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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

### *EDWARD MARITIME LAUNCHES THE RAPTOR FOR INLAND*



Gulf Breeze, Fla.-based Edward Maritime, a shipbuilding and repair company that provides steel fabrication services to the Eastern Seaboard and the Gulf Coast, recently launched the **Raptor**, a compact and versatile push boat designed specifically for small dredging and dock companies operating along the Intracoastal waterways and inland rivers of the United States. According to company president Edward McDonald, the small vessel offers affordability and reliability for small

businesses in need of a reliable push boat. Weighing just 16,000 pounds, it can be easily transported to any location within the country via truck. “It’s perfect for tight spaces that larger vessels cannot access,” McDonald adds. So how small is small? The **Raptor** is 20- by 8- by 3-feet, with a draft of nearly 26 inches. It is equipped with two new 250 horsepower Mercury V8 engines, providing 500 hp. Additionally, it features 2-ton deck winches, 3-foot push knees, and is prepared to handle a wide range of small-scale projects. The vessel has a fully enclosed wheelhouse, port and starboard sidelining windows, two 8-inch 12V cooling fans, running lights, four 6-inch deck lights, 15-inch bulwark all around, a USB port for charging station, overhead dual-color light inside the wheelhouse, two stern removable gas tanks with quick connect, stainless steel 14.3 by 17P props, two 2,000-gallon bilge pumps on an auto switch, a fold-down mast, reinforced engine guard, and a removable wheelhouse. “As a small business, we have faced numerous challenges along the way,” adds McDonald. “However, we took a bold risk with the **Raptor**. With every ounce of resources we had, we poured our heart and soul into this project. We firmly believed that if the opportunities weren’t coming our way, we would create them ourselves.” During the construction of the **Raptor**, McDonald says the company encountered a financial setback, but was fortunate enough to have the hull 90% completed. “We began pre-advertising the vessel as a unique, one-of-a-kind offering for inland needs. It was during this time that Cycle Construction LLC, based in Kenner, La., reached out

to us with a keen interest in our vessel. “A few days later, the owner and project manager visited our facility, and after showcasing our hull, we signed a contract. Finally, we were able to secure the funds necessary to complete the construction of the **Raptor**. Cycle Construction truly saved Edward Maritime, and we are incredibly grateful to them.” Cycle Construction has since renamed the vessel the **G. Cambre**. The small push vessel has completed numerous trips, transporting large quantities of corrugated bulkhead in New Orleans, La. “This area experienced a levee breach back in 2005 during Hurricane Katrina,” says McDonald. “The vessel’s exceptional maneuverability has played a crucial role in navigating the narrow channel and achieving these successful trips.” Edward Maritime’s team consists of experienced professionals who are fully licensed and proficient in carrying out a wide array of dockside and on-water repairs for vessels of all



sizes along the Gulf Coast. The company has worked on the construction of state-of-the-art ships to the repair of barges, small push boats, and even vessels belonging to the U.S. Coast Guard, Navy. *(Source: MarineLog)*

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## *IAN BROMLEY IS LOOKING FOR MORE INFO OF THE KINGSTON & GOLIATH*

I have been following the exploits of 2 tugs over 10 years or more, they worked for Griffin TMS and then Griffin Towage Ltd until the latter firm was dissolved last year. The tugs are: **KINGSTON** - IMO 5344437 & **GOLIATH** - IMO 8227214.. **KINGSTON** was last seen on Marine Traffic AIS arriving Fishguard Harbour on 12th of April this year inbound from Holyhead. Her transmitter was switched off and nothing more seen in 3 months. I telephoned Fishguard Harbour last week and was told she was no longer there, sold to a private owner and left under tow but no date given. Do you have any tug detectives who might have heard of her sale or whereabouts please? She was bought by a new company called AQUATIC TOWAGE & MARINE LTD, after the demise of Griffin in 2022



and repainted, and was based at Weymouth, Dorset. I guess the latest company may have gone bust



too although nothing seen in the marine press yet. **KINGSTON** was fairly busy last year and drydocked in Portland in January so she must be in good order. Any help in finding her would be appreciated. With all the problems associated with Griffin in 2022, when **GOLIATH** arrived in the river Torridge (where she was built!) in November 2022 and switched off her AIS, I thought I wouldn't

see her again. She is even older than **KINGSTON**, and was a Manchester Ship Canal tug called **M.S.C. SCIMITAR**, built in 1956 by P.K.Harris in Appledore, Devon. I worked for Shell Tankers UK Ltd between 1963 and 1975, this tug and her 3 sisters were used many times on the tankers I worked on as they made their way from Eastham lock in the Mersey, to Stanlow refinery on the Manchester Ship Canal. Anyway, 2 days ago she suddenly sprang to life, 18 months later, and has picked up a tow for Portsmouth from Appledore, arriving in the anchorage this afternoon. In a strange twist, her AIS name has changed to **SEVERN SCIMITAR**, and Marine Traffic report her sold to as yet unknown owners. How exciting for a near 68 year-old tug to be gainfully employed again, from her birthplace too, I can only hope **KINGSTON** will reappear the same way. The link below will take you to a page with a photo of **SCIMITAR** at the stern of a Shell Tanker of the Dutch fleet, **KHASIELLA**, one of the famous 'K' class the Dutch equivalent of the British 'H's, ships built in the same era as the MSC tugs. There are a couple more further down of the tug too, she was lucky to evade the cutter's torch. <https://www.northeastmaritime.co.uk/viewtopic.php?f=21&t=3546> Thank you for taking the time to produce T, T & O twice a week, I for one greatly appreciate it. The **Kingston** is seen on the website of Aquatic Towage & Marine Ltd. <https://www.aquatictowage.com/fleet/1/Tug+Kingston> Kind regards, Ian Bromley - Jersey

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### *PRYSMIAN'S MONNA LISA REACHES NORWAY*

Prysmian's **Monna Lisa** vessel, being build by Vard, has reached Norway for final outfitting, installation of main mission equipment and trials, before becoming fully operational in 2025. The 171-meter-long cable laying vessel (CLV) arrived to Norway after travelling 4,000 nautical miles around Europe for 28 days, following its launch at Vard's shipyard in Tulcea Romania. The vessel was towed,

by the Dutch registered Seacontractors tug **Seraya**, down the Danube River, across the Mediterranean Sea, and up the coast of Portugal and Spain to Norway to VARD's shipyard in Søvik final preparations ahead of delivery. **Monna Lisa** will match the **Leonardo da Vinci**, the world's most advanced cable-laying vessel, for capacity and performance. The vessel will boast two carousels of 7,000 and 10,000 tons, the highest capacity in the current market, enabling a reduced transportation time from the factory to the installation site. At the same time, it will feature some improvements, like green features such for lower CO2 emissions thanks to the high-voltage shore connection to power the vessel with clean energy during loading, a 3 MWh energy storage system with double the battery capacity, and diesel generators ready for biodiesel blends. The **Monna Lisa** vessel will be ready for service in early 2025, Prysmian said earlier. (Source: *Offshore Engineer*)



## GREAT LAKES TOWING CHRISTENS NEWEST TUG AND CELEBRATES 125 YEARS



Over the weekend, the Great Lakes Towing Company, Cleveland, Ohio, christened its newest tug, the **Minnesota**, while also celebrating 125 years in business. A LinkedIn post from the company highlighted the significance of the event and those in attendance. "We were honored to have Natalie Ronayne, Chief Development Officer for the Cleveland Metroparks, as the sponsor

for Tug **Minnesota**. Our fireboat **CHIEF**, previously known as **Anthony J. Celenrezze**, made a special appearance," the social media post said. Built in 2023 by the Great Lakes Shipyard, the **Minnesota** (hull #: GLS6508) is the eighth delivery in the 10-boat Cleveland class, constructed for the Great Lakes Towing Company. All tugs in the Cleveland class are based on the Damen Shipyards Group's Stan Tug 1907 ICE design, which includes enhancements such as extra hull plate thickness, brackets, and fendering. These modifications are intended to enhance safe operations during the ice season in the Great Lakes. The 63.5'x24.2'x11.1' Minnesota is powered by two Tier III compliant MTU 8V 4000 diesel engines, coupled with Twin Disc MGX-5321 reduction gears at a ratio of 5.46:1. The propulsion system features two 71-inch Kaplan, three-bladed, fixed-pitch propellers mounted in Kort nozzles, giving the tug a twin screw configuration with a total output of 2,000 hp. Electrical service is provided



by two 99kW Kohler generator sets. The tug's capacities include 7,000 gallons of fuel, 290 gallons of lube oil, and 1,205 gallons of water. For towing operations, the Minnesota is equipped with a DMT Marine CE-30KN capstan on the stern. The vessel's hailing port is Wilmington, Delaware. (*Source: Workboat*)

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## APPEAL LAUNCHED FOR PERMANENT MEMORIAL FOR GRAVESEND MEN WHO WERE LOST AND SAVED FROM THE STEAM TUG CERVIA 70 YEARS AGO

An appeal has been launched to raise funds for a permanent memorial to remember those who lost their lives during a tugboat accident almost 70 years ago. Friends of the Steam Tug **Cervia** group are hoping to place a permanent granite tablet at Anchor Cove, Gravesend, to honour five local men who died on October 25 1954. This year marks the 70th anniversary since The **Cervia** was contracted to pull the cruise ship



**Arcadia** out from Tilbury port on the River Thames in 1954, when disaster struck. The **Arcadia** moved ahead to avoid colliding with an oncoming ship, the **Orcades**, dragging the **Cervia** along with it. The crew was unable to deploy the quick release for the tow rope due to a fault and it resulted in the boat capsizing and the engine room filling with water. The **Cervia** sank in 30 seconds taking its captain and seven crew members down with it.

