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

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MIDWEEK – EDITION

TUGS & TOWING NEWS

BOLUDA TOWAGE STRENGTHENS ITS FLEET IN GIBRALTAR



- The renaming ceremony of the "VB Responder" took place this morning at the Small Boats Marina hosted by Chief Minister Fabian Picardo.
- Boluda Towage will have a powerful fleet of 5 tugboats, enhancing its service and intervention capacity in the strait. This morning the renaming ceremony of the new tugboat "VB Responder" took place at the Small Boats Marina in the port of Gibraltar, strengthening its current fleet in such a strategic

point for maritime transport as the Strait of Gibraltar. The event was attended by the Hon Chief Minister, Fabian Picardo KC MP, the Hon Gemma Arias-Vasquez MP, the President of Boluda Corporación Marítima, Vicente Boluda Fos, Executive Vice President of Boluda Towage, Vicente Boluda Ceballos and the Captain of the Port, Mr John Ghio. Vicente Boluda, President of Boluda Corporación Marítima, said:

"The importance of Gibraltar and its port as a strategic hub for our operations in the strait, a real gateway from the Atlantic to the Indian Ocean via the Mediterranean, where it is essential to act with a powerful and prepared fleet such as that of Boluda Towage". Minister for the Port, the Hon Gemma Arias-Vasquez MP, said: "This partnership reflects the Gibraltar Port's commitment to adapting to



the evolving maritime industry and enhancing the services it offers. I would like to thank Boluda for

their interest in Gibraltar and I look forward to many years of collaboration." The Chief Minister, the Hon Fabian Picardo KC MP, said: "I welcome the addition of "**VB Responder**" to Boluda Towage's fleet as it signifies their confidence in Gibraltar not just as a strategic point in geographic terms, but as a trustworthy place for business. This is also an important acquisition that strengthens the Port of



Gibraltar's maritime capabilities which will enhance their service". Boluda Towage, aware of its responsibility and sustainable commitment, is strengthening its activities despite global geopolitical tensions. Following the latest events in the Red Sea, the ports in the Strait of Gibraltar will be the first in Europe to be touched by the shipping lines now sailing the Cape of Good Hope route and will be a key point on the trade routes between

Europe and Asia. The Strait of Gibraltar, with a length of 42 miles and a width at its narrowest point of only nine miles, is one of the areas with the highest density of navigation in the world, through which more than 100,000 ships pass each year, more than 10% of the total world traffic. The conditions in the area, with strong and variable tides, powerful easterly and westerly winds, and frequent fog banks due to the high temperatures, make the work of the tugboats essential for the optimization of operations. (PR)

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FLEETLIST - REMOLQUES UNIDOS SANTANDER

On the day I picked up my certificate at the maritime school in Rotterdam I immediately walked to the employment office for the maritime shipping industry which was located almost next to the school. Although I wanted to sign on a tugboat my time was not on my side. There was no work to be found on a tugboat. However, a few days later I was able to sign on as second mate on the Ro/Ro ship **LARGO** (IMO 8808678 - 1989/3998GT). For a number of years I would sign on mainly on the **LARGO** but sometimes also on her big sister **FORTE** (IMO 8802258) as second mate and later as first mate. These ships sailed on time charter for the Finnish charterer Transfennica and mainly maintained a liner service with rolls of paper between the Finnish ports of Rauma/Kemi/Oulu and the Spanish cities of Bilbao and Santander. On the return trip mainly China clay from Fowey bound for Inkoo. A round

trip of just under two weeks. I already had an eye for the tugboats that were working in those ports. Unfortunately, I lacked the time and money for an expensive camera to take pictures. Something I still regret today. When it recently came out in the news that the Santander-based towing service Remolques Unidos had taken over the other local towing service, namely that of Reyser - Remolques y Servicios Marítimos Santander, this gave me the impetus to investigate the history and fleet of Remolques Unidos. This resulted in a nice



story with a fleet list. Despite the football nights, there may still be a gap in time to take in this list. Enjoy reading. Click on the link [HERE](#) (Source: Jasiu van Haarlem)

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NEW TUGS - ON THE WAY- AMENDED



The first of a pair of new tugs for Atlantic Towing's Halifax operation departed Turkey on June 9. The **Atlantic Maple** is a RAStar 3200-W class tug of 499 gross tons measuring 32m overall x 13,2m breadth x 6,18m depth. Initial indications are that it will have 6675 bhp and an 85 tonne bollard pull, but that may be exceeded on trials. The popular RAStar 3200-W design of "escort/offshore

terminal tug" features a sponsoned hull and foil shaped escort skeg on the forepart of the hull. The two tugs will be employed in Halifax where larger container ships (15,000 TEU and more) require greater power and escort capability than the current fleet of tugs can provide. Those large ships now require

two stern tethered escorts using the present tugs. Builders Uzmar initially named the tug *Uzmar 161* and have a sister tug *Uzmar 162* under construction. **Irving Maple** has now been bareboat chartered to a ship delivery company and temporarily registered in St. Vincent and the Grenadines for the delivery trip. On arrival in Halifax - ETA July 3 - and after handover to Atlantic Towing it will be registered in Canada. The new tug takes its name from a previous **Atlantic Maple**, built by Saint Drydock and Shipbuilding in 1966 as **Irving Maple**. Designed for ocean towing and salvage it was widely acclaimed as a fine sea boat. The 3200 bhp ice class tug was renamed **Atlantic Maple** in 1996. The tug figured in many noted salvage operations and long distance tows until it was laid up in 2008 and finally broken up in 2013. Atlantic Towing Ltd is part of the J.D.Irving group of companies, owned by the descendants of K.C. Irving, who also founded Irving Oil. Originally the Irving tug fleet was employed on the Saint John River towing log booms to supply saw mills and the paper mill in Saint John, NB. Appropriately, the tugs were named for softwood (coniferous) trees, such as Cedar, Fir, Pine, etc.,. When the company acquired tugs to work in salt water, they took the names from hardwood (deciduous) trees such as Birch, Maple and Oak. In later years river work was discontinued. Since then tugs have been named for both deciduous and coniferous trees. There are currently a Beech, Cedar, Elm, Fir, Hemlock, Larch, Oak, Spruce, Tamarack, and Willow in the fleet. (The company's offshore supply tugs are named for birds and their barges are named for species of fish or aquatic mammals.) When Irving Oil and Repsol developed an LNG gas import facility near Saint John, Atlantic Towing in joint venture with Grupo Reyser, built three heavy tugs for tanker escort and standby at the offshore monobuoy. Two of the tugs adopted a new naming theme and were named **Atlantic Bear** and **Atlantic Beaver**. The third tug was named **Spitfire III** in recognition of the spruce frames and birch plywood skins manufactured by the Irving company for Spitfire fighter aircraft in World War II. Two of the tugs, **Atlantic Bear** and **Atlantic Beaver** have been transferred to Halifax to handle the ever larger container ships. They do go to Saint John on the rare occasions when an LNG tanker calls which potentially leaves Halifax under-equipped. The 5,432 bhp tugs are rated at 72 tonnes BP. With a second new RAStar 3200-W to be delivered I will go out on a limb (pun intended) and suggest that it will be called **Atlantic Birch** after another legendary tug of the 1960s. More on that when it happens. **Amendment:** I chose the wrong branch to climb out on. *Uzmar 162* has been named **Atlantic Ash**. There was a previous **Atlantic Ash**, but its career was brief. It was built by East Isle Shipyard in 1999 (one of 37 similar tugs built at the J.D.Irving owned shipyard). It is a 4,000 bhp ASD tug with Cat engines and Aquamaster Z-drives. After a run-in period for Atlantic Towing Ltd it was sold in 2000 to Mexican interests and in 2004 was renamed **Caballo Palomino**. It is apparently still in service for Candies Mexican Investments, but does not show up on AIS sites. (Source: Mac Mackay)

ATLANTIC TOWING LIMITED AND SVITZER MODERNISE HALIFAX PORT FLEET WITH NEW ESCORT TUGBOATS

Atlantic Towing Limited, a member of the J.D. Irving, Limited family of companies and Svitzer have made a significant joint investment in the modernisation of the Port of Halifax fleet by acquiring two new escort tugboats from the RAStar 3200 series, each boasting an 85-ton bollard pull. The Port of Halifax has seen substantial growth over the past decade, with a marked increase in both the number of tug jobs and the size of vessels. The new tugboats were specifically selected to accommodate the expanded volume and ensure Atlantic Towing maintains its role as the premier operator at the port. Currently, three tugs are permanently stationed in Halifax, supplemented by two on-call vessels. The new RAStar 3200 vessels will replace the on-call tugs, offering a more robust and permanent solution. Atlantic Towing, based in Saint John, New Brunswick, Canada, has been serving the Port of Halifax for nearly 20 years and has partnered with Svitzer, headquartered in Copenhagen, Denmark, since 2010. The two new tugboats are currently under construction at the

