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

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TUGS & TOWING NEWS.

SANMAR BUILDING SEVEN MORE BATTERY ELECTRIC POWERED TUGS OF THE FUTURE



Turkiye-headquartered tug and workboat builder Sanmar has started work on seven more of its award-winning, emissions-free battery electric powered ElectRA class tugs. Sanmar has experienced huge interest in these industry-leading ‘Tugs of the Future’ and, once built and delivered, these latest versions will bring the total number ground-breaking eco-friendly of ElectRA class tugboats in operation around the world to 14. All based on

exclusive-to-Sanmar designs from Canadian naval architects Robert Allan Ltd, ElectRA class tugs come in a range of sizes (19-28m) and power outputs (40-85 TBP) and will have a major impact on cutting emissions where ever they operate. All seven of the new ElectRAs under construction are based on the ElectRA 2500 SX design and measure 25.4m LOA with a 12.86m beam and 5.6m draft. Like all ElectRA tugs their environmentally-friendly credentials have been achieved without loss of performance or power, giving them impressive bollard pulls of 70 tons. Four of the tugs are being built for an oil major, one for a repeat owner, and two on spec to help cater for the ever-growing demand that Sanmar is experiencing for these game-changing vessels. ElectRA tugs already operating in Europe and North America are **HAISEA WAMIS**, **HAISEA WEE'GIT**, and **HAISEA BRAVE** three ElectRA 2800 design tugboats delivered to HaiSea Marine in British Columbia, Canada; **SAAM VOLTA** and **CHIEF DAN GEORGE**, two ElectRA 2300 SXs operated by SAAM Towage on the west coast of Canada; **BB ELECTRA**, a 2200 SX version delivered to Buksér og Berging in Norway, and **DINAMO 2023**, an ElectRA 2300 SX operating as part of Sanmar’s own fleet. Ruchan Civgin, Commercial Director of Sanmar Shipyards, said: “We are delighted with the success of our ElectRA tugs. As you can imagine, the interest in these radically new tugs has been huge. At Sanmar we are proud to be leading the way to sustainable low and no-emission tug and towing industry.” The ElectRA series are the result of Sanmar’s ongoing collaboration with Robert Allan Ltd and Corvus Energy to build low and no-emission tugs utilising alternative fuels and innovative technological advances to protect the environment and build a sustainable tug and towing industry. Sanmar’s portfolio also includes LNG-fuelled and hybrid tugboats and it recently held a keel-laying ceremony

to mark the latest stage in the construction of the world's first large purpose-built dual fuel methanol escort tugs it is building for Netherlands-headquartered international operator KOTUG. (PR)

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VOITH SCHNEIDER ABOUT TO SUPPLY PROPELLERS FOR 1000TH VOITH WATER TRACTOR

Within the next few months, a total of 22 Voith Schneider Propellers (VSPs) for eleven new Voith water tractors (tugs) will be delivered to the Egyptian Ship Repairs & Building Co. Four of these will go to the Red Sea Ports Authority in the south of Egypt, another four will head north to the Damietta Port Authority, and three will join the Alexandria Port Authority fleet. What makes this additionally noteworthy is that two of these will be used in the 1000th Voith water tractor (VWT).



The Voith water tractor (VWT), which is powered by two VSPs, has for decades proven effective in daily operation and is a familiar sight at many major ports around the world. Voith Schneider-propelled tugs are in use among the Transnet fleet in South Africa. The VWT is an ideal solution wherever compact and manoeuvrable tugs with precision steering are required to assist ships. Its centerpiece is the Voith Schneider Propeller (VSP). From full speed ahead to full speed astern in just a few seconds – according to Voith Schneider, no other maritime propulsion system can do this so precisely and at such a high speed. Nor, it is claimed, can any other tug design also offer higher dynamic forces during escorting procedures. The VWT is also often used as a salvage tug in recovery operations or as a fire boat. *Egypt* Following the expansion of the Suez Canal 2015, Egypt is proceeding to an equally ambitious upgrade of all its seaports. “The first VWT was delivered to the 193 km long Suez Canal in 1957, about 67 years ago! It is still in operation to this day, a remarkable testimony to the reliability and longevity of the VSP,” says Michael Rommel, Head of Sales & Application Management Marine at Voith. Rommel added that the ports of Egypt have also adopted the indefatigable VWT to ensure the safe and efficient handling of more and more goods in shorter

and shorter time spans around the clock. “It is therefore hardly surprising that the 1000th VWT sold worldwide will be built and delivered locally in Egypt.” “Naturally, the demand for tugs is also increasing in proportion with this development,” stresses Andreas Amelang, Senior Vice President Sales Marine at Voith. “It therefore fills us with great pride and gratitude that we are able to continue and even expand on the successful collaboration we have enjoyed with our reliable partners in Egypt for many decades.” *Egyptian Ship Repairs & Building Co. (ESRBC)* A total of 22 VSPs for eleven new



VWTs will be supplied to the ESRBC, part of the MIASO holding group. MIASO yards have been awarded over 40 VWT builds, with ESRBC alone accounting for two thirds of these. With so much experience ESRBC has developed systems that make it a VWT factory more than a traditional shipyard. At the latest next year, the first VWTs from this series will go into service at the Red Sea Ports Authority (RSPA). The RSPA owns several systemically important ports where the Red Sea connects to the

Suez Canal. Another four VWTs have been ordered by the state-owned Damietta Port Authority (DPA) in the north of Egypt, to effectively strengthen the strategically important location on the Mediterranean. Alexandria port Authority, the largest port of Egypt, will receive the last three in 2026. All eleven VWTs are based on the proven VWT design developed by Voith. Each is driven by two powerful VSP 32RV5/265-2. They have a bollard pull of up to 70 tons and achieve speeds of more than 13 knots. (PR)

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2000 – RIJNSTROOM, DINTELSTROOM AND LINGESTROOM IN ACTION / 50 YEARS VAN WIJNGAARDEN MARINE SERVICES B.V.!

A scenario for a real boys' book: The Cypriot-flagged, seagoing motor ship 'Haugo' – owned by a German shipping company – beached near the Gorinchem road bridge. *History* As a result of a total

'blackout': no longer having propulsion and working rudders, in combination with a very strong current due to 'lots of high water', the motor ship 'Haugo' found itself stuck crosswise in front of the Gorinchem bridge. Local 'horsepower' was mobilized to free the ship from its precarious position. The report mentions the deployment of Broedertrouw / Muller tugboats as well as the 'orange powerhouses' Rijnstroom, Dintelstroom and Lingestroomnstream – jointly



accounting for 2,600 HP – from Hardinxveld. They were able to get the job done. The 'Haugo' therefore still sails the world's oceans, possibly under a different name. (PR)

SETTING SAIL INTO TOMORROW: MED MARINE LAUNCHES MED-A2800 SERIES TUG TAILORED FOR IGMAR



MED MARINE proudly announces the launch of its latest masterpiece, the **MED-A2800** series tugboat, tailored for IGMAR, a member of Spanopolous Group at its very own Ereğli Shipyard. This maritime marvel emerged from MED MARINE's Ereğli Shipyard on June 14, 2024, marking a profound step forward in engineering excellence and

maritime technology. The RAstar 2800 series Terminal-Escort Tug, spanning 28 meters with a commanding bollard pull capacity of 75 tons, embodies precision and versatility. Meticulously designed to meet Class FIFI-1 requirements, it features forward and aft winches, empowering it to handle diverse tasks; from delicate maneuvers to robust towing, mooring, and firefighting operations. With its advanced rear towing hook, this vessel stands as an indispensable partner for a spectrum of marine challenges.

Technical specifications of the tugboat: Length: 28,40 m; Breadht: 13 m; Depth: 5,40 m; Draft: 5,70 m; Gross Tonnage: <500; Bollard Pull: 75 tons; Speed: 12 knots;

Crew: 8-10 person. Watch the YouTube video [HERE](#) (PR)



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SS MASTER TOWED BY HARKEN TOWING



A huge thank you to Harken Towing and especially Captain Tim Mackenzie and his grandson Brett for their tow of SS **Master** from Steveston around Lulu Island to Arrow Marine yesterday. It was a beautiful day on this important piece of the Fraser River. **Master** is being docked by the professionals at Arrow Marine for a detailed digital scanning and photogrammetry survey to ensure we have a detailed and accurate record of this really important vessel in BC's maritime history. **Master** is currently the only remaining wooden-hulled, steam powered tugboat afloat in the world, and despite extensive efforts we have thus far been unable to raise sufficient funds to have her properly restored. Shame on the governments of BC and Canada for failing to recognize the importance of our maritime heritage to the growth and success of this province and country!
(Source: Robert Allan)

