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

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TUGS & TOWING NEWS.

DAMEN SIGNS WITH WESTERN COAST PORT SERVICES FOR SIX ASD TUGS



On June 25th, at a ceremony held at Albwardy Damen in the UAE, Damen Shipyards Group signed a landmark contract with Western Coast Port Services (WCPS) to construct six ASD Tugs. This order consists of five ASD Tugs 2813 and one ASD Tug 3212, which will be operated at Saudi Arabia's Jeddah Port.

Damen's ability to tailor its tugs to meet specific client needs provides another advantage. For this order, Damen is adapting the vessels to suit the Middle Eastern climate by incorporating additional air-conditioning and cooling equipment, ensuring optimal performance in the region's challenging conditions. Karim Barakat, CEO of Western Coast Port Services said, "With its fast delivery, customisation and

lifecycle support, Damen demonstrates a very client-centric approach that ensures that the vessels it delivers are not just ships, but solutions tailored to our unique needs." Damen Regional Sales Director Emre Turkoz said, "The order for these six new tugs underscores WCPS's unwavering dedication to enhancing their operational capabilities and maintaining high



standards of service in port services. It is a testament to their commitment to continuous

improvement and operational excellence in the maritime industry, ensuring the highest level of service for their clients and stakeholders. On behalf of Damen, I wish them every success with their new vessels and am looking forward to continuing to build our relationship in the future.” (PR)

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MARCON INTERNATIONAL'S TUG MARKET REPORT MAY 2024 NOW AVAILABLE



We are pleased to announce that Marcon International's May 2024 Tug Boat Market Report is now available on our website. This report contains summaries of data from Marcon's extensive databases regarding tugs for sale in the US and worldwide; compilation of news from vessel builders and operators worldwide; and featured listings from our files. [Marcon's Market Overview Summary](#) In May, Marcon reported 242 tugs officially on the market for sale out of 5,137 tracked.

This is down 23% from one year ago and 54% from five years ago. Marcon has sold two tugs totaling 5,165HP out of four sales, one charter and one delivery closed so far in 2024. The second-hand tug market for vessels of all sizes has continued to be very tight. Those which are available are at premium prices for tugs not in premium condition. Shipyards are busy trying to meet demand for newbuilds, upgrades for emissions and other regulatory changes, or for certification renewals. U.S. to foreign sales are taking at least 60 to 90 days for MARAD approval, which adds to the difficulties buyers are facing in trying to have working vessels in place for commitments. We have not seen any convincing signs yet of the situation improving in the short-term. Click on the link to review [Tug Market Report May 2024](#) (PR)

CHECK OUT ON NEW LIVERY FOR RIMORCHIATORI MEDITERRANEI IN

GENOA PORT

Courtesy Mr. Fabio Capurro, please note new livery for Genoa Tugs, matching MedTug colours. First tug is **Malta**, operating in Oil Port Multedo, westerly between PSA Genoa and Genoa Airport. All RR emblems have been removed from all Genoa Tugs. MedTugs operates in the busiest and most important Greek port, Piraeus port. Also, we have base in Lavrion port and Mykonos Port. We constantly trying to upgrade our fleet and we are proud to operate one of the largest and most modern fleets of tugboats in Mediteranean sea. We believe that the key to success though is our people, who are passionate and committed to their roles. Round-the-clock, fully integrated office operation department, tug crew readiness, efficient ship-handling, precise maneuvering and safe positioning requires well trained and properly motivated shore-based & seagoing personnel. (PR)



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2001 Gouwestroom

For many years, sometimes even with several vessels at the same time, Van Wijngaarden Marine Services was active in the Mediterranean area. Spain, Italy, Egypt, Libya, Tunisia and Algeria all featured when it came to sand replenishment projects. *History* To protect the vulnerable coastlines and partly to prepare beaches for tourism, Van Wijngaarden

Marine Services has collaborated on sand replenishment projects for years. The work consisted of assisting the trailing suction hopper dredger in connecting the floating pipeline. Once the project was completed, the Van Wijngaarden Marine Services ships took care of demobilization and moved the pipeline to the next project. The image is a great example of this: the **Gouwestroom** in action, with a floating pipe as a tow. The crew often worked a 12/7 schedule, sometimes even 24/7. The office also worked hard on these types of projects. They ensured the correct number of crew members to always be on board and of course organized the relief, planned airline tickets and flights, informed the project team, etc. (PR)

DUICH HIGHLANDER - A TRACTOR OR A TUGBOAT

Tugs Towing & Offshore News received a beautiful photo from tugboat enthusiast Hans Hoffmann of a tugboat that is moored in a special place at Invershiel. You may also wonder whether she is going to mow the grass or is stranded there and then completely rotting away. It does not seem likely that she will be refurbished in that position and will resume her original towing duties. Built in 1962 by Charrington Lighterage Co Ltd. –



Dartford; UK for Charrington Lighterage Co Ltd. – London as **Charlock**. In 1970 sold Braithwaite &



Deane Ltd – London. 1985 sold to NOD Tugs Ltd. – Maldon. In 1986 she was re-engined with a diesel National, 385bhp-287kW. In 1992 sold to Mr. Furtle Maldon. In 199x refurbished to a house tug - Heybridge; UK. In 199x: sold to Mick - Canvey Island; UK; In 2007 sold to Kyle – Lochalsh; UK; In 200x: operated by Thames Towage (B. Cooper & B. Allen) - Benfleet, Essex; UK; In 2009 sold to Highland Towage and Salvage" (Neil Morrison & Keith Gillies) and

renamed **Duich Highlander**. She has a length of 21.50 mtrs a beam of 5.50 mtrs and a draft of 2.00 mtrs. (Foto's: Hans Hoffmann; History; Piet van Damme)

COOPER MARINE ADDS 4,200-HP TOWBOAT TO FLEET

Cooper Marine has announced the addition of the 4,200-hp towing vessel M/V David J. Cooper Jr. to its fleet. The acquisition of this towboat will expand Cooper Marine's fleet to 42 towing vessels across

America's inland waterway system. M/V **David J. Cooper Jr.** will operate as one of the premier towing vessels in its class and is uniquely balanced with maneuverability and horsepower, making it ideal for transporting cargo on the Tennessee-Tombigbee (Tenn-Tom) Waterway. "The addition of the M/V **David J. Cooper Jr.** further solidifies Cooper Marine's longstanding commitment to deliver the industry's most efficient and safe barge transportation in the region," said Matt Powell, managing director of Cooper Marine Inc. "Cooper Marine's



action-oriented management team looks forward to ensuring it delivers the industry's best service for many years to come." The 120-by-34-foot towboat features twin Caterpillar 3516 diesel engines with Reintjes WWA873 gears delivering its propulsion. The electrical systems are powered by a pair of John Deere 6081 engines with Magna Plus generators. While the boat will be home-ported in Mobile, Ala., the towboat includes accommodations for eight crewmembers in order to maximize comfort while transporting cargo all along the inland river system. (Source: *Professional Mariner*)

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BESPOKE DUAL FUEL STANDBY VESSELS BEGIN OPERATIONS IN HONG KONG

A pair of dual fuel (diesel and LNG) RAsar 4200-DF standby vessels have recently entered service with Hongkong Salvage & Towage (HKST). Built by Cheoy Lee Shipyards, **LNG Sentinel I** and **LNG Sentinel II** were specifically designed for service at the Hong Kong LNG Terminal Limited (HKLTL) import terminal. Featuring a unique electrical propulsion system with Z-drives that can receive power from both diesel and dual fuel (diesel and LNG) propulsion gensets, these vessels will help maintain a safety zone around the terminal and assist with berthing of LNG carriers to the jetty. They will also transport personnel plus equipment between Hong Kong and the floating regasification and storage unit (FSRU) and jetty. Their standby duties may include emergency towing of the FSRU, fire-

fighting, spill response, and rescue. Working closely with both HKST and Cheoy Lee Shipyards



through the design process was key to enabling Robert Allan Ltd. (RAL) to design this vessel pair that are customized for the missions for which they will be tasked. These vessels are notably the 8th and 9th LNG dual fuel tugs completed to five different Robert Allan Ltd. designs, with three classification societies, and for service on three continents, which is illustrative of the company's unique expertise in the design of workboats

incorporating the use of alternative fuels and propulsion technologies for any service, class, or region.