The tugboat **Challenge** came to the

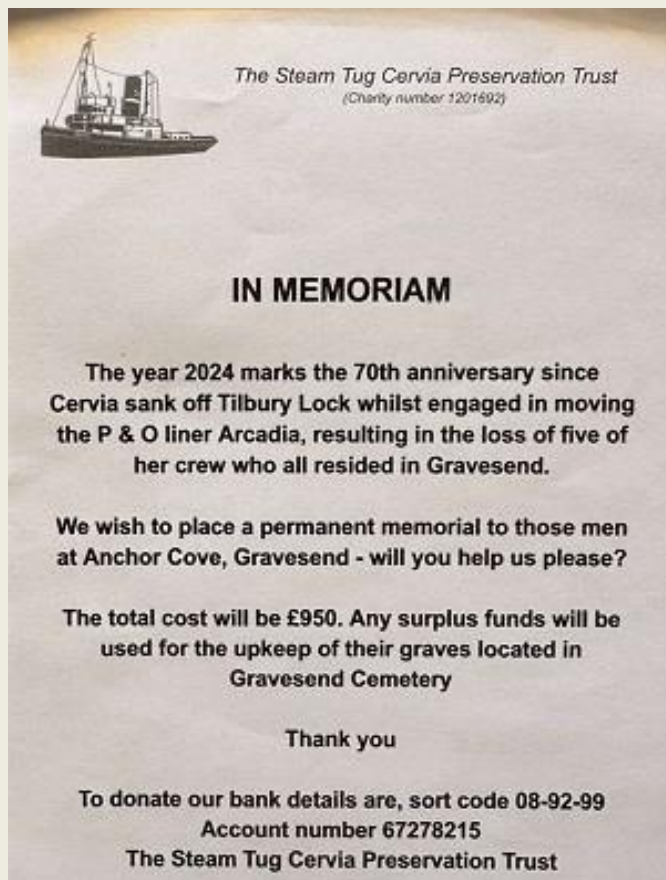
boat's aide, rescuing three, but the captain, and four crew members died. The **Cervia** now sits unseaworthy but afloat – having served as a tugboat until 1985 – in Steam dry docks in Ramsgate and was previously earmarked for disassembly but volunteers are trying to restore her. The appeal, which officially launched last month, aims to raise £950 with hopes to unveil the new memorial for the anniversary in October. Former Gravesend resident and current chairman of the group, David Walton said: “The Steam Tug **Cervia** sunk seven months to the day after I was born.



*Trust chairman David Walton asking for people's support to erect a permanent memorial*

“These lads went to work and didn’t come home again, and we think it’s important to remember them. “We would like Gravesend to support this memorial because the lads come from Gravesend. “I know it will mean a lot to the families - it meant a lot last year when we did the first memorial service in October that had ever been held since 1954.” Bill Russell, son of the **Cervia** captain Russell MBE, who died in the incident - was only ten-years-old at the time of his father’s death. The 80-

year-old said: “For me the memorial would be something I would be able to see and look at and remember because I was only ten when I lost my father. “My family has been on the water all their lives - we’ve always been a waterside family, so it is important to us. “It would also be good for my sons and my grandson, so it’s quite important.” Last year was the first time the crew members were remembered in a public ceremony, with two events held to commemorate their lives. Bill, who also worked on the water up until his retirement, attended the ceremonies with his son at St George’s Church. “We think this is a worthwhile part of Gravesend’s history to commemorate some of the lads who have worked locally and the history of the river is so important to Gravesend,” David added. The boat is currently moored in Ramsgate Harbour and The Steam Tug **Cervia** Preservation trust hopes to restore, repair and maintain the boat to a point where it could be used for tours and



museum days - but is calling for support from the public. The group continues to seek volunteers to



work on the boat, as well as other volunteers and trustees to work behind the scenes on the project.

To donate to the appeal the bank details are: Sort Code 08-92-99 Account Number 67278215 and the name on the account is The Steam Tug **Cervia** Preservation Trust. Please reference your donation as 'Memorial'. Cheques may also be sent to the Trust c/o 3, Brickfield Cottages, Brookland Road, Llandrindod Wells, Powys, LD1 6DE. Details to donate to the restoration and appeal can also be found on the website and on Facebook at the Friends of the Steam Tug **Cervia** page. A remembrance service will be held at St George's



Church, Gravesend at 11am on Saturday, October 26. The steam tug, which was built in 1946, is one of only two surviving Thames tugs of her type. (Source: Kent on line by Elli Hodgson)

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## LABORDE MARINE ENTERS THE U.S. INLAND MARINE MARKET

New Orleans, La., headquartered Laborde Marine Management LLC is entering the U.S. inland marine market. It has created a new affiliate, LabMar Inland LLC, that will provide towing and pushboat services. The initial vessel LabMar Inland vessel is the **Ivy Steiner**, a new 78-foot, 2,000 BHP pushboat delivered earlier this year by Steiner Construction. All aspects of the operation of the vessel will be provided under the same high standards that have been the hallmark of Laborde Marine, which owns or operates a fleet of 21 vessels servicing the offshore oil industry and performing other marine support activities. "We are very pleased to announce our entry into the inland marine market through our new affiliate, LabMar Inland, LLC and our initial charter of the **Ivy Steiner**," said Ashton Laborde, president of Laborde Marine Management. "We intend to grow this new facet of our operations with additional towing and pushboat vessels, which is a natural extension of our many years of serving the offshore waters of the Gulf of Mexico. We have the in-

house expertise, strong management team and skilled crews to quickly build our presence inland.



We will overlay our safety culture that has made us a trusted marine services provider for over 30 years to all aspects of these new operations. We see increasing demand for our services in the brown water markets of the U.S. as well as the offshore Gulf of Mexico and look forward to growing in both markets.” Laborde Marine, which notes that is not affiliated in any way with engine and genset distributor Laborde Products Inc., also operates a ferry service in the New Orleans area, through its LabMar Ferry Services LLC affiliate,

on behalf of the New Orleans Regional Transit Authority. (Source: *MarineLog*)

## DAMEN SIGNS FOUR VESSEL CONTRACT WITH TOYOTA TSUSHO FOR ANGOLAN PORT DEVELOPMENT PROJECT

On 5 April, Damen Shipyards Group signed a contract with Toyota Tsusho for the delivery of four vessels. The order consists of two **ASD Tugs 2813**, a **Pushy Cat 1004** and a **Stan Pilot 1905**. The vessels will be provided to the Ministry of Transport Angola as part of a Japanese Government funded port development project in Namibe. Damen will deliver the vessels in Q1



2025. The relative speed of the delivery is facilitated by Damen’s practice of building its proven, standard vessels in series for stock. The shipbuilder had already commenced construction of the vessels at Damen Shipyards Gorinchem, the Netherlands (Pushy Cat 1004), Damen Shipyards Antalya, Turkey (Stan Pilot 1905) and Damen Song Cam Shipyard, Vietnam (ASD Tugs 2813), prior to receiving the order. Toyota Tsusho is a first time client for Damen. The large Japanese trading house has a global presence with a diverse portfolio. In addition to supporting the business activities of Toyota Motors, the company is also active in industrial, commercial and consumer sectors. Toyota Tsusho frequently collaborates with the Japanese Government on infrastructure projects around the world. “The port development project enables an increase in vessel traffic in Namibe,” said Hiroumi Ohara, General Manager Africa Power & Infrastructure Department of Toyota Tsusho. “To facilitate this, the port requires a number of new, high quality workboats. We approached Damen, being aware of the company’s reputation for the fast delivery of proven, high performing vessels. We are



looking forward to cooperating with Damen during the construction of these new vessels, which will play an important role in giving a boost to the Angolan economy in the coming years.” Thomas Röwekamp, Regional Sales Director Asia Pacific at Damen, said, “Working with a new client for the first time is always a proud moment. Given the nature of this contract, which holds significant potential for Angola, we are particularly pleased to have been selected by Toyota Tsusho. We are looking forward to cooperating together on the delivery of these four vessels, and to building a close relationship for the long-term.” The port development project is Toyota Tsusho’s first such project in the African nation and commenced in early 2019. The company has, however, a long history in Angola, having exported its cars to the country since 1966. The project includes, amongst other measures, the expansion of the Namibe container terminal and construction of a new terminal. This will allow larger vessels to call at the port, thereby diversifying the materials it is able to handle. As a result, the port development project is anticipated to provide wider employment opportunities in Angola, while also providing the country with full independence in import activities, reducing the costs of freight transportation and boosting the national economy. (PR)

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## ACCIDENTS – SALVAGE NEWS

### 14 INJURED IN WOODEN TOUR BOAT FIRE



14 people were injured in a fire that broke out on a wooden tour boat in the Marmaris district of Muğla. 102 people were evacuated from the boat. A fire broke out on a daily wooden tour boat named "Eagle's" off the coast of Kızılbük in İçmeler District. Upon notification, Coast Guard Command teams were dispatched to the region. Those who were evacuated with the support of the surrounding boats were brought to the Coast Guard Southern

Aegean Group Command pier. Coast Guard Command teams completed the extinguishing and evacuation work with the support of the fire extinguishing boat dispatched to the region from Aksaz