Uzmar Shipyard and are expected to be operational later this year. Sheldon Lace, General Manager, Atlantic Towing Limited, said: “We’re excited to welcome new escort tugboats to our fleet. The investment reflects our dedication to supporting our partners and customers amid the exceptional growth in the Port of Halifax.” Highlighting the operational benefits, Captain Adam Parsons, Harbour Master, Halifax Port Authority, said: “These new tugs are built to handle larger container ships, which are increasingly calling at Halifax, the only Eastern Canadian port capable of accommodating them. The enhanced escort capabilities in various weather conditions will boost efficiency and safety at the port.” Arjen Van Dijk, Managing Director Svitzer Americas, said: “Through a collaborative effort, Svitzer's newbuild team, along with operations and procurement departments in Copenhagen and Panama, worked closely with Atlantic Towing to identify the best technical and operational solutions. These 85-ton escort tugs from the Rastar 3200 series exemplify our commitment to co-creating effective solutions with partners.” (PR)



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THE CENTENARY STEAM TUG “SAN ESTEBAN”, PROTAGONIST OF NAVALIA 2024

One of the protagonists of Navalía 2024 has been the steam tug “[San Esteban](#)”. In the 2022 edition, it occupied a preeminent position at the entrance to the Fair, becoming the focus of all eyes due to its excellent appearance and strategic position after the restoration carried out by the Talleres Carral staff, on the occasion of its centenary, a company which is currently part of the Ferri Group. Construction number 220 of the Phillips & Sons Shipbuilders Ltd. shipyard, in Dartmouth (England), entered service in 1902 as a fishing vessel with the name “[Venture](#)”. In 1907 it appears transformed into a tugboat as property of the Sociedad General de Ferrocarriles Vasco-Asturiana. In

the 1920s it arrived at the port of San Esteban de Pravia, where it remained in service until 1970 and



dependent on the Port Works Board of that town. Between 1998 and 2003 it was restored by the “San Esteban” Tug Protective Society, made up of fifteen fans of old boats and with the participation, among others, of the naval engineer José Cardín , manager of the Sidra El Gaitero company and the doctor and navigator Joaquín García Morán. Acquired for 125,000 pesetas and restored in Talleres Lomas with the support of riverside

carpenters from San Esteban de Pravia, this decision saved it from scrapping. Of 39 gross tons and 79 tons of displacement, it measures 16.80 m overall length, 4.15 m beam, 2.25 m depth and 2.28 m draft. It was powered by an alternative triple expansion engine with a coal-fired boiler, 120 horsepower, a bunker with a capacity of eight tons, a consumption of 3,000 kilos per voyage and a speed of of 8.5 knots. In 1965 the aforementioned steam engine would be replaced by a diesel engine. (Source: Puente de Mando; Photos: José R. Montero)




LAUNCHING OF TWO 2646kW ASD TUGBOAT



On June 18, 2024, our company Jiangsu Zhenjiang Shipyards successfully launched the fourth ship

of the fifth batch of two 2646kW ASD Tugboat "YICK TUG 106" and "YICK TUG 107" for the "Belt and Road" project of COSCO Shipping Bulk Cargo Transportation Co., LTD. - Guinea Bauxite project. (Source: Jiangsu Zhenjiang Shipyards)

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US HARBOR CRAFT: MEASURING OPPORTUNITY FOR ZERO EMISSIONS



There are more than 4,000 harbor craft vessels in the U.S. deemed highly suited for zero-emissions operations, according to a recent report produced by CALSTART in partnership with Intelatus Global Partners. The report - "Sizing the U.S. and California Harbor Craft Market" - looked at the U.S. commercial harbor craft and inland and nearshore vessels above 600 kilowatts (kW) or 805 brake

horsepower. Approximately 10,000 vessels were counted in total, including crew and supply boats, ferries and excursion vessels, fishing vessels, pilot boats, towboats, tugboats, workboats and other vessel types. Of those vessels, 4,405 were identified as most suitable for hydrogen or electric zero-emission operations, including ferries, pilot boats, towboats and tugboats. More than half of these (58%) are towboats, and some 56% are 25 years of age or older. The 2,462 older vessels represent the lower hanging fruit in terms of suitability for replacement or repowering with zero-emission solutions, whether hydrogen, fully electric or other zero-emission technology," said Philip Lewis, director of research at Intelatus Global Partners. Vessel owners seeking to slash emissions from their operations can choose from a bouquet of energy carrier and converter options, though a great number of factors must be considered—often on a case-by-case basis to meet the given needs of a specific vessel and its operational profile. "In the short-sea and inland segment, the most suitable zero-emission options include renewable based hydrogen, hydrogen-based fuels and renewable electricity stored in battery energy storage systems," Lewis said. "All the options have advantages and disadvantages, chief among which is the cost and availability of zero-emission fuel, the certification that a fuel is truly zero-emission and the availability of infrastructure and equipment to produce, distribute and convert zero-emission fuels. As the energy transition continues to gather

pace, these challenges will, in theory, be addressed.” Increasingly, global, regional, national and local agencies are promoting various measures aimed at reducing harmful emissions from the maritime sector. As a result of this regulatory environment, as well as growing commercial pressures to prioritize environmental, social and governance (ESG) objectives, the adoption of zero-emission vessels is accelerating, though technical and financial challenges remain. “In the U.S., the focus of standards is tilted toward the reduction of NO_x and particulate matter PM,” Lewis noted. “California is in a unique position that it can set its own emission standards, which are currently higher than those mandated by the federal Environmental Protection Agency (EPA). Where feasible, California encourages the use of zero-emission options.” The CALSTART-Intelatus study, funded in part by the Clean Off-Road Equipment Incentive Project (CORE), profiled the U.S. harbor craft fleet, but also dialed in specifically on California, finding 676 registered vessels in the state that meet the report’s criteria. Of the 360 (53%) vessels determined to be in service, slightly more than two thirds are classed highly suitable for a



transition to zero emissions operations. CALSTART is currently leading a team of industry experts, including Crowley, ABB, DNV, Chart Industries, Ballard Fuel Cell Systems and the Port of Los Angeles, in a project called HyZET, which aims to develop a fully hydrogen-powered tugboat. Lewis said that in California tugboats are considered the closest segment technically for the adoption of the HyZET technology, compared to, say, the towboat segment, which in California includes a number of oceangoing ATBs that may prove less ready for the HyZET concept compared to, for example, towboats operating on the Mississippi River. “The ferry and excursion vessels and pilot boats, especially those operating on the routine ferry routes, are generally well suited for zero-emission technologies, such as hydrogen and electricity,” Lewis added. “That said, some of the excursion vessels that venture further offshore may be less suited for short- and medium-term transition to hydrogen or fully electric technology.” (Source: *MarineLink*)

THE RAID TUG "RB-2255" WAS HANDED OVER TO THE CUSTOMER



The raid tug "**RB-2255**" of project 705BM was handed over to the customer. Representatives of the Russian Ministry of Defense signed an act of acceptance of the vessel, the Vympel design bureau (part of USC), which is the developer of the project, reported on June 17. The tugboat "**RB-2255**" was built in St. Petersburg at the JSC Grand enterprise. The vessel is designed to provide towing and berthing operations. The tug has an ice class of KM

*Ice2R3AUT3Tug of the Russian Maritime Register of Shipping, the design organization adds. *Project 705BM road tug* Overall length – approx. 17 m; Overall width – approx. 5 m; Height – 2.7 m; Draft at midships – 1.5 m; Speed – approx. 10 knots; Mooring line thrust – approx. 150 kN; Autonomy – 3 days; Crew – 6 people. (Source: Sudostroenie; Photo: USC)

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ASD & SCHOTTEL TUGS IN TANDEM

The newly arrived ASD tug **YN512631** (IMO 9945409) , built in Vietnam by Damen Shipyards, being 'tugged' by the Schottel-drive tug **Umhlali** along the Esplanade Channel in Durban harbor towards the Maydon Canal and ultimately to the Bayhead. At Shop 24 and in the Durban recording dock the four ASDs will undergo inspection and, it is reported, a drydocking before entering service at either Durban or East London. Four of these tugs arrived in Durban recently under their own power after a confusing set of reports by Transnet of them



having been built in Cape Town, despite clearly arriving from South-East Asia via Port Louis. With that piece of obfuscation made clear, we look forward to seeing the new azimuth stern drive (ASD) tugs with reported 60-ton bollard pull, entering service alongside their locally built Voith Schneider and even older Schottel-propulsion tugs, including those locally- built Voith's of recent vintage which also boasted a reported 60 ton bollard pull – at least when newly built. The other three still on order will arrive from August this year. Five of the seven ASD tugs will see service in the port of Durban and the other two in East London. YN512631 is currently flagged in St Vincent & Grenadines. (Source: African Ports & Ships; Photo: Trevor Jones)