KEY PARTICULARS Length, overall: 42.0 metres; Beam, moulded: 16.0 metres; Depth, moulded: 6.6 metres; Maximum draft (navigational): 6.8 metres; Gross tonnage: 1275 tons. **CAPACITIES** Diesel oil: 265 m³; LNG (gross volume): 110 m³; Potable water: 66 m³; Recovered oil: 46 m³; Foam: 18 m³; Dispersant: 12 m³; Complement: 11 crew + 2 supernumeraries; Survivors: 20 persons. **CLASS NOTATION** BV I ✠ Hull, ✠ Mach, Dual Fuel, Tug, Fire-Fighting 1 Waterspraying, Unrestricted Navigation, ✠ AUT-UMS, In Water Survey, Oil Recovery Ship Second-Line. **MAJOR MACHINERY** 2x Wartsila 8L20DF dual fuel (diesel and LNG) electric propulsion gensets, 1500 ekW each; 2x Wartsila 9L20 diesel electric propulsion gensets, 1880 ekW each; 1x Caterpillar C4.4 diesel harbour/emergency genset, 82 ekW; 2x Wartsila WST-32 fixed pitch Z-drives, 3.3 m diameter, each driven by 3000kW ABB electric motors; 1x Schottel STT 60 electrically driven fixed pitch bow thruster, 125 kW; 1x Wartsila LNGPac double wall vacuum insulated IMO Type C tank, with integral tank connection space (TCS) and double airlock; 1x Palfinger PK65002(M) folding knuckle boom deck crane, 2.8 tonnes at 15.9 metre outreach, and compatible with Dacon Rescue Scoop (RSA 500) personnel overboard recovery system; 1x Palfinger rescue boat (RSQ 450) under pivoting davit, SOLAS compliant; **MacGregor hydraulic deck machinery package featuring:** 1x double drum hawser winch with 300 metres of 76 mm synthetic towline per drum; 1x single drum towing winch and spooling gear, with 1000 metres of 64mm steel wire; 1x towing pin unit aft, 110 tonne safe working load; 2x tugger winches, each with 100 metres of 22 mm wire, plus horizontal warping head; 2x vertical anchor windlasses with 400 mm throat warping heads; 1x powered boom reel, 200 metres capacity of offshore spill recovery boom; FFS off-ship fire-fighting system with 2x pumps feeding 2x monitors (each 1,200 m³/hr) plus waterspray. **PERFORMANCE** Bollard pull: approx. 105 tonnes astern; Speed: 14+ knots (PR)

NYK BUNKERS AMMONIA-FUELED TUG TO PREPARE FOR SEA TRIALS

Japan's NYK Group reports it has taken another key step as it prepares to start sea trials for the first ammonia-fuelled harbour tug. After years of planning, design, and permitting, the conversion project began to outfit the first tug boat to operate on ammonia as its primary fuel. Bunkering of the **Sakigake**, which is also being called **A-Tug**, took place yesterday, July 17 in Yokohama, Japan. The bunkering was completed using the truck-to-ship method, marking the first time the tug has been fuelled with ammonia and followed two similar bunkering operations earlier this year in Singapore

for Fortescue's converted OSV which became the first large ship to be bunkered with ammonia as part of testing and certification by the Singapore authorities. NYK reports that the tug was fuelled with a unique form of ammonia called Ecoann which is produced by Resonac Corporation at the company's Kawasaki plant. Resonac explains unlike the traditional process for producing ammonia from naphtha or natural gas, it uses a process that partially employs recycled plastics as one of the



fuel's raw materials. The process reduces CO₂ emissions during production by around 35 percent. The ammonia bunkering was conducted at the Honmoku Wharf of the port of Yokohama under a fuel-supply agreement that NYK concluded with JERA. The Ecoann will be used for the sea trials of the **A-Tug**. JERA will also be responsible for the future supply of ammonia to the vessel. The conversion project began in October 2023 at the Oppama facility of Keihin Dock Company using the **Sakigake**, a tug that was built in 2015 as the first LNG-fuelled tug in Japan. It had a dual-fuel engine manufactured by Niigata Power Systems capable of using LNG and heavy fuel. During eight years of operation, the tug was bunkered 183 times also using a truck-to-ship supply of LNG. During the conversion, they cut into the engine room to remove the existing main engine and fuel tank. The tug was fitted with a new engine developed in a project with NYK, Japan Engine Corporation, IHI Power Systems, and Nihon Shipyard. NYK reports the engine was tested at IHI's Ita Plant to confirm virtually zero emissions from the unburned ammonia and nitrous oxide (N₂O). The conversion project for **A-Tug** is due to be completed in August. The vessel will continue to be operated by NYK's Shin-Nihon Kaiyosha. The goal is to verify its decarbonization effect and operational safety as a pioneer for ammonia-fuelled vessels. In the U.S., ammonia-to-power startup company Amogy is also working to complete the conversion of a tug to demonstrate its ammonia power technology. They announced last year the plan to convert a 1957-vintage tug which has been renamed **NH3 Kraken**. The work is reported to be underway at the Feeney Shipyard in Kingston, New York with the company saying testing will begin in the near future. Electric-powered tugs using batteries have been introduced in several efforts to decarbonize the industry. The Port of Antwerp also launched two demonstration projects, first a methanol-fuelled tug and recently the first hydrogen-fuelled tug.

(Source: Marex)

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THE TUGBOAT “ROTA SALVOR”, FORMERLY “PUNTA SALINAS”, WILL REAPPEAR IN OCEAN TOWING



Salvamento Marítimo has managed to sell the salvage vessel “**Punta Salinas**” (BS-42), which for a few days has been named “**Rota Salvor**” and flies the flag of St. Kitts & Nevis. The buyer is a European shipowner who will use the veteran tug to tow large ships and platforms to take them to the scrapyards in Aliaga (Turkey). In a few days it will travel to the Damen shipyard in Harlingen

(Netherlands), where it will be adapted for its new role. Built in Huelva Shipyards and in service since 1982, it is a ship of 1,171 gross tons, 63 m long and 13 m wide. It had a twin named “**Punta Service**”, now scrapped. IMO code 7931894. (Source: *Puente de Mando*; Photo: *Carlos Leyenda*)

“VB TERO”, THE NEW TUGBOAT IN THE BOLUDA TOWAGE REYLA FLEET IN URUGUAY

After a long positioning journey that began at the Damen Vietnam shipyard, where it was built, and with stops at ports in Singapore, Mauritius, South Africa and Namibia, the new tugboat “**VB Tero**” has arrived safely at the port of Montevideo (Uruguay). Built by order of Boluda Towage Reyla, it will be based in the port of the Uruguayan capital, in an effort to renew the fleet and equip it with new generation units.



This is an ASD 2813 tugboat, with a pulling power of 81 tonnes at the bow and 74.5 tonnes at the stern, powered by two Caterpillar 3516 engines, with a power of 5,050 kW at 1,800 revolutions, which drive two Azimut Kongsberg. Delivered in April 2024, it is a 387 gross ton vessel, measuring 27.59 m in length and 12.93 m in width, 5.95 m in depth and 3.95 m in draft. IMO code 9970911. (Source: *Puente de Mando*; Photo: *Fernando Pontolillo*)

THE RESCUE SHIP “HEROÍNAS DE SÁLVORA”, FOR THE FIRST TIME IN TENERIFE



The rescue vessel “**Heroínas de Sálvora**” (IMO 9960112), the newest and most advanced in the Maritime Rescue fleet, has been docked for the first time in the port of Santa Cruz de Tenerife since this afternoon. It was recently presented in the port of Las Palmas de Gran Canaria. The following link contains a report on that event and a description of its main features. According to puededemandando.com, the intention is for it to alternate every two weeks with the

rescue ship “**Miguel de Cervantes**” between the ports of Santa Cruz de Tenerife and Las Palmas de Gran Canaria, as has already happened in the past with other Sasemar ships. The promise made at the time that the rescue ship “**Heroínas de Sálvora**” would be based in the port of Santa Cruz de Tenerife has thus been partially fulfilled. (Source: *Puente de Mando*; Photos: *Nicolas Arocha*)

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PELLA SIGNS CONTRACT FOR CONSTRUCTION OF FIRST PE-50 OFFSHORE TUG

Leningrad Shipyard Pella has signed a contract for the first harbour tug of the PE-50 project. As [Sudostroenie.info](https://sudostroenie.info) was told on July 17 by the shipyard's press service, the document was signed with OOO Griffin following the company's participation in the Fleet-2024 International Maritime defence Show. At the forum, Pella presented both new projects and modernized ones based on well-known ones that are successfully operated in both Russian and foreign ports. The harbour tug PE-50 is the successor to the Project 90600 tug, which has retained all the best qualities and technical characteristics of its predecessor, but with a greater draft on the hook, which allows it to work with vessels with a deadweight of over 100,000 tons. This is not the first experience of cooperation between Griffin and the Pella holding. Previously, three Project 90600 tugs were built for this customer. The Project PE-50 tug is designed to perform the functions of guiding and turning large-

tonnage vessels, delivering, disembarking/removing pilots to/from vessels, as well as towing vessels, floating objects and structures in open water and in ice conditions.

