Tugs Towing & Offshore Newsletter

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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

MED MARINE LAUNCHES CUSTOM-BUILT MED-A2800 TUG FOR SVITZER

MED MARINE is excited to unveil the MED-A2800 series tugboat, crafted specifically for SVITZER at Eregli Shipyard. Launched on July 17, 2024, this cutting-edge vessel represents a leap forward in maritime innovation and engineering prowess. RAstar 2800 series Escort Tug, spans 28.4 meters and delivers an impressive 80-ton bollard pull. Built for peak efficiency, this high-power, cost-effective tug is perfectly suited for handling tankers, bulk carriers, and containerships. Its robust construction and modern design ensure it performs reliably and efficiently, even in the most challenging conditions. Truly, the MED-A2800 is a top-tier performer in the world of maritime operations, embodying excellence and dedication to service. Technical specifications of the tugboat: Length: 28.4 m; Draft: 5.7 m; Depth: 5.3 m; Beam: 13.6 m; Gross Tonnage: <500; Bollard Pull: 80 tonnes; Speed: 12.5 knots; Crew: 8 persons. *About Med Marine* Med Marine is a leading Turkish shipbuilder and tugboat operator. The company employs Eregli Shipyard, one of the largest shipyards in Turkey based on some 180.000 sqm with more than 30.000 sqm indoor areas to build state-of-the-

art tugboats, workboats, offshore vessels and coated/Stainless Steel (STST) IMO II type chemical/oil tankers, either for its own operations or clients around the world. Med Marine has an extensive selection of state-of-the-art tugboat design portfolio, and the shipyard is constantly being improved with advanced production standards by keeping up with latest health, safety and environmental regulations. Med Marine has successfully completed the construction and delivery of almost 200 projects, including tugboats, chemical/oil tankers, mooring and pilot boats. Eregli Shipyard, owned by Med Marine Group, has received certifications for "Shipyard Security Compliance" and "Shipyard Production Compliance" certificates to build naval ships for Turkish Military and NATO. Watch the YouTube video HERE *(PR)*

MAIDEN CALL OF TUGBOAT LEDRA DYNAMIC

The 2006 Malaysian built Cyprus registered with callsign 5BHV6 and owned tugboat **Ledra Dynamic** (Imo 9375276) was seen entering Grand Harbour, Malta for the first time on Friday 19th July, 2024 loaded with a set of Yokohama fenders that were discharged at Magazine Wharf. She has a length o.a. of 35 mtrs. and a beam of 11.4 mtrs. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

ARGUS T

The former Thames tug "**Argus T**" (Imo 5122346) that was owned by TSA Tugs has been a houseboat in London for a number of years. It's now in the process of being towed to Richborough to continue as such and is seen off Gravesend 21/7/24. The tug was built in 1946 by Öresundsvarvet A/B – Landskrona; Sweden under yard number 105 as **Fuerza** for Agencia Maritima Johnson - Buenos Aires; Argentina but no delivery permit obtained. In 1947 delivered to Rederi A/B Nordstjernan –

Stockholm; Sweden. In 1948 sold to C.L. Hansons Stuveri A/B – Goteborg. In 1954 capsized and sank in the Stockholm harbour, raised next day. In 1979 sold to Ringö Marin (O. Christiansen) - Goteborg and renamed **Oregon**. In 1980 sold to TSA Tugs – Leigh-on-Sea and renamed **Argus-T**. In 1985 sold to Contract services Ltd. – Hartlepool and managed by TSA Tugs. In 1987 sold to Haven Maritime Ltd. – Pembroke Dock. In 1990 sold to Survey and Supply – Grimsby. In 1991 sold to Guy & Juliette Boulton - Buckhurst Hill, Essex and converted to private yacht. She has a length of 23.65 mtrs a beam of 6.28 mtrs and a depth of 3.31 mtrs. She has a two stroke 7 cylinder Atlas diesel engine with an output of 665 bhp and performed a free sailing speed of 10 knots and a bollard pull of 11 tons. *(Photo: Geoffrey Watson; History. Piet van Damme)*

MIDDLE EAST TUG FLEET RENEWAL CHALLENGES EXPLAINED

Tug owners in the Middle East are facing restrictions on their investment options as demand for port services accelerates. Safeen Group commercial director Ferlin Brown talks about the Middle East tug market, rising demand for port services and the challenges owners face with fleet renewal. Age profiles of tugboats differ between jurisdictions and fleets need to modernise through newbuilds, he says during a video interview at Riviera's 27th ITS Convention, Exhibition & Awards, in Dubai. But there are challenges to overcome, he explains, including strict

contract structures, the rising costs of tug building and a lack of experienced workers in shipyards. Mr Brown says more private-public partnerships in the Middle East will be ready to invest in new tugs and expects higher demand to support new terminals in the region. It can take up to 20 months to obtain a tug newbuilding after signing the contract, depending on the availability of critical equipment such as engines and winches, and the progress of stock building at the shipyard. Watch the YouTube video HERE *(Source: Riviera by Martyn Wingrove)*