EMAR OFFSHORE ADDS, REFITS SHOALBUSTER FOR WEST AFRICA JOB

Dutch owner EMAR Offshore Services adds 2010-built Shoalbuster to fleet and readies it for towing project to West Africa. Netherlands-based EMAR Offshore Services has added the Shoalbuster 3612

E-Nine to its fleet for anchor handling and towing. The 35-m vessel underwent a complete refit,



class renewal and flag change, said the Dutch marine towage and transport company. Modifications to the 70-tonne bollard pull tug (ex *DMS Osprey*) included adding a new push fender on its bow in preparation for supporting multiple types of offshore and ship-to-ship transfer operations, said the company. Active in chartering and contracting in the towage and heavy-lift construction industry, EMAR Offshore said 2010-built

E-Nine is undergoing final preparation in Rotterdam before towing a crane barge to West Africa. Damen Maaskant supported the drydocking and refit of the vessel. (Source: *Riviera* by John Snyder; Photo: Huib Trommel))

ACCIDENTS – SALVAGE NEWS

RFNS PUAMAU SLOWLY TAKES IN WATER ON THE REEFS IN FULAGA

As the Republic of Fiji Navy welcomed **RFNS Savenaca** along with the crew of **RFNS Puamau** last night, salvage works in Lau seems impossible as the boat slowly takes in water. According to the Navy, the oncoming salvage operations, set against a backdrop of favorable weather forecasts for the next few days, will prioritise safety, fuel extraction, and the



careful recovery of the vessel from the reef, with a steadfast commitment to minimising environmental impact. They say the Crisis Management Team and contracted salvage subject matter experts, have also mapped out contingency plans to tackle potential issues, while also recognising the challenging conditions surrounding the passage at the reef. Furthermore they say the logistical challenges, including the distance of Fulaga from Suva, interim measures will be implemented post-reef recovery until a dedicated salvage vessel arrives in the country. Minister for Home affairs and Immigration Pio Tikoduadua shared on fijivillage Straight Talk programme with Vijay Narayan that he is hoping the vessel will be salvaged so they can be used for operations. Update: Village members from Fulaga have confirmed that the **RFNS Puamau** is quickly taking in water and the chance of the vessel sinking is high. The Fiji Navy had earlier confirmed that salvage works had begun this morning. Concurrently, arrangements are being made to transport specialised recovery equipment from Australia, which was flown into the country via a second salvage vessel. They say this equipment will be used in the recovery of the vessel from the reef. Concerned villages have stated that if the weather does not permit the salvage works, the boat could sink tonight. (Source: *Fijivillage*)

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TWO BULKERS IN DANGER OF SINKING AFTER HOUTHİ ATTACKS



Yemen's Houthi rebels issued an unverified claim on Saturday, June 15, that one of the two bulkers attacked last week has now sunk in the Gulf of Aden and a second is in danger of sinking in the Red Sea. Western officials have acknowledged that both vessels were abandoned and taking on water but have not confirmed at this time that either has sunk. The Houthi are saying

that both vessels were targeted with multiple attacks which happened in the past 72 hours. They are asserting that the shipping companies had “violated the ban on access to the ports” of Israel. The vessel which they are claiming to have sunk, *Verbena* (11,400 dwt) is reported to be owned by Ukrainian interests and managed from Poland. The general cargo ship was built in 2008 and is currently registered in Palau. According to the reports, the ship was carrying a cargo of wood construction material from Malaysia to Italy. Two anti-ship cruise missiles hit the vessel while it was in the Gulf of Aden and it was struck for a second time in 24 hours, by one anti-ship ballistic missile. An unconfirmed video circulating online shows a large hole above the waterline. Reports said that there were fires aboard and one crewmember was seriously injured. EUNAVFOR Aspides reports the crewmember was airlifted to the Dutch support vessel [HLMNS Karel Doorman](#) for life saving surgery. Aspides reported the sailor was from Nepal although other reports have identified the nationality as Polish. After initially saying the fires had been extinguished, UK Maritime Trade Operations reported that the master of the ship said the fires were still burning and that the ship was sinking. The crew was evacuated from the ship, and the last confirmed reports suggested that it was drifting 30 nautical miles northeast of Djibouti. Other ships were being warned that it was unlit and a danger to navigation. The [Anna-Meta](#) (a 56,280 dwt bulker registered in the Cayman Islands) responded to the distress call and rescued the crew as it was abandoning ship. CENTCOM reports that the Iranian frigate [IRIN Jamaran](#) was eight nautical miles from the *Verbena* and did not respond to the call for

help. If the vessel has sunk, it would be the second lost during the conflict. In March, the bulker **Rubymar** sank several days after it was attacked. It had also been abandoned and was drifting in the Red Sea. Additionally, they are reporting the **Tutor**, a Greek-owned bulker registered in Liberia, is in danger of sinking. France released a photo of the vessel showing it down by the stern. The vessel was attacked on June 12 with a drone boat as well as missiles. Reports are that salvage tugs are proceeding to the vessel and are expected to arrive on Monday. The **USS Philippine Sea** and a French air defense frigate used helicopters to evacuate the 21 crewmembers, mostly Filipino from the vessel on Friday. One Filipino remains missing presumed deceased in the flooded engine room of the vessel. CENTCOM acknowledged “severe flooding and damage to the engine room,” caused by the drone boat. They are reporting the **Tutor** remains in the Red Sea and is slowly taking on water.



The Philippine government on Friday expressed its outrage at the attacks including from President Ferdinand Marcos Jr. who released a video assuring the country that they were doing everything possible to protect the country’s seafarers. The reports said the crew of the **Tutor** was being evacuated to Djibouti. The Philippines said it would review the work rules for seafarers. The IMO also issued a strong statement calling for further actions to immediately stop the attacks. In response to the latest escalation, U.S. Central Command reported that between Friday and Saturday, its forces destroyed seven radars in Yemen. According to the statement, the radars allowed the Houthis to target maritime vessels and endanger commercial shipping. CENTCOM also reported that two more uncrewed surface vessels were destroyed in the Red Sea, and that forces successfully destroyed one uncrewed aerial system launched from a Houthi-controlled area of Yemen over the Red Sea. On Sunday, Houthi forces claimed to have launched attacks on three more vessels - the **Captain Paris**, the **Happy Condor** and an unnamed American destroyer. The group did not claim any additional hits. Western forces have not confirmed these specific claims, but UKMTO reported two near-miss explosions near an unnamed vessel just north of the Strait of Bab el-Mandeb in the early hours of Sunday morning. The vessel's master reported that the ship was safe and the crew were unharmed. Watch the video [HERE](#)
(Source: Marex)

REPORT: CONTROL TRANSFER ERROR SENT A TRAWLER INTO THE SIDE OF A TUG



The UK's Marine Accident Investigation Bureau (MAIB) has released its report into an allision between a trawler and a moored tug at the port of Hull in 2022. The accident was caused by a mismatch between the controllable pitch propeller's control levers when transferring control from the bridge to the engine room, according to the agency. On June 24, 2022, the

Kirkella returned from a fishing voyage and transited up the Humber to her usual berth at King

George Dock in Hull. The master took the helm control at the starboard wing station for berthing. At about 0531, the master berthed the vessel alongside the pier in the southeastern corner of the terminal, without incident. The crew passed lines over to the dock, and the vessel was securely tied up by 0606, with two head lines, two stern lines and four spring lines. The crew began running out the gangway. At 0611, with the voyage fully over, the master began the sequence for shutting down the ship's engines. He transferred helm control to the center console, and then transferred control to the engine room. The first engineer was on duty in the engine control room and pressed a touchscreen button to accept control of propulsion. The engine control room's pitch control lever was set at 85 percent, and the propeller shifted to match this (unintended and unwanted) "ahead" setting. Seconds later, the **Kirkella** began to move ahead. The first officer was on the bridge and noticed almost immediately, and raised the alarm, just in time to watch the stern lines part. The master called the engine room to order an engine shutdown, and he hit the emergency stop button on the center console to declutch the engine. The ship's momentum continued to carry her forward, parting two more mooring lines and dragging the gangway off the dock. Within 10 seconds, the bow of **Kirkella** hit the moored harbor tug **Shovette** amidships, below the waterline. The tug began spilling diesel into the harbor and taking on water, but the swift response of another local tug prevented it from capsizing and sinking. The MAIB's investigation homed in on the vessel's propulsion control system, a sophisticated Rolls-Royce Helicon-X3 installed during outfitting in Norway in 2018. The Helicon-X3 is an advanced design typically used for complex DP vessels that require digital control of multiple thrusters. SOLAS rules and IACS universal rules require an interlock to prevent sudden propulsion control changes when transferring control between consoles. According to the system's operating manual, it did not have an interlock to prevent control switching between the bridge and engine room consoles when the propulsion pitch control lever positions differed between the sending end and the receiving end. The Rolls-Royce design was approved by class in 2016, and the vessel's specific unit passed factory acceptance testing. The bridge officers were used to the lack of an interlock, and they always set the controls to "stop" before switching consoles in order to prevent an abrupt change; this was an informal practice and was not documented in procedures. On the day of the casualty, the first engineer was busy with administrative work and accepted the transfer of control from the bridge to his station without noticing that the pitch control setting on his console was at 85 percent - a predictable human error, made more likely by a long 12-hour shift and by a lack of formal procedure, according to MAIB. "As fitted to **Kirkella**, the Rolls-Royce Helicon-X3 propulsion control system did not align to the standard of [IACS] UR M43.12, which required a means to prevent significant alteration of the propelling thrust when transferring control," MAIB concluded. "The Rolls-Royce Helicon-X3 propulsion control system had been fitted to other vessels with remote control stations in the engine control room. Those systems might also not align with the requirement of UR M43.12." The MAIB has issued a notice to industry operators about this potential issue, and the shipowner has asked the OEM to change **Kirkella's** propulsion controls to retrofit an interlock. (Source: *Marex*)