Naval Base. Marmaris District Governor Nurullah Kaya said in his statement that 102 people were evacuated from the burning boat. Kaya, who stated that the teams are fighting hard, noted the following: “The procedures for the 96 vacationers and 6 crew members who were evacuated are continuing at the Coast Guard Command. We sent 3 of the 14 injured people to Muğla as a precaution, 11 were discharged after their treatment. Hopefully, we will receive good news from the injured people we sent. They were at sea, they left their phones, wallets and clothes on the boat and jumped into the sea. We met their needs quickly. I would like to thank our Social Assistance Foundation and Coast Guard Command for their devoted work.” The wooden boat became unusable due to the fire. *Update: Two detained in fire.* As part of the investigation, it was determined that the fire started in the engine room. The boat owner and the captain were taken into custody. A fire broke out yesterday at around 16:30 for an unknown reason on the 20-meter-long tour boat named 'Eagles', which was moored at Keçi Island in Marmaris. While some of the local and foreign tourists on the boat jumped into the water in panic when they saw the flames, some were rescued by nearby boats, tour boats and Coast Guard teams that came to help. While 110 people were evacuated from the burning boat and the sea, 4 people with burns on their bodies, 3 of them seriously, were taken to shore and sent to the hospital by ambulance. While Aksaz Naval Base Command and Coast Guard Command teams intervened in the burning boat, the fire was extinguished after 3 hours of work. On the other hand, three of the injured were taken to Muğla Training and Research Hospital after receiving first aid in Marmaris. *2 detentions* An investigation was launched into the incident by the Marmaris Public Prosecutor's Office. In this context, the Coast Guard Command's investigation determined that the fire started in an auxiliary machine in the engine room. After the investigation, the boat owner Soner D. and the boat captain Emre K. were detained. The investigation is ongoing. (Source: HaberDenizde)



### THE SHIP'S ROPES BROKE IN THE STORM AT IZMIR ALSANCAK PORT



The ropes of a ship moored to Izmir Alsancak Port broke during the storm. The ship was taken to safety by KEGM teams. The General Directorate of Coastal Safety shared the following statement on its social media accounts: "The ship named **ABU SAMRAH**, whose ropes broke due to the storm while it was docked at İzmir Alsancak Port, was taken to

safety by our **KURTARMA-1** and **POYRAZ** tugboats under the coordination of our İzmir Ship Traffic



Services Center." (Source: Deniz Haber)

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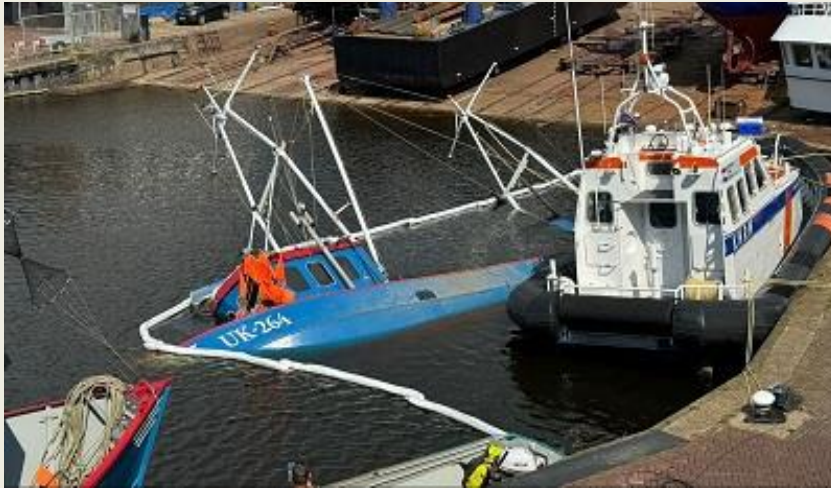
## ROUGH WEATHER PREVENTS SALVAGE TEAMS FROM ACCESSING GROUNDED SHIP OFF SOUTH AFRICA

Salvage teams strive to prevent pollution from a potential oil leak from a grounded vessel, the MV **Ultra Galaxy** managed by Ultrabulk. It ran aground in a remote coastal region which lies northwest of Cape Town in South Africa. The ship is beached on its side in Duiwegat which has a rocky landscape and sandy beaches. The South African Maritime Safety Authority (SAMSA) stated that salvage work was underway and teams were



surveying the surroundings and the vessel. However, rough weather conditions are hampering the operations. The focus is to prepare the equipment which allows the salvors to access the ship once the weather improves. The Panama-registered ship weighs 13,800 DWT. It was on its way to Dar es Salaam, Tanzania when its crew of 18 Filipino sailors abandoned it after it listed dangerously. It ultimately grounded at 10:00 p.m. local time on the evening of Tuesday. The crew members left on a life raft and were saved by a fishing vessel. The ship was carrying fertilisers in bags and also low-sulphur fuel and hydraulic oils. Clean-up teams are working to remove flotsam from the neighbouring beaches and a warning has been issued to mariners and people to be cautious of the debris. Transfleet World Management, responsible for the ship stated there have been no reports of pollution or a leak from the vessel, however, oil spill response equipment has been mobilised as a precautionary measure. SAMSA highlighted that the salvage operation has been slowed due to cold and wet weather with strong winds which have engulfed the region for almost a week. Weather forecasts have predicted more storms and in the meantime, Transnet mentioned that operations have been restored at the major ports like Port Elizabeth, Cape Town and Saldanha Bay. The CMA CGM vessel **Benjamin Franklin** which lost 44 containers overboard and reported damage to 30 arrived in Algoa Bay for shelter and is now at the anchorage of Port Elizabeth. It will go to Cape Town for inspections, per CMA CGM. (Source: Marine Insight)

## IJSSELMEER CUTTER UK-264 SINKS IN THE PORT OF URK



The IJsselmeer cutter **UK-264 Anne Mathea** of UK 261 & UK 264 BV (Kaptein family in Urk) capsized and sank in the port of Urk last Sunday morning. The 14 meter long ship still protrudes considerably above the water. An oil screen has been placed around the cutter to prevent leaked oil from spreading. It is currently unclear what caused the capsizing. This should become

clear after the salvage operation. The intention is for the vessel to be refloated today (Monday). The Kaptein family has several IJsselmeer cutters in service. Last month, also on a Sunday, the inland fisherman **UK-7 DV 1 D'Otter** of Frans Komen & Zn sank in Schokkerhaven. Fisheries from Terwolde. Frans Komen junior then said sabotage. The 13 meter long vessel was recovered with the help of a crane. It was then discovered that five holes had been drilled in the underwater hull, causing the ship to flood. Security cameras show that people were on board at night. The police have the matter under investigation. It is unclear whether there is a connection between the two events.

*(Source: Schuttevaer by Bram Pronk)*

## CARGO SHIP RAN AGROUND IN MUDANYA!

A Panama-flagged cargo ship ran aground in the Mudanya district of Bursa. Following a report that a ship had run aground in the Tirilye District, teams from the General Directorate of Coastal Safety (KEGM), marine police and Bursa Provincial Gendarmerie Command were dispatched to the region. It was determined that the Panama-flagged ship named "**VOLGO -BALT 213**" ran aground 6-7 meters from



the shore and that its bow was damaged. According to initial findings, the ship departed from Istanbul at around 21:00 yesterday and ran aground in the Tirilye Neighborhood Ayani Church location as a result of the third captain falling asleep while it was leaving 2,200 tons of compressed animal feed from Russia at the port in Gemlik. It was learned that the health condition of the 12 crew members on the ship, including 9 Azerbaijanis and 3 Ukrainians, was good. Bursa Governor Mahmut Demirtaş stated that teams in the region were continuing their efforts to rescue the ship, and said, "Coastal Safety General Directorate teams are conducting the necessary checks. They will pull the ship back, but there is a slight crack at the front. There is concern that water will leak from there. Controlled



efforts are ongoing." It was learned that the relevant agency is expected to direct a rescue ship to the region for the work in the first stage. *Rescue plan preparations continue* In a statement made on its social media account, the General Directorate of Coastal Safety stated that the **KEGM-6** boat and divers were dispatched to the region for the ship. The statement noted that a dive was carried out to assess the damage and that preparations for a rescue plan for the ship were continuing immediately. (Source: *Deniz Haber*)

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## INEFFECTIVE BRIDGE RESOURCE MANAGEMENT LEADS TO BULK CARRIER GROUNDING IN WESTERN AUSTRALIA



Ineffective bridge resource management contributed to the grounding of a bulk carrier in the Port of Bunbury, Western Australia, an Australian Transport Safety Bureau (ATSB) investigation has found. The incident took place on April 22, 2023, when the 229-meter long, Isle of Man-registered bulk carrier **World Diana** was departing Bunbury with harbor pilot and two tugs assisting. After being moved off its berth, the ship had

to be turned in the turning basin before exiting the harbor. "This turn was started earlier than planned, reducing the amount of room available," Chief Commissioner Angus Mitchell said. "The ship's speed was then allowed to increase until there was no room to safely turn, and the bow of the ship grounded on a shallow bank to the east of the harbour entrance." The ship sustained minor hull damage but was able to be manoeuvred off the bank, and fortunately, no pollution was reported. The ATSB's investigation found bridge resource management during the pilotage was ineffective. "Bridge resource management is an important part of safe pilotage," Mitchell stated. "Effective use of available resources reduces the chance of single-person errors and minimises their impact." The report notes that proper use of the available portable pilot unit, effective communication, and active involvement of the **World Diana's** bridge team and the tug masters, would have allowed the deviation from the

plan to be detected in time to prevent the grounding. “Specific information and limits for the departure plan were only known to the pilot, which made it difficult for the bridge team to raise concerns during the event,” Mitchell added. “Nevertheless, had the ship’s master – an experienced ship-handler familiar with the ship’s movement characteristics – been actively monitoring the pilotage, the early turn and ship’s increasing headway should have become evident.” Additionally, the ATSB found that the Port of Bunbury had not developed adequate procedures for arrival and departure plans for larger ships berthed on their starboard side alongside berth no. 3. “This reduced the information available to pilots for these ship movements, and to share with bridge teams and tug masters to ensure a common understanding of how manoeuvring would be conducted,” Mitchell concluded. Read the report: [Grounding of World Diana on 22 April 2023](#) (Source: *gCaptain*)

## LEK BINNENVAARTSCHIP MEGGY KOMT LANGZAAM OMHOOG: ZINKEN LIJKT VOORKOMEN

Het 80 meter lange binnenvaartschip **Meggy** dat sinds vanochtend lek aan de calamiteitensteiger in Weurt ligt, komt langzaam omhoog. Dat laat maritiem dienstverlener Hebo weten, dat samen met de hulpdiensten het schip aan het leegpompen is. Het schip wordt nog altijd ondersteund door het containerschip **La Terna**. ‘De voorwoning is compleet onder water gelopen’, laat Hebo weten. ‘We willen duikers naar het lek sturen, maar dat kan nu nog niet.’