ANJA – FIRST NEW BUILDING IN 46 YEARS

In March, Grenaa Shipyard was able to welcome the first of two new buildings for the construction group Aarsleff, when the small workboat **Anja** was delivered. 12 March this year was a very big day for Grenaa Shipyard A/S. Here, new building 91 was ready, and already in the middle of July this year, the next one will come. It is called, until it is named, newbuilding 92, and it is very unusual to have such a short period between newbuildings at the shipyard on Djursland. Before new building 91 - which has been named **Anja** - we have to go all the way back to 1978, before the last newly built vessel was launched at Grenaa Shipyard. 1978! The year when Mable won the Danish Melodi Grand Prix with the classic Boom Boom, and when the first episode of Matador was broadcast on television. The explanation behind the long break must be found, among other things, in the fact that years ago the yard chose to change its focus away from working with classic wooden fishing vessels. "It is connected with the fact that the demand for new wooden ships and the repair of existing wooden ships gradually disappeared. Grenaa Shipyard originally built wooden fishing vessels, but the focus on maritime steel tasks increased throughout the 90s, and with a growing regular clientele of marine contractors, as well as the manufacture of other constructions in steel, aluminum and fiberglass, this came to form the basis of existence for Grenaa Shipyard, which in 2010 became part of **HSM Industri**," explains Palle Press, team leader at the yard. New buildings of modest size. The vessel **Anja** and the identical sister ship, which will be delivered this summer, have both been ordered by the Danish construction group Aarsleff, which has a long history of cooperation with Grenaa Shipyard. “Aarsleff has been one of our very good customers for many years, and when they were faced with having to acquire two new towing/supply vessels, they asked us for a quote for the project. Due to the modest size, we were fortunately able to build them under roof in our steel department, and we agreed on the terms," says Palle Press. The contractor group already has two vessels built to the same blueprint, and the two new boats will be used to transport tools, supplies and crew consisting of 2-3 people between land, fleets and work vessels, which carry out tasks such as pier construction and land reclamation , and which do not have a fixed connection to land or quay. *Facts about Anja* Length: 7.52 meters; Width: 3.04 meters; GRT: 4.3 tons; Engine: John Deer marine diesel of 98 kw; Equipped with a tow hook and has a pole pull of 1.5 tonnes. Anja's dimensions of just over seven meters in length and just over three meters in width also mean that the vessel can help if there are minor delays by fleets at port constructions, just as the

modest size makes **Anja** easy to transport. "Actually, the vessel is dimensioned so that it can be transported on a lorry or block wagon - and that, of course, without requiring a special transport permit. And with a dimension number of less than 20, it is only required that the driver has a VHF certificate and experience with and knowledge of the maritime rules," explains Palle Press. Great interest in the new buildings. Although it has been a long time since new vessels were last built in Grenaa, this has not meant that the yard has not had plenty to look after. "We have worked a lot with construction vessels, sandblasters and ferries, and among other things we have also become part of the seven-year framework agreement with the Norwegian Armed Forces. In addition, in recent years we have carried out a number of repair tasks within land-based industry - among other things, several major repair tasks at tank facilities," explains Palle Press, who also says that several people have been eagerly following the work on the construction of the new vessels. "Several of our regular marine contractor customers have expressed great interest in the new buildings, so who knows if in the future there will be a new building number 93 on the way from Grenaa Shipyard A/S?" asks Palle Press rhetorically. *(PR)*

TOWBOATS: PATHWAYS TO DECARBONIZATION

There are many forces pushing stakeholders across the global maritime industry to decarbonize. In the U.S. inland waterways, regulations aren't one of the main drivers—at least not at the moment, according to Mike Complita, principal and vice president of strategic expansion at Elliott Bay Design Group, a naval architecture firm. Speaking on a panel at the IMX trade show in Nashville, Complita said proposed rules from the California Air Resources Board (CARB) are "driving massive change on the West Coast", and noted that similar movements from states like Washington, Oregon and potentially New York and Texas could make their presence felt. "My expectation is that, in very short order, we will start to see those regulations in the coastal states—the changes that they make—move their way into the inland river system," Complita said. In addition, most ports, including coastal and inland, have goals or mandates targeting net-zero sometime between 2040 and 2050, Complita said. "I do think that