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OIL SPILL INCIDENT: DREDGER SUFFERED SUDDEN LOSS IN ENGINE, STEERING CONTROL BEFORE HITTING SHIP

The dredging boat that hit a bunker vessel at Pasir Panjang Terminal suffered a sudden loss of engine and steering control, Singapore agencies leading the charge in an oil spill clean-up operation said in a joint statement on June 16. The June 14 incident involved the Netherlands-flagged dredging boat **Vox Maxima** and the Singapore-flagged bunker vessel



Marine Honour. The impact created a rupture in one of the oil tanks of **Marine Honour**, which caused oil to leak into the sea. “Its contents of low-sulphur fuel oil were released to the sea,” the authorities said. The latest update was released by the Maritime and Port Authority of Singapore (MPA), National Environment Agency (NEA), National Parks Board (NParks) and Sentosa Development Corporation (SDC). In response, MPA sent patrol craft to spray dispersants on the oil spill and activated its oil spill response contractor. An oil skimmer was also used to reduce the spill’s impact, and booms were laid around the affected vessels as an added precaution. MPA told The Straits Times that half – or 400 tonnes – of the bunker vessel’s fuel leaked into the sea instantly, while the other half was contained and the authority ensured there were no further leaks from the vessel. “Due to the tidal currents, parts of the oil spillage have landed along the southern shorelines, including Sentosa, Labrador Nature Reserve, Southern Islands, Marina South Pier and East Coast Park,” the statement said. It reported that as at 1.30pm on June 15, there have been no signs of oil slick within Sisters’ Islands Marine Park, though oil sheen was observed in the surrounding waters. Investigations by MPA are ongoing, and the master of the vessel and its crew are assisting in the probe. In response to queries from ST, Van Oord, the Netherlands-based company that manages **Vox Maxima**, said it has sent a team to support and assist the captain and crew of the dredger. “We are cooperating with the investigations by the authorities,” a spokesperson said, adding that it is unable to comment further as the probe is ongoing. As a result of the oil spill, beaches on St John’s, Lazarus and Kusu islands will be closed until further notice. Beaches at East Coast Park (from areas B to H) and Labrador Nature Reserve (Jetty and Rocky Shore) were closed from June 15. “Sentosa’s beaches remain open to the public, but sea activities and swimming are not allowed at Tanjong, Palawan and Siloso beach,” said the authorities. The public is advised to keep away from these areas to facilitate the clean-up operations. All other areas at both East Coast Park and Labrador Nature Reserve, including food and beverage outlets, remain open. To help contain the oil spill, NParks has deployed oil-absorbent booms to protect Berlayer Creek and the Rocky Shore at Labrador Nature Reserve. Similar booms were deployed at West Coast Park – which is not affected – as a precaution to protect the mangroves at the Marsh Garden. Close to 1,500m of containment booms have been progressively deployed since June 14 at various locations, including the three beaches at Sentosa, the entrance of Keppel Marina, and off Labrador Nature Reserve, East Coast Park and West Coast Park. Some 1,600m more will be laid over the next few days to prevent further spread of oil onto the shore. As at 1.30pm on June 16, no oil slick has been reported in the Traffic Separation Scheme (TSS) of the Singapore Strait, said the authorities. Navigation traffic in the TSS, as well as port operations, remains unaffected. NParks, NEA and SDC have deployed 250 staff to help with the clean-up efforts. At least 1,500 people, meanwhile, have

signed up with NParks as volunteers. However, volunteers will not be deployed for shoreline clean-up for their safety, said the agencies. Volunteers have been deployed to monitor the situation at West Coast Park for early alert and have been activated to patrol the beach areas at East Coast Park on June 17. “We advise members of the public to stay away from the affected oil spill sites. Volunteers at both parks can further assist with info sharing and reporting on affected wildlife and areas,” the agencies said in the statement. After the incident on June 14, animals including monitor lizards, otters and birds have been found covered in oil. The Animal Concerns Research and Education Society has received several reports about these distressed animals, its co-chief executive Kalai Vanan Balakrishnan told ST on June 16. “Birds will be the quickest to get stranded in such situations,” he said, adding that Acres has a collared kingfisher recovering under its care for now. MPA is working with British Marine, the insurer of [Marine Honour](#), to set up a third-party claim contact to attend to affected parties. (Source: *The Straits Times*)

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REMEMBER TODAY

S.S. DWINSK – 18 JUNE 1918



SS [Dwinsk](#) was a transatlantic ocean liner that was launched in Ireland in 1897 as [Rotterdam](#), renamed [C. F. Tietgen](#) in 1906, and renamed [Dwinsk](#) in 1913. A U-boat sank her in 1918, with the loss of 23 lives. The ship was built for Holland America Line (Nederlandsch-Amerikaansche Stoomvaart Maatschappij, or NASM), but was successively owned by Scandinavian America

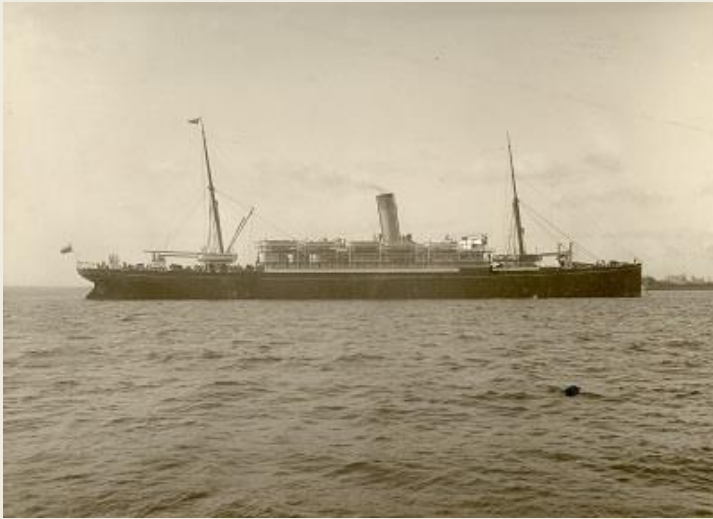
Line and Russian American Line, and after the Russian Revolution she was managed by Cunard Line. She was the third of several NASM ships to be named after the city of Rotterdam. She was also the first ship that Harland & Wolff built for NASM. *Building* Harland & Wolff built the ship in Belfast as yard number 312 on slipway number 9. Her keel was laid on 16 May 1896, she was launched on 18 February 1897 as Rotterdam, and she was completed on 29 July 1897. Her registered length was 470.3 ft (143.3 m), her beam was 53.2 ft (16.2 m) and her depth was 22.3 ft (6.8 m). Her tonnages were

8,139 GRT, 5,160 NRT and 9,390 DWT. **Rotterdam** had berths for 212 passengers in first class, 112 in second class, and 837 in third class. Her holds had capacity for 323,000 cubic feet (9,100 m³) of baled cargo. The ship had twin screws, each driven by a three-cylinder triple-expansion steam engine. The combined power of her twin engines was rated at 954 NHP or 5,500 ihp, and gave her a speed of 15 knots (28 km/h). She made her sea trials on 29 July 1897. *Career* NASM registered **Rotterdam** at Rotterdam. Her code letters were WLJR. On 18 August 1897 she left Rotterdam on her maiden voyage, which was to New York via Boulogne. Her final voyage in this route began from Rotterdam on 17 February 1906. On 5 April 1906 Scandinavian America Line bought **Rotterdam** and renamed her **C. F. Tietgen**, after the Danish industrialist Carl Frederik Tietgen. She was registered in Copenhagen, and her code letters were NPRK. On 29 April she began her first voyage from Copenhagen to New York via Christiania and Kristiansand. On 28 June 1906 **C. F. Tietgen** collided with the 70-foot (21.3 m), 63 GRT US schooner **E. C. Hay** in the North River off the Desbrosses Street Ferry terminal in New York City. **E. C. Hay** sank, but all four people aboard her survived. By 1910 **C. F. Tietgen** was equipped for wireless telegraphy. On 7 July 1910 she left Copenhagen on a cruise to the North Cape, calling at Bergen and Trondheim. By 1913 her call sign was DCF. On 29 July 1913, Nordisk Film