Project PE-50 harbour tug RS – KM class (*) Arc4 (hull; machinery) R3 AUT1 A-Thruster(M) Tug; Overall length – 25.4 m; Overall width – 8.8 m; Draft – 4.2 m; Mooring pull – about 50 t; Propulsion system – 2 static propellers with fixed pitch propellers. Main engine – 2 x 1490 kW; Speed – about 11.5 knots; Crew – 8 people. (Source: *Sudostroenie*)



ACCIDENTS – SALVAGE NEWS

CALM WEATHER HELPS SALVAGE OF ‘MV ULTRA GALAXY’ OFF SOUTH AFRICA’S COAST

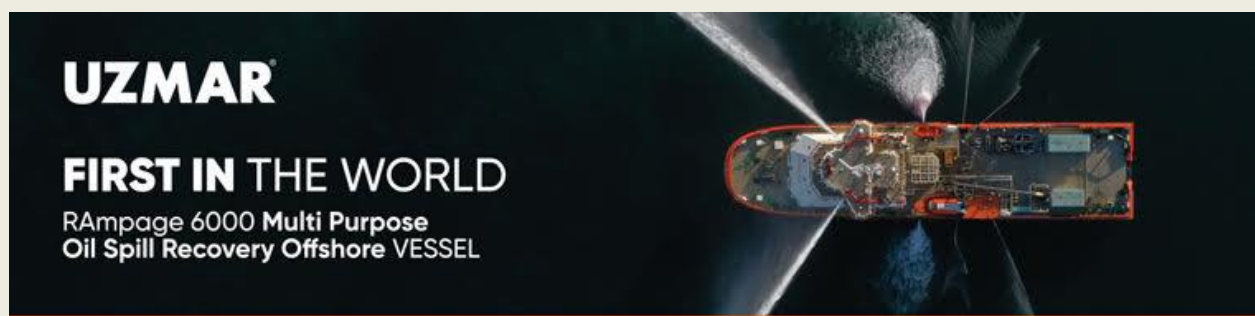


Pockets of calmer weather off South Africa’s west coast have provided a much-needed boost to the salvage efforts of the grounded Panama-flagged cargo ship, **MV Ultra Galaxy**. The South African Maritime Safety Authority (SAMSA) reported on Tuesday that the salvage of vessel, now lying on its side on a remote beach northwest of Cape Town, is the focus of operations. The 124.56-meter-long general cargo ship, built in 2008, was en route

to Dar es Salaam in Tanzania when it was abandoned by its 18 Filipino crew members on July 9 after developing an severe list and grounding. All crew members were safely rescued from a life raft. A preliminary assessment revealed that the vessel, located approximately 60 nautical miles west of Doring Bay at the time of its initial distress, carried a full load of fertilizer in bags, as well as low sulfur bunkering fuel and hydraulic oils. According to SAMSA, the top priority is the removal of the ship’s fuel and oils to prevent possible environmental pollution. During a recent incident management team meeting, SAMSA confirmed that extreme weather experienced last week caused the ship’s hatch covers to detach, leaving the cargo holds exposed. As a result, a significant portion of the ship’s fertilizer cargo has been swept away. While some hatch covers have been retrieved, warnings have issued for vessels navigating the area and to the general public to look out for debris that may still be at sea or wash ashore. It is expected that most of the fertilizer in the individual cargo bags would have dissolved, and the Department of Forestry, Fisheries, and Environment (DFFE) is implementing an environmental monitoring program. The search for wreckage and other debris from the ship will

expand over the next few days as the salvage crew tries to take advantage of favorable weather between cold fronts. With the drift pattern expected to be in a southerly direction, members of the public on the West Coast south of Brand se Baai to St Helena Bay are being requested to look out for any debris that may wash up on the beach. This includes items such as cargo bags, steel hatch covers, and other flotsam, all of which should be reported to SAMSA through the Maritime Rescue Coordinating Centre (MRCC). SAMSA made a special appeal to the public not to collect or remove any items found but to alert officials. “Members of the public are also requested not to attempt to salvage any debris themselves. It is important to properly dispose of any debris safely to minimize harm to people and the environment,” said SAMSA. Meanwhile, salvage teams and divers have begun sealing the fuel tanks to prevent any oil spillage into the ocean. They are also investigating the vessel’s structural integrity to plan a way forward to secure and safely remove the oil and wreck from the area. At this stage of the operation, the vessel poses no new environmental threats. However, all efforts are being made to monitor the situation and implement preventative measures. The Southern African Foundation for the Conservation of Coastal Birds (SANCCOB) remains on standby, ready to respond should an oil spill occur and seabirds become affected, SAMSA said. *(Source: gCaptain)*

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HOUTHIS SURFACE DRONE STRIKE ON TANKER IN RED SEA

Liberia-flagged oil tanker **Chios Lion** was assessing damage and investigating a potential oil spill after it was attacked by Yemen’s Houthis in the Red Sea, the Red Sea and Gulf of Aden Joint Maritime Information Center (JMIC) said on Tuesday. An unmanned watercraft inflicted minor damage to **Chios Lion’s** port side on Monday as part of a swarm of attacks by the Houthis on the vessel and another ship sailing around 100 nautical miles



northwest of Yemen’s port city of Hodeidah. “While originally headed south, following the attack the vessel turned around and back north out of the threat area to further assess damage and investigate potential oil spillage,” the JMIC said in a statement. It added that the captain and crew were safe. The manager of **Chios Lion** did not immediately respond to requests for comment. Yemen’s Houthis said they targeted **Chios Lion** and **Bentley I** with ballistic missiles, drones and booby-trapped boats in response to the deadly Israeli airstrike on the southern Gaza Strip city of Khan Younis on Saturday.

Since November, Houthi attacks have exacted an economic toll on global trade by forcing ship owners to route vessels away from the Suez Canal shortcut and toward the longer, more expensive route around Africa. They also pose a risk to the environment in the form of spilled cargo such as oil and fertilizer as well as fuel used to power vessels. *(Source: gCaptain)*

TWO TANKERS ON FIRE OFF SINGAPORE



Search and rescue operations are underway for the crew of two tankers that caught fire offshore Singapore. The Maritime and Port Authority of Singapore (MPA) said that a fire broke out on both a Singapore-flagged tanker **Hafnia Nile** and a São Tomé and Príncipe-flagged tanker **Ceres I** about 55 km northeast of Pedra Branca within Singapore's Maritime Search and Rescue Region. The port

authority was informed of the fires at 6:15 am local time on Friday. MPA has requested passing vessels to assist in the search and rescue of the crew. A Singapore Navy frigate, **RSS Supreme** which is in the vicinity of the incident assisted with the operations. The Navy was able to rescue 16 crew members from the **Hafnia Nile** while another six in a liferaft were picked up by a Malaysian government vessel and transferred to the frigate. All 22 crew members from the tanker are en route to Singapore. A Singapore-flagged supply vessel **Dolphin 1** picked up 14 of the 40 crew members from the **Ceres I**, two of which were evacuated via a Singapore Air Force helicopter and are currently receiving medical attention at Singapore General Hospital. The remaining 26 crew members are currently conducting firefighting operations onboard. Salvage and firefighting assets have been arranged by both vessel owners as well as subsequent towage of the vessels to safety. Navigational traffic is not affected. The **Hafnia Nile** was carrying naphtha, according to data from Kpler and LSEG, while it is still unknown what kind of cargo was in the **Ceres I**. Available AIS data implies that the former hit the starboard bow of the latter at a speed of 14.2 knots. **Hafnia Nile** is a 2017-built, 74,189 dwt tanker managed by BW Fleet Management. The **Ceres I** is owned by Ceres Shipping and managed by Shanghai Property Shipmanagement. It is a 2001-built VLCC and has a 300,000 dwt. *(Source: Splash24/7)*