even without the regulations, we're going to see a lot of interest in some of these new technologies and really pushing towards that in the next five to 10 years to meet those goals." Many within the industry have long been opposed to a "patchwork" approach to environmental mandates and regulations—where individual states create and enforce their own sets of rules. A towboat working on the Mississippi River system, for example, would have to meet separate regulations from several states. "As an engine OEM, it's pretty difficult to manage the different pockets of regulations that we find," said Caterpillar tug and inland waterways account manager Gary Sarrat, speaking on the same IMX panel. With new mandates and regulations coming down the line, engine manufacturers must design and produce multiple systems that cater to the needs of its customers in different regions. "It is difficult to take an engine platform and technology, adopt it to the particular regulatory needs of a certain region and then get that proven, fleshed out, tested and certified," Sarrat said. "That process does take time." Another panelist, Brian Rafferty, vice president of business development and sustainability at Marquette Transportation Company, said that from an operator standpoint, to company is patiently observing to get a better picture of what the regulatory landscape is going to look like. "We're very cautious to not want any one specific cookie cutter solution regulated in our industry, because all of our operations are different. Different solutions are going to come to the table for every one of us, and so we need the flexibility in whatever regulatory environment that is created to be able to do the right thing for our tugboat operators and our crews and equipment." Rafferty said that Marquette is not currently seeing significant pressure from its customers to decarbonize, and he noted that marine transport is already the most environmentally friendly method of moving bulk commodities. "We all want to do the right thing. All of us want to find a way to decarbonize in a safe and reliable way," Rafferty said. "We have to keep in mind that inland marine transportation is the greenest form of transportation already, and we actually have a relatively small footprint in the overall scheme of things, so there is a perspective that needs to be maintained here." "In terms of drivers, are we having end users coming to the table for us and trying to drive change within our operation or organization? No, we're not seeing that yet, and so that pressure doesn't exist," Rafferty continued. "Until that happens, we're going to continue to be cautious, studious observers, trying to find the right solution for our operations and people and move forward that way." Sarrat said a range of solutions will be needed for the industry to progress along its decarbonization journey. "There's no one silver bullet for the industry or for a particular marine operator to decarbonize. It really depends on your operations, your vessels, the capability of your people on board the vessels," he said. "At Caterpillar, our challenge is to make sure that we touch on each of these potential decarbonization paths. It's not just hybridization, it's not just batteries, it's not just methanol or other alternative fuels, biodiesel and renewable." "There are a number of ways to reduce carbon emissions, and as we work through this and develop the technologies, it's imperative that you work with us, we work with you, to understand your particular operation," Sarrat continued. "Let's sit down and talk about what's a good fit for your operations. It may not be one path, it may be entirely another path that we're working on that makes sense, and it may be that you have multiple paths in your fleet depending on the type of boats that you have. That's why Caterpillar is working on multiple paths with alternative tools, multiple ways to turn that propeller and create less carbon." The panel's moderator, Anthony Odak, chief operating officer at John W. Stone Oil Distributor, said the company has taken a number of approaches to shrink its environmental footprint, exploring solutions such as biodiesel, shore power and, most recently, renewable diesel. The drop-in fuel acts much like conventional diesel but it is made from fats and oils, such as soybean oil or canola oil. "By August, we should be at a million gallons of renewable diesel, which should, generally speaking, reduce our greenhouse gases by 75%," Odak said. Rafferty pointed to Marquette and other operators' long history of incremental improvements made to make vessels more efficient, reduce emissions and become more environmentally friendly. "A lot of them

have been done for economic reasons—lower fuel burn, fuel consumption, all of that—but the ancillary benefit is lower emissions," Rafferty said. "We continue to study and look at opportunities that are new technologies to become more efficient." Complita agreed that there are many opportunities for incremental changes that deliver big benefits, citing vessel performance monitoring and bottom coatings as examples. "For a very low cost, you can put monitoring on your vessel to monitor equipment and replace it before it breaks. You can monitor engine performance and the speeds these boats are running. I know that there are a lot of operators telling their captains, 'Hey, if you bring it back 5% or a small amount, we can save all this fuel.'" "Advancements in bottom coating technology are incredible," Complita added. "[Coatings manufacturers have] come up with earth friendly, water friendly, environmentally friendly bottom coatings that improve your performance. They're not cheap, but compared to what they save you in the long run, it's significant." "We need to be looking at and implementing together these little, smaller steps to what we can do to make changes now that add up over time," Complita said. More drastic—and perhaps more difficult—changes are also in the works, and alternative fuels like methanol, hydrogen and ammonia are among the solutions gaining interest to help operators reduce emissions. Complita and Elliott Bay Design Group have hands-on experience with both methanol and hydrogen through their work as part of Maritime Partners' Hydrogen One towboat project. The first-of-its-kind vessel, which will be built by Bourg, La. shipyard Intracoastal Iron Works for operator American Commercial Barge Line (ACBL), will be equipped with reformer technology that converts bunkered methanol to hydrogen on demand. Caterpillar is also working with methanol in a big way. Having run its engines on methanol at its test center in Peoria, Ill. for several years, the company recently signed a memorandum of understanding with Damen Shipyards Group, in the Netherlands, to demonstrate its methanol-fueled Cat 3516E marine engines aboard a tugboat in 2026. And Sarrat said Caterpillar is exploring other areas to deploy the technology as well, including potentially ferries and river towboats. "There's no limit to where we can adapt this if it makes sense for you, the operator, and if the financing and the economics makes sense," he said. But everything circles back to regulations. While regulators might not be pushing towboat operators to implement cleaner technologies today, it is regulators that ultimately decide what can and cannot be installed on board a working vessel, and how that vessel can be operated. It's often repeated that regulators like the U.S. Coast Guard have failed to keep up with the quickening pace of technology development. Complita said the Coast guard has been "fantastic" to work with throughout the development of Hydrogen One. The agency recently issued the project partners a Design Basis Agreement (DBA), which sets the rules for the installation of novel onboard technologies, helping to clear the regulatory path toward the vessel's eventual entry into service. *(Source: MarineLink)*

