, it should be the Tax Authorities.' *The tax authorities are looking at schemes* A spokesperson for the Tax Authorities said



that they cannot comment on individual cases. About the effect of the loss temporization on the WHOA scheme, the spokesperson says: 'We see that these two schemes can interfere with each other in certain circumstances. That is something we will look at again.' It is also mentioned as a point of attention in the spring memorandum that the cabinet recently presented. Curator Silvius:

'The State Secretary now realizes that the tax authorities' new regulation has an undesirable side effect for the restructuring practice. 'That makes things even more difficult for GS Yard.' (Source: RTV Noord translate by google)

Advertisement



ONTARIO SHIPYARDS SHUTS DOWN ITS THUNDER BAY FACILITY

Canadian firm Ontario Shipyards has decided to shutter its plant at Thunder Bay, citing a shortage of workers and a slow market. In 2020, Ontario Shipyards (then known as Heddle Shipyards) entered an agreement with Vancouver shipbuilder Seaspan to construct blocks for the future two-ship Polar Icebreaker program, part of Canada's National Shipbuilding Strategy (NSS). The following year, Heddle



bought a yard in Thunder Bay - Fabmar Metals - and equipped it for building ship modules. Because of delays at Seaspan, the Canadian government reopened the NSS to a new round of shipyard bids, intending to bring in more capacity to build the icebreaker program. It selected Quebec's Davie Shipyards to join the effort, and it awarded one polar icebreaker to Seaspan and one polar icebreaker to Davie. Seaspan has been progressing with R&D operations to support its side of the project, including building a test block, and it plans to begin building the first production block this year. The impact of the divided icebreaker contract on Ontario Shipyards is unclear, but Ontario has decided to mothball its facility at Thunder Bay. The site remains fully equipped and ready to turn on again at a moment's notice, but 15 workers were laid off, according to local media. Ontario Shipyards also operates two other locations in Port Weller and Hamilton, Ontario. It has invested heavily in equipment and workforce training at these sites, and they remain open. *(Source: Marex)*

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *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 framewok 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)

- *Platform Supply Vessel – ‘TEK-OCEAN SPIRIT’ for sale (sold)*

3. *Several updates on the Newsletter – Fleetlist page posted last week*

- *Clots Maritiem - Ijmuiden by Jasiu van Haarlem (new)*
- *WUZ - Gdansk by Jasiu van Haarlem*
- *Vroon Offshore Services by Jasiu van Haarlem*
- *Rebarca - Barcelona by Jasiu van Haarlem*
- *Suez Canal - Ismalia by Jasiu van Haarlem*
- *AVRA Towage - Rotterdam by Jasiu van Haarlem*

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense howsoever caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.