chartered her to appear in the film Atlantis. On 6 November 1913 she began her final voyage from Copenhagen to New York. She completed 110 transatlantic crossings for Scandinavian America Line. On 24 December 1913 Russian American Line bought **C. F. Tietgen** and renamed her **Dwinsk** (Двинск), which is a Russian name for the city of Daugavpils in what was then the Vitebsk Governorate of the Russian Empire. She was registered in Libau (now Liepāja in Latvia), her code letters were IWAR, and her wireless telegraph call sign was RDK. On 10 February 1914, **Dwinsk** began her first voyage from Libau to New York. Her final voyage on this route began on 28 July 1914, the day the First World War began. On 20 September 1914 she began her first voyage from Archangel to New York via Hammerfest. After the October Revolution in the Russian Empire, the United Kingdom government seized **Dwinsk**. The Shipping Controller appointed Cunard Line to manage her. Her UK official number was 142312 and her code letters were JSKH. She was defensively armed with one or more naval guns. On at least one voyage she carried troops from Halifax, Nova Scotia to Great Britain. *Loss* On 18 June 1918 **Dwinsk** was making 13 knots (24 km/h) en route from Brest, France to the USA. Sources differ as to whether her destination was Newport News or New York. The weather was fine, the sea was smooth, with a slight swell, and visibility was good. At about 09:20 hrs **U-151** fired a torpedo at her about 400 nautical miles (740 km) north of Bermuda. **Dwinsk's** lookouts sighted the torpedo on her port quarter at a range of 200 yards (180 m). Her helm was put hard to port, but the torpedo hit her and exploded in her number 4 hold. **U-151** then surfaced and opened fire with her two 88 mm deck guns. One round hit **Dwinsk's** magazine, which exploded. Her Master gave the order to abandon ship, and her crew launched seven of her lifeboats. **Dwinsk** sank at about 11:15 hrs at position 39°10'N 63°10'W. **U-151** interrogated the occupants of the boat commanded by the Second Officer, but took no prisoners. The U-boat remained in the area, waiting to attack any ship that came to rescue survivors. Later on 18 June, the

troopship **USS Von Steuben** approached the lifeboats. **U-151** fired a torpedo at her, but by changing



course **Von Steuben** avoided being hit, and the troop ship returned fire, firstly with her 5-inch guns, and then with depth charges. In the ensuing days, the lifeboats became separated. On 21 June the westbound troop ship **USS Siboney** found two of **Dwinsk's** boats and rescued their occupants. Four more boats were found and their occupants rescued. One boat, commanded by the boatswain's mate, was found after eight days. The boat commanded by the Chief Officer lost one occupant to drowning. On 28 June **USS Rondo** found the boat and

rescued its remaining occupants. The boat commanded by the Second Officer was never found. Including the Second Officer, it carried 22 people. In January 1919 **Dwinsk's** Chief Officer, Robert Pritchard, and Boatswain's Mate, Philip Larbalastier, were awarded the Distinguished Service Medal for their "good seamanship, management and fortitude" in command of their respective boats. (Source: Wikipedia)

Advertisement

The advertisement features two photographs of tugboats. The left image shows a red and white tugboat with orange cranes, labeled 'PANDA', moving through blue water. The right image shows a similar tugboat in a greyish sea with several wind turbines in the background. To the right of the images is a dark blue box containing a white logo of a stylized 'H' and 'S' intertwined. Below the logo, the text reads: 'Tug & Workboat company', 'Herman Senior b.v.', and 'Shoalbusters & Multicats for charter on a worldwide basis'. At the bottom of the advertisement is a yellow bar with the following text: 'chartering@hermansr.com • +31(0)78 619 25 07 • www.hermansr.com'.

OFFSHORE NEWS

NEW SUPPLIERS IN SNS POOL



For a short period, logistics service provider Peterson Den Helder has chartered two Norwegian

suppliers for deployment in the SNS Pool operating from Den Helder. They are the more than 80 meter long **Havila Herøy** from Havila Shipping and the almost 80 meter long **Olympic Electra** from Olympic Subsea. Both shipping companies are based in Fosnavaag. On Friday, June 14, the **Havila Herøy**, type Havyard 832 CD, arrived from Bergen in Norway and the **Olympic Electra**, type MT 6009, arrived from Aberdeen in Scotland to Den Helder. Both suppliers sailing under the Norwegian flag have previously been part of the SNS Pool fleet. The **Olympic Electra** left our port last Friday for a cargo run to the Noble Resilient oil rig and shortly afterwards the **Havila Herøy** also left for sea. (Source: www.maritiemdenhelder.eu)

NEW ADDITION FUGRO SPOTTED ON MARSDIEP

Spotted on Thursday 13 and Friday 14 June on the Marsdiep, the latest fleet acquisition of engineering firm Fugro from Leidschendam. It is the supplier **Fugro Resolve**, which has been converted into a survey vessel. An 83 meter long vessel that was launched as **Britoil Power** in 2015 and renamed **Topaz Endurance** in 2018. After coming into the hands of Fugro last year together with a sister ship, both suppliers were converted at the Ulstein



yard in Ulsteinvik, Norway. The Ulstein PX121H type ships are now equipped with a moon pool, as well as foundations for a derrick and an A-frame. Fugro will deploy the pair as geotechnical survey vessels under the flag of the Bahamas. (Source: www.maritiemdenhelder.eu)

DP GEZINA WORKS FROM DEN HELDER



The **DP Gezina** has already visited Den Helder a few times recently. The so-called service operations vessel is owned by Chevalier Floatels from Kootwijkerbroek and has a length of 70 meters. The **GD Gezina** was launched as a ferry in 2007 and was converted together with a sister ship by the Holland Shipyards Group in 2013. From that time on, it has been active offshore as a hotel ship in the oil and gas industry

and the wind energy sector. For this purpose, the diesel-electric powered ship is equipped with, among other things, a stabilization system and an Ampelmann W2W system. There is accommodation on board for 60 offshore workers. (Source: www.maritiemdenhelder.eu)

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TYMOR MARINE FORMALISES PARTNERSHIP WITH MERCY SHIPS UK MARITIME CONSULTANCY COMMITS TO ONGOING SUPPORT OF GLOBAL HUMANITARIAN CHARITY

Tymor Marine, a maritime technology and naval architecture consultancy based in Aberdeen, UK, has signed a Memorandum of Understanding (MoU) with the global humanitarian charity Mercy Ships. The MoU establishes an ongoing partnership between the two organisations. It follows significant gifts-in-kind naval architecture, structural analysis, and marine consultancy services supplied by Tymor to Mercy Ships, a cause it has supported since 2016. In the most recent package of support donated, Tymor's leading maritime surveyors conducted a vital deadweight survey of the MV [Africa Mercy™](#). The survey was undertaken whilst the vessel was on a maintenance break at the port of Las Palmas, Canary Islands, and is a vital part of the service schedule that allows the vessel to operate for 10 months of the year. Mercy Ships is a global humanitarian charity which deploys hospital ships to some of the poorest countries in the world, delivering vital, free healthcare to people in desperate need. The 152m, 16,572 GT MV [Africa Mercy](#) was converted from the rail ferry MS [Dronning Ingrid](#) in 2007 and is currently the world's second largest non-governmental floating hospital, the largest being its sister ship the MV [Global Mercy™](#). The MV [Africa Mercy's](#) state-of-the-art facilities include five operating theatres, recovery, intensive care, a pharmacy, and low dependency wards - totalling 80 patient beds. The vessel is also home to around 450 volunteer crew, with accommodation that includes six family cabins. Kevin Moran, director at Tymor Marine said: "Mercy Ships is a phenomenal organisation which transforms the lives of vulnerable individuals, families, and communities for the better. "The nature of the survey work we have donated over the years means you get to know the vessel and crew very well. It is always a privilege to learn more about the work they do and the people they have been able to help. "We are delighted to be able to support the Mercy Ships mission with the expertise of the Tymor team. I have no doubt our relationship will



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continue to grow and evolve over the course of the coming years.” Ciaran Holden, Senior Technical Superintendent, Marine Operations for Mercy Ships said, “Mercy Ships, Marine Operations have worked with Tymor Marine on many projects over the years. Their donated support, friendship to us and our mission has been second to none.” Thank you, Tymor Marine for the solutions and expertise you have delivered for us. We are looking forward to continuing to grow this partnership in the coming years.” The MV [Africa Mercy](#) has been operational in Madagascar since February 2024. It is the vessel’s fourth visit to the island nation. Over the coming months, the Mercy Ships team will offer life-changing surgeries for patients and surgical training for Madagascan healthcare professionals. Watch the video [HERE](#) (PR)