AVALANCHE AT SIDNEY

The **Avalanche** (Imo 5398141) was spotted arriving in Sydney after a very prolonged stay (for many years) in Brisbane. She was built in 1954 by Beliard, Crighton & Cie (Belgium) SA – Oostende under yard number 151 as **Zeetijger** and in 1956 delivered to the Belgian Government (Bestuur van het Zeewezen en de Binnenvaart) – Oostende. In 1971 re-engines with two diesel 6 cyl ABC type 6MDX engines with a total output of 735 kW (1,000 bhp). In 1994 sold by public auction to NV Scheepssloperij Bakker – Brugge; Belgium. In the same year restored to C.H. Schoonbeek – Amsterdam. In 1995 she left for St.Maarten (Carribean) for use as tug/diving vessel. In 1999 she stranded and damaged by hurricane Lenny, on the St Maarten shoreline at the corner of Airport Road refloated and returned to service. In 2000 sold to Flamingo Bay Research Pty Ltd. - Cairns, Queensland; and renamed **Flamingo Bay**. She has a length of 37.90 mtrs a beam of 7.60 mtrs and a depth of 3.89 mtrs. She performed a free sailing speed of 13 knots. Nice to see an old tug (68 years) still in great shape and working again . *(Photo : Ian Edwards- Sydney)*

LIGHTNING VISIT TUG FAIRPLAY-33

At the beginning of this week, the tug **Fairplay-33** of the German Fairplay Towage Group from Hamburg made another short visit to our port and moored at the Blue Port Centre. There were several anchors and buoys on deck (see photo). The tug has a power of 5,279 hp and a pulling force of 75 tons and is used to carry out towing and anchoring work at the **Gulliver**. This large crane vessel is currently carrying out dismantling work in the L5 block in the Dutch sector of the North Sea. *(Source: www.maritiemdenhelder.eu; Photo: Roy Flem)*

ICE-CLASS ESCORT TUG NE050 PROJECT PRESENTED

Nordic Engineering has presented the design of the NE050 ice-class escort tug. Details are provided in the company's statement dated July 22. The NE050 tug is a single-deck vessel with a mid-mounted engine room, two rudder propellers, a bow-mounted two-tier superstructure and an open

working deck in the stern. The vessel is designed for sea towing of vessels, floating objects and structures in open water and in ice conditions; escorting and turning over large-tonnage vessels; ensuring the performance of oil spill response operations; extinguishing fires (FF3WS) on floating and coastal objects; towing of vessels and floating structures in the open sea and port waters; escort operations at speeds of up to 10 knots; search and rescue operations. *Ice class escort tug project NE050* RS class – KM ⍟ Arc5 (hull. machinery) AUT1 OMBO FF3WS BWM Escort tug Salvage ship Oil recovery ship (>60°C) IWS. Length – 34 m; Width – 13 m; Draft – 5 m; Full displacement – 860 t Bollard pull bow/stern – 60/60 t; Crew – 8 persons; Special personnel – 2 persons; Main engine capacity – 2x3000 kW; Speed – 14 knots. *(Source: Sudostroenie; Illustration: "Nordic Engineering")*

ONEGA SHIPBUILDING AND SHIP REPAIR PLANT PURCHASES MATERIALS AND EQUIPMENT FOR TUGS

JSC Onega Shipyard (OSSZ, managed by FSUE Rosmorport) is purchasing equipment and materials for the construction of a series of Arc4 ice-class tugs of Project NE038. This is evidenced by the data of the Unified Information System in the Sphere of Procurement. On July 10, the Petrozavodsk shipyard announced an auction for the supply of shipbuilding steel for tugs. The starting price of the contract is 39,468,883.62 rubles. On July 20, a tender was launched for the supply of power transformers for three vessels of Project NE038. The starting price of the contract is 2,504,004 rubles. Let us recall that the contract for the construction of three Arc4 ice-class port tugs of Project NE038 was concluded between OSSZ and Rosmorport in March 2024. The designer of the new vessels was the Nordic Engineering design and engineering company. The first tug is scheduled for delivery in 2025, the second and third - in 2026. The keel of the first vessel was laid on June 7, 2024. The NE038 project tugs are designed for piloting and turning large-tonnage vessels, delivering pilots to vessels, towing self-propelled and non-self-propelled vessels, floating objects and structures both in open

water and in ice conditions. The tugs can also be used to remove vessels from shallow waters, provide assistance in extinguishing fires on vessels, floating and coastal objects, participate in operations to eliminate emergency oil spills without entering oil slicks, to transport special personnel, cargo on the upper deck, and to set and remove warning floating signs. The ice class will allow the vessels to operate year-round in freezing non-Arctic seas. *Multifunctional tugboat of the NE038 project* Length, maximum - about 29 m; Width, maximum - about 10 m; Draft, maximum at full displacement - about 3.3 m; Sailing area - R1; Speed - not less than 11 knots; Crew - 8 persons; Special personnel - 2 persons; Pull on the hook - not less than 25 tons. *(Source: Sudostroenie; Illustration: FSUE "Rosmorport")*