OFFSHORE NEWS

THREE DOF VESSELS GOING TO WORK FOR PETROBRAS

Norwegian vessel owner DOF Group has secured multiple new contract awards that will see another three of its vessels working for Brazilian oil and gas giant Petrobras. Anchor handling tug and supply (AHTS) vessels **Skandi Jupiter** and **Skandi Mercury**, under management contracts with DOF, have been contracted by Petrobras to operate as AHTS 230t BP after the same competitive tender process earlier this year that led to the contract of **Skandi Amazonas**, **Skandi Rio** and **Skandi Botafogo**. Both vessels are currently operating in the North Sea region and are expected to be mobilized to Brazil

after modifications to comply with Petrobras requirements. The contracts are scheduled to start by the second or third quarter of 2025 but can be adjusted by mutual agreement, and have three-year durations plus options. Furthermore, Brazil-built and flagged multi-purpose supply vessel (MPSV) **Skandi Salvador**, equipped with 140t AHC crane and two work-class remotely operated vehicles (WROVs), was chartered by a 1st Tier EPCI-SURF contractor to support its operations at Petrobras' pre-salt fields developments. The



contract begins immediately and has been signed for a 180-day firm period plus options. The vessel is currently operating for Petrobras at Libra as a MPSV with redelivery scheduled for the beginning of August. Geoholm has started the contract as a front-runner until **Skandi Salvador** is released from its current commitments. In parallel with the charter contract, the contractor also awarded a survey services contract on board of both vessels to DOF Subsea Brazil. Mons S. Aase, CEO of DOF Group, said: "We are pleased to announce several new contracts in our region Brazil. With **Skandi Jupiter** and **Skandi Mercury** we are expanding our fleet and further increasing our footprint in the AHTS segment in the region. With Salvador and Survey Services Contracts we are expanding our client base and reinforcing our position on Survey Services in Brazil." DOF and Petrobras signed three new service contracts worth more than \$260 million in September 2023 under which DOF is in charge of providing survey and inspection work to Petrobras. In April two contracts were awarded for **Skandi Amazonas** and **Skandi Rio**. The Norwegian company added more work for Petrobras in June after having won a contract for the pipelay support vessel (PLSV) **Skandi Vitória** and two contracts for PLSV **Skandi Niterói** and AHTS **Skandi Botafogo**. DOF recently also entered into an agreement to acquire Maersk Supply Service (MSS) which will see its fleet expand with an additional 22 vessels. (Source: *Offshore Energy*)

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BOURBON TO DEPLOY OPSEALOG FLEET OPTIMIZATION ON 104 VESSELS

Paris-headquartered offshore services giant Bourbon is partnering with Marseille-based marine

digitalization specialist Opsealog to deploy a data-driven fleet optimization solution across 104



vessels. The multi-year agreement follows a successful pilot with 25 offshore support vessels that, says Opsealog, saved an average of 45 to 50 tonnes of CO2 per vessel each month. These results were achieved through real-time fleet monitoring and enhanced digitalization of the vessels' reporting. This enabled Opsealog to identify efficiency improvements and recommend best practices to ship management teams. The new agreement covers

Bourbon Marine & Logistics' entire platform supply vessel (PSV) and anchor handling tug supply vessel (AHTS) fleet, which operates in regions that include West Africa, Asia and the Gulf of Mexico. It will allow for centralized fleet monitoring with real-time vessel tracking and streamlined reporting. The data will then be integrated into Opsealog's Marinsights platform to deliver insights that will help Bourbon optimize vessels' operational profiles to reduce fuel consumption and associated GHG emissions, while also helping reduce operating costs. As well as supporting Bourbon's commitment to reduce its environmental footprint, the initiative will also enable the company to proactively prepare for upcoming regulatory requirements that will soon cover the OSV sector, including the EU's emissions trading system (ETS) and monitoring, reporting, and verification (MRV) regulations. "Our collaboration with Opsealog marks a new milestone in the digitalization of our fleet that was initiated about 10 years ago with the design of highly efficient vessels fitted with diesel electric propulsion," said Frédéric Siohan, standards & innovation director at Bourbon Marine & Logistics. "Through enhanced real-time monitoring of operations and fuel consumption, the partnership will equip our teams with the right insights, founded in data, to improve our fleet's day-to-day performance and reduce its carbon emissions." "In the longer term, having this comprehensive overview of our fleet and potential improvements will enable us to establish new benchmarks for operational excellence and lead the way in sustainable practices," Siohan added. "This also offers our customers practical solutions to progress their own decarbonization journeys." "This partnership is a testament to the power of digitalization in driving operational efficiency and environmental responsibility," said Opsealog account manager Hugo Prigent. "Our pilot showed how data can not only paint an accurate picture of each vessel's fuel consumption and carbon emissions, but also unlock tangible actions to immediately improve their performance." (Source: *MarineLog*)

TGS GIVEN EXTENSION OF WEST AFRICAN OBN SEISMIC DEAL

Norwegian offshore seismic acquisition specialist and data provider TGS has won an extension for its deepwater ocean bottom node (OBN) data acquisition campaign in West Africa. This additional program was for what the company described as a 'major customer' and will extend the ongoing acquisition cooperation well into the fourth quarter of 2024. No financial details were given. The

latest project is expected to enhance seismic data acquisition capabilities, facilitating more informed decision-making, the company stated. On Wednesday, TGS announced that it won an OBN contract in North America for more than six months with a “major returning client”. TGS officially merged with compatriot seismic vessel giant PGS earlier this month, creating a top player in the geophysical segment.
(Source: Splash24/7)



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Photo: Courtesy by Sammar

SHELL AND EXXONMOBIL JV CUTS A DEAL WITH CANADIAN FIRM TO GIVE UP ITS NORTH SEA OIL & GAS BUSINESS FOR \$180 MILLION



Canada’s Tenaz Energy, a public energy company focused on the acquisition and development of international oil and gas assets, has set the stage to become the second largest operator in the Dutch sector of the North Sea (DNS) by acquiring all of the issued and outstanding shares of NAM Offshore (NOBV), thanks to an agreement with Nederlandse Aardolie Maatschappij (NAM), a 50/50 joint venture (JV) between the UK-based Shell and the U.S.-

headquartered ExxonMobil. Tenaz Energy will get its hands on substantially all of NAM’s offshore exploration and production business, including associated pipeline infrastructure and onshore processing in the Netherlands, bar those in the Ameland area, for a base consideration of €165 million

(around \$179.7 million), before closing adjustments and contingent payments. With an effective date of January 1, 2024, the acquisition is expected to close in mid-2025, following statutory merger clearances and operational transition activities. According to the Canadian player, this transaction delivers on its mergers and acquisitions strategy, as the firm is focused on acquiring a high margin, low-decline asset base with high-capacity infrastructure, low-risk development opportunities, and future exploration upside. This acquisition is expected to add production of nearly 11,000 boe/d (99% TTF2 natural gas) and 53.6 million boe of total proved plus probable reserves. In 2023, the offshore gas fields that are part of this acquisition together produced 1.1 billion m³ of gas, enough to supply almost 1 million Dutch households for a year. With expectations of generating around €90 million (about \$97.99 million) of free cash flow in 2024 based on current strip prices, Tenaz claims that NOBV's cash flow profile is underpinned by a combination of physical fixed-price and collar hedges for 2024 through 2026. The firm intends to fund the closing of the acquisition through a combination of interim free cash flow between the effective date and closing, a €23 million (close to \$25.04 million) deposit paid to NAM, cash on hand, and available capacity under a new credit and delayed draw term loan facility with National Bank of Canada (NBC). The Canadian company's current estimate of required cash-to-close is approximately €30 million (\$32.66 million) assuming a mid-year closing date. Upon completion, Tenaz is convinced that it will turn into the second largest operator in the Dutch North Sea, as NOBV's production accounts for around 20% of gas production in the DNS, which is 87% operated by the Shell-ExxonMobil JV. The firm believes the acquisition will generate significant accretion in all key metrics, including production, reserves, cash flow, free cash flow, and net asset value per share. Anthony Marino, President & CEO of Tenaz, commented: "This acquisition is an important step in our strategy of securing value enhancing acquisitions that have substantial organic investment opportunities. We welcome NOBV's workforce of highly skilled and experienced professionals who will be critical to the continued success of Tenaz. We are delighted to invest in the revitalization and sustainability of the Netherlands energy industry, and we look forward to establishing our Dutch headquarters near the existing NOBV office in the Netherlands." (*Source: Offshore Energy*)