OFFICIAL RECEPTION OF THE Y 185 PUSHER

In a simple formal ceremony held this morning of July 10 in Cartagena, the **Y 185**, the second of three submarine pushers designed and manufactured by the Cartagena company Alcántara Systems, was officially handed over to the Navy through the corresponding signing of documents, with the aim of providing the necessary support to the submarines of the 80 series, since the displacement



with respect to the S70 series requires pushers with greater performance than those currently available. The corresponding signatures were signed at the event and once all the necessary procedures with Lloyd's had been completed, the training of skippers and mechanics, the presence of the Head of ICOCART (Inspection of Constructions of the Arsenal of Cartagena), the Supervisor of the Maritime Zone, who acted as a "notary", the Senior Assistant of ARCART, as well as the senior pilot also of the Arsenal, as new persons in charge of the new pusher, the aforementioned discharge took place. *(Source: Puente de Mando)*

DAVID WINSLAW FULLY RE-BUILT



We are pleased to share the addition of our fully re-built tug **David Winslow**. Our crew and vendors spent the last year tearing this boat down and rebuilding her to better than new. The **David** was re-powered with tier III compliant Baudouin main engines, Twin Disc gears and Kubota generators; now an honest continuous 1200HP. All tanks and steel was blasted and recoated and a whole new interior was built up. @hornblowermarine handled our shipyard and re-power and proved to be the ideal partners. Huge thanks to Project

managers Tim and Paul who were committed to a fantastic product. *(Source: Stasinis Marine)*

CONSTRUCTION OF THE SECOND TUGBOAT OF THE YAROSLAV PROJECT CONTINUES

Specialists of the Northern Branch of the Russian Classification Society (RCO) continue technical supervision of the construction of a tugboat under the REGK.125 project. This was stated in the institution's message dated July 5. Recall that the construction of the REGK.125 "Yaroslav" series of tugs is being carried out at the ship repair yard of the Belomorskaya Alloy Company (BSC) in Arkhangelsk. The first



vessel of the series, "**General Strelkov**", was put into operation in 2022. The developer of the REGK.125 project is the Northern Branch of RCO. The tugboat of the "Yaroslav" project is designed

for towing floating objects, mooring and performing roadstead operations. *Tugboat project REGK.125* RKO vessel class – P1.2(ICE10)A; Main engine power – 2x214 kW; Overall length – 28.20 m; Overall width – 7.20 m; Overall height – 9.01 m; Midship side height – 2.65 m; Draft on design waterline – 1.1 m; Crew – 8 persons. (Source: Sudostroenie; Photo: RKO)

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ROYAL NETHERLANDS NAVY NAMES SECOND ELECTRIC WORK BOAT BETING



The Royal Navy has put a second battery-electric work boat into service. The ship was baptized on Tuesday, July 9, in Den Helder **Beting**. She is the second of a total of three workboats of the Bolder class. The **Bolder** was already completed last year. The electric workboats replace five small tugboats of the Scheldt class. The tugboats are used for numerous manual services. For example,

they assist with the mooring and unmooring of other naval equipment and transport personnel

through the port. Defense already chose to switch to battery-electric propulsion in 2020. For the new vessels, Defense partnered with shipbuilder Stormer Marine in Hoorn. The new work boats have a range of 80 kilometers at a speed of four knots. In addition to the two-person crew, a maximum of eight passengers can travel on board. The last in the series, the **Bakspier**, is also expected to be ready for use this year. Until then, the current work boats will continue to sail. They have now completed more than 35 years of service. (Source: Schuttevaer by Tessa Heerschop)



ROSMORPORT PILOTS COMPLETE UNIQUE NAVIGATION ALONG KALININGRAD SEA CANAL



The transport and assembly barges **Yuri Kuvykin** and **TV-6000** delivered equipment for an ice-resistant fixed platform in the southeastern part of the Baltic Sea. Pilots of the Kaliningrad Department of the North-West Basin Branch of FSUE Rosmorport carried out a unique pilotage along the Kaliningrad Sea Canal. Details are provided in the branch's message dated July 12. From July 7 to July 9, 2024, Rosmorport specialists,

in cooperation with Kaliningrad VTS operators, the services of the Kaliningrad seaport master and representatives of the sea transportation operator company, successfully completed pilotage operations to pilot the transport and assembly barges **Yuri Kuvykin** and **TV-6000**. The pilotage route was 14 nautical miles. Six vessels, including four tugboats, were involved in the operation. The barges were transporting equipment for the installation of a conductor block of an ice stationary platform at an oil field in the south-eastern part of the Baltic Sea in the coastal waters of the Russian Federation. The uniqueness of this operation was due to the dimensions of the cargo being transported and the dimensions of the barges, which were twice the dimensions of the design vessel for navigation along the Kaliningrad Sea Canal. To carry out the pilotage, a simulation was carried out on a navigation simulator with the participation of specialists from JSC TsNIIMF, FSUE Krylov State Research Center and pilots of the Kaliningrad Directorate. The simulation made it possible to prove the possibility of accident-free pilotage of these large-sized objects, determine the towing conditions, the composition of the towing order, hydrometeorological restrictions and obtain permission to perform this work.

(Source: Sudostroenie; Photo: Rosmorport)

ACCIDENTS – SALVAGE NEWS

TUG AND BARGE GROUNDING NEAR KODIAK, ALASKA CAUSES \$1.4 MILLION IN DAMAGES

An articulated tug and barge struck a known underwater rock near Kodiak, Alaska, last year, resulting in grounding and \$1.4 million in damages, the National Transportation Safety Board (NTSB) reported Tuesday. The tugboat **Cingluku** and barge **Jungjuk** were transiting into Shakmanof Cove from Marmot Bay on May 25, 2023, with six crewmembers onboard. Operating



together as an articulated tug and barge (ATB), they were primarily used to transport containerized cargo and vehicles. As they approached the entrance to the cove, the barge grounded on a submerged rock, damaging its steel hull. Fortunately, no pollution or injuries were reported, and the tugboat remained undamaged. The incident occurred as the captain navigated the vessel using the electronic chart system (ECS) and the National Oceanic and Atmospheric Administration's electronic navigational chart (ENC) for Marmot Bay and Kupreanof Strait. The barge ran aground on a charted rock that was not visible on radar or through a visual lookout. Although the rock was marked on the ENC, the captain failed to notice the asterisk indicating its location. The NTSB noted that the captain did not reference the United States Coast Pilot, which also included the rock's location. Utilizing available resources could have assisted in identifying the hazard during route planning and review. The crew did not use ECS functions that could have increased awareness of the rock's location, such as grounding avoidance features. Additionally, the operating company did not ensure the crew's understanding or use of these ECS functionalities. "Owners and operators should ensure their crews are sufficiently trained in the use of their electronic chart system (ECS) and understand how to use the different functionalities of the ECS," the NTSB report stated. "An ECS offers advanced features that can help users increase their vessel's safety and crew situational awareness of potential safety hazards. In some cases, incorrect, or non-use of these features may even reduce situational awareness to certain hazards, such as submerged rocks." Read the report: [HERE](#) (Source: *gCaptain*)

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18 FILIPINO SEAFARERS RESCUED OFF A CARGO VESSEL, CURRENTLY IN TROUBLE AT SEA IN ATLANTIC OCEAN NORTHWEST OF CAPE TOWN



A total 18 Filipino seafarers, all crew members of a general cargo vessel, the MV **Ultra Galaxy** were rescued and evacuated following their discovery in a life raft after they apparently abandoned their excessively listing vessel on the Atlantic Ocean, the South African Maritime Safety Authority (SAMSA) reports. In a statement on Monday, SAMSA said the rescue effort ensued from very early on Monday after an Emergency Position Indicating

Radio Beacon (EPIRB) alert from the vessel, in a position of approximately 60 nautical miles west of Doring Bay, was detected at 0300 local time, prompting an immediate response. With a May Day immediately broadcast to other vessels in the vicinity soon thereafter, three ships closest to the casualty vessel; the MV **Fivos**, MV **Rio Grande Express** and a fishing vessel, the FV **Malachite**; were diverted for assistance, said SAMSА. Weather conditions at the time were reportedly characterised by winds of up to 12 knots per hour, with a swell of up to between five (5) and six (6) meters. SAMSА reported: “The Maritime Rescue Coordination Centre (MRCC Cape Town) dispatched two nearby cargo vessels to the location of the alert to investigate the situation. “The rescue vessels have successfully located a life raft in the water and confirmed that there are 18 seafarers – all Filipino – onboard. “We are relieved to report that all crew members have been accounted for. A coordinated rescue operation has since ensued to recover the survivors. All crew are safely aboard the FV **Malachite** en route to St Helena Bay.” said SAMSА. The Panama registered MV **Ultra Galaxy** (previously known as *Thor Galaxy* and *Thorco Galaxy*) is a 124,56 meters long general cargo vessel built in 2008. At the time of its distress call early on Monday, it was reportedly en route to Dar es Salaam in Tanzania. According to SAMSА, with the crew successfully rescued and its safety assured, attention is now being devoted fully to efforts to salvage the vessel. The crew were anticipated to reach shore at about 5am on Tuesday. Meanwhile, SAMSА confirmed on Monday afternoon that a set of Emergency Towing Vessels were being organised to render assistance to the listing vessel. Further details would be shared as and when available, said SAMSА. (Source: Samsa)