Waar het lek precies zit, is nog onduidelijk. Duikers zet Hebo nu nog niet in, want het lukt het schip nog niet om zelfstandig boven water te blijven. Daar helpt het containerschip **La Terna** bij, maar die heeft daar wel haar schroeven voor nodig. ‘En dat is gevaarlijk voor de duikers’, legt Hebo uit. Daarom zijn de hulpdiensten en Hebo nu bezig het schip leeg te pompen, met succes. ‘Het komt nu langzaam omhoog. Als het schip zelfstandig boven water kan blijven, kunnen we duikers naar beneden sturen.’ *Iets geraakt* Die duikers zijn nodig om de situatie in kaart te brengen. Pas dan kan de verdere berging gepland worden. ‘We verwachten dat er een kraanschip moet komen om de lading over te slaan, voordat we kunnen bergen.’ Het binnenvaartschip **Meggy** raakte vanochtend iets toen het over de Waal voer richting Duitsland. ‘Daar kon de schipper niets aan doen volgens de verkeerspost’, liet een woordvoerder van Rijkswaterstaat eerder aan Schuttevaer weten. *Hebo in Deest* Niet ver van sluis Weurt was Hebo in mei ook al actief met een berging. In het zandgat bij Deest takelde het toen het geplooidde en gezonken binnenvaartschip **Courage** boven water. (Source: *Schuttevaer bij Jelmer Bastiaans; Foto ANP / Persbureau Heitink*)

## 16 MISSING AFTER OIL TANKER ‘PRESTIGE FALCON’ CAPSIZES OFF OMAN

The 16-strong crew of a Comoros-flagged oil tanker that capsized off Oman are still missing, the country’s maritime security centre said on Tuesday, a day after the sinking was reported. The crew of



“**Prestige Falcon**” comprised 13 Indian nationals and three Sri Lankans, the Omani centre said in a



post on the social media platform X. Separately, the centre told Reuters that the vessel remains “submerged, inverted”. It did not confirm whether the vessel had stabilised or whether oil or oil products were leaking into the sea. Shipping data by LSEG had shown the tanker was heading to the Yemeni port of Aden and capsized off

Oman’s major industrial port of Duqm. The vessel is a 117-metre long oil products tanker built in 2007, the shipping data showed. Such small tankers are typically used for short coastal voyages. Omani authorities conducted a search-and-rescue operation at the scene in coordination with maritime authorities, Oman’s state news agency reported late on Monday. The port of Duqm is located on Oman’s southwest coast, close to the sultanate’s major oil and gas mining projects, including a major oil refinery that forms part of Duqm’s vast industrial zone, Oman’s biggest single economic project. (Source: gCaptain)

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## 19 RESCUED AFTER FERRY RUNS AGROUND IN SOUTHERN PHILIPPINES

The Philippine Coast Guard successfully rescued all 19 crewmembers of a locally-registered ferry after it ran aground off the southern Philippine city of Zamboanga on Friday, July 12. The Ro-Pax ferry **Ciara Joie 1** was at anchor some 0.5 nautical miles off the coast when strong waves pushed it closer to shore until it came to rest on a shallow area near the village



of Rio Hondo. Coast Guard District Southwestern Mindanao despatched personnel from multiple subordinate units to assist in the rescue effort shortly after the crew sent out a distress call. The 19 survivors have since been safely evacuated while the ferry is being monitored for any sign of pollution. Local authorities have begun inspecting the hull for any possible damage. The coast guard added that the ferry's captain has been advised to take appropriate action in the event of an oil spill or any other pollution incident caused by the grounding. The vessel had no passengers on board at the time of the incident, which occurred as a result of heavy monsoon rains. The strong winds and heavy rains also damaged a number of smaller fishing boats that were in the area at the time, though no casualties have been reported. *(Source: Baird)*

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## INTERISLANDER FERRY ARATERE CLEARED TO SAIL AGAIN AFTER GROUNDING

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The national regulatory agency Maritime New Zealand has lifted the detention notice on the Aratere ferry, allowing it to return to service after it ran aground. The regulator has also addressed that according to preliminary enquiries “the incident was not due to a crew member leaving the bridge to make a coffee.” Over the last two and a half weeks Maritime NZ has been engaging with KiwiRail on the grounding of the [Aratere](#),

seeking information from KiwiRail, its class society and undertaking an inspection. The interisland ferry [Aratere](#) went aground at a position about 1.5 nautical miles (2.8 km) north of Picton in Titoko Bay. No injuries and no environmental issues were reported according to authorities. The regulator reported on Saturday June 22 that the “[Aratere](#)” was undertaking a freight only voyage and had approximately 40 people on board. “Earlier this week, we inspected the vessel, and observed it undertake several tests while at berth involving systems, processes and equipment. Off the back of these tests we have now lifted the detention notice, but imposed conditions on the operation of the vessel,” Maritime NZ director, Kirstie Hewlett said in an update last week. These conditions allow the [Aratere](#) to return to service “through a graduated and controlled approach that enables further assurance by KiwiRail, any corrective and preventative measures are implemented, and the vessel is operating safely.” “Initially, the conditions will allow crew and rail freight only (four return sailings), then trucks and their drivers, followed by a limited passenger service, and then full capacity sailings to be permitted. The full return to service is subject to KiwiRail demonstrating it has implemented its return to service plan, and no further issues have been identified,” the regulator Maritime NZ said. The harbourmasters in Wellington and Marlborough have also placed conditions around pilotage for the [Aratere's](#) exit and entry of the two harbours. Maritime NZ inspectors would carry out a focused audit of the Interislander fleet and its training, risk management, and procedures in the coming weeks. “Maritime NZ’s inspections and audits are a reflection of a point in time, and the operator, KiwiRail has the primary responsibility for day to day safe operation of the vessel, and its wider fleet,” Ms Hewlett noted. A Maritime NZ investigation into the range of factors behind the Aratere’s grounding – which is separate from the detention notice and audit – is expected to take several



months. “While the cause of the grounding is yet to be formally determined, Maritime NZ’s preliminary enquiries have found that the incident was not due to a crew member leaving the bridge to make a coffee,” the Maritime NZ added in its update. (*Source: The Shipping Telegraph*)

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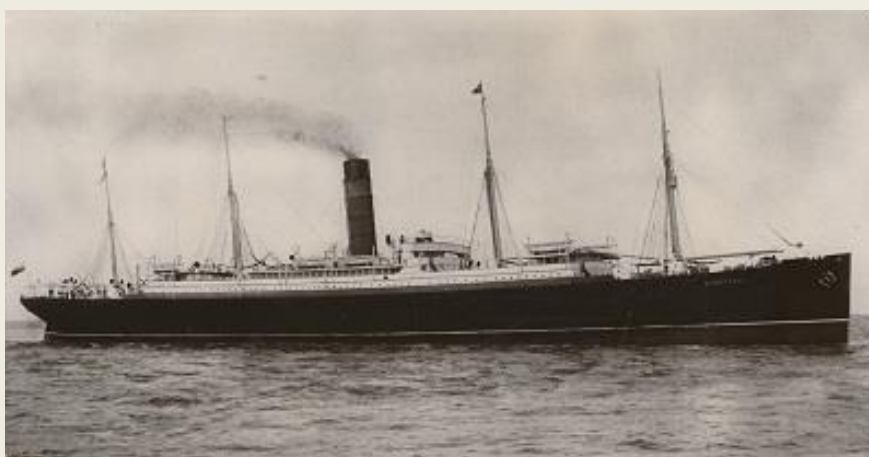
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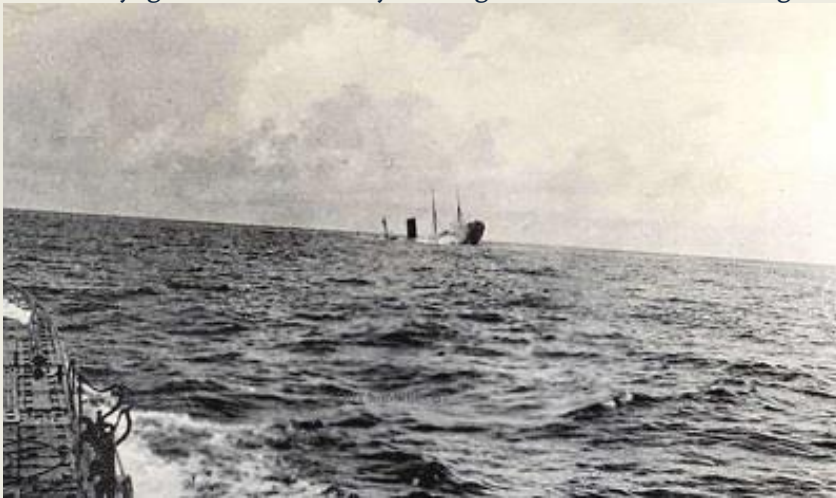
### S.S. RMS CARPATHIA – 17 JULY 1918