ACCIDENTS – SALVAGE NEWS

CONTAINER FIRE BURNING ON MAERSK VESSEL OFF INDIA

Maersk and the Indian Coast Guard are confirming that a firefight is underway aboard one of the company's chartered vessels sailing off the coast of India. Few details are available, but it appears to be a container fire that started at the forward section of the vessel and so far, was contained to that portion of the ship. The Indian Coast Guard reports that it received reports of the fire at midday on July 19 and sent one of its aircraft. Three Coast Guard vessels, Sachet, Sujeet, and Samrat, were all dispatched. The video shows one of the vessels alongside spraying water on a roaring fire. The vessel, the **Maersk Frankfurt** (76,500 dwt) is a brand-new ship delivered in May to its Japanese owners from Imabari Shipbuilding. It is being managed by Bernard Schulte and operating under time charter to Maersk. The ship is 836 feet (255 meters) in length with a capacity of 5,920 TEU. Media reports from India indicate that they are encountering difficult weather conditions including heavy rain in the area. The ship is being reported to be in a position about 100 nautical miles from Goa and 50 nautical miles from Karwar, a city on the west coast of India and the Arabian Sea. Maersk is reporting that the vessel is currently in "stable condition," with the firefight ongoing. The ship is registered to be

transporting dangerous goods, but it is unclear specifically what items are aboard or if they are in the area of the fire. Imabari reported when the vessel was delivered two months ago that it was designed to allow a large number of refrigerated containers to be loaded in the holds and on deck. The vessel had departed the northern Indian port of Mundra and was bound for Colombo, Sri Lanka. It was scheduled to then proceed to Malaysia, Singapore, and on to China. The last AIS signal shows it had slowed to 5 knots with its status listed as "not under command." *(Source: Marex)*

MALAYSIA APPREHENDS SHADOW TANKER AFTER IT IS TOWED FROM SCENE OF ACCIDENT

The mystery around Friday's casualty involving a Hafnia chemical tanker and a VLCC near the eastern side of the Singapore Strait deepened as Malaysia confirmed it was searching for the Chinese-owned crude oil tanker. Overnight on Sunday, Malaysian Maritime apprehended that tanker as it was being towed, along with two tugboats. Malaysian officials told a press event on Saturday that they had numerous concerns about the VLCC Ceres 1, which is registered in São Tomé and Príncipe. During the briefing, officials

said, "So far, Malaysian Maritime has not been able to confirm the actual condition of the ship and crew of MT **Ceres 1** since it is not contactable." At approximately 0120 Sunday, July 21, one of Malaysian Maritime's patrol boats detected and overtook the **Ceres 1** at a position 28 nautical miles northeast of Tioman Island, which would be as much as 80 nautical miles north from the position where the two vessels made contact on Friday morning. The offshore patrol vessel **KM Pekan** also took into custody two tugs that were towing the damaged VLCC. Malaysia had dispatched two offshore patrol boats to the area on Saturday only to discover that the **Ceres 1** was no longer at the scene of the accident, which was approximately 25 nautical miles east of Malaysia. The officials accused the **Ceres 1** of turning off its AIS signal and moving from the scene of the accident. They were also using an amphibious aircraft aloft to search for the tanker, which they believed was still likely in Malaysian waters. "Information and review of MRSC Johor Bahru together with the Malaysian Maritime Department also found the IMO registration number of the concerned ship is suspicious and the actions of the concerned ship leaving the incident area is also doubtful," Malaysian Maritime said in its statement. On Friday, a Singapore-flagged supply ship, **Dolphin 1**, responded to the distress calls and a call for assistance from the Maritime and Port Authority of Singapore and rescued 14 crewmembers from the Ceres 1 shortly after the incident. Two of the crewmembers were airlifted by the Singapore Air Force to a hospital for further treatment while the reports said 26 crewmembers remained aboard the Ceres 1 to continue the firefight. The **Ceres 1** has widely been linked to the sanction-busting trade in Russian, Iranian, and Venezuelan oil. Ownership is reported as a company in Hong Kong, but reports said its P&I insurer was unclear. Iran's Energy Ministry issued a statement on Saturday saying it did not have oil aboard the Ceres 1 contradicting prior reports that the vessel was loaded with as much as 2 million barrels of crude. Images of the tanker from Malaysia's video show the **Ceres 1** riding high, confirming it had offloaded before the incident. Analysis of the tracking data shows the Hafnia Nile traveling at 14 knots before the casualty. AIS transmissions from the Ceres I appear to suggest that it was at anchor, based on data provided by Pole Star, but its traffic history showed irregularities consistent with extensive spoofing, according to Lloyds Intelligence. The **Hafnia Nile** was abandoned with its crew taken to Singapore. Hafnia in a statement said two crewmembers had suffered minor injuries. The fire aboard the product tanker which was loaded with 300,000 barrels of naphtha according to Kpler and LSEG caused extensive damage on the port quarter of the vessel. Malaysia reports it has also spotted an oil slick in the area of the impact. They are now leading the investigation into the circumstances of the incident. Watch the video HERE *(Source: Marex)*