CARGO SHIP GROUNDS, BOXSHIPS STOPPED DUE TO SOUTH AFRICA’S BAD WEATHER - UPDATE

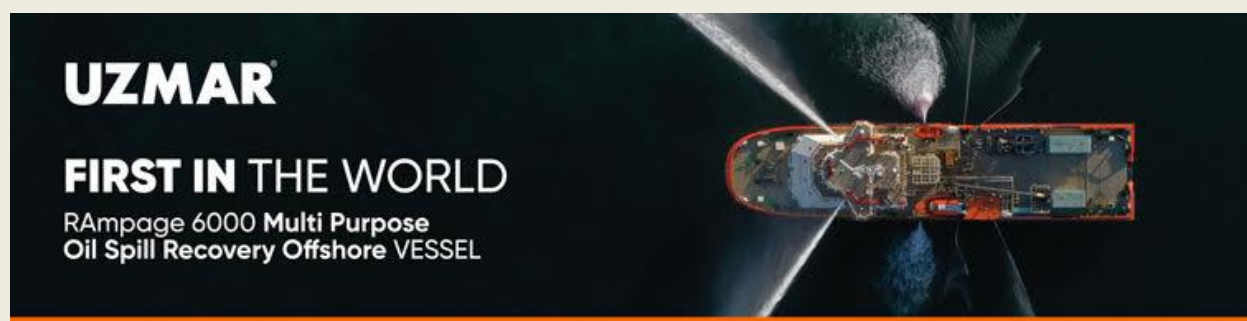
Bad weather and high seas off South Africa are continuing to disrupt most shipping in the region with forecasters warning of more storms to come. Several of South Africa’s primary ports remain closed due to the high winds while an analysis shows the weather has brought container traffic to a standstill in the region. SAMSА (South African Maritime Safety Authority) also reports an



urgent salvage operation is underway after an abandoned cargo ship washed ashore Tuesday night. “We have a complete stop at the Cape of Good Hope for containerships – east and west,” said Fabrice Maille, Global Head of Shipping & Agriculture at LSEG Shipping Research. Their data shows that since Monday, July 8, no containerships have been passing the Cape which they note is adding to congestion and delays due to the diversions away from the routes through the Red Sea. Senior Weather Analyst at LSEG Isaac Hankes noted that the waves off the South Africa coast coincided with a strong cyclone that impacted the region last Sunday, July 7, along with well below normal temperatures. Large parts of the coastal region experienced strong winds and heavy rain, with Hankes noting it was similar to conditions in June. “There is another cyclone likely to impact South Africa later this week,” warns Hankes before weather patterns could begin to moderate next week. Local forecasters are also warning that damaging waves will now also be reaching the east coast around Durban. The Panama-flagged bulker **Ultra Galaxy** which was abandoned early on Monday continued to be tossed about in the heavy seas after it took on a severe list. SAMSА reports one salvage tug

reached the vessel on Tuesday and was monitoring the situation when the vessel went aground late last night in a remote area on the coast known as Brand se Baal north of Cape Town. A second salvage tug departed Cape Town Tuesday night heading to the area with additional crew and equipment. SAMSA is taking steps to prevent a large oil spill reporting the vessel is loaded with low-sulfur bunker fuel as well as hydraulic and other oils. They also determined that the vessel was carrying a cargo of bagged fertilizer. South African port operator Transnet also provided an update saying that three vessels are windbound at the Cape Town Container Terminal with the port experiencing high waves since Saturday. Another four ships were scheduled to arrive on Thursday while Transnet continues to monitor the port. One vessel is also windbound at the Port Elizabeth Container Terminal. The Ngqura Container Terminal at Gqeberha has been closed with its gates locked since Sunday. Maersk had previously warned that it was anticipating delays for its vessels. It, like most major carriers, is diverting vessels around the Cape due to the security problems for the Red Sea routes. *(Source: Marex)*

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OIL BARGE AND TUGBOAT RUN AGROUND ON THE PECHORA RIVER IN KOMI



No one was injured as a result of the incident. An oil barge with a tugboat ran aground on the Pechora River in the Komi Republic. This was reported by the North-West Transport Prosecutor's Office. The supervisory authority organized an investigation into the incident. According to the prosecutor's office, the oil barge **MN-416** and the tug **Zapolyarny** ran aground while crossing the Pechora River

near the village of Shchelyayur in Komi. The ships were traveling from Pechora to Naryan-Mar. There were no casualties. There was no oil spill or water leakage from the hull. The reasons for the incident are being established. The owner is taking measures to tow the vessels. Let us add that in 2022, due to the low water level in the Pechora, most ships suspended transportation along the Shchelyayur - Naryan-Mar (Nenets Autonomous Okrug) route. A state of emergency was declared in the Okrug. In December 2022, the issue of the need for dredging on the Pechora River was raised, which eventually started in the summer of 2023 - for the first time in 20 years. The total volume of dredging was declared at 880 thousand cubic meters. *(Source: PortNews)*

A SHIP BROKE DOWN IN THE BOSPHORUS, AND TRAFFIC WAS SUSPENDED

A machine failure occurred on a ship named '**Lionfish**' off the coast of Beykoz in the Bosphorus. It was learned that the Bosphorus traffic was temporarily suspended. There was a machine failure on the ship named '**Lionfish**' off the coast of Beykoz in the Bosphorus. According to the statement made by the Ministry of Transport and Infrastructure, it was learned that



the Bosphorus traffic was temporarily suspended. A cargo ship named '**Lionfish**' passing through the Bosphorus experienced an engine failure while passing through Beykoz Çubuklu off the Bosphorus. The ship's captain and crew reported the situation to the coast guard teams. Upon notification of the situation, the ship was pulled to shore by Coast Guard teams and teams affiliated with the General Directorate of Coastal Safety. The Ministry of Transport and Infrastructure made a statement on the subject. The statement said, "Bosphorus ship traffic has been temporarily suspended in both directions due to an engine failure on the ship named '**Lionfish**'." (Source: DenizHaber)

KOOLE RETRIEVES THE FIRST ROLLS OF STRIP STEEL FROM THE SUNKEN COASTER VERITY



Koole Contractors from Vijfhuizen has started the actual salvage of the coaster **Verity**. It arrived with the Jifmar push tug **Voe Earl** and the pontoon **K10031** carrying a 200 tonne Liebherr crane at the point in the German Bight where the **Verity** sank on October 24 after a collision with the bulk carrier **Polesie**. In the meantime, after the hatches had been lifted, the first rolls of strip steel with electromagnets have been removed from the ship. This

involves a total of 187 rolls that together weigh 3,200 tons; the heaviest weigh 27 tons each. After first removing the shutters, the rollers are hoisted. This must be done carefully, according to the Generaldirektion Wasserstrassen und Schifffahrt (GDWS), to prevent the fastenings from loosening and the rollers from unwinding like a spring. The ship was already stripped of remnants of fuel, oil and lubricants by Koole at the end of June. The area around the site where the salvage takes place is monitored by the traffic safety vessel **Sea Guardian**, chartered by the Wasser- und Schifffahrtsamt (WSA), and the emergency tug **Nordic**. The **Sea Guardian** monitors traffic entering the German Bight

traffic separation scheme at Terschelling from the Elbe, while the **Nordic** monitors ships entering the area from the Jade and Weser. A prohibited area with a diameter of one mile applies to other navigation around the **Verity**. After the cargo has been removed from the ship, the ship still weighs 1250 tons. It is cut into two halves which are subsequently stored. That will happen during August. The plan at the moment is for cargo and ship halves to be transported to the Netherlands for recycling. **Costa Concordia** The **Voe Earl**, delivered in 2012 by Damen in Hardinxveld-Giesendam, is 'famous' for its role in the dismantling of the cruise ship **Costa Concordia** in 2015. The pontoon **K10031** is a vessel with accommodation for 120 people and 1100 square meters of free deck space. (Source: *Schuttevaer* by *Willem de Niet*)

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FIRE ON BOARD THE SPANISH TUNA VESSEL “TXORI ZURI” IN THE INDIAN OCEAN FISHING GROUNDS

A fire has broken out on board the tuna fishing vessel “**Txori Zuri**” while it was fishing in the waters of the Indian Ocean. According to the digital edition of *Faro de Vigo*, the leading Spanish press, there are no victims and the vessel is heading to Port Victoria, capital of the Scheylles Islands. The vessel in question is owned by the International Fishing and Derivatives Company



(INPESCA), based in Bermeo, and entered into service in August 2015, after its delivery by Astilleros Murueta. It is a remarkable vessel in its category, weighing 3,671 gross tons and 104 m in length. IMO code 9741085. (Source: *Puente de Mando*)

OFFSHORE NEWS

JSD6000 – VERSATILE DERRICK LAY VESSEL TO ENHANCE SAIPEM’S SUBSEA INSTALLATION CAPABILITY

Chinese shipbuilder Shanghai Zhenhua Heavy Industries (ZPMC) has completed construction of a

large derrick lay vessel capable of heavy lift, S-lay, and J-lay operations. The custom-built **JSD6000**



will be operated under charter by Italian offshore engineering specialist Saipem while remaining under the ownership of ZPMC. Design work on the vessel was provided by Norway's Ulstein Design and Solutions in compliance with Lloyd's Register class rules. The vessel was originally ordered by another customer.