RMS **Carpathia** was a Cunard Line transatlantic passenger steamship built by Swan Hunter & Wigham Richardson in their shipyard in Wallsend, England. The **Carpathia** made her maiden voyage in 1903 from Liverpool to Boston and continued on this route before being transferred to



Mediterranean service in 1904. In April 1912, she became famous for rescuing survivors of the rival White Star Line's RMS **Titanic** after it struck an iceberg and sank in the North Atlantic Ocean. The **Carpathia** navigated the ice fields to arrive two hours after the **Titanic** had sunk, and the crew rescued 705 survivors from the ship's lifeboats and was referred to by some fans as Titanic's Hero. The **Carpathia** was sunk during World War I on 17 July 1918 after being torpedoed three times by the German submarine **U-55** off the southern Irish coast, with a loss of five crew members. The name of the ship comes from the mountain range of the Carpathians in Central Europe. *Design and construction* The RMS **Carpathia** was constructed by C. S. Swan & Hunter at their shipyard in Wallsend, England for the Cunard Steamship Company, to operate between Liverpool and Boston alongside the **Ivernia** and **Saxonia**. Her keel was laid down on 10 September 1901, and she was launched on 6 August 1902, when she was christened by Miss Watson, daughter of the vice-chairman of the Cunard line. She underwent her sea trials on a voyage from the River Tyne to the River Mersey between 22 and 25 April 1903. At the time of her launch, she was described as being 558 ft (170 m) long, 64 ft 3 in (19.58 m) breadth, with a gross register tonnage of 12,900 tons. When the RMS **Carpathia** was finally completed, her gross register tonnage had increased to more than 13,500 tons. She was designed with four complete steel decks, a steel orlop deck in holds No. 1 and 2, and a bridge deck 290 ft. long for passengers, the saloon, and cabins, with a boat deck located right

above the bridge deck. At the time she was launched, it was said that she was to be fitted for carrying 200 first-class and 600 third-class passengers and large quantities of frozen meat. When she was finally completed, her capacity had increased to about 1,700 passengers. The **Carpathia** had seven single-ended boilers, fitted with the Howden forced draught system, working at 210 psi (1,400 kPa), which fed two independent sets of four-cylinder, four-crank, quadruple expansion engines, built by the Wallsend Slipway and Engineering Company, Ltd. of Wallsend, England with cylinders of: 26 in (0.66 m), 37 in (0.94 m), 53 in (1.3 m), and 76 in (1.9 m), with a stroke of 54 in (1.4 m). The engine power available allowed for an intended trial speed of 15.5 kn (17.8 mph; 28.7 km/h). The **Carpathia** made her maiden voyage on 5 May 1903 from Liverpool, England,[8] to Boston, Massachusetts in the US, and ran services between New York City and Mediterranean ports, such as Gibraltar, Algiers, Genoa, Naples, Trieste and Fiume. *Service in the First World War* During the First World War, the **Carpathia** was used to transfer Canadian and American Expeditionary Forces to Europe. At least some of her voyages were in convoy, sailing from New York through Halifax to Liverpool and Glasgow.



Among her passengers during the war years was Frank Buckles, who went on to become the last surviving American veteran of the Great War. Apparently some point during her enlistment, her long-faded red funnel, custom of the Cunard Line, was painted in battle grey. Sometime prior to March 1918, the entire ship was painted in wartime dazzle

camouflage. *Sinking and aftermath* On 15 July 1918, **Carpathia** departed from Liverpool in a convoy bound for Boston, carrying 57 passengers (36 saloon class and 21 steerage) and 166 crew. The convoy travelled on a zig-zag course along with an escort in accordance with procedures against submarine attacks. The escort left the convoy early in the morning of 17 July, and the convoy was cut in half. The **Carpathia** continued west along with six other ships, and as the largest ship in the convoy, she assumed the role of the commodore ship. Three and a half hours later, at 9:15 a.m., while sailing in the Southwest Approaches, a torpedo was sighted approaching on her port side. The engines were thrown in full-astern and the helm was turned hard-a-starboard, but it was too late to avoid the torpedo. The **Carpathia** was torpedoed near the No. 3 hatch on the port side by the Imperial German Navy submarine SM **U-55**, followed by a second which penetrated the engine room, killing three firemen and two trimmers, and effectively disabling her ability to escape, as the engines were rendered inoperable by the second torpedo impact. The explosion severely damaged the **Carpathia's** electrical gear, including the wireless radio apparatus, as well as two of the ship's lifeboats. As a result, Captain William Prothero, in command of the **Carpathia** since 1916, signalled the other ships in the convoy to send out wireless messages by use of flags. He then had rockets fired to attract the attention of nearby patrol boats. The remaining convoy steamed away at full speed to elude the submarine. As the **Carpathia** began to settle by the head and list to port, Prothero gave the order to abandon ship. All passengers and the surviving crew members boarded the 11 lifeboats as the **Carpathia** sank. There were 218 survivors of the 223 aboard. As the passengers and crew disembarked, Prothero, the chief officer, first and second officers and the gunners remained on the sinking ship, seeing to it that all the confidential books and documents were thrown overboard. The captain then signalled one of the lifeboats to come alongside, and he and the remaining crew



members abandoned their ship. **U-55** surfaced and fired a third torpedo into the ship near the gunner's rooms, resulting in a massive explosion that doomed the **Carpathia**. **U-55** started approaching the lifeboats when the Azalea-class sloop HMS **Snowdrop** arrived on the scene and drove away the submarine with gunfire before picking up the survivors from the **Carpathia** around 1:00 p.m. The **Snowdrop** arrived back in Liverpool with the survivors on the evening of 18 July. The **Carpathia** sank at 11:00 a.m. at a position recorded by the **Snowdrop** as 49°25'N 10°25'W, about 1 hour and 45 minutes after the torpedo strike, and approximately 120 mi (190 km) west of Fastnet. At the time of her sinking, the **Carpathia** was the fifth Cunard steamship sunk in as many weeks, the others being the **Ascania**, the **Ausonia**, the **Dwinsk** and the **Valentia**, leaving only five Cunarders afloat from the large pre-war fleet. (Source: Wikipedia)

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## OFFSHORE NEWS

### *SHELL'S FIELD DISAPPEARS FROM HORIZON WITH HEAVIEST OFFSHORE LIFT EVER PERFORMED*

Allseas has completed the removal of the fourth and final platform from Shell's Brent field in the UK's North Sea as part of a decommissioning project that took over a decade to conclude. The Brent oil and gas field, located northeast of the Shetland Islands, was one of the largest fields in the North Sea and was served by four large platforms – Alpha, Bravo, Charlie and Delta. When discovered in 1971, it was one of the most significant oil and gas finds



made in the UK sector of the North Sea, Shell said. Continuous investment and redevelopment in the 1990s by partners Shell and Esso Exploration and Production UK extended the life of the field well beyond original expectations. To date, Brent produced around three billion barrels of oil equivalent. At its peak in 1982, the field was producing more than half a million barrels a day. However, Brent had reached the stage where almost all the available reserves of oil and gas have been retrieved, Shell noted, so the next step in the lifecycle was to retire or decommission its four platforms and their related infrastructure – a complex, major engineering project that requires over ten years to complete. Allseas reported that it had removed the 31,000-tonne Brent Charlie platform topsides from the UK sector of the North Sea on July 9, in a single-lift removal carried out by the heavy lift vessel **Pioneering Spirit**. According to the company, this represents the heaviest offshore lift ever performed and concludes years of engineering and planning. The facility will be delivered to Able UK's Seaton Port facility in Hartlepool for disposal, where more than 97% of the materials will be recycled. Edward Heerema, Allseas Chairman, said: "It started in 2013, with Shell's decision to award Allseas the contract for the engineering, preparation and removal of its four Brent platforms. The trust shown then in Allseas' technical expertise served as a milestone in the 20-year development of **Pioneering Spirit**. At the time, the vessel was still under construction, but Shell's belief in Allseas gave us the opportunity to showcase our single-lift technology." **Pioneering Spirit** has removed and transported close to 100,000 tonnes of topside weight to Hartlepool for disposal at the Able UK Seaton Port facility. To date, 98% of all materials from Delta (2017), Bravo (2019), and Alpha (2020) topsides have been recycled, Allseas said. *(Source: Offshore Energy)*

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## OFFSHORE PHANTOM BACK IN DEN HELDER

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Last Wednesday afternoon, the **Offshore Phantom** of Acta Jifmar, returning from Vlissingen, was spotted at the Moorman Bridge. The more than 15 meter long aluminum catamaran has been part of Acta Marine's fleet of work boats from 2015. This Helderse shipping company was merged into the French workboat shipping company Jifmar

Offshore Services at the end of last year and continued under the name Acta Jifmar. In 2020, the **Offshore Phantom** is equipped with two environmentally friendly Volvo Penta engines of 441 kW, each driving a waterjet. There is accommodation on board for 12 passengers and 2 crew members. The **Offshore Phantom** can be used as a crew transfer vessel and survey vessel. The maximum speed is 22 knots. *(Source: www.maritiendenhelder.eu; Photo: Wim Albers)*

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## SAIPEM LANDS \$500M DEAL IN SAUDI ARABIA