WINDFARM NEWS - RENEWABLES

ECO EDISON ARRIVES IN PROVPORT



Ørsted and Eversource last week marked another milestone for Revolution Wind, when Rhode Island Gov. Dan McKee, BOEM director Elizabeth Klein, BSEE director Kevin M. Sligh, Sr., and other federal, state and local officials and community members joined Ørsted and Eversource in ProvPort, June 13, to highlight the significant progress of Revolution Wind’s offshore construction — and to get a first hand look at [Eco Edison](#), the first U.S.-built, U.S.-owned and U.S.-crewed service

operations vessel. More than 125 local Rhode Island union workers recently completed the assembly of Revolution Wind’s advanced foundation components at Ørsted and Eversource’s construction hub at ProvPort, more formally the Port of Providence, R.I. “Revolution Wind is a win for Rhode Island’s environment and our economy,” said Gov. McKee. “We’re excited by the progress of this project which is supporting good-paying jobs and propelling our state toward a stronger blue economy and a more sustainable future.” Since reaching its historic “steel in the water” just one month ago, Revolution Wind’s construction crews have made steady progress installing the project’s turbine foundations offshore. The advanced foundation components made in ProvPort, including platforms, railings, steel ladders, and other key parts, are currently being loaded out for installation at the project site offshore. [ECO Edison](#), which arrived in Rhode Island last week, will be based out of ProvPort during Revolution Wind’s construction. The SOV will serve as a floating, year-round homebase for the offshore wind turbine technicians who will work at sea over the life of the wind farms, servicing and maintaining the wind turbines. The vessel will play an integral part of the operation and maintenance of Ørsted and Eversource’s Northeast projects. “Rhode Island is the birthplace of American offshore wind, and the state is continuing to harness the true potential of offshore wind to transform its ports, workforce, and economy,” said David Hardy, Group EVP and CEO Americas at Ørsted. “Thanks to our local union and supply-chain partners and our talented construction team, we’re building and delivering Revolution Wind. And it’s only fitting that the Ocean State will host our state-of-the-art, American-made service vessel, the [ECO Edison](#), during

construction of this historic project for New England.” “Our commitment to working hand in hand with local union labor is evidenced not just as the foundation components work completed at ProvPort, but also in the work underway for the onshore transmission system,” said Bill Quinlan, president of transmission and offshore wind projects at Eversource Energy. “We’re proud to bring well-paying union jobs to Rhode Islanders as we advance a project so important to the state’s energy future.” “Today marks yet another milestone in building clean, American offshore energy resources,” said BSEE Director Kevin Sligh. “BSEE is committed to enforcing worker safety and environmental protection as we strive to achieve our clean energy goals through offshore renewable energy. This project is a prime example of how we can achieve these milestones using American resources and American workers.” During the offshore construction period, construction and transport barges, cable installation vessels, tugboats, supply and support vessels, and protected species observer monitor vessels will be active at the offshore site. Vessel operators, engineers, welders, scientists, and dozens of others are involved in this operation. Meanwhile, onshore construction continues in North Kingstown, R.I., on the project’s transmission system. The Revolution Wind project site, roughly 15 miles south of the Rhode Island coast and 32 miles southeast of the Connecticut coast, is adjacent to Ørsted and Eversource’s South Fork Wind, America’s first utility-scale offshore wind farm. Revolution Wind is expected to be in operation in 2025. Watch the YouTube video [HERE](#) (Source: *MarineLog*)

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ZTT TO UPGRADE 2023-BUILT MONOPILE INSTALLATION VESSEL

China-based Tier 1 supplier to the offshore wind industry, ZTT, will put its flagship monopile installation vessel **Zhongtian 39**, launched in October 2023, through an upgrade to prepare the vessel “to take on its next mission with unmatched capabilities”. The upgrade will include the integration of a DP2 dynamic positioning system into the vessel which is currently equipped with DP1. ZTT will also add a helipad to **Zhongtian 39** and expand the accommodation capacity to 210



people. **Zhongtian 39**, which measures 215 meters in length and 51.8 metres in breadth, has two main hooks: a full rotation 3,500-tonne hook and a fixed stern crane with a lifting capacity of 5,000 tonnes. This enables it to lift 3,200-tonne wind turbine foundations and 4,500-tonne substation topsides, according to the company. The vessel is also fitted with a MENCK 3500kJ hydro pile hammer and has a deck that can accommodate one complete jacket structure or two monopiles, each with a diameter of 10 metres and a length of 120 metres, ZTT said in October 2023. ZTT's work in offshore wind outside China is predominantly focused on subsea cables through its subsidiary ZTT Submarine Cable & System, which just recently completed the installation and termination of the 155 kV submarine cable connecting the Gode Wind 3 offshore wind farm to the DolWin kappa offshore converter platform in Germany. (Source: *Offshore Wind*)

NORTH STAR SECURES FIRST MOVER RIGHTS FOR CHARTWELL AND VARD'S NEW OFFSHORE WIND MIDI-SOV



North Star, specialist vessel operator for offshore infrastructure support services, has been announced as the first mover on the Midi-SOV – a new offshore wind ship design developed by Chartwell Marine and Vard that bridges the gap between crew transfer vessel (CTV) and service operation vessel (SOV). North Star has entered an agreement with Chartwell and Vard becoming the first to adopt and utilize the

Midi-SOV on offshore wind projects, investing in upfront design fees to facilitate vessel construction for European operations. The Midi-SOV is a 55-meter offshore wind craft ready for build in the European, Asian, and U.S. markets. Chartwell and Vard's Midi-SOV solution addresses challenges in the offshore wind sector by bridging the gap between CTVs and SOVs, providing enhanced comfort and workability while offering a cost-effective alternative to full scale SOVs. With a design that has been optimized based on operational data to meet the niche requirements of offshore wind developers and operators, the Midi-SOV is intended to directly complement existing fleets. “We designed the Midi-SOV with a clear vision of its integration into future offshore wind fleets, filling the gap that had emerged between CTVs and SOVs and addressing key operational challenges as the wind industry evolves,” said Andy Page, Managing Director at Chartwell Marine. “North Star has been investigating this sector for several years and initiated the collaborative project with Chartwell and Vard as a route to market. Our assessment has shown that the Midi-SOV has a key role to play in European offshore wind vessel fleets, particularly as activity ramps up in the North Sea and the Baltics. “We’re excited about the operational versatility the design can give us, as well as the high standards of safety, availability and cost efficiency it promises – and proud to play our part in bringing the first Midi-SOVs to market,” added Andrew Duncan, Renewables and innovations Director at North Star. (Source: *MarineLink*)

CSBC AND DEME JOINT VENTURE AWARDED NEW TAIWANESE WIND

FARM CONTRACT

CSBC-DEME Wind Engineering (CDWE), a joint venture between Taiwanese shipbuilder CSBC Corporation and DEME Offshore from Belgium has won a new offshore wind contract in Taiwan. Danish fund manager Copenhagen Infrastructure Partners (CIP) has selected CDWE to transport and install foundations for the 500 MW Fengmiao 1 offshore wind project. The deal, which follows the two companies' collaboration on Changfang & Xidao project and the Zhong Neng, marks the first foundation installation contract signed in Taiwan's offshore wind 3.1 zonal development. The wind farm will be located approximately 35 km off the coast of Taichung in central Taiwan. The construction is planned to start in 2025 and the project is expected to enter into commercial operation in 2027. CDWE will deploy its offshore installation vessel **Green Jade** to install jacket foundations which will be delivered by South Korea's SK oceanplant, the offshore wind power business arm of construction engineering company SK ecoplant . (Source: Splsh24/7)



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CATAMARANS VISITING THE HARBOUR



There has been a coming and going of catamarans in the Helderse harbor lately. Last weekend, two of these so-called crew transfer vessels were moored at the Blue Port Center. The **Seazip 4** (photo 1) from Seazip Offshore Services from Harlingen first appeared, followed later by the **Windcat 42**

(photo 2) from FRS Windcat Offshore Logistics from Flensburg, Germany. The **Seazip 4**, built in 2025, is of the Damen FCS 2610 type and can reach a top speed of 25 knots. The **Windcat 42** was launched in 2018 and her maximum speed is 31 knots. There is accommodation for 24 passengers on board both catamarans. *(Source: www.maritiemdenhelder.eu; Photo's: Wim Albers)*