Ownership of the vessel transferred to ZPMC while it was still under construction in 2018, as the original customer had decided to exit the subsea installation market. *Capable of both J-lay and S-lay installation* **JSD6000** has an LOA of 215.9 metres (708.3 feet), a moulded beam of 49 metres (160 feet), a draught of 10.9 metres (35.8 feet), a depth of 22.4 metres (73.5 feet), and accommodations for up to 399 personnel including crewmembers. The propulsion, which includes six 9,312kW diesel generators and azimuthing and tunnel thrusters from Kongsberg Maritime, complies with safe return to port (SRTP) requirements and can deliver a maximum speed of 11.8 knots. A 1,550kW emergency generator is also installed. Key features of the vessel include an NOV revolving main deck crane with a lifting capacity of 5,200 tonnes, two smaller NOV 50-tonne knuckle boom cranes, a large off-centre moonpool, an eight-point mooring system, and a DP3 system supplied by Kongsberg Maritime. The vessel can lay pipelines up to 36 inches (0.9 metre) in diameter in J-lay mode and up to 60 inches (1.5 metres) in S-lay mode, at water depths up to 3,000 metres (10,000 feet). This is made possible by a combination of a 600-tonne Remacut S-lay system via a centre-firing line below the main deck and a 2,000-tonne Royal IHC EB J-lay system via the moonpool. Ulstein said that the double-deck configuration and the positioning of the moonpool allow for a large, unobstructed deck area of 2,100 square metres (23,000 square feet) as well as below-deck pipe fabrication. The vessel is therefore capable of undertaking deepwater and SURF projects as well as shallow-water EPCI projects. *Deck layout that can be adapted to suit various roles* The deck has a starboard side overboarding platform with two sheaves to allow deep-water lowering works. The deck itself can accommodate chain laying equipment and can be configured to allow installation of a removable carousel, a large reel handling system, stern facilities for handling two work-class remotely operated vehicles (ROVs), or umbilical and flexible laying equipment. The charter of JSD6000 is in line with Saipem's capital-light strategy defined in the Strategic Plan and allows the company to expand its offer with an additional vessel that meets the highest standards of safety and environmental protection. It also consolidates Saipem's positioning in the deepwater subsea installation services market. (Source: Baird)

ZAMIL OFFSHORE READIES FOUR FAST SUPPLY VESSEL NEWBUILDS FOR SAUDI ARAMCO

Major Saudi-based OSV owner bolstering fleet with fast supply intervention vessels to support work for Saudi Aramco in the Middle East. Construction is progressing on a series of four 60-m fast support intervention vessels (FSIVs) for Zamil Offshore Services. One of the largest OSV owners in the Middle East, Saudi-based Zamil Offshore will take delivery of the FSIVs in 2024 and 2025. Being

built to ABS class by Singapore's Lita Ocean, the FSIVs, [Zamil 80](#), [Zamil 81](#), [Zamil 82](#) and [Zamil 83](#), will be used to transport cargo, maintenance equipment and personnel for Saudi Aramco's operations in the Middle East. The main deck of each monohull FSIV will provide a clear deck area of 250 m² for cargo, rated at 2.5 t/m². Additionally, a business class forward cabin will provide seating for 60 service personnel. The vessels will comply with the latest marine contract vessel specifications and requirements from Saudi Aramco, including ABS SMART and IDM-A notations. Designed by Incat Crowther, each FSIV will be powered by four MTU 16V4000 diesel engines coupled to ZF gearboxes driving Hamilton HT810 Waterjets. Full load service speed for the dynamic positioning class-2 vessels will be 25 knots. Three Hydromaster tunnel bow thrusters will provide manoeuvrability for docking and unloading cargo and personnel. Two of the main engines will be coupled to 1,200 m³/hour firefighting pumps offering FiFi-1 capability. *(Source: Riviera by John Snyder)*



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Photo: Courtesy by Sunmar

FIRST CARGO RUN FOR ENERGY DUCHESS



After being anchored at the roadstead for almost the entire week, the [Energy Duchess](#) of Golden Energy Offshore Services from Aalesund came in last Saturday to moor at the Paleiskade. The more than 83 meter long Norwegian supplier has been loaded here for her first cargo run in charter from Peterson Den Helder. On Monday afternoon the supplier left for the P15 field in the Dutch sector of the North Sea. The [Energy Duchess](#) has been hired for a

short period for deployment in the SNS Pool operating from Den Helder, (*Source: www.maritiendenhelder.eu; Photo: Wim Albers*)

ALBATROS ARCTIC CIRCLE RECEIVES NEW VESSEL FROM TUCO MARINE IN DENMARK, OPTIMIZED FOR DAY TRIPS IN GREENLAND

Albatros Arctic Circle ApS has just taken delivery of a brand new ProZero 13.5m Arctic Workboat from Tuco Marine / ProZero Workboats. This vessel, built on the proven ProZero hull concept, is specifically designed to operate in the cold Greenlandic waters and is approved by the Danish Maritime Authority to transport up to 12 passengers according to the specific regulations for Greenland and Arctic operations.



The new boat is tailored for day trips and whale watching, offering high comfort and excellent opportunities for social activities in the cabin. On the roof of the cabin, there is a lookout post where guests can experience the impressive Greenlandic nature from an elevated position. The Seatrials and handover at the shipyard in Faaborg, was done by Rasmus Troelsen, skipper at Albatros Arctic Circle ApS, and Alexander List Feirup, production manager at Tuco Marine as representatives of the partners. The ProZero 13.5m Arctic Workboat continues strengthening the ProZero range of Fast boats to professionals with advanced technology and functional design. Despite its smaller size, the boat offers high comfort and performance, accommodating up to 12 passengers along with a skipper and crew members in an environment optimized for comfort and safety. The hull of the 13.5m Arctic Workboat is designed to provide high comfort and excellent sailing characteristics, combined with low resistance for better fuel efficiency and good stability. The dual Z-drives and deep V-hull ensure reliable performance in all weather conditions, providing swift and efficient transport. The ProZero 13.5m Arctic Workboat can be equipped with advanced features such as heated windows, a satellite compass, and specialized tank systems. Additional optional equipment can include heated railings, upgraded interior heating systems, and roof rails for equipment, increasing the boat's versatility and adaptability to various tasks. The ProZero 13.5m Arctic Workboat is not just a smaller version of our 15m flagship; it is a testament to our commitment to innovation, quality, and the unique demands of Arctic navigation. This boat is set to establish new standards for maritime operations in the Arctic, providing reliable and efficient service for many years to come. Watch the YouTube video [HERE](#) (PR)

SAIPEM SEALS NEW BP DEAL IN AZERBAIJAN

Italian offshore engineering and construction giant Saipem has, together with its consortium partners, inked a framework deal with BP for offshore projects in Azerbaijan. The deal, involving Saipem Contracting Netherlands, BOS Shelf and BOS Shelf International, covers work in the Azerbaijani waters of the Caspian Sea utilising the Shah Deniz consortium-owned subsea construction vessel **Khankendi**. Saipem will operate the 2017-built vessel and provide the crew to work on the Shah Deniz and Azeri-Chirag-Gunashli fields. The consortium's responsibilities include engineering,

procurement, construction and installation of subsea infrastructure and life-of-field services. The total



value of the framework agreement is about \$300m of which Saipem's share is \$250m, the Milan-listed company said Friday. Saipem has been operating in the region since the late 1990s, and in 2016, it was also assigned to manage the same vessel for work on the Shah Deniz field. The new agreement with BP is for three years, with extension options for

another two years. (Source: Splash24/7)

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TEST WORK N-SEA GEOSEA ON THE MARSDIEP

Spotted on Tuesday, July 9, on the Marsdiep, the offshore support vessel **N-Sea Geosea**, which sails on a long-term charter for the Royal Navy. The almost 85-meter-long ship is owned by diving company N-Sea from Dordrecht and is used for extensive testing of advanced systems that will be installed on board the new mine control aircraft. In the photo, an unmanned drone is launched into the water using the ship's own crane. (Source:



www.maritiemdenhelder.eu. Photo: Paul Schaap)