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Italy's Saipem has secured work in Saudi Arabia worth a total of about \$500m. The Milan-listed offshore engineering and construction giant said Monday that the deal covers two offshore projects under the existing long-term agreement with Saudi Aramco. For the first project, Saipem's work scope covers the engineering, procurement, construction and installation of a crude trunkline of



about 50 km for the Abu Safa field, while the second project involves production maintenance programmes for the Berri and Manifa fields. The award is the company's second within a few days. On Friday, Saipem revealed a framework deal with BP for offshore projects in Azerbaijan utilising the Shah Deniz consortium-owned subsea construction vessel **Khankendi**. The total value of the framework agreement is about \$300m of which Saipem's share is \$250m. (Source: *Splash24/7*)



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## NKT FIRMS UP SCOTTISH CABLING DEAL



Danish offshore cabling specialist NKT has sealed a deal with Scottish SSEN Transmission to supply power cables for two high-voltage direct current (HVDC) transmission links. The company has inked a framework agreement covering transmission links from the Western Isles to the Scottish mainland, and from Spittal in Caithness to Peterhead. The transmission links are part of Britain's move for a major

upgrade of the electricity transmission network called The Pathway to 2030 Holistic Network Design. The final construction contracts for the two projects are expected to be called off in the first half of 2026. "We are very satisfied with the progression of the projects and continuing the long-term collaboration with SSEN Transmission to strengthen the interconnection of the Scottish power grid. The limited notice to proceed with the projects is a statement of the exceptional collaboration with SSEN Transmission on interconnector projects like the Caithness-Moray HVDC Link and the ongoing Shetland HVDC Link," said Darren Fennell, executive vice president and head of HV

Solutions Karlskrona in NKT. (Source: *Splash24/7*)

## SEACOR MARINE PSV SEALS NORTH SEA FIXTURE

US offshore vessel owner and operator Seacor Marine has seen one of its platform supply vessels contracted to support a jackup drilling rig in the UK sector of the North Sea. The 2018-built battery hybrid PSV **Seacor Yangtze** has been fixed to Petrogas on a supply run for the Noble Resilient jackup rig booked for a two-well campaign of about 120 days. The Remøy Shipping-managed vessel will



start its contract in August at an undisclosed dayrate, which will most likely run until November, but Petrogas also has a two-well priced option attached to the rig's deal estimated at 60 days each. Most recently, offshore shipbrokers had also reported a fixture of sister vessel **Seacor Ohio** with Tullow for supply duties on a three-well contract, which will be executed by semisub rig Island Innovator. (Source: *Splash24/7*)

## BOURBON LEADERS CONVICTED BUT NO WIDESPREAD CORRUPTION SCHEME FOUND



The Marseille Criminal Court sentenced three current and four former Bourbon executives on July 12 to suspended prison sentences and fines for the old case of the suitcase of banknotes from Nigeria. But it considered that the Bourbon company at the time did not put in place

widespread corruption. The Marseille Criminal Court, which had reserved its decision following the hearing on May 23, sentenced three current and four former Bourbon executives to suspended prison sentences on July 12 – not following the more severe demands of the prosecution – and to fines in the Gulf of Guinea corruption trial. A case that began to be investigated fourteen years ago. (Source: *Lemarin*)

## TGS BAGS OFFSHORE WIND SEISMIC PROJECT IN EUROPE

Oslo-listed seismic data specialist TGS has been awarded an ultra-high resolution 3D acquisition



contract in Europe. This survey offers substantially more detailed subsurface data for shallower targets compared to traditional seismic acquisition methods. This 45-day contract will be booked in the offshore wind, data, and characterisation segment and the **Ramform Vanguard** vessel will mobilise for the survey in the third quarter. TGS will also handle the imaging and interpretation of the collected data including UHR3D and auxiliary measurements. “The offshore wind site characterization market is growing, and this project demonstrates the vital role that data and subsurface characterization play in our client’s decision-making process for offshore wind projects,” Kristian Johansen, CEO of TGS. *(Source: Splash24/7)*



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## WINDFARM NEWS - RENEWABLES

### CADELER EYES VESSEL WORK INTO 2029



Copenhagen-headquartered offshore wind installation player Cadeler has signed a preferred supplier agreement to transport and install wind turbine generators (WTGs). The agreement was signed with an undisclosed client and secures vessel capacity for an installation campaign set to begin in 2029. According to Cadeler, the

effectiveness of the agreement is contingent upon the undisclosed client's success in a future auction. Recently, the offshore wind player announced that it was looking to switch the corporate domicile of its parent company to the UK as structure optimisation presses on after a merger with Eneti. The BW Group and Scorpio-backed shipowner said it launched a detailed feasibility study, including a review of legal, tax and other considerations. The final decision regarding the move has yet to be made. (*Source: Splash24/7*)

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## IRISH TSO AWARDS EUR 300 MILLION MULTI-PARTY SURVEY CONTRACT FOR PHASE TWO OFFSHORE WIND FARMS

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Irish transmission system operator (TSO) EirGrid has awarded a multi-party framework agreement for surveys that the TSO will perform at the offshore wind area(s) the Irish government will put up for tender next. The companies that secured long-term contracts, valued at EUR 300 million in total, are



Fugro, RINA Consulting, UTEC (an Acteon company), and ACSM. For the grid connections of Ireland's offshore wind farms that will be built under the upcoming ORESS 2.1 auction, EirGrid is responsible for both onshore and offshore systems. The four projects that were awarded capacity through the country's first offshore wind auction (ORESS 1) last year have a different setup. For the Phase One offshore wind farms, EirGrid is in charge of only the onshore part of the link to the national grid while the developers are responsible for the offshore grid infrastructure. However, the TSO will eventually take ownership of the offshore grid systems for the Phase One wind farms too. The government is currently working towards holding the ORESS 2 tenders and the first round, ORESS 2.1, is planned to open this year. Through Phase Two projects, Ireland plans to add approximately 900 MW of offshore wind generation capacity off the country's south coast. EirGrid will be responsible for delivering the infrastructure that will connect the Phase Two wind farms to the onshore grid and plans to install offshore substations off the south coast of Waterford or Wexford. According to EirGrid's website, decisions on where precisely the offshore substations will be located, or how and where they will connect to the national electricity grid onshore, are yet to be made. The Department for the Environment, Climate and Communications (DECC) is holding a public consultation on the proposed location for the offshore wind farm(s) off the south coast, referred to as the South Coast Designated Marine Area Plan (SC-DMAP). EirGrid plans to develop offshore electricity substation(s) and associated subsea cables after the government issues the final SC-DMAP, according to the TSO. The multi-party framework agreement for offshore survey services the Irish TSO signed with Fugro, RINA Consulting, UTEC, and ACSM follows EirGrid initiating the offshore infrastructure programme of work in response to the government's Policy Statement on the Framework for Phase Two Offshore Wind, under which EirGrid is in charge of the offshore grid transmission infrastructure to connect the wind farms off the south coast of Ireland to onshore nodes. The framework agreement, signed on 20 June for an initial duration of five years with the option to extend annually for up to an additional three years, is for surveys that will cover all of EirGrid's offshore wind and HVDC/AC interconnection requirements for the immediate future, according to the contract award notice. The estimated value of EUR 300 million takes into



account the potential eight-year duration of the multi-party framework agreement. *(Source: Offshore Wind)*

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## WIND GROUP WELCOMES DRAFTEC



WIND Group has announced that equipment engineering and manufacturing company Draftec will join the WIND family. Together, they will enhance the support and services provided to their shared clients in international offshore and renewable projects. Draftec was founded in 2009 by Martijn Boone who, together with fellow Director Martijn Holtkamp, will continue to manage the company, bringing with them extensive experience in mechanical design, hydraulic and electrical systems and control system software and automation. Over the years, Draftec has grown into a specialist system integrator and manufacturer of custom-designed, multi-disciplinary systems and mission equipment for sectors including offshore wind, marine & dredging and heavy lift. The company offers a comprehensive service covering everything from engineering to realisation and maintenance. Tom Nooij, CEO of WIND, says, “We are delighted to welcome Draftec to the WIND Group. By bringing their skills and capabilities into the group we will be able to

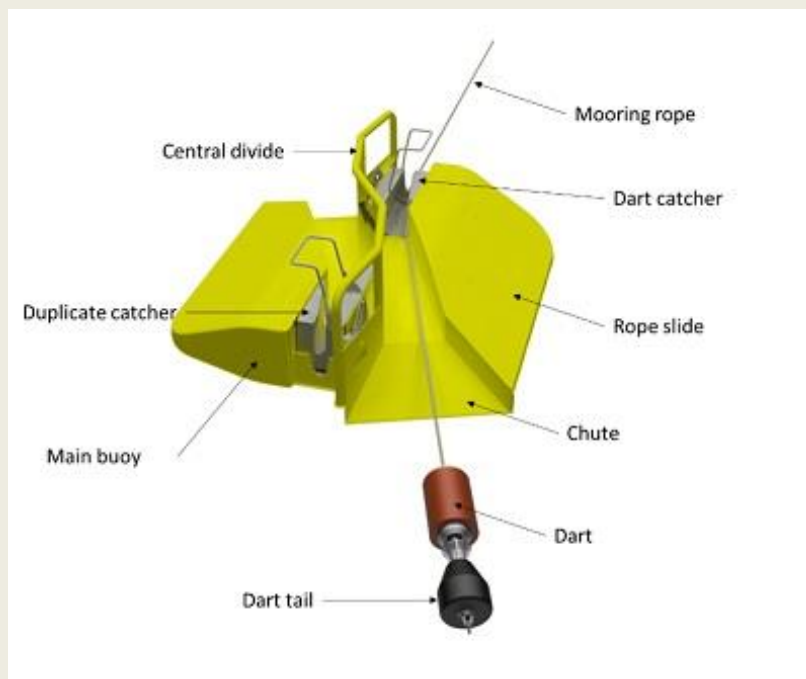
offer even more support to our clients’ projects. With Draftec available at our yards around the world, WIND is making another move towards supporting our clients from A to Z.” Martijn Boone, MD of Draftec, says, “This is an exciting step forward for Draftec and takes us closer to our goal of being a worldwide innovative equipment supplier. Our companies’ common culture and values make this a logical move that holds great potential for the future. We are very much looking forward to being part of the WIND family and serving our shared clients.” *(PR)*