IRANIAN NAVY RAISES CAPSIZED FRIGATE SAHAND FROM THE WATER

On Friday night, the Iranian Navy raised the capsized frigate **Sahand** from the water at the port of Bandar Abbas, according to state media. Using a large floating crane from Iran Shipbuilding and Offshore Industries Complex (ISOICO), along with engineering units, the Iranian Navy carried out a parbuckling operation to right the vessel. The claim of a successful full refloat attempt could not immediately be verified. The frigate capsized on July 7 during repair work alongside the pier at the ISOICO yard. The cause was accidental flooding related to "water seepage" into unspecified tanks, according to the Iranian Navy. The service still hopes to repair the vessel and return it to front-line operations. However, saltwater immersion quickly damages electronic and mechanical systems, and a replacement vessel is often a less costly option. When the Norwegian frigate **Helge Ingstad** partially sank in 2018, she was recovered in one piece - but was scrapped due to the high cost of removing and replacing all of her saltwater-damaged mission systems. If the Iranian Navy opts for repairs, it could be months (or longer) before the vessel returns to service. While unconfirmed, open-source intelligence discussions suggest that weight growth from recent weapon upgrades above the main

deck (above) could have reduced the vessel's stability. Changes during the yard period - for example, draining **Sahand's** tanks for repair work - could also have left the vessel top-heavy if not appropriately managed. Sister ship *IRIS Damavand* sank in the Caspian in January 2018 after hitting a breakwater at the port of Bandar-e Anzali. Damavand was damaged beyond repair and never returned to service. Another sister ship, the brand-new **IRIS Talayieh**, fell off its blocks during drydock float-out in December 2021. *(Source: Marex)*

CREW ESCAPES FROM MASSIVE BLAZE ON NIGERIAN FSO

Following a fire outbreak, all 19 crew members from the **Britania U** floating storage and offloading (FSO) vessel have been saved. The Nigerian Maritime Administration and Safety Agency (NIMASA) said that it collaborated with other agencies and first responders to ensure the safe rescue and evacuation of the crew and other exposed persons during the incident. According to local media, the crew was picked up by the Nigerian navy vessel **NSS Delta**. The Agency confirmed over the weekend that the entire crew of the FSO, located at the Ajakpa field some 10.77 nautical miles south of the Forcados terminal in Nigeria, was safe and accounted for. The reasons for the fire are still unknown but the head of public relations at NIMASA, Osagie Edward, said that the agency had launched an investigation into

the cause of the incident. The Agency is also preparing a response plan against oil spillage or whatever else may occur that could affect the marine environment and safety of navigation. The 4,000 bpd **Britannia U** is operated by Nigerian independent producer Brittannia-U Nigeria Limited and is stationed at the Ajapa oilfield which is one of 24 marginal fields granted to 31 Nigerian companies in 2003. Production from the field began in January 2010 with the operator **Britannia-U** selling directly to Chevron which transports the crude oil by shuttle barge to the Escravos export terminal. *(Source: Splash24/7)*

SEARCH INTENSIFIES FOR MISSING MAN AFTER TUGBOAT SINKS IN HOUSTON SHIP CHANNEL

An exhaustive search effort is ongoing for a missing man after the tugboat he was on board, identified as the M/V **Miss Peggy**, sank in the Houston Ship Channel on Friday afternoon. The U.S. Coast Guard, together with several local, state, and federal agencies, has been working to find the individual following the capsizing of the vessel which led to five crew members ending up in the water, with one still unaccounted for after four were swiftly rescued, as reported by KHOU 11. The Harris County Sheriff's Office and Houston Police Department, along with the Coast Guard with a helicopter and boats, are scouring the vicinity of the south end of the Lynchburg Ferry for the missing man but despite the ferry operations have been uninterrupted by the ongoing search, the anxiety surrounding the fate of the missing man casts a pall over the normalcy of these voyages. According to ABC 13, a good Samaritan played a crucial role in the rescue of the four survivors, and Coast Guard Commander Michael Cortese has extended his gratitude to those who were instrumental in the emergency response, stating, "I'd like to thank the good Samaritans that sprang into action -- that were in the general vicinity when the incident happened they're really the lifesavers that get the credit for saving those four mariners." The cause of the vessel's sinking remains uncertain, and an investigation is expected to commence once search and recovery efforts have concluded. Ingram Marine Group, which owns Houston Fleeting Services, the company to which the **Miss Peggy** belongs, confirmed the incident and relayed that two of the recovered individuals were in need of medical attention, with one already released and the other in stable condition. "A Unified Command has been established consisting of

representatives from federal, state and local authorities as well as Ingram Marine representatives," the company stated Saturday morning, as per KHOU 11 report. The involved authorities, including the Texas Parks and Wildlife and the Army Corps of Engineers, are coordinating in a multi-agency operation to ensure the search is comprehensive and traffic in the waterway is managed to avoid further incidents this response further underscores the complex choreography of emergency management where multiple entities converge upon the catastrophe with a singular vision, to return a man to his kin, to unfurl the mystery of the sunken **Miss Peggy**. Updates will follow as the situation develops and more information becomes available, stay informed with the latest news. Watch the YouTube video HERE *(Source: Hoodline)*