FUGRO SUPPORTS US 51 BRIDGE REDESIGN WITH NEARSHORE GEOTECHNICAL EXPERTISE



Fugro is performing a nearshore geotechnical study to support the site investigation phase for the new US 51 Cairo Bridge in Ballard County, Kentucky. The current bridge, built in 1936, connects Wickliffe, Kentucky, to Cairo, Illinois, and carries a high volume of commercial truck traffic over the Ohio River. However, its narrow lanes and shoulders are inadequate for oversize or

overweight loads. Fugro's study will focus on the subsurface conditions within the project's marine environment, providing critical information for the efficient design of a safer and more reliable crossing. Fugro was selected for the project by consulting engineer Terracon. Leveraging extensive nearshore experience, Fugro is conducting the study from a third-party lift boat, specially equipped to operate in both shallow and deeper waters with minimal environmental disturbance. The vessel is now on site after an 8-day journey up the Mississippi River from Louisiana, enabling Fugro experts to begin the study, which involves soil sampling, in situ testing, seismic cone penetration testing (SCPT), and downhole PS logging and analysis. Fieldwork is scheduled to last approximately two months, with two drilling and two SCPT crews rotating shifts for 24/7 operations. Project data will be delivered to Terracon in near real-time using a Fugro proprietary cloud-based solution, enabling fast access to early results and timely adjustments to the scope of work. "Fast and accurate geotechnical data and analysis is a critical component of any bridge project, and we're proud to be contributing our nearshore expertise on the US 51 Cairo Bridge," said Stephen Williams, Director of Site Investigation for Fugro in the Americas. "Our streamlined approach, experienced team and advanced technologies will positively contribute to the overall site investigation, supporting a modern bridge design that will better serve today's transportation needs with safety and sustainability in mind." (PR)

MUSEUM NEWS

HISTORISCHE REDDINGBOOT 'C.A. DEN TEX' KEERT TERUG NAAR HAVEN VAN HARLINGEN

De historische reddingboot 'C.A. den Tex' voer afgelopen zaterdag 6 juli, voor het eerst weer de haven van Harlingen binnen in de staat zoals het schip vele jaren in Harlingen gestationeerd heeft gelegen. *Geschiedenis* De voormalige reddingboot C.A. den Tex heeft een rijke historie. Het begint met de opdracht van de Noord- en Zuid Hollandsche Redding Maatschappij (NZHRM). In Alkmaar – begin 1916 – is de bouw van start gegaan op de werf Nicolaas Witsen. Het doel: de roeireddingboot die sinds 1911 in dienst is bij reddingstation Eemshaven op het eiland Rottumeroog, vervangen voor een motorreddingboot. Het bijna 12 meter lange schip verliet in 1917 de werf, waarna het onder de hoede van de roemruchte redder Mees Toxopeus kwam. Na 5 jaar in dienst te zijn geweest van

reddingstation Rottumeroog, kwam men tot de conclusie dat het schip eigenlijk te klein was voor de gevaarlijke wateren rond het eiland. Zeker met een zware storm uit noordelijke richtingen kon het spoken boven het eiland. Men besloot daarom om het schip een relatief beschutter reddingsstation toe te wijzen: Harlingen. De handzame boot kon met haar geringe diepgang goed werk verrichten op de ondieptes van de Zuiderzee en het Wad. De grotere reddingboot **Hilda** heeft de **C.A.**



den Tex opgevolgd op Rottumeroog. De **C.A. den Tex** verrichte op station Harlingen vele, soms roemruchtige, reddingen. In 1942, ten tijde van de Tweede Wereldoorlog, werd de **C.A. den Tex** overgeplaatst naar station Hindeloopen aan het toen inmiddels afgesloten IJsselmeer. De reddingboot **Twente** volgde de **C.A. den Tex** op station Harlingen op. Na station Hindeloopen heeft het schip tot 1961 gestationeerd gelegen op station Nijkerk. Nadien is zij verkocht aan een particulier, die er een pleziervaartuijg van heeft gemaakt. Vele jaren voer de 'DexTex' rond in de Noord-Nederlandse wateren. *Restaurant* In 2014 kwam het schip te koop, met toen als thuishaven Winschoten. Een groep vrienden heeft het schip toen aangekocht, met als doel haar terug te restaureren naar haar oorsprong. De 'DexTex' is toen overgevaren naar de Betuwe, alwaar ze in het kleine dorpje Tricht in de afgelopen tien jaar volledig in de staat is gebracht zoals ze voer als reddingboot. Eerst slopen, strippen en bepalen wat origineel was- en wat niet. Daarna gaan opbouwen; een project met steun van vele vrijwilligers en donateurs. *Terugkeer* In het teken van de historische banden hebben de achterkleindochter en achterkleinzoon van schipper Sipke Wielenga de reddingboot **C.A. den Tex** op 6 juli de haven van Harlingen binnenvaren. Ook aanwezig zijn de nazaten van de heer Cornelis Anne (C.A.) den Tex, met onder andere zijn kleinzoon. De binnenkomst stond gepland om 15:00 uur nabij het KNRM-station Harlingen (Dokkade 3). Naast de **C.A. den Tex** waren diverse historische- en actieve reddingboten aanwezig zijn. Bij terugkomst zal de **C.A. den Tex** ligplaats nemen in Harlingen. Meer informatie over de historie en het restauratieproject treft u aan op: www.reddingbootcadentex.nl Lees het hele artikel op de bron: www.harlingenboeit.nl (Source: *Scheepspost*)

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ROTTERDAMSE BEDRIJVEN LATEN STOOMSLEEPBOOT DOCKYARD V WEER IN TOPCONDITIE TE WATER



De stoomsleeper **Dockyard V** is woensdag 10 juli te water gelaten na een negen maanden durende restauratie bij ROG Ship Repair Rotterdam. Daarvoor hebben meerdere maritieme bedrijven zich belangeloos ingezet. De ruim 70 jaar oude **Dockyard V** werd vorig jaar oktober drooggezet. De uitgebreide onderhoudsbeurt die volgde vloeide voort uit een gelegenheidssamenwerking

tussen Rotterdamse bedrijven. ROG Ship Repair, HEBO en Bonn & Mees, Duik- & Bergingsbedrijf W. Smit en Safe Lifting Europe bundelden hun krachten voor behoud van de oude dame. In de afgelopen maanden is het vijfjaarlijkse certificaat van onderzoek (CVO) verlengd, is de gland van de schroefas vernieuwd, zijn 174 vlam- en steunpijpen in de stoomketel vernieuwd en is de romp gestraald en voorzien van een nieuw verfsysteem. 'Maar het grootste werk was denk ik de vervanging van enkele huidplaten die te dun waren geworden', laat vrijwillig projectmanager Jeroen Holtkamp weten. Nu het schip te water is gelaten is het tijd voor de laatste werkzaamheden. Daarna kan het schip weer jaren vooruit, stelt Holtkamp. De **Dockyard V** heeft een vaste ligplaats in de Rotterdamse Leuvehaven. Een enkele keer vaart ze nog uit. 'Vooral voor maritieme evenementen. Denk aan Dordt in Stoom of de Wereldhavendagen, maar ze kan ook worden geboekt voor een vaartocht.' *Historie* De 25 meter lange sleepboot heeft een lange historie in Rotterdam. Het casco zonk in 1942 tijdens de Tweede Wereldoorlog. Toen was het nog niet afgebouwd. Pas na de oorlog werd het geborgen en alsnog afgebouwd. In 1947 voegde de stoomsleper zich bij de vloot van stoomsleeperboten van de Rotterdamse Droogdok Maatschappij en bleef daar actief tot 1978. In 1980 werd ze toegevoegd aan de collectie van het Maritiem Museum Rotterdam. *Bedrijven* Holtkamp wil graag alle bedrijven bedanken die hun steentje hebben bijgedragen. Dat zijn de eerder genoemde ROG Ship Repair, Hebo Maritiemservice-Bonn & Mees Drijvende Bokken, Duik- & Bergingsbedrijf W. Smit, Simon en Safe Lifting Europe. Maar ook de volgende bedrijven: Eyecatcher, MSR maritime shipcleaning Rotterdam, Safelifting, G.I.N., ESS Scaffolding, NedMarine, GBS gearbox services lasercladding machining, De Kreek transport, K-tainer, Corrocoat, RascoClemco, Dominial, Onsite alignment, Avezaat, Schmitt anchors&chaincables, Sandfirden, Technomotion, Zeeland Refinery, Roodhart Group, Multraship towage & salvage, LRQA, Hempel coatings, Orange Delta, Torricelli, Smederij Meerkerk, Standard Fasel en Stichting Volkskracht Rotterdam. (Source: *Schuttevaer Jelmer Bastiaans*)

EVENT NEWS

MET JE SCHIP TE GAST OP MARITIEM FESTIVAL R'DAM 4 – 8 SEPTEMBER

In de week waarvan de Wereldhavendagen het hoogtepunt en sluitstuk vormen organiseert het

Maritiem Museum Rotterdam haar jaarlijkse Maritiem Festival. Er is nog plaats voor enkele gastschepen. In samenwerking met Rotterdam Festivals en de Wereldhavendagen, het Maritime Capital of Europe netwerk, maritieme bedrijven, maritieme instellingen, culturele en onderwijs partners, vieren we met dit festival de Rotterdamse haven in een week waarvan de Wereldhavendagen het hoogtepunt en sluitstuk vormen. Het Maritiem Festival



biedt een relevant, educatief en plezierig programma dat aansluit bij onze tentoonstellingen en de buitencollectie in de museumhaven. Het programma wordt begin augustus bekend gemaakt. Wil je deel uitmaken van het jaarlijkse maritieme spektakel van 4 tot 8 september? We hebben nog maar een beperkt aantal ligplaatsen beschikbaar voor gastschepen. Mis deze unieke kans niet om jouw schip te laten schitteren tijdens het Maritiem Festival! Aanmelden kan via [deze pagina](#)