## UK COMPANY UNVEILS MOORING SOLUTION FOR FLOATING OFFSHORE WIND

UK-based Blackfish Engineering has unveiled a mooring system, called C-Dart, which eliminates the direct handling of heavy mooring lines by operational personnel. The system is designed to rapidly connect various floating structures and assets, including wave and tidal energy converters, offshore wind, floating solar platforms, aquaculture, and more, according to the company. By utilising the principles of gravity, buoyancy, and rope tension, the C-Dart system



facilitates a contact-free, automated connection process that secures equipment securely and swiftly, Blackfish said. The system's rapid connect and disconnect capability is said to cut down the time typically required for offshore operations which is vital in reducing the overall operational costs and downtime, particularly in the high-stakes environment of renewable energy projects. Constructed from high-tensile, corrosion-resistant materials, the C-Dart system could withstand harsh oceanic environments, extending its service life while minimising maintenance requirements. The system features a mechanical latch connection that is said to simplify the mooring process, eliminating



manual handling and enabling marine operation in a wider range of sea conditions. The passive connection and self-alignment features ensure the C-Dart can be operated under diverse marine conditions, enhancing reliability and reducing vessel operating cost, according to Blackfish Engineering. "Its modular design seamlessly integrates with various floating infrastructures, such as wave energy converters and offshore wind support structures, making it a versatile choice for offshore marine operations," said the

company. Watch the YouTube video [HERE](#) (Source: *Offshore Wind*)



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## DAMEN SHIPYARDS CONTRACTED TO BUILD SECOND DAMEN COMMISSIONING SERVICE OPERATION VESSEL FOR TSSM

Ta San Shang Marine Co. Ltd. (TSSM), the joint venture between Mitsui O.S.K. Lines, Ltd. of Japan, and Ta Tong Marine Co., Ltd. of Taiwan, has ordered a second Damen CSOV (Commissioning Service Operation Vessel) 9020. With a delivery date planned for end 2026, TSSM will deploy the new vessel in Taiwanese offshore wind farms. When the new vessel is delivered, TSSM will have a fleet of three Service



Operation Vessels. The first, the **TSS Pioneer**, was delivered in 2022. The second, the **TSS Cruiser**, is a Damen CSOV which was ordered in November 2023 and is scheduled for delivery at the end of 2025. "We are pleased to have placed an order for TSSM's third CSOV," said MOL Executive Officer Masayuki Sugiyama. "We are confident that the SOV will not only make TSSM the dominant SOV player in Taiwan, but will also serve as a stepping stone for the development of MOL's SOV business in Asia, including Japan." Just as with the sister vessel **TSS Cruiser**, Damen will build this second CSOV in Vietnam. The 90-metre-long vessel will provide high quality accommodation for up to 120 people on board working on the wind farms during their construction and operational phases. These personnel will reach their offshore workplace safely and effectively via a motion compensated gangway. The new vessel will be equipped with a diesel-battery hybrid power generation system and will be fully 'methanol-ready' like the **TSS Cruiser**. TSSM Chairman Hrong-Nain Lin added, "We are excited to further expand our fleet with the purchase of another Damen CSOV 9020. Through the expansion of our offshore fleet, we can offer an efficient tool in helping to accelerate wind farm construction. We eagerly anticipate to contribute more in the field of clean energy, to play our part in achieving the goal of Net Zero carbon emissions, ultimately to make the planet inhabitable for future generations." Talking after the contract signing, which took place at the end of June, Damen Shipyards Group CEO Arnout Damen said, "We are grateful that TSSM has selected Damen once more as the builder of the newest CSOV in their fleet. Last year, we welcomed TSSM

into the Damen-family with the CSOV 9020 **TSS Cruiser** and since then we have further strengthened and intensified our relationship. We look forward to a continued, fruitful, and long relationship with TSSM.” The Asian offshore wind industry is experiencing rapid growth; numerous offshore wind farms in Japan, Taiwan and South Korea are scheduled to start operations towards the end of this decade. In response to this market development, Damen is fine-tuning the extensive knowledge that it has gained from serving the European offshore wind industry to meet the needs of Asian customers. *(PR)*

## DREDGING NEWS

### MARINEX BAGS \$22.8M SAVANNAH DREDGING CONTRACT

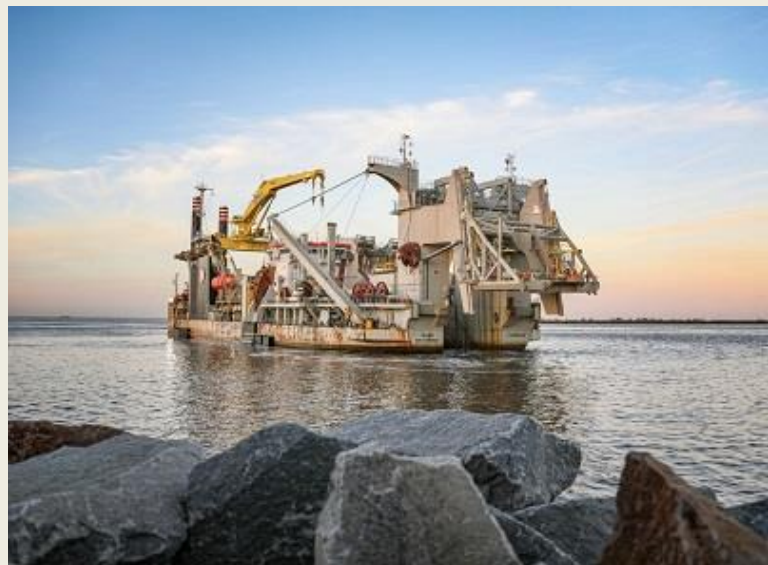


Marinex Construction Inc. has won a \$22.8 million contract for maintenance dredging works in Savannah, Georgia. The work is located in the Savannah Harbor deep draft navigation project in the vicinity of Chatham County, Georgia and Jasper County, South Carolina. According to the Army Corps, approximately four million cubic yards of dredge material is expected to be removed from the Savannah inner harbor. The contract is traditionally performed with a hydraulic cutterhead dredge, and the duration is

expected to be one year from Notice to Proceed. *(Source: Dredging Today)*

### EXPANDING THE LATIN AMERICAN PORT OF MONTEVIDEO

In recent years, bigger and bigger vessels have been navigating through the seas and oceans. But the bigger the vessels, the fewer can moor at a quay. That is why in 2021, the government of Uruguay, together with Katoen Natie, decided to further expand the container terminal Cuenca del Plata. To accommodate larger and more container vessels at the same time, four to be precise, Jan De Nul has been hired to construct a new 730-metre long quay wall and expand the terminal itself by





reclaiming 22 hectares of land for the second container yard. JDN mobilized several vessels for this purpose including backhoe dredger **Postnik Yakovlev**, hopper dredgers **Ortelius** and **Galileo Galilei**, cutter suction dredger **Willem van Rubroeck**, etc. Discover how Jan De Nul is building the brand-new quay wall and container yard in Montevideo, Uruguay. Watch the YouTube video [HERE](#) (Source: *Dredging Today*)

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## QR5 OPTS FOR IHC BEAVER DREDGER



Philippine dredging company QR5 and Royal IHC have signed a contract for the supply/delivery of a cutter suction dredger **Beaver 45**. After a thorough evaluation of potential suppliers of CSDs, the **Beaver 45** from IHC Dredging proved to be the most suitable for its first project: the improvement of the Paracale River system. The Philippines regularly experiences heavy rainfall, causing waterways to silt up. In order to prevent flooding caused by silting up of waterways, the maintenance of waterways is a high priority in the Philippines. The Department of Public Works and Highways, through the local government, contracted QR5 to work on the Paracale River system in Camarines Norte Province. IHC Dredging will provide project start-up support for an efficient start of the dredging project and IHC planned maintenance and remote monitoring systems will contribute to keeping the dredger working efficiently throughout the project. (Source: *Dredging Today*)

## HISTORIC YARD

### ELSFLETH SHIPYARD - GERMANY

The Elsfl ether Werft AG was a shipyard in Elsfl eth . The shipyard was located on the Hunte, just above the Hunte barrage at the mouth of the Weser . The company has since been dissolved. *Story* The shipyard was founded on October 2, 1916 by the naval engineer Franz Peuss as a joint-stock company. The business purpose was shipbuilding and repair. The company opened on May 14, 1918.