RESCUERS SEARCHING FOR CARGO SHIP THAT VANISHED IN SOUTHEAST ASIA

Indonesian rescuers are searching for a cargo ship with 12 people on board that has been missing since last week off the easternmost Papua region, officials said on Monday. The cargo ship **Cita XX** is carrying equipment to build telecommunication towers and other infrastructure for the communications ministry. It set sail on Monday last week from Timika to the highland area of Yahukimo to set up communications infrastructure there, but went missing two days later, said Fadhilah Mathar, a communications ministry official. The search and rescue agency began searching for the ship on Saturday, using 150 personnel and two navy ships, said the head of local rescue team, I Wayan Suyatna. It is unclear what caused the ship to lose contact, the agency said. *(Source: MarineLink)*

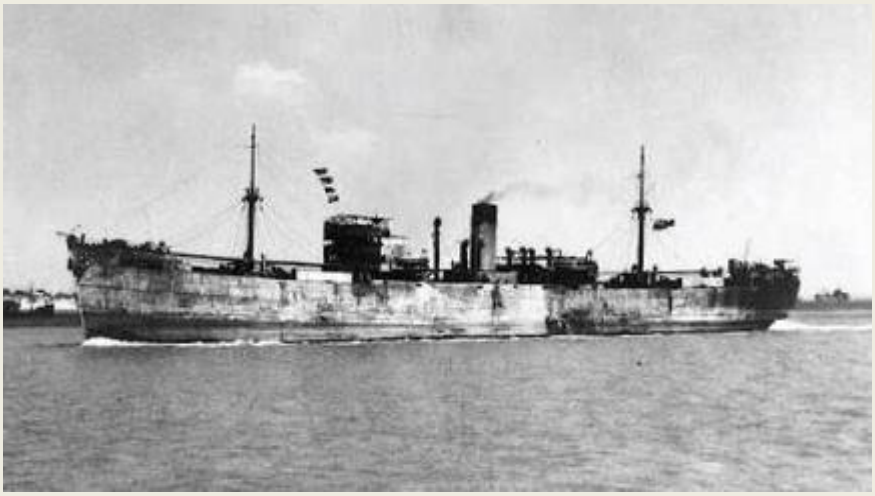
INDIAN COAST GUARD CONTINUES TO BATTLE CARGO FIRE ON MAERSK FRANKFURT

The Indian Coast Guard (ICG) continues to combat a cargo fire on board the **Maersk Frankfurt**, located off the west coast of India. The firefighting operations have now extended into a fifth day under what the ICG describes as extreme monsoon conditions. Leading the efforts are the ICG ships **Samudra Prahari** and **Sachet**, with additional support from **Albattros 5** and ETV **Water Lily**. A SMIT salvage team has also boarded the vessel, while the ICG remains on-site to manage any flare-ups.

The fire was first reported last Friday when the ship was approximately 50 nautical miles off Karwar, India, en route from Mundra, India to Colombo, Sri Lanka. The crew initially began firefighting efforts, supported by the Indian Coast Guard. Tragically, one crew member has lost their life due to the incident. As of Monday, the vessel was reported to be in stable condition, with all machinery, steering, and navigational equipment fully operational. The 225-meter-long **Maersk Frankfurt**, chartered by Maersk, was delivered in 2024 and is registered in Panama. According to Equasis data, the ship is owned by LEO OCEAN/TOKEI KAIUN of Japan and its ISM manager is BERNHARD SCHULTE-HKG LP of Hong Kong. *(Source: gCaptain)*

REMEMBER TODAY

S.S. BROOMPARK – 25 JULY 1942



SS **Broompark** was a British cargo ship which was torpedoed by a U-boat on 25 July 1942 and sank three days later. Launched in October 1939, it was operated by the Denholm Line. In June 1940 as part of Operation Aerial it brought 33 French scientists including Lew Kowarski and Hans Halban, and their families to Britain before the Fall of France. They brought with them 26 cans containing 185 kilograms (408 lb) of heavy water, machine tools, and $10 million in diamonds. The ship was torpedoed on 21 September 1940, but made port under its own steam. *Building* SS **Broompark** was built by Lithgows Limited in Port Glasgow, Scotland, for J. & J. Denholm Limited. It was launched in October 1939, and operated by the Denholm Line. A cargo ship of 5,136 gross register tons, it was 446 feet (136 m) long overall and