FORMER PSV CONVERTED TO FLOATING SPACEPORT SAILS TO FLORIDA

Former platform supply vessel completes extensive conversion to floating spaceport and readies to support space tourism flights from Florida. Space tourism company Space Perspective reported its floating spaceport, **Voyager**, is on its way to Port Canaveral, Florida, following its conversion in southern Louisiana. A former platform supply vessel (PSV), **Voyager** will serve as a floating



launch and recovery vessel for Spaceship Neptune, a capsule that will accommodate eight passengers and a captain for a space flight to the edge of space. The pressurised capsule will use a giant, hydrogen-filled SpaceBalloon to gently transport passengers—who pay US\$125,000 each—on a six-hour roundtrip. Voyager will be based in Florida near the Kennedy Space Center, and used to transport the capsule to an offshore launch site. There, the capsule's SpaceBalloon will be filled for the spaceflight, which will consist of two hours of ascent, two hours at the flight's apex and two hours of

descent. Space Perspective says the Spaceship Neptune’s large windows will offer passengers “unprecedented views” from about 20 miles (32 km) above the Earth, all while enjoying a world-class meal, cocktails and the convenience of WiFi. **Voyager** will recover the capsule following its six-hour flight. Originally built as a PSV in 1998 by Edison Chouest Offshore (ECO), the 90-m **Voyager** underwent a lengthening and extensive conversion for its new mission at Conrad Deepwater Repair Shipyard in Louisiana. You can learn more about the conversion and floating spaceports in a recent Setting Course podcast, The Future of Offshore Space Support with Space Perspective. During the podcast we talk with Captain Bryan Dietz, master of Space Perspective’s **Voyager**, and Tyson Breedlove, ABS manager of business development, global offshore. Space Perspective is aiming to conduct its second demonstration flight this year. *(Source: Riviera by John Snyder)*

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FINAL ICONIC SHELL BRENT PLATFORM TOPSIDES REMOVED



One of the North Sea’s most iconic and biggest decommissioning projects has passed a major milestone with the final topsides removed from large production platforms. Allseas safely removed the topsides from the Brent Charlie platform in the UK sector of the northern North Sea in July, bringing the end to a project that has been planned for more than 10 years. Its heavy-lift

vessel **Pioneering Spirit** lifted 31,000 tonnes of topsides in a single lift on 9 July and transported this to a decommissioning and recycling yard in northeast England. This means topsides from all four production platforms from the Brent oil field, which in its prime produced more than 0.5M barrels of oil per day, have been removed leaving only three sets of concrete towers in the sea. Allseas said lifting the Brent Charlie topsides was “the heaviest offshore lift ever performed, and concludes years of engineering and planning.” The former production facilities have been delivered to Able UK’s Seaton Port facility in Hartlepool for dismantling and recycling. It is expected more than 97% of the materials will be recycled. **Pioneering Spirit** removed topsides from Brent Alpha in 2020, Bravo in 2019 and Delta in 2017, transporting almost 100,000 tonnes of topsides to Able UK Seaton Port, where Able UK has recycled 98% of all materials. Allseas chairman Edward Heerema said this project

started in 2013 when Shell awarded the contract to Allseas for the engineering, preparation and removal of its four Brent platforms. He said developing the design, construction and completion of **Pioneering Spirit** was a 20-year project. “At the time [2013], the vessel was still under construction, but Shell’s belief in Allseas gave us the opportunity to showcase our single-lift technology,” said Mr Heerema. He added that the Brent decommissioning project was unique in its scale and complexity. **Pioneering Spirit** was built to install and remove offshore platforms in a single lift using an advanced motion-compensation system. It is capable of lifting entire topsides up to 48,000 tonnes, which will be increased to 60,000 tonnes through an ongoing upgrade, and jackets up to 20,000 tonnes. This reduces the amount of offshore work associated with platform installation and decommissioning, shifting the activities onshore where it’s safer and more cost effective. Prior to the Brent Charlie lift, **Pioneering Spirit** completed its first assignment of a busy 2024 lift season, installing the offshore substation for Ocean Winds’s Eoliennes en Mer Iles d’Yeu et de Noirmoutier windfarm project off the Pays-de-la-Loire coast of France. DEME contracted Allseas to install the substation jacket and topsides. These were transferred to **Pioneering Spirit** in the field and installed directly with the 5,000-tonne crane. Previously, DEME installed the pin piles in the rocky seabed for the substation jacket foundation. (Source: Riviera by Martyn Wingrove)

A CHINESE SHIP STOPS IN LAS PALMAS WITH A CARGO THAT IT COULD NOT DELIVER TO RUSSIA


Heavy-load ships for special cargo frequently call at the port of Las Palmas de Gran Canarias, as is the case of the Chinese-flagged ship “**Wei Xiao Tian Shi**”, which has made a technical stop on its long return journey to Zhoushan (China), via the Cape of Good Hope, carrying a spectacular structure. According to the digital gcaptain.com, the vessel is carrying two LNG modules that were destined for the third production train of Novatek's Artic LNG2 project. It left the Wilson Offshore &





Marine Zhoushan shipyard in late March and was expected to arrive at Novatek's Belokamenka shipyard in late May. However, it appears that it has not reached its destination, as following sanctions by the US Treasury Department on four heavy-lift vessels for transporting LNG technology to Russia, the ship “**Wei Xiao Tian Shi**” is listed as “unauthorized.” Wilson Offshore has confirmed that the vessel is carrying two modules, named 3-TMR-001 and 3-TMR-002, for installation as part of the core of the third production line. Each line consists of 14 modules assembled on a massive gravity-fed floating concrete structure. Last February, Arctic LNG 2 shareholder TotalEnergies said construction of the third train had been put on hold. However, the shipment of initial modules suggests Novatek may be intent on completing the final production line. In an effort to curb Russia's construction of new LNG plants, the US has imposed systematic sanctions against Novatek on its Arctic LNG 2 projects, the assembly shipyard and numerous heavy-lift vessels. Among the recently sanctioned companies is Singapore's Red Box Energy Services, whose ships Audax and Pugnax


transported modules across the frozen Northern Route last winter. While the measures have had some success in slowing construction, they have so far failed to stop the transport of prefabricated LNG modules from five shipyards across China. This is not the first time that the “**Wei Xiao Tian Shi**” ship has transported LNG modules for Arctic LNG 2. In September 2023, the ship was carrying modules 2-TMR-003 and 2-TMR-004. At that time, the ship was called “**Fan Zhou 10**” and has recently changed its name and owner. Owned by Hainan Smiling Angel Shipping Co., it is a Chinese-built vessel, in service since 2019. Weighing 48,292 gross tons and 62,074 deadweight tons, it measures 240 m in length and 48 m in width. IMO code 9595345. (*Source: Puente de Mando*)


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MUSEUM NEWS

THE GARNOCK AT THE SCOTTISH MARITIME MUSEUM AT IRVINE, SCOTLAND.