From 1920 to 1964, the focus was on new shipbuilding and a very wide range of new buildings were built. After initially only carrying out repairs, in 1920 Elsflether Werft AG delivered its first new build, a motor barge . The twelve metre long ship went to a Danish shipping company and was given the hull number 2 (hull number 1 had not been assigned due to superstition). The next new builds were the steam loggers Mime and Fasolt for the Visurgis herring fishery in Nordenham in 1921 and 1922 respectively. In 1922 the shipyard delivered six Penischen



and three Campine barges to Belgium and France as reparations. In the early 1920s the shipyard also mainly built tugboats and lighters, which went to Denmark, South America and Africa, among other places. On September 2, 1924, several of the shipyard buildings were destroyed in a major fire. Reconstruction began that same year, so production only had to be interrupted briefly. From 1926 to 1928, the Bremen company A. Held received twenty vehicles, mainly freight and animal transport barges, which were intended for export to Colombia . In addition, barges were also delivered to the Portuguese colony of Mozambique. In 1928, the shipyard built its first motor tug , the Ahrensburg . In the 1930s, passenger ships, motor cargo ships for inland navigation , motor yachts , tour boats , torpedo boats and barges were built during the Second World War , and after the war, coastal ships, tankers, supply ships, patrol boats, container ships and buoy tenders were built. The cruise ship Lili Marleen attracted international attention and was the last new build from the shipyard, with the building number 417, and was delivered to the Peter Deilmann shipping company in 1994. A total of 275 new builds left the shipyard. *Bankruptcy in 1994 and re-establishment* In 1994, the company had to file for bankruptcy. In 1996, the shipyard was re-established and restructured. The new establishment took place under the name Elsflether Werft GmbH & Co. KG with the capital investment company Castor of the Hamburg shipping company Rohden, a long-standing shipyard customer. Business activities were thus resumed with all 93 employees on the 150,000 m<sup>2</sup> shipyard site. Since then, the services offered have included repair and conversion work on seagoing and inland vessels as well as service work, the provision of personnel at home and abroad and also inspection work on nuclear power plants throughout Germany. In 2008, the company was converted into a stock corporation. This was entered into the commercial register on December 3, 2008 as EW Elsflether Werft AG. The shipyard's shares were later transferred to the Sky Foundation, which thus became the owner of the shipyard. In May 2017, the company leased the site of the former Lühring shipyard in Brake for 15 years to set up a branch there. The site was also to be used to set up a repair facility with up to two floating docks and a lifting lift in order to circumvent draft restrictions at the main shipyard in Elsfleth. *Restoration of the Gorch Fock , bankruptcy in 2019 and sale in 2021* In 2016, the Elsfleth shipyard was commissioned to carry out a general overhaul of the Gorch Fock, which was commissioned in 1958. Initially estimated at around 10 million euros , the costs for the complete restoration of the ship were estimated to total up to 135 million euros over the course of 2018. At the beginning of January 2019, 69 million euros had already been spent on the renovation of the ship. In January 2019, the Hamburg Justice Authority dismissed the board of the Sky Foundation, which owns the Elsflether shipyard. The board is accused of breach of duty to the detriment of the shipyard. The Hamburg Public Prosecutor's Office



has begun investigations. An employee of the Wilhelmshaven Naval Arsenal is also being investigated on suspicion of corruption. He is said to have received money for contract awards with the cooperation of the board of the Sky Foundation. In this context, the shipyard's management was replaced at the end of January. The two new managing directors wanted to submit an offer to the Ministry of Defense in February 2019 for the final renovation of the Gorch Fock . In February 2019, it was also announced that the Elsflether shipyard had outstanding debts in the double-digit millions for several months. On February 20, 2019, the company filed an application for the opening of insolvency proceedings under self-administration. In mid-2019, the claims asserted in the insolvency proceedings amounted to 36 million euros. At the end of October 2019, the Elsflether shipyard was bought by the Lürssen shipyard. According to the creditors' committee, Lürssen paid 3.57 million euros for the insolvent shipyard with 130 employees. In April 2020, Lürssen announced that it wanted to close the Elsflether shipyard in the same year because the site was not considered sustainable. On July 1, 2021, the 95,000 m<sup>3</sup> Elsflether shipyard site was sold to the Bremen - based Kloska Group and the Rastede -based TT-Bau Group, which founded the company Neue Elsflether Werft GmbH to manage the site . The site is to be used for repairs, handling and other industrial and shipping services. *Orders, conversions, shipyard equipment* A framework agreement existed with DB AutoZug GmbH for the maintenance and implementation of the necessary repairs of the



passenger ships to Wangerooge . 80 percent of the orders at the Elsfleth shipyard came from the German army in the early 2010s. In addition to a 420 m long quay, the shipyard has three slipways and four cranes . Ships with a maximum length of 105 m, a maximum width of 14.9 m and a maximum weight of 2,150 t can be handled here. In 2014, after an investment of around 3½ million euros, the new 120 m long and 25 m wide assembly hall was inaugurated, which housed the metalworking shop, pipe workshop, turning shop

and shipbuilding workshop. The roof of the hall was covered with solar cells to generate sustainable electricity. The removal of silt from the dockyard's harbor basin was also one of the necessary measures at the time. Since the silt was contaminated with tributyltin hydride from the ship's paint, it was disposed of in special landfills. *(Source: Wikipedia)*

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## YARD NEWS

### *ABS ISSUES AIP FOR PENG Rui AND COSCO GANGWAY DESIGN*

American Bureau of Shipping (ABS) has issued an approval in principle (AIP) to Nantong Pengrui Offshore Technology and COSCO Shipping Shipyard (Nantong) for its novel design of an offshore access gangway. The motion compensated, active and passive, gangway design offers a solution for the growing demand for efficient access for service operation vessels (SOVs) supporting wind turbines and offshore platforms. ABS completed design reviews based on class



and statutory requirements. “Transferring personnel to and from offshore facilities is one of the most hazardous operations in the business. This new design from Pengrui and COSCO promises an efficient gangway system to support the growing demand from alternative energy producers and traditional offshore platforms alike,” said Gareth Burton, ABS Senior Vice President, Global Engineering. Later this year, the gangway will be permanently fixed on the BOE DEMPSEY, a platform support vessel currently converting into a construction service operation vessel that will support wind farms in the South China Sea. *(Source: Offshore Engineer)*

### *SUBSEA AND CABLE-LAYING: THE NEXT FRONTIERS FOR THE TWIN X-STERN*



Aptly nicknamed ‘A 4-wheel-drive for the seas’, the ULSTEIN TWIN X-STERN is celebrated for its exceptional manoeuvrability. To date, this innovative feature has been incorporated into ten newbuilds, all designed for the walk-to-work market and measuring up to 90m in length. The next likely segments to adopt the TWIN X-STERN are

subsea and cable-laying. The TWIN X-STERN design is distinguished by its dual stern configuration, equipped with main propellers at each end. This unique setup enhances manoeuvrability and motion, leading to improved fuel efficiency - a critical factor in the drive towards more sustainable



and efficient maritime operations. *Olympic Boreas sea trial - First real-scale test* The recent sea trials of the Olympic Boreas marked the first real-scale, live environment test of the TWIN X-STERN 's unique characteristics, confirming its anticipated superior properties. *Versatility across vessel operations and sizes* The ten TWIN X-STERN new builds currently under construction are exclusively designed as Construction Service Operation Vessels (CSOVs) for the offshore energy industry. However, the TWIN X-STERN's functionality extends beyond these specific operations. The principles and benefits behind the TWIN X-STERN, such as exceptional manoeuvrability, agility, and flexibility, are applicable to a variety of vessel types and sizes. All contracted TWIN X-STERN vessels to date range from 80 to 90 metres in length. However, the TWIN X-STERN solution is not confined by length. Its benefits are evident across a broad spectrum of vessel lengths, from the 69m long Service Operation Vessel (SOV) ULSTEIN SX234 to the 170m long Cable Laying Vessel (CLV) ULSTEIN SX225. *Expanding Operational Scope* We anticipate that subsea operations and cable laying will be the next sectors to reap the benefits of these versatile vessels. The TWIN X-STERN concept originated within the walk-to-work market, where its first application was identified, and the challenges it solves were recognised. For walk-to-work operations, the ability to transit forward or backward offers significant time efficiency. The TWIN X-STERN also enhances the ability to operate with the stern or bow facing the weather, eliminating the need for the vessel to reorient if sea state conditions change. This increases the operational window, a feature that is particularly important for other energy vessels, such as subsea and cable-laying vessels. Cable-laying vessels, which spend a significant amount of time at sea, have limited flexibility to adjust their heading towards the weather as the final position of the cable determines the heading. The TWIN X-STERN's seakeeping performance will be instrumental in future subsea operations, enabling safer and more effective operations. In all three segments, manoeuvrability and workability are key to the vessel's competitiveness and operational efficiency. *Introducing the TWIN X-STERN to new market segments* The original first sketch of the ULSTEIN TWIN X-STERN is in the middle, surrounded by recent applications—a perfect example of incremental innovation. *Flexible Layout for Enhanced Cargo Capacity* The size of the deck area is a critical factor in determining the amount of cargo that cable-laying, pipe-laying, and subsea vessels can carry on deck. In such vessels, a rounded stern might pose a limitation. However, it is possible to compromise on the shape of the stern above the waterline and retain the squared shape of the deck to maximize cargo capacity. *Global Construction and Operations* Six of the CSOV TWIN X-STERN vessels are set to be constructed at Ulstein Verft, with an additional four being built at an external yard. These vessels, designed to endure harsh sea conditions, are the brainchild of Ulstein Design & Solutions AS, a company acclaimed for its innovative and resilient vessel designs. The TWIN X-STERN is engineered for all seas. While the initial units are taking shape in Europe, Ulstein's ship designs extend to the Asian market, where Ulstein Design & Solutions has facilitated the construction of a multitude of vessels. (Source: Ulstein)

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## WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:

- *Damen signs four vessel contract with Toyota Tsusho for Angolan port development project*
  - *Setting sail into tomorrow: Med Marine launches MED-A2800 series tug tailored for Igmar*
  - *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*
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](mailto:jvds@towingline.com))
- *Dick van der Kamp Shipsales from Holland is selling: "Berry C" (new)*
3. *Several updates on the Newsletter – Fleetlist page posted last week*
- *SCRA - Casablanca by Jasiu van Haarlem*
  - *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
  - *Abeille International - Le Havre by Jasiu van Haarlem*
  - *ALP - Rotterdam by Jasiu van Haarlem*
  - *Bennett - Rochester by Jasiu van Haarlem*

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