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WINDFARM NEWS - RENEWABLES

THE FINAL COMMISSIONING OF THE CABLE REPAIR VESSEL "CURO"



We had the final commissioning of the cable repair vessel "CURO" for our client N-Sea Group. This multi purpose DP2 vessel can be equipped to fulfill a broad range of operations. The free deck space in combination with the large accommodation offers many possibilities

for all kinds of operations including salvage, offshore accommodation, cable repair and renewables support. We recently converted the existing anchored barge **NP-459** into a dedicated cable repair DP2 vessel with 50t offshore knuckleboom crane named **CURO**. This vessel will be available from medio June 2024 for cable repair & installation projects and will be sailing for its first inter-array replacement project in Germany in coming 2 weeks. The **CURO** is equipped with an innovative cable repair spread including a dual basket carousel, to repair and replace HVAC and HVDC inter-array cables, export cables and inter-connectors. Due to the combination of its 8-point mooring system and DP2 capabilities, the vessel can operate year-round in both very shallow (beach able) and deep-water conditions. A special thanks to N-Sea! *(PR)*

CONTRACTS AWARDED FOR GEOPHYSICAL SURVEYS FOR KORSNÄS OFFSHORE WINDFARM

Vattenfall and Metsähallitus have awarded GEOxyz and Arctia contracts for geophysical surveys for the Korsnäs offshore windfarm in the Bothnian Gulf. The Finnish offshore wind project is part of the first leasing round for offshore wind developments in Finland. The surveys involve mapping a 280 km² offshore wind area and two



alternative corridors for the project's export cables. Survey work will start using Arctia's survey vessels **Kaiku** and **Keila 1** to map the seabed morphology in high detail using multibeam echosounders and shallow geology using sub-bottom profilers. A sidescan sonar and magnetometer will be towed to identify boulders and man-made objects such as wrecks, and classify the seabed in combination with sediment sampling. Later, GEOxyz will mobilise 55-m **Geo Ocean VI** to conduct a 2D ultra-high resolution seismic survey to obtain insight in sub-seabed geology up to 100 m below seabed. Water depths in the area range from 1 m to 50 m and the seabed is characterised by steep slopes and a high level of variability in geological characteristics. *(Source: Riviera by David Foxwell)*

SUITE OF MONOPILE INSTALLATION EQUIPMENT SELECTED FOR CADELER'S A-CLASS

Contracts have been awarded for the design and construction of cranes and related foundation installation equipment for Cadeler's A-class installation vessel, Wind Ally. Shipbuilder COSCO has awarded a contract to Huisman for a leg-encircling crane and a pedestal-mounted crane for the newbuild. A second has also been awarded to Huisman by the vessel owner for an upending frame and monopile storage system. The leg-encircling crane will have a capacity of 3,000 tonnes and the pedestal-mounted crane will have a capacity of 40 tonnes. Once in operation, the vessel will use the leg-encircling crane to install some of the largest foundations in the offshore wind industry. Delivering the complete monopile storage and upending system, monopile gripper, and main and auxiliary cranes for the vessel will allow for smooth integration and interface alignment, reducing risk in the overall project. The monopile storage system is designed to maximise monopile storage on

the vessel, allowing Cadeler to transport up to five monopiles, each of up to 12.5 m diameter, in one



trip. It will have adjustable storage cradles that accommodate monopiles with different diameters and will be height-adjustable. The upending frame will support monopiles ranging from 80 m to 120 m in length, with what Huisman described as “enhancements for safer and more efficient upending.” Key features will include a crane automation

mode that helps maintain the monopile’s position and retainers that secure the monopile during upending. All of the equipment will be built at Huisman’s production facility in Zhangzhou, China.

(Source: Riviera by David Foxwell)

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DREDGING NEWS

DRAGFLOW TESTS NEW DRSP MULTIPURPOSE DREDGER

Dragflow is currently in the midst of conducting tests on the second of three DRSP multipurpose dredgers. “This amphibious dredge can be fitted with pumps, excavators, and other accessories, such as the dredge head,” said the company. “Their versatility allows them to handle tasks that typically require multiple machines. With just one modular and easily transportable dredge, even dredging in swampy areas becomes feasible.” *The main features:* ●



Capacity up to 600-800 m³/h, • Delivery distance up to 1,500m, • Great stability and buoyancy in different water environments. *(Source: Dredging Today)*

WORK ON ARMOR STONE WALL AT WILKESON POINTE MOVES AHEAD



Armor stone is being installed at Wilkeson Pointe in the former commercial shipping slip, the USACE Buffalo District said. According to USACE, this will create a wall in order for clean, dredged sediment to be placed in the slip. Approx. 285,000 cubic yards of clean sediment collected from the Buffalo River over a six year period is set to be placed in the slip, creating 6.7 acres of coastal wetland habitat.

The habitat will include gravel beds, rock piles, root wads, logs, and the preservation of existing dock piles to provide maximum complexity and structure. Also, planting of native species will compete with invasive species and provide high-quality habitat for both aquatic species and birds. *(Source: Dredging Today)*

REMOVING SEDIMENT FROM MISSISSIPPI RIVER WITH DREDGE HURLEY

The Dredge **Hurley**, a dustpan dredge from the U.S. Army Corps of Engineers, Memphis District, has been very busy these days, removing sediment from navigation channels in the Mississippi River near Baton Rouge, La. Dustpan dredges, like the **Hurley**, are unique to the Mississippi River system and work to maintain a navigable channel for commercial shipping



to move unimpeded, said USACE. These particular dredges have a large suction head with high velocity water jets that loosen the silt and sand materials on the riverbed in order to maintain the river's sediment load. As the river's stage rises during the spring, the dredged material is naturally scoured and transported with the bedload, where it may benefit downstream environments, including the Bird's Foot Delta in southeast Louisiana. Built in 1993, the Dredge **Hurley** is the largest dustpan dredge in North America, coming in at 348.5 feet long and 58 feet wide. *(Source: Dredging Today)*

GIANT BACKHOE DREDGER ODIN BUSY AT FEHMARNBELT TUNNEL

Femern A/S has just released this beautiful photo of Boskalis' giant backhoe dredger **Odin**. **Odin**

arrived in Rødbyhavn at the end of May, tasked to conduct a very important job of removing the



outer, temporary dike at the Fehmarnbelt Tunnel. The temporary dike has until now shielded the construction site at the tunnel portal from the water. “But since the entrance to the tunnel portal is now under water and we have completed the 200-meter-wide permanent dike, the outer, temporary dike is no longer needed and can therefore be removed,” said Femern. Construction of the Tunnel

began in 2020 on the Danish side and in 2021 on the German side. *(Source: Dredging Today)*

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ROYAL IHC: SPOTLIGHT ON SUSTAINABLE CHARACTER OF VALE’S GELADO PROJECT

Last week, Royal IHC team in Brazil successfully concluded the final commissioning test and begun operations of the dredging pump for the last of four electrical mining dredgers designed and supplied to serve Vale’s Gelado Project. “With our dedicated team focused on achieving project success, they tackled many challenges and some obstacles,” said Royal IHC.



The four dredgers connect seamlessly to Vale’s electrical system, streamlining their operations for

maximum efficiency, and recovering tailings in a more sustainable way. Over the last 37 years Vale has been producing iron ore at Carajás and depositing the tailings in the Gelado dam. This material is basically composed of iron ore particles that could not be used in the original beneficiation process and impurities such as silica and alumina. Using dredges, the tailings will be removed from the dam and sent back for processing at the plant. The sustainable character of the project is reinforced by the use of 100% electric dredges, as well as electric pumps, which use electricity from renewable sources rather than fossil fuels such as diesel. *(Source: Dredging Today)*