One of the Museum’s vessels is the tug **Garnock**, it currently sits in the water next to our slipway and Puffer’s coffee shop, where it has been a regular sight in and around Irvine harbour for more than sixty years. Let’s take a little ‘Doctor Who’ trip back in time at the harbourside and find out why there was a tug stationed there for more than 100 years. Irvine became an important West Coast harbour in the mid 1600s, long before the ports in Glasgow and

Greenock came into being. these two, but in the early 18th century they began to expand. Some of the cargo shipped out from Irvine was coal, tar, lime, and chemicals, with imports consisting of iron, wood (From Finland & Russia) and soda ash from Belgium. With all this business and shipping, a tug was of big importance to the harbour. The first official harbour tug was the **Scottish Maid**, purchased in 1857, which served until 1871 and was then replaced by **Vivid** in 1883, which in turn had a short working life in Irvine. Harbour duties were then taken over by the **George Brown** in 1887. The

George Brown was a paddle steam tug which had a very long working life, retiring in 1957 at the grand old age of 70! This is where the **Garnock** comes in, as the brand-new diesel-powered ship for harbour duties. Made on order for the Irvine Harbour Company (A subsidiary of ICI), it was used to tow ships to and from the ICI Ardeer wharf and would also be used for merchant shipping using the main harbour area. As the working harbour became quieter in the 1970s and 1980s, **Garnock's** main duties were with ICI. **Garnock** was built by Brown George & Co Ltd of Greenock in 1956, with one deck and a steel hull that is both welded & riveted. It is 71.70 feet long, with a breadth of 21.9 feet and a depth of 8.2 feet. Gross tonnage is 78 tons. There would have been a crew of six on board when on duty. One of the jobs that the ship had was to dump boxes of expired nitro-glycerine explosives in the deep water channel west of Ardrrossan. While



doing this in February 1984 there was a serious incident that ended the ship's working life. Unknown to the crew, a box of the explosives had drifted back under the stern and when the engines were started up to move off, the propeller smashed into the box causing a large explosion under the water. This explosion badly damaged the prop, the rudder, the hull (to the extent that the hull was opened in one area) and caused a crew member who was painting a part of the wheelhouse interior, to splash the green paint all over the wheelhouse! You can hear more about the explosion from a crew member here: [HERE](#) With the vessel stranded at sea, the Troon lifeboat had to be called out to tow the tug back into harbour. After an inspection, it was deemed far too expensive to make working repairs, so work was done to 'patch it up' and **Garnock** was later donated to the young Scottish Maritime Museum later that same year. (Source: *Scottish Maritime Museum*; Photo: *Hans Hoffmann*)

WINDFARM NEWS - RENEWABLES

FUGRO CONTINUES WORK WITH COMMUNITY OFFSHORE WIND ON THE US EAST COAST



Community Offshore Wind, a joint venture between RWE and National Grid Ventures, has selected Fugro to perform a geotechnical investigation of their lease area in the New York Bight. With 3 GW of offshore wind energy potential, the developed lease area could power more than one million homes in the region, making a valuable contribution to the US energy transition. The geotechnical work follows a successful site characterisation programme

completed by Fugro in 2023. Covering the entire 510 km² lease area and potential export cable corridors, the effort produced a preliminary earth model detailing geophysical and environmental conditions to support the wind farm’s concept design. The geotechnical investigation will refine the earth model through seabed sampling and ground condition testing to ensure safe and efficient engineering of the wind turbine foundations. Work on the programme is underway and will continue through the summer using two vessels: one focused on seabed sampling and downhole in situ testing, and the other on advanced seabed cone penetration tests (CPTs). For the CPT scope, Fugro is employing their SEACALF® MkV Deep Drive® system, which delivers fast, high-quality data acquisition with improved safety and reduced emissions—up to 40% compared to traditional technology. Additionally, Fugro's cloud-based Geo-data engagement platform, VirGeo®, facilitates near real-time data analysis, enabling quick decision-making and optimised field operations. “Our lease area in the New York Bight has the capacity to power more than one million US homes with renewable energy from offshore wind,” said Doug Perkins, President and Project Director, Community Offshore Wind. “This survey work is a vital step forward that will ensure our projects are developed sustainably and responsibly, while preparing us to bring new clean energy to communities across the region and help New York and New Jersey meet their nation-leading climate targets.” Céline Gerson, Fugro’s President and Group Director in the Americas, added, “Fugro is extremely proud that Community Offshore Wind has once again entrusted us to deliver the Geo-data and analysis needed to advance their offshore wind project in the New York Bight. Leveraging our extensive experience working on offshore renewable energy projects in the region and around the world, we’re fully committed to supporting the significant contributions this project will bring to the US energy transition.” (PR)

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The advertisement features a large red and white workboat on the water. The text includes "The Right Partner... all over the world." and "Join our team @ wijngaarden.com". The boat is labeled "MULTIPURPOSE WORKBOAT WADDENSTROOM DP2".

ZHIZHEN 100 & ZHICHENG 60 – HYBRID ELECTRIC SOV PAIR TO SERVE CHINESE OFFSHORE WIND MARKET

Chinese shipbuilder Shanghai Zhenhua Heavy Industries (ZPMC) has handed over two new service operation vessels (SOVs) to the Shanghai Electric Wind Power Group. **Zhicheng 60** (至诚60; “Sincere 60”) and **Zhizhen 100** (至臻100; “Ultimate 100”) were both built to designs by Norwegian naval architecture firm Ulstein Design and Solutions. **Zhicheng 60** and **Zhizhen 100** will primarily be used to support operations and maintenance (O&M) of offshore wind farms, though the two vessels will have different personnel capacities as denoted by their names. **Zhicheng 60** has space for 60 personnel on board (POB) whereas **Zhizhen 100** will be able to accommodate 100 POB. *Advanced designs for improved efficiency and performance* “The two vessels are the first purpose-built SOVs for the Chinese offshore wind market,” Jose Jorge Garcia Agis, Managing Director of Ulstein International,

told Baird Maritime. “They are also the first vessels to be built in China to feature Ulstein’s proprietary stern design.” The stern design adopted by the SOVs was developed by Ulstein to guarantee benefits such as reduced pitch, minimised wave slamming, lower power requirements, and a higher freeboard. These will enable the vessels to operate under a broader range of weather conditions compared to platforms with conventional hulls. The vessels



also feature prominent inverted bows that ensure minimal noise and vibration, improved wave-piercing ability, gentler accelerations, reduced spray, and consistent speed maintenance. Ulstein worked closely with Shanghai Electric and ZPMC on the construction of the SOVs, which were to deliver advanced and efficient O&M capabilities to end customers. The vessels have been meticulously designed to execute walk-to-work operations in the Chinese offshore wind market. With around 30 GW of offshore wind capacity already installed and an additional 11 GW under construction, China’s demand for vessels that support the operational phase of offshore wind farms is substantial, and SOVs have proven to be an efficient and effective solution for both planned and



corrective maintenance tasks. “The primary responsibilities of the SOVs include providing accommodation for technicians and facilitating their transfer to offshore wind turbines,” said Agis. “Significant attention has also been devoted to ensuring technicians have safe, stepless access to and from the turbines.” The two SOVs have all-steel construction and are

each fitted with hybrid diesel-electric propulsion systems that include four generators and lithium-ion battery packs. Both vessels also have large unobstructed aft decks for the transport of equipment and spare parts needed in the servicing and repair of offshore wind farms. The 93.4-metre (306-foot) **Zhizhen 100** is also equipped with two 1,500kW azimuthing thrusters, two 1,100kW bow thrusters, and an 825kW retractable thruster. The 72.76-metre (238.7-foot) **Zhicheng 60** meanwhile also has two 1,100kW bow thrusters though its two azimuthing thrusters are 1,100kW units in a Z-drive configuration. Even with differing propulsion arrangements, both SOVs can achieve a service speed of 12 knots. The vessels also have nearly similar equipment selections. Each boasts a daughtercraft, a retractable motion-compensated gangways, a DP2 system, and a helicopter deck. Agis explained that the seakeeping performance of the vessels is paramount, as it directly impacts the well-being of the crew and the technicians on board. These vessels also boast significant deck and warehouse storage capacity for spare parts and components used in the maintenance of turbines. “The 100POB SOV is a proven platform,” Agis told Baird Maritime. “At the time that this latest example was sold, we had


already built three vessels that have accumulated significant experience in walk-to-work activities. The 60POB vessel, however, is a smaller design of which no examples have been built prior to this. The challenge therefore was to balance the vessel performance's – primarily seakeeping and workability – with platform size and cost." Agis remarked that adapting the vessel designs to the needs of the Chinese offshore wind market proved both interesting and enriching. Although the Chinese market draws insights from the European market, it also has its unique characteristics that Ulstein successfully integrated into the designs. The knowledge gained through this process will also be applied to the company's future newbuilding projects that will benefit the Chinese and broader Asian offshore wind markets. "These are also the first Ulstein designs classed by China Classification Society (CCS)," said Agis. "Working with a new classification society always involves learning and new experiences." (Source: Baird)

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REM OFFSHORE ORDERS NEW CSOV FROM VARD

Norway-based offshore vessel owner Rem Offshore has signed a contract with shipbuilder Vard for the design and construction of a new commissioning service operation vessel (CSOV) for offshore wind services. This will be the third CSOV Vard will deliver to Rem Offshore. The first two, **REM Power** and **REM Wind**, were delivered in 2023 and 2024 respectively.