56 feet (17.1 m) abeam, with a depth of 24.8 feet (7.56 m). Her draught was 25 feet 9 inches (7.85 m). She was propelled by a three-cylinder triple expansion engine, with a single drive shaft and screw. **Broompark** was allocated the Code Letters GCBC and the United Kingdom Official Number 168288. Her port of registry was Greenock, Renfrewshire. The ship's master was Captain Olaf Paulsen. Born in Christiania, Norway, in 1878, he had left when he was 14 and made his home in Leith, Scotland, becoming a British citizen in 1904. After starting out with Christian Salvesen as a cook, he had earned his master's certificate, and joined the Denholm Line. He had commanded SS **Briarpark** in the 1920s, but had been forced to retire in 1938 after running his ship aground. Soon after the Second World War broke out, Paulsen found himself in charge of the line's newest ship, and the most valuable cargo it had ever carried. *Sinking* On 25 July 1942, **Broompark**, now under the command of Captain John Leask Sinclair was en route to New York with convoy ON-113. The ship was carrying ballast only. At 03:52, the convoy came under attack from **U-552** under the command of Fregattenkapitän Erich Topp, which torpedoed the tanker **British Merit**. At 04:49, it torpedoed **Broompark**. Four members of the crew were killed, including Sinclair. The remaining 45, including the seven-man naval gun party, were picked up by the corvette **HMCS Brandon** and taken to St. John's. The ship was taken in tow by the fleet tug **USS Cherokee**, but sank at 06:00 on 28 July 1942.

OFFSHORE NEWS

7TH SHIP JOINS TURKEY'S "ENERGY FLEET"

Turkey is preparing to take its oil and natural gas exploration and drilling activities, which it currently carries out at sea with 4 drilling and 2 seismic research vessels, to a further level with the 7th vessel it will add to its fleet. Following President Recep Tayyip Erdoğan's announcement of the purchase of a new natural gas vessel to serve in Turkish waters, all eyes turned to Turkey's energy fleet at sea. *President Erdoğan: We are buying a new natural gas ship* In his statement on July 21,

Erdoğan said that a new natural gas ship was purchased to be used in gas production in the Sakarya

Gas Field and that the floating gas operation platform ship in question will set off for Turkey next week. In the same statement, Erdoğan announced that the 300-meter-long and 58-meter-wide ship will be in Turkey in about 2 months. This platform, which will produce enough natural gas for 5 million households when it becomes operational, is planned to serve as a base in the Black Sea for 15-20 years. Minister of Energy and Natural Resources Alparslan Bayraktar also announced in his statement in November 2023 that it was planned to add a floating production, storage and discharge (FPSO) vessel to the fleet, which can be positioned at sea and produce. Bayraktar had said, "We are adding a ship, which we call FPSO, to our fleet in the coming period, which we will position on a location in the middle of the sea instead of a platform, although there are not many in the world." Turkey, which is taking firm steps towards its goal of energy independence, continues its work with 4 drilling ships and 2 seismic research ships in its own territorial waters. Turkey's energy fleet established for seismic and drilling activities for natural gas and oil exploration at sea includes a total of six ships, including the Fatih, Yavuz, Kanuni and Abdülhamid Han drilling ships, and the **Barbaros Hayrettin Paşa** and **MTA Oruç Reis** seismic exploration ships. *Seismic ships* Continuing seismic data collection projects in marine research, exploration and operation license areas, Turkey initially carried out these studies in the form of service procurement, but thanks to **Barbaros Hayreddin Pasha,** which entered service as Turkey's first seismic exploration ship at the end of 2012, the country began to create a domestic inventory. The **Barbaros Hayreddin Pasha** ship, purchased on December 31, 2012, can examine geological structures 8 kilometers below the sea and collect two- and three-dimensional seismic data. The ship, which weighs 4,711 tons, can automatically determine direction and position via satellite communication. The ship, which is 84 meters long and 21.6 meters wide, has a helicopter pad. The **Barbaros Hayreddin Pasha** ship is currently waiting for duty in the Inebolu Port off the coast of Kastamonu. The construction of the other seismic research vessel, **MTA Oruç Reis**, began in 2012 with entirely domestic resources. Equipped with many high-tech scientific and technical equipment, the vessel began operation, testing, training and experience activities in August 2017. Equipped with modern propulsion and maneuvering systems capable of conducting two- and

three-dimensional deep seismic research in the open seas, the **MTA Oruç Reis** vessel can effectively conduct scientific research of strategic importance, such as the continental shelf, in the context of monitoring the underwater continuity of land areas, as well as oil and natural gas exploration. With **MTA Oruç Reis**, geological structures at a depth of 15 thousand meters starting from the seabed can be viewed. With a modern remote-controlled underwater vehicle, the seabed at a depth of 1500 meters can be monitored in detail, and samples can be taken from the seawater and the seabed, and measurements and analyses can be made instantly. The ship, which is 87 meters long and 23 meters wide, has 35 active cameras at different angles. The **MTA Oruç Reis** Seismic Research Vessel, located in the Filyos Port off the coast of Zonguldak, is preparing to go to Somalia with its support ships at the end of September. *(Source: Deniz Haber)*

EQUINOR HIRES DELTA OFFSHORE PSV FOR OPERATIONS OFF BRAZIL

Brazilian offshore vessel owner and services provider CBO has secured a one-year time charter contract for a platform supply vessel (PSV). The contract is for the **Delta Cardinal** platform supply with the Brazilian arm of Norwegian energy major Equinor. CBO will operate the vessel in partnership with Delta Logistics Limited, the owner of the vessel, which has extensive experience in providing offshore support in the Caribbean and South America region. *(Source