EUROPE TO NEED MORE THAN 130 SUBSTATIONS FOR OFFSHORE WIND IN NEXT DECADE



With the rate of installation of offshore wind capacity growing quickly, demand for offshore substations is booming, especially in Europe. According to analysis by Rystad Energy, as many as 137 substations will be installed offshore continental Europe this decade, requiring US\$20Bn in investment. More than 120 of the facilities will be

installed between 2024 and 2030 at a cost of around US\$18Bn, Rystad estimates, with annual spending on offshore substations increasing steadily through 2030, rising from an average of US\$1.4Bn a year from 2015 to 2023, to a new high of US\$8.4Bn in 2030. As Rystad notes, offshore substations are particularly beneficial for projects of more than 200 MW capacity and those located more than 15 km from shore, helping to minimise power transmission losses. They are also valuable for other energy initiatives, such as electrifying offshore oil and gas production platforms. The surge in substation developments is being fuelled by the increased scale of offshore wind projects and their distance from shore, with projects exceeding 1 GW requiring multiple substations. “Many European countries have set ambitious offshore wind installation goals which are set to transform the continent into a hub for substation activity,” said Rystad. “Europe is set to install eight new offshore substations in 2024 alone, double last year’s number. “This year, new offshore substations will be confined to wind projects located less than 50 km from shore. However, in the latter half of this decade we expect a notable uptick in offshore wind installations beyond the 50-km mark, driving more need for offshore substations.” Rystad Energy senior offshore wind analyst Petra Manuel said, “We will see a substantial increase in spending in the offshore substation market this decade. This is linked to growing installed capacity in Europe and will be further amplified when floating wind technology takes off. Floating wind turbines are situated far from shore, meaning we could see the first floating substations in the early 2030s.” *(Source: Riviera by David Foxwell)*

DREDGING NEWS

NORFOLK DREDGING CO. NABS FIRE ISLAND DREDGING CONTRACT

Norfolk Dredging Co. from Chesapeake, Virginia, has won a \$36.7 million firm-fixed-price contract for a maintenance dredging project in New York. Bids were solicited via the internet with three

received, the U.S. Department of Defense (DoD) said. Work will be performed in Fire Island, New York, with an estimated completion date of November 9, 2024. "Fiscal 2024 military construction, Army funds in the amount of \$36,978,060 were obligated at the time of the award," said DoD. The U.S. Army Corps of Engineers, New York District, is the contracting activity. *(Source: Dredging Today)*



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MAINTENANCE DREDGING AT MARKLAND LOCKS IN FULL SWING



Maintenance work is moving forward at Markland Locks and Dam in Warsaw, Ky, USACE said in its latest project update. Last week, USACE dredging team was onsite dredging inside the 600' lock chamber, near the upstream land approach wall, and in the harbor area near the project site. Navigable channels are dredged throughout the U.S. to keep traffic operating efficiently, said USACE. The

USACE Louisville District conducts dredging operations at various locations on the district's waterways for maintenance and other purposes throughout the year. *(Source: Dredging Today)*

THE FIFTH DREDGER OF PROJECT 4395 "TOBOL" WAS COMMISSIONED

The fifth non-self-propelled dredger of Project 4395 "Tobol" was commissioned in Tobolsk. The event was reported on June 17 in Rosmorrechflot. The Tobol dredger was built by order of FKU

"Rechvodput" at the facilities of PJSC "Ship repair and shipbuilding corporation" (SSK) in Gorodets, Nizhny Novgorod region for the Administration of the Ob-Irtysh basin of inland waterways. The vessel was launched on July 13, 2023. In November of the same year, after being transported along the Northern Sea Route, the dredger was delivered to Tobolsk. In May, it was re-opened after winter lay-up and prepared for sea and acceptance tests. The Tobol vessel is the fifth dredger of Project 4395, built within the



framework of the state program "Development of the Transport System". Project 4395 dredgers with a replaceable set of loosening devices (hydraulic and milling) are designed for the development of sandy, silty and sand-gravel soils using the scow-refiller method, dredging in water areas and shipping routes, reclamation of dams, with the possibility of discharging soil into scows, as well as floating slurry pipeline up to 500 m long. *Non-self-propelled dredger of project 4395* Project developer - Republican Central Design Bureau "Slipway"; Class RKO - X O 2.0 (ice 10) A; Length - 54 m; Width - 10.5 m; Side height - 3.65 m; Draft with full reserves in working position – 1.3 m; Crew – 28 people. Capacity – 700 cubic meters. m/hour. (Source: *Sudostroenie*; Photo: *Rosmorrechflot*)

SECOND PHASE OF REVITALIZATION WORK AT NEWPORT HARBOR



The multiyear revitalization work at the Newport Harbor is soon entering its second phase of construction, according to the Government of Canada. This work follows the first phase of construction, which began in November 2023 and was completed in March 2024. During this first phase, work involved the construction of a new dock along the beach area, to increase mooring capacity in response to the arrival of crab harvesters. Dredging was carried out in front of the new dock,

and a service area was set up at the base of the coastal wharf. The second phase of work, scheduled to begin in fall 2024, will involve rebuilding the coastal wharf known as the "quai des côtiers". This new infrastructure will provide fish harvesters with a safe, weather-resistant facility. (Source: *Dredging Today*)

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HISTORIC YARD

GRONINGEN SHIPYARDS - NETHERLANDS

GS Yard, in full Groningen Shipyards, is a shipyard in the Dutch town of Waterhuizen (province of Groningen), located on the Winschoterdiep. The company dates back to the 19th century and was known under the following names: *de werf van Jan Hinderikus Moolman (1806-1859)* Jan was son of Hendericus Theodorus Moolman, ship carpenter, and Tidje Jans Venema in Haren (Groningen). In the first half of the 19th century he built, among other things, small covered barges, schooners and wooden barges. He had gained experience as a resident shipbuilding worker at Shipyard Pattje Waterhuizen. Six children are known of Hendericus Theodorus Moolman and Tidje Jans Venema: Hinderikus, Martje, Tietje, Geertruida,



Annechien and Jan Moolman. Annechien married the then 25-year-old Jan van Diepen, son of Derk Metskes van Diepen and Annegien Jans van Loo, on Saturday, November 13, 1869 in Sappemeer at the age of 21. Jan was a shipbuilder's assistant at Moolman, born on Wednesday April 3, 1844 in Westerbroek and lived in Haren. *the shipyard of Jan van Diepen (1844-1905)* In 1859, Jan van Diepen continued the shipyard of his deceased father-in-law Jan Hinderikus Moolman. In 1884 the estate was divided and Jan and Annechien acquired ownership of the shipyard. They built, among other things, the 34-ton covered barge Hoop op Zegen in 1876. After that, barges in sizes ranging from 57 to over 80 tons were mainly built for inland shipping. Jan died on Thursday December 21, 1905, he was 61 years, 8 months and 18 days. Annechien was 72 years, 2 months and 8 days. *Brothers J. and H. van Diepen (1902-1995)* Two sons, Jan (1874-1938) and Henderikus (1879-1932) van Diepen took over the yard on January 1, 1902. Their three sons continued the yard until 1960. Until 1978, the ships were launched athwartships at the yard. In that year Van Diepen built a longitudinal slope. Finally, a son of one of them, Jan Menze van Diepen, managed the company. He was born in

Groningen in 1905. Van Diepen lived on a farm near Fransum. He was an avid collector of works of art by various artists. He died in 1994. In 1995 the name of the yard was changed to Scheepswerf van Diepen B.V. *Van Diepen Shipyard (1995-2001)* The yard went bankrupt on December 21, 2001 under the fourth generation, also a Jan van Diepen. At that time it employed 98 people. In October, 37 jobs were already cut.[3] In the last period, mainly new coastal vessels were built. *Maas Shipyard Waterhuizen (2002-2008)* Maas Onroerend Goed from Kolham, with Mrs. Wolderdina Sarina (Diette) Doesburg-Maas, took over the company.[4] The activities were partly carried out from Damen Shipyard in Foxhol, which was acquired on January 1, 2004. The yard went bankrupt in 2005 due to financial problems after the takeover of the latter yard, but was able to make a new start. The shipyard was jointly taken over by Maas Shipyard Hoogezand, D. Maas Beheer and Mrs. W.S. Doesburg-Maas. Downsizing by retaining 30 of the 90 employees did not help and the company went bankrupt again in 2008.[5] Before the bankruptcy, the yard employed approximately 180 employees. *Groningen Shipyard (2008-2013)* Hogau Scheepsbouw B.V. of the German shipbroker Christian Hochbein and the shipowner Daniel Gausch took over the yard in 2008 and established Waterhuizen B.V. there and Groningen Shipyard B.V. with 40 and 0 employed persons respectively. From the restart, the yard made use of employees who were not employed by the yard, a total of approximately 120 employees of Romanian nationality in executive positions such as welders, pipe fitters, sheet metal workers and to a lesser extent carpenters and painters. About sixty Romanian metalworkers. The SZW Inspectorate, the former Labor Inspectorate, found insufficient working conditions for that group and the trade union FNV in 2009 that the collective labor agreement was not being complied with. On March 21, 2013, the legal BVs of Groningen Shipyard were renamed WS and WSY in Groningen (with an otherwise empty warehouse). The reason for this split was a threatened fine from the SZW Inspectorate and a claim from the FNV trade union. On May 7, 2013, the SZW Inspectorate imposed a fine of € 1,336,000.00 on Waterhuizen and Shipyard, and on BMS Protowin Ltd, a company under Cypriot law and established in Limassol (Cyprus), for violation of the Foreign Nationals Employment Act and the Act minimum wage and minimum holiday allowance.[7] The activities of Groningen Shipyard were transferred to Westerbroek Scheepsbouw, founded in June 2013, and renamed GS Yard. *GS Yard (2013–present)* The judgment of the subdistrict court of March



4, 2015 also allowed the claim of € 40,000 from the FNV trade union.[8][9] In 2017, an agreement was finally reached between FNV, GS Yard and Den Breejen Works that hires out the Romanian shipyard employees according to Dutch employment conditions and now pays them according to the collective labor agreement. The yard specializes in the design and construction of inland vessels of 86 and 110 meters, standard vessels. In addition to dry cargo ships, push

boats and transport units without their own propulsion, the company also builds chemical tankers. Double hull for inland shipping, but also seagoing vessels. About 10 ships are built per year. GS Yard can launch ships with a maximum size of 135 x 15.80 meters (LxW). *Bankruptcy* The company was declared bankrupt again on Friday, April 5, 2024. The cause was that after the corona pandemic there were still debts that could not be repaid due to persistent losses. Setting up a separate B.V. that would

accept the orders and have them carried out by GS Yard turned out to be insufficient. It forced the owners to file for bankruptcy themselves. *(Source: Wikipedia)*

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YARD NEWS

ONEGA SHIPYARD PURCHASES EQUIPMENT TO BUILD AN ENVIRONMENTALLY FRIENDLY FLEET

The Onega Shipbuilding and Ship Repair Plant (OSSZ, managed by FSUE Rosmorport) is purchasing equipment for the construction of two oil and waste recovery vessels of project **NE028**. This is evidenced by data from the Unified Information System in the field of procurement. In particular, to build an environmentally friendly fleet, Petrozavodsk shipbuilders require diesel gear units .



The initial price of the contract is 26.8 million rubles. Another procurement concerns the supply of power converters and power distribution devices. The cost of the contract should not exceed 14.6 million rubles. In addition, OSZZ is looking for a supplier of steering gears . The maximum cost of equipment is 10.38 million rubles. Let us remind you that the NE028 project was developed by the Nordic Engineering company. *Oil recovery vessel of project NE028*. Class – KM ⊕ Icel1(hull, machinery)R3 AUT3; Length – 15.5 m; Width – 6 m; Draft – 1.8 m; Displacement – 124 t; Crew – 2 people.; DG power – approx. 50 kW; DRA power – 2x150 kW; Vessel speed – at least 7 knots. *(Source: Sudostroenie; Illustration: Nordic Engineering)*

HAMBURG PORT SERVICES FIRM ORDERS ELECTRIC WORKBOAT PAIR

Flotte Hamburg, the marine services provider that serves clients in the Port of Hamburg in Germany, has placed an order for two new workboats in a series to be built by local shipyard

Hermann Barthel. The workboats will be fitted with all-electric propulsion in anticipation of new



laws forbidding vessels with traditional combustion engines from operating in the waters of Hamburg beginning in 2030. Each workboat will measure 16 metres long and will have a wheelhouse that can be hydraulically lowered by 2.35 metres to allow passage

underneath bridges. Duties will include transport and inspection, particularly in the Inner and Outer Alster River. The vessel's electric drives will also generate only minimal noise and will deliver speeds of up to 7.5 knots. The onboard batteries will also have sufficient capacity to enable daily operation with few chargings in-between. Each workboat will be crewed by two people. A draught of only one metre will allow access to most areas of the port and the nearby Alster. (Source: Baird)

ULSTEIN CELEBRATES GLDD'S SRIV 'ACADIA' KEEL LAYING AT PHILLY SHIPYARD

The keel laying of 'Acadia,' America's first U.S.-built SRIV designed by Ulstein, signifies a collaborative leap forward in the U.S. offshore wind market, aligning with national clean energy goals. Ulstein Design & Solutions B.V. (Ulstein), a leading ship designer with a strong commitment to sustainability and cutting-edge technology, is thrilled to



announce the recent keel laying of the Great Lakes Dredge & Dock Company's (GLDD) Subsea Rock Installation Vessel (SRIV) 'Acadia' at Philly Shipyard, Inc. (Philly Shipyard). This milestone event marks a significant step forward in the U.S. offshore wind energy industry. *Shaping the future of the U.S. Offshore Wind Market* The Acadia is America's first U.S.-built SRIV, designed by Ulstein to serve the growing U.S. offshore wind market. As the designer, Ulstein takes immense pride in contributing to the realisation of this groundbreaking vessel. The keel laying ceremony, which took place on May 2, 2024, represents the collaborative efforts of all involved parties: GLDD, Philly Shipyard, and Ulstein. Ulstein Design & Solutions B.V. Managing Director, Edwin van Leeuwen, expressed his enthusiasm: The keel laying of the 'Acadia' represents a significant achievement for the U.S. offshore wind industry. We are honoured to be part of this historic project and look forward to seeing the vessel in operation. *Key Features of the 'Acadia'* The Acadia will be the only Jones Act-compliant rock placement vessel in the U.S. commercial fleet. It is a critical vessel needed to develop the planned and permitted U.S. offshore wind projects. *The vessel displays the following key features:*

- **Rock carrying capacity:** The SRIV is designed to carry up to 20,000 metric tons of rock, strategically depositing them on the ocean bottom to create a scour protection for monopiles—the primary support structures for offshore wind turbines.
- **Inclined fall pipe system:** The vessel will install protective rock layers at offshore wind turbine foundations using an inclined fall pipe

system. This critical function ensures precise subsea rock installation. • **Flexibility and strength:** With its large and robust aft deck area, the ‘Acadia’ is a highly flexible asset for GLDD. It enables specialized subsea operations, making it an essential tool for offshore wind projects. • **Specifications:** The vessel boasts an overall length of 140.5 metres (461 feet), a breadth of 34.1 metres (112 feet), and crew accommodations for 45 people. *A clean energy milestone* U.S. President Joe Biden attended the steel-cutting ceremony for the ‘Acadia’ on 20 July 2023, emphasizing the vessel’s importance in achieving the administration’s ambitious goal of 30 GW of offshore wind generation by 2030. This clean energy milestone is estimated to power over 10 million American homes. Offshore wind will play a crucial role in helping the U.S. meet its decarbonisation goals, and the Acadia will be key in building the future of the U.S. offshore wind energy industry, establishing a U.S.-based rock supply chain network and helping to reach the nation’s ambitious offshore wind targets. (PR)

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MAMMOET AWARDED KEY PEARL HARBOR DRY DOCK PROJECT CONTRACT



Utrecht, Netherlands, headquartered heavy lift specialist Mammoet is to play a key role in the Navy’s largest maritime infrastructure construction project since World War II, the planned five-year Pearl Harbor dry dock replacement project. Under the project, as we reported earlier, a new graving dock, Dry Dock 5, is being built. Capable of servicing Virginia-class submarine, it will replace the shipyard’s smaller Dry Dock 3, which was built in 1942 and will

become functionally obsolete once the Navy’s Los Angeles-class submarines are no longer in service. The initial work of installing foundational piles into the harbor waters has begun, with project completion expected by late 2027. Mammoet has entered into an agreement with DHO (the

Dragados/Hawaiian Dredging/Orion joint venture) to perform transportation and lifting services for the construction of Dry Dock 5. Under the agreement, Mammoet will be responsible for the transport using SPMTs (self-propelled modular transporters) and lifting using a specialized gantry. This toolbox of equipment will be used to install the dry dock's floor sections which weigh upwards of 4,000 tonnes each. "We are extremely pleased to have the opportunity to share our expertise and experience on this high-profile project," said Pierre Mille, sales manager for Mammoet. "The heavy lift and transport development strategy we have shared with DHO will allow us to provide an efficient solution and offer the best possible execution strategy for this project. We are very thankful for the opportunity and are eager to build upon our methods to ensure we perform above expectations for our customers." Mammoet has also been involved in the Multi-Mission Dry Dock No. 1 project at Portsmouth Naval Shipyard which, like the Pearl Harbor dry dock replacement project, is being completed as part of the Navy's Shipyard Infrastructure Optimization Program. *(Source: MarineLog)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Med Marine and Igmarr (member of Spanopoulos) signed contract for MED-A2875 series tug*
 - *Boluda Towage acquires Les Abeilles International and strengthens its growth in France*
 - *Sanmar holds naming ceremony for versatile Bulgaria-bound newbuild tug*
 - *First LNG tugboat with Hybrid system goes into operation in Singapore with MTU gas engines from Rolls-Royce*
 - *Boluda Towage acquires British company SMS Towage Ltd.*
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)

 - *Dick van der Kamp Shippersales from Holland is selling: "Berry C" (new)*
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 (new)*
 - *Abeille International - Le Havre by Jasiu van Haarlem (new)*
 - *ALP - Rotterdam by Jasiu van Haarlem (new)*
 - *Bennett - Rochester by Jasiu van Haarlem*

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