The CSOV is tailored to provide services during the construction, operation, and maintenance of offshore wind farms worldwide. It will feature VARD 4 19 design, developed by Vard Design in Ålesund. The vessel will be equipped with a diesel-electric and battery hybrid propulsion system designed for highly flexible and fuel-efficient operation. The CSOV is 85 x 19.5 m with cabins for up to 120 people, including 93 wind turbine technicians and a crew of up to 27 people. The vessel will be built at Vard Vung Tau in Vietnam and is scheduled for delivery in the fourth quarter 2026. "**REM Power** and **REM Wind** have set a new standard with their innovative solutions, high performance and low emissions. These ships were developed and built in close and good cooperation between us and VARD, and it is only natural for us to return to VARD when we now want to expand the fleet with a new CSOV. "Vard Electro's SeaQ integrated bridge system will be part of the equipment

onboard. The SeaQ bridge is the highest level of bridge integration with an extended architecture. The bridge uses a combination of VARD-developed integration solutions combined with touch screens to gather various systems into one operator station. The system has full-function startup and control functions,” said Lars Conradi Andersen, CEO of Rem Offshore. The vessel will also be equipped with Metizoft's Life Cycle Assessment system (LCA), which measures its environmental impact through each step of its life cycle, from raw material extraction to disposal. *(Source: MarineLink)*

BLUESTREAM TO PERFORM REMEDIAL CAMPAIGN AT TWO GERMAN OFFSHORE WIND FARMS



Vattenfall and Stadtwerke München have awarded Dutch company Bluestream Offshore, an OEG Renewables business, a contract for a remedial campaign on the DanTysk and Sandbank offshore wind farms in the German North Sea. Bluestream will provide specialist subsea and topside services for the remedial campaign which will run for around 35 days. The work includes the replacement of Impressed Current Cathodic

Protection (ICCP) systems that prevent corrosion in the metal structure of the turbine foundation and tower, replacement of various reference cells, debris removal and sonar transponder exchanges. The company will charter the **Go Electra** multi-purpose service vessel with air dive spread and a Seaye Tiger observation class remotely operated vehicle (ROV) to carry out the work. Rutger Lieverse, Commercial Manager of Bluestream, said: “We are delighted to be working with Vattenfall on this important remedial campaign delivering our specialist subsea and topside services, leveraging our significant experience managing inspection and maintenance campaigns in these types of shallow water offshore environments.” Located west of the island of Sylt, DanTysk and Sandbank offshore wind farms each have a generation capacity of 288 MW. DanTysk offshore wind farm comprises 80 Siemens Gamesa 3.6 MW turbines that have been in operation since 2014. Sandbank offshore wind farm, which has been in operation since 2016, has 72 Siemens Gamesa 4 MW turbines. Earlier this year, Acta Marine’s service operation vessel (SOV) **Acta Centaurus** started a service campaign at the DanTysk and Sandbank offshore wind farms which is expected to last until October 2024. *(Source: Offshore Wind)*

DREDGING NEWS

VAN OORD LNG HOPPER DREDGERS – VOX ARIANE, VOX APOLONIA, VOX ALEXIA

Vox Apolonia is the sister vessel of the LNG-powered trailing suction hopper dredgers **Vox Ariane** and **Vox Alexia**. **Vox Ariane** was christened in June 2022 and has already been successfully deployed on several projects. Triplet sister vessel **Vox Alexia** is in the final stages of construction in Singapore.

These new vessels have a hopper capacity of approximately 10,500 cubic meters and measure 137.50 meters in length and 27.60m across the beam. The vessels are equipped with a suction pipe featuring a submerged electric-driven dredge pump, two shore discharge dredge pumps, five bottom doors, and a total installed power of 14,500 kW. They provide accommodation for 22 individuals. Van Oord operates



trailing suction hopper dredgers for a wide range of global activities, such as coastal protection, port construction, deepening waterways and land reclamation. Watch the YouTube video [HERE](#) (Source: *Dredging Today*)

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TIME FOR THE NEXT PORT GEOGRAPHE DREDGING CAMPAIGN



Maintenance dredging works are set to begin at the entrance to the Port Geographe Marina and will proceed until approximately early January 2025. According to the Department of Transport (DoT), Western Australia, dredging will mainly occur Monday to Friday between the hours of 0700 and 1800hrs, with provision to take place during hours of darkness if required. The works are being carried out by the cutter suction dredge “**Cooper II**”, equipped with

floating pipelines & submerged pipelines to a length of 1.2km. Approximately 20,000m³ of sediment and sand are dredged from the channel annually to ensure navigability. (Source: *Dredging Today*)

CONTRACT AWARDED FOR THE MAUREPAS SWAMP PROJECT

Louisiana Coastal Protection and Restoration Authority (CPRA) has awarded the contract for the first construction increment of the River Reintroduction into Maurepas Swamp project (MSP). Phylway Construction, LLC will complete “Reach 6” of the project, which includes clearing, excavating, and building guide levees through approximately three miles of Hope Canal between U.S. 61, Airline Highway, and Interstate 10. The MSP is a



2,000 cubic feet per second (cfs) freshwater diversion located on the East Bank of the Mississippi River in St. John the Baptist Parish, just west of Garyville, Louisiana. The project will reconnect the Mississippi River to the Maurepas Swamp and revitalize over 45,000 acres with freshwater, sediment and nutrients to nourish the area, one of the largest and last remaining coastal freshwater swamps in Louisiana. The first construction contract is valued at \$8.4 million and funded exclusively with state dollars. The cost to construct the Maurepas project in its entirety is valued at over \$300 million and will utilize \$190 million in funds from fines associated with the Deepwater Horizon oil spill as well as other state only funds. The remainder of the conveyance channel between Airline Highway and the Mississippi River, along with Reaches 111-113 of WSLP, are currently in final design. Both projects are currently scheduled to be completed by the end of 2028. *(Source: Dredging Today)*

JEFFERSON PARISH LIVING SHORELINE PROJECT



Jefferson Parish (LA) has just released a video about the Living Shoreline project which is now in its Marsh Creation phase. The Lake Pontchartrain shoreline project stretches from Bucktown to Bonnabel Harbor. During the month of July, approximately 20 acres of intertidal marsh is being created by dredging material via a submerged pipeline from a borrow site three miles from the project site. The intent of the project is to

rebuild the previously existing natural first line of defence against storm surge and rising sea levels.

After the dredged material compacts and consolidates for approximately 12 months, scrub-shrub vegetation will be planted within the marsh containment dikes, creating new habitat for fish, birds and other wildlife. The final phase of the project will see the development of a recreational Blueway on the leeward side of the breakwaters for kayakers. Watch the YouTube video [HERE](#) (Source: *Dredging Today*)

OVER \$50M FOR HARBOR PROJECTS IN QUEBEC

The Government of Canada recently announced significant investments in fishing harbors across the Gaspé Peninsula, in Quebec. Over the next three years, \$50.2 million will be invested to ensure that the region's fish harvesters and fishing industry have access to safe harbor infrastructure that meets their needs. These investments will make it possible, in particular, to repair the main breakwater at the



Rivière-au-Renard wharf, which was damaged in December 2022 following a severe winter storm. They will also make it possible to begin the process of divesting the Sainte-Madeleine-de-la-Rivière-Madeleine wharf and dredging in Bonaventure, Port-Daniel Est, Saint-Godefroi, etc. The full list of investments can be found in this Backgrounder. (Source: *Dredging Today*)

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YARD NEWS

DAMEN CUTS FIRST STEEL ON FOUR FULL ELECTRIC FERRIES FOR BC FERRIES

Damen Shipyards Group has celebrated a milestone moment for maritime sustainability at its Romanian yard, Damen Shipyards Galati. On 16 July, the yard cut first steel on the first two of four, fully electric Island Class Ferries that it is building for Canada-based BC Ferries. The ferries will be the first fully electric vessels to operate in the company's fleet. Operating with battery packs with the

capacity to supply the power train with 2,000 kilowatt-hour of electricity, the vessels will carry up to



47 vehicles and 390 passengers.