FIRST OF SERIES DAMEN CSD600 AT WORK IN INDONESIA



In Indonesia, the first of series Damen CSD600 has started operation. The distinctive Cutter Suction Dredger is the first of Damen's comprehensive new dredger range to be delivered. It was transported from Rotterdam, the Netherlands to Indonesia as deck cargo on a heavy lift carrier. The stationary dredger, which has been named **Jhoni 58**, is working on a maintenance dredging project. The dredging operation is located at the Port of Batulicin on the island of Kalimantan. The main activities

of the port relate to its important coal terminal. The busy access channel is used by numerous coal barge transports. Due to continuous sedimentation of this channel, the CSD600 is required to maintain the navigational depth. The newly designed high efficiency dredge pump removes this sediment and pumps it to a spoil field some 500 metres away. The powerful Cutter Suction Dredger was commissioned on site by Damen Field Service Engineers. During commissioning the crew familiarised themselves with the dredger's features such as the 250 kilowatt cutter unit, the large swing width and the maximum dredging depth of -16m. A major topic was the state-of-the-art control system. With no desk in the control cabin, the crew had to familiarise themselves with the controls integrated in the dredge master's chair. Two screens connect with the easily recognisable buttons and levers in the chair. One touch screen is located within reach at the righthand arm rest. A larger screen is at the dredge master's feet. Ms Inge Hoogenboezem, Damen Sales Manager, explains "Clear visuals inform the dredge master at one glance on the production of the dredge pump, the status of the drive etc. Trouble shooting is easy due to the evident schematic screen layout of the various systems on board. In the future the system can be expanded easily by adding modules such as cutter automation, dredge pump automation and so on. For now, the dredge master can, for instance, determine the swing width by entering a few digits and the dredger moves sideways automatically. This is a much praised improvement on the large dredge job at hand." The operator of the dredger, PT. Dua Samudera Perkasa, is a key player in the port industry on the island of Kalimantan. Mr Haji Samsudin Andi Arsyad, owner of PT. DSP, says, "We are proud to deploy the first of series CSD600 here in Batulicin; it fits our operation perfectly. Our company wants to be at the forefront of technological developments. Our dredger **Jhoni 58** is just that and performs well, with the Damen Field Service team ensuring a smooth start-up of our operations." *(PR)*

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YARD NEWS

ROYAL IHC INITIATES COOPERATION WITH ASIAN SHIPBUILDER

Royal IHC and the Vietnamese shipyard Nam Trieu have signed an agreement for the construction of

a trailing suction hopper dredger in Asia. Royal IHC received an order for the vessel, which will have a hopper capacity of 2,300m³, from dredging company De Boer - Dutch Dredging last month. The construction in Vietnam marks the beginning of what is expected to be a long-term collaboration



between Nam Trieu and Royal IHC to build vessels at an attractive price. Royal IHC aims to offer its customers a wider range of choices. This will further strengthen its competitive position in the global market. "The collaboration with Nam Trieu is the concretisation of our two-pillar strategy," says CEO Derk te Bokkel. "We build both in the Netherlands and in the Far East. In Vietnam we can build to the same quality level with lower labour and energy costs. And our yards in Krimpen and Kinderdijk allow us to build much more quickly. When we have discussions with large customers about projects, they should have a choice." "Nam Trieu will basically be our overseas yard," continues Te Bokkel. "In the past, Royal IHC has also built ships at foreign shipyards, but each time it was at a different shipyard. Many times this has worked well, but this was not always the case. We want an experienced shipyard that knows exactly how we work and think". "My experience is that a combination of a foreign construction site in a low-cost country with a technically qualified Dutch organisation at the base can work very well. This strengthens the Dutch organisation," says Derk te Bokkel. Nam Trieu employs 700 to 800 local workers. Royal IHC will supply materials and equipment from the Netherlands. A compact project team from the Netherlands will supervise the construction on site. (PR)

STEERPROP SELECTED TO PROVIDE COMPREHENSIVE PROPULSION SYSTEMS FOR WORLD'S LARGEST CABLE-LAYING VESSEL



Steerprop's fit-for-purpose propulsion system will help to maintain environmental performance and provide the manoeuvrability needed for operations in and around deeper offshore power projects. Set to be delivered in 2026, the **Fleeming Jenkin** will be the world's largest Cable-Laying Vessel (CLV) to date. By optimizing the propulsion system to be in line with the ship's operating profile, maritime environmental regulations, and customer requirements, Steerprop has done its part to ensure that the new CLV will also be the world's cleanest. The **Fleeming Jenkin** is being built by China Merchants Heavy Industry Haimen (CMHI)

and will be owned by Jan De Nul Group. The main propulsion for the **Fleeming Jenkin** will come from four azimuth thrusters. Manoeuvrability will be enhanced by three tunnel thrusters and two retractable. An additional full main thruster and extensive spares package will also be supplied as part of the contract. In addition to the **Fleeming Jenkin**, Jan De Nul is also building a second identical vessel with three carousels and a cable-carrying capacity of 28,000 tonnes. The move reflects a confidence in the technology and design competence of Steerprop, according to Juho Rekola, Director, Sales and Project Management, "This is a milestone project for us, and not just because of the technology; we showed that we were able to adapt to various end-customer requirements and be flexible in terms of CMHI's needs in order to ensure that the building and commissioning phases occur seamlessly. It demonstrates our ability to address the requirements of even the most demanding of applications from within our extended product portfolio." "This is our first time working with Steerprop. We hope that this cooperation will be smooth and demonstrate its expertise, and we are looking forward to doing more together in the future," says Tao Chen, CMHI (Jiangsu) Deputy GM. "**Fleeming Jenkin** bundles all the cable installation expertise we've gained over the past decade. This vessel and the technologies on board are designed by our in-house specialists. We are happy to add to that the expertise of Steerprop in delivering a comprehensive propulsion system for our cable-laying vessel under construction, resulting in high-maneuverable and performant vessels for challenging offshore conditions. We look forward to working together on this project," says Jan Van de Velde, Director of Newbuilds at Jan De Nul. Juho Rekola adds that the **Fleeming Jenkin** demonstrates how Steerprop is committed to fully understanding customers' needs, requirements and expectations. "Ship-owners shouldn't have to compromise because they've been forced to choose a solution straight from a manufacturer's catalogue. Instead, they should set challenges and expect their suppliers to rise to them. The **Fleeming Jenkin** is a fine example of how this philosophy can help to shape reality."

(PR)

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**ULTIMATE
SHIPHANDLING**

By Rotortug

KT MARINE WELCOMES DAMEN FAST FERRY 4212 TO SOUTH KOREA

On 5th July, South Korea's KT Marine held a welcoming ceremony for its new vessel, a Damen Fast Ferry 4212 named **Hamel**. The company placed its order for the vessel earlier this year. The rapid delivery is the result of Damen's serial construction of vessels for stock. *Growing ferry fleet* The ceremony, which took place at Yeosu on the 5th July 2024, was attended by numerous guests including Mr Og Yeol BAG, CEO of KT Marine, the



Chargé d'affaires of the Embassy of the Kingdom of the Netherlands in South Korea, Onny Jalink, Damen Regional Sales Director Asia-Pacific, Thomas Röwekamp, and various local stakeholders including Mr Jeong, Ki Myung, Mayor of Yeosu City, Ms Baek, In Sook, Chairwoman of Yeosu City Council, and well as various members of the National Assembly, of the Provincial Council, of the Yeosu City Council, of the Yeosu regional office of Ministry of Oceans and Fisheries, of the Korea Ocean Business Corporation, of the Korea Shipping Association, of the Korea Maritime Transportation Safety Authority, and of the Yeosu Gwangyang Port Authority. **Hamel** will transport up to 423 passengers at speeds of up to 40 knots. She will operate a route between Yeosu Harbour and Geomundo Island. Hamel is the seventh Damen Fast Ferry, and the fifth Fast Ferry 4212, to be delivered to South Korea in recent years. *Catamaran comfort & robust reliability* The Fast Ferry 4212 is a catamaran design known for its high levels of passenger comfort, low fuel consumption and low maintenance costs. The vessel was built at Damen Song Cam Shipyard in Vietnam. The ferry departed the yard end of June 2024 sailing to Korea on her own keel, crewed by Damen's delivery team. Mr Bag, CEO of KT Marine Co., Ltd. says: "We will greatly contribute to the development of a dynamic and comfortable daily economic life for local residents living in Yeosu-Geomundo area, and the revitalization of the tourism industry in Yeosu, through this introduction of newbuilt high-speed passenger vessel, Hamel, responding long-cherished dream of the residents of Yeosu." Thomas Röwekamp, Regional Sales Director Asia-Pacific at Damen says: "Just six months ago, we were honored to welcome KT Marine into the Damen family with their new Fast Ferry 4212 **Hamel**."

Today, we are here in Yeosu to celebrate her arrival and it is fantastic to see all the proud stakeholders who have worked very hard to make this new project a reality. **Hamel** signifies more than just a vessel, as she represents a lot of history and connection between Korea and the Netherlands. We wish KT Marine, **Hamel** and her crew safe sailings between the scenic route from Yeosu to Geomundo Island.” Onny Jalink, Chargé d'affaires of the Embassy of the Kingdom of the Netherlands in South Korea, Onny Jalink, says: “With a Dutch name and Dutch colours both inside and out, **Hamel** beautifully represents both the strength of the Netherlands - Korean relationship as well as Dutch values; in particular the Netherlands' dedication to smart and sustainable mobility. It was a pleasure and honour to join this arrival ceremony!” *What's in a name?* The ferry is named in honour of Hendrik Hamel, a Dutch sailor with the Vereenigde Oost-indische Compagnie (VOC) or Dutch East India Company. Born in Damen's hometown of Gorinchem in 1630, Hamel sailed with the company to Indonesia in 1650. In 1653, while sailing to Japan, Hamel and his crew were shipwrecked on Jeju Island, Korea. Refused permission to leave the country due to its isolationist policy at the time, Hamel remained for thirteen years in Korea before escaping, in 1666, to the Dutch trading mission on Dejima Island, Japan. Here, he wrote Hendrik Hamel's Journal of a Description of Kingdom of Korea, 1653-1666. Published in 1688 in the Netherlands, the journal was the earliest first-hand account of a westerner in Korea. (PR)

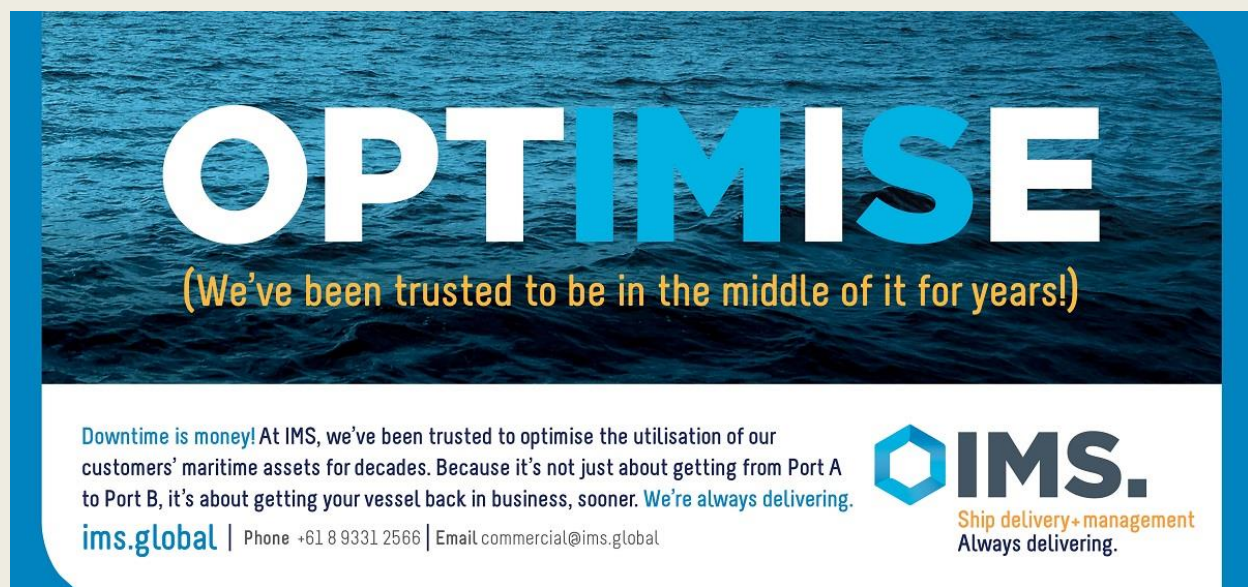
SCHOTTEL: BOTA TECHNIK NEW PARTNER IN POLAND



German propulsion specialist SCHOTTEL and the Polish company Bota Technik have signed a cooperation agreement in the areas of after sales service and new sales with effect from 1 January 2025. On this date, Bota will take over the new sales business in Poland from SCHOTTEL's long-standing agent P.H.U. Afra, while it is mutually expected that Bota's after sales service for SCHOTTEL products will start earlier. *Customers will find SCHOTTEL-trained personnel*

and direct OEM support Bota Technik is a highly specialized company in the technical service and support of marine propulsion systems. Their experience and services cover all ship propulsion components from engines to gearboxes, shafts and propellers. The company's facilities are located in the maritime cluster of the Bay of Gdansk on the Baltic Sea. “The service agreement with Bota now enables us to offer our Polish customers short transport routes for overhauls and workshop activities. Bota will have SCHOTTEL-trained personnel as well as direct OEM support at their disposal,” explains Michael Sabel, Head of Field Service and Repair at SCHOTTEL. “This partnership is an important milestone for us and opens up new opportunities for our customers,” says Andrzej Kaźmierczak, Sales and Marketing Director at Bota. “As an authorized SCHOTTEL service provider, we are committed to enhancing the quality of our services we offer and ensuring the highest level of customer satisfaction.” (PR)

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US, CANADA, FINLAND LAUNCH EFFORT TO BUILD ICEBREAKING SHIPS

The U.S., Canada and Finland will form a consortium to build icebreaker ships, a senior U.S. administration official said, a move intended to bolster the allies' shipbuilding and counter Russia and China in increasingly strategic polar regions. The initiative, called the Icebreaker Collaboration Effort or ICE pact, is being unveiled on Thursday on the sidelines of a three-day NATO summit in Washington, where the alliance has called on China to end its support for Moscow's war against Ukraine. The pact aims to produce a fleet of ice-breaking ships to "project power" into the polar



regions and enforce international norms and treaties, a senior U.S. administration official told reporters, calling it a "strategic imperative." The deal - which the three NATO members aim to sign by year-end - will pool demand from allies to scale shipbuilding capacity, the official said, adding that it was designed to send a message to Russia and China. "Without this arrangement, we'd risk our adversaries developing an advantage in a specialized technology with vast geostrategic importance, which could also allow them to become the preferred supplier for countries that also have an interest in purchasing polar icebreakers," the official said. U.S. lawmakers and experts have lamented the atrophy of U.S. shipbuilding capacity in recent years, especially because China is producing naval ships at unprecedented levels. Construction of U.S. Navy ships is years behind schedule. The official did not give a timeline for the new icebreakers nor say how many vessels the U.S. sought to produce

under the pact, but noted the U.S. currently only has two icebreakers, which both are nearing the end of their lifespan. "We intend to scale up by multiples of the current amount as soon as we can," the official said. Together, the governments will identify shipyards in the three countries that can meet demand from partners and allies. "Right now, it's too small, and it's taking too long, and we're not generating the production that we need," the official said. The official said U.S. allies want 70 to 90 icebreakers over the next decade. The move comes as China seeks to develop new shipping routes in the Arctic and expand its research in Antarctica. Western governments worry China's army could gain better operational and surveillance capabilities from its polar activities. As climate change shrinks polar ice packs, Arctic seas are increasingly being used as trade routes connecting the Pacific and Atlantic oceans to major economies. China and Russia have been working together to develop Arctic shipping routes as Russia seeks to deliver more oil and gas to China while Moscow is under increased Western sanctions. Russia has more than 40 icebreakers with more in production, and China operates its own smaller but growing fleet. The two countries signed a "no limits" partnership days before Russia's 2022 invasion of Ukraine. Canada and Finland combined have dozens of icebreakers. *(Source: MarineLink)*

BOLLINGER SHIPYARDS RECOGNIZED FOR EXCEPTIONAL SAFETY RECORD



Shipbuilders Council of America honors Bollinger for excellence in safety for 19th consecutive year. Bollinger Shipyards ("Bollinger") was presented with the 2023 "Excellence in Safety Award" by the Shipbuilders Council of America ("SCA") for its exceptional record of safety in the shipyard industry. Bollinger has been the recipient of the prestigious award for Excellence in Safety for 19 consecutive years – an unprecedented streak in the shipbuilding industry. SCA, the national association for the shipyard industry, presented the award to Bollinger's President and CEO Ben Bordelon at its annual meeting in Washington, D.C. in recognition of the company's exceptional record of safety, enhancement of operations and promotion of safety and accident prevention over the past year. "Our nearly 4,000 employees at over a dozen Bollinger facilities across the Gulf region share one thing in common – an unrelenting

commitment to upholding the highest standards in quality and safety in our industry," said Ben Bordelon, President and CEO of Bollinger Shipyards. "That standard – the Bollinger Standard – is what sets us apart from our competition. This award is a testament to the hard work of the skilled men and women of Bollinger and underscores our effort to maintain our leading edge in shipbuilding and innovation." "The safety of all employees is the top priority, fundamental to our values and central to the success and sustainability of our industry," said Matthew Paxton, President of SCA. "We're proud to recognize Bollinger and its hardworking men and women for upholding the shipyard industry's reputation and their commitment to advancing safety. Bollinger's efforts make

our industry an example for other industries to follow.” (PR)

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KEEL LAYING FOR 3824kW ASD TUGBOAT

On 8th July, 2024, one unit of 3,824 kW ASD tugboat with FiFi, built by our Jiangsu Zhenjiang company for Cangzhou Port, was successfully keel laid. (Source: Jiangsu Zhenjiang Shipyard)



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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Setting sail into tomorrow: Med Marine launches MED-A2800 series tug tailored for Igmarr*
 - *Sanmar delivering high-powered escort tug to expanding Italian operator*
 - *Damen Shipyards Group and Maritime Craft Services sign contract for a new Shoalbuster 2711 multi-purpose workboat*
 - *Med Marine is proud to deliver the third tug to Guatemala*

- *Med Marine celebrates successful delivery of MED-A2570 series tug for Seagate*
2. Several updates on the Broker Sales page posted last week
(*New page on the website. If you are interested to have your sales on the website*)
(*pls contact jvds@towingline.com*)

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

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

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