Complete maritime solution As a complete maritime solutions provider, Damen will also supply BC Ferries with the required charging towers. The ferries will recharge efficiently during (dis)embarkation of passengers, using renewable electricity. The vessels are based on Damen's double-ended RoRo 8113 E3 model. The design features

Damen's in-house quality label E3, standing for Environmentally Friendly, Efficient in Operation and Economically Viable. *Growing Damen ferry fleet* The commonality of the design offers BC Ferries a number of advantages. Amongst these is the increasing standardisation and interoperability of the fleet, which makes deployment and training of crew more efficient. The ferries will take the number of Damen vessels in the BC Ferries fleet to ten. Representing BC Ferries at the steel cutting ceremony were Project Program Manager David Tolman and Executive Director Shipbuilding Ed Hooper, who said, "These vessels represent a significant advancement in our fleet renewal efforts, aligning with our strategic vision for operational excellence and sustainability. The start of construction brings us one step closer to realising the benefits these vessels will bring to our customers and the communities that rely on us to get them where they need to go." Mark Vermeulen, Damen's Managing Director Offshore & Specialised Vessels, said, "We are thankful for the trust that BC ferries has shown to Damen with this new contract for another four vessels. Damen has already built six vessels with hybrid propulsion for BC ferries. This project with full electric vessels is a step towards zero emissions ferries for the future – an achievement aligned with the sustainability goals of both BC Ferries and Damen." *Superior travel experience* BC Ferries is committed to delivering a superior travel experience while upholding its responsibility to the environment. The organisation is supporting British Columbia's CleanBC goals and aims to reduce emissions by 10,000 tons of CO2 equivalent by 2030. Damen has set itself the goal to become the most sustainable maritime solutions provider. The ferries will operate services connecting Nanaimo with Gabriola Island, and Campbell River with Quadra Island. They are scheduled to commence operations by 2027. (PR)

CLEAN POWER – DAMEN D16 ENGINE RECEIVES EU STAGE V EMISSIONS REGULATIONS CERTIFICATE

Damen Shipyards Group has introduced a new engine combined with a Damen marine emission reduction system. The Damen D16 has recently been awarded EU stage V certification. The Damen D16 is a marine engine and aftertreatment system designed and developed inhouse by Damen Sustainable Solutions. It aims to reduce emissions and increase power efficiency supporting Damen's goal of becoming the most sustainable maritime solutions provider in the world. *A marine sustainable solution* The Damen D16 is an extension of the current portfolio the company brings to the market. The pure marine engine and marine aftertreatment system enable Damen's customers to stay competitive, flexible and sustainable with this clean and certified solution. The Damen D16 is based on the Volvo Penta D16 IMO II and features low fuel consumption, SOX, NOX, CO2 and noise reduction all in one unit and a flexible layout that provides reliable power. The engine can also operate on biomass based HVO (hydrotreated vegetable oil), which offers even greater reductions in

CO2 emissions. André de Bie, Sales & Operations Manager Sustainable Solutions at Damen, said, “Rigorous and extensive testing of the engine in cooperation with the Damen marine emission reduction system was carried out by the team. The EU stage V certification award was a welcome reward and one we are very proud of at Damen. It allows us to offer our customers greater efficiency and flexibility whatever the future brings, on every water of the world.”

Significant certification The EU stage V engine certification process was completed together



with Volvo Penta dealer Haisma in Harlingen, the Netherlands. The certification is valid for the engine family Volvo Penta D16 MH and certified for a wide range of IWA and IWP categories. With this achievement, Damen can now offer its clients a proven emission reduction system that meets the requirements of the EU Stage V, ULEV and IMO Tier III regulations and is certified with HVO100, EN590, ISO8217 – DMA fuel. **Versatile vessels for the future** The Damen D16 engine can be used on a variety of vessel types throughout the maritime industry including tugs, workboats, high speed craft and inland barges and is available for newbuilds and retrofits. Running at optimal fuel efficiency, it significantly contributes to reducing the vessel’s CO2 emissions and promotes the advance of environmentally conscious shipping. (PR)


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THE KNRM SIGNS CONTRACT FOR 11 RIBS WITH STORMER MARINE

On Tuesday 2 July 2024 the Royal Netherlands Sea Rescue Institution (KNRM) signed a contract with Stormer Marine, the Dutch shipyard specialized in aluminum workboats and RIBs, to build 11 Rigid Inflatable Boats (RIBs) of the Chaterina D-class. This contract represents an investment of 2,7 million

euros, which is funded by legacies and contributions from donations to the KNRM. The new



Chaterina D – class RIBs will replace the long serving RIB's of the Atlantic 75 class, in use at lifeboat stations around the IJsselmeer, Markermeer, North Sea, Grevelingen and the Wadden area. The design of the **Chaterina D**-class was developed in close cooperation with the KNRM, whereby the input of the current crews of the Atlantic 75 class played an important role. This process has resulted in a first prototype: the “**Chaterina D**” (see

picture) which was subjected to extensive sea trials. Based on these sea trials several modifications will be carried out by Stormer, both on the “**Chaterina D**” and for the 11 successor boats of the same class. The life boat is crewed by 3 and can accommodate 12 rescued persons. Two Yamaha 115 hp 4 stroke engines provide the life boat a speed of minimum 32 kts. The name of the new 7,5 meter RIB class is – according to tradition – determined by the donators of the first in class boat. Stormer will

build on average two boats per year for the coming years, with the first two scheduled to be delivered in January and February 2025. “We are proud that the KNRM has entrusted Stormer to build the 11 boats of the **Chaterina D**-class and we will do our utmost to make it a success together with all those involved at the KNRM” said Richard Gramser, one of the founders and commercial director of Stormer. “We are very pleased that with the signing of this contract to build the next 11 RIBs of the



Chaterina D-class an intensive design process is concluded and that in the coming years the RIBs of the Atlantic 75 class can be replaced by these ‘state-of-the-art’ **Chaterina D** RIBs” said Jacob Tas, director of the KNRM. (Source: Stormer Marine)

BIRDON AMERICA GETS \$14.75 MILLION CONTRACT TO KICK OFF WWC CONSTRUCTION

Birdon America Inc. has been awarded a U.S. Coast Guard long lead time materials contract worth approximately \$14.75 million to enable construction to begin on the first two vessels to be built under Birdon’s \$1.187 billion contract to design and build 27 Waterways Commerce Cutters (WCC). The WCC contract consists of two separate but related vessel designs: the River Buoy Tender (WLR) and the Inland Construction Tender (WLIC). River buoy tenders service short-range aids to navigation (ATON) on the western rivers. They set, relocate and recover buoys to mark the navigable channel in the rivers as the water level changes and also establish and maintain fixed aids, lights and

daybeacons. The first two Birdon-built WCCs will be the lead vessels of each variant/. Both variants



are complex, modern, and designed to military standards. The new cutter design is expected to provide up to 11 days of accommodation and habitability for up to 19 crew members. Those initial vessels are the first Inland Construction Tender (WLIC) and the first River Buoy Tender (WLR) Tender (WLIC) and the first River Buoy Tender (WLR). Birdon also announced that it has awarded several additional subcontracts in support of WCC production. The subcontracts are

firm-fixed price (FFP), indefinite delivery, indefinite quantity (IDIQ) for design, development, manufacturing, and delivery. *Subcontract awardees included:* • LED Lighting Systems – Temecula, Calif. • EVAC – Cherry Hill, Ill. • Donovan Marine – Harahan, La. • MINO Marine – New Orleans, La. • Noise Control Engineering – Bellerica, Mass. • ALE – Columbus, Ohio, • Patterson – Pittsburgh, Pa. “Birdon’s approach to the WCC contract is driven by our commitment to meeting the needs of the Coast Guard, delivering consistent quality and value, and minimizing risk,” said Rob Scott, president of Birdon America. “Birdon’s commitment means we own every challenge, take responsibility for implementing a solution, and we never make it someone else’s problem to fix – and that commitment is why we are going to be able to start construction on the first WCC vessels early next year. We look forward to this exciting next phase.” (Source: *MarineLog*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Damen signs with Western Coast Port Services for six ASD Tugs*
 - *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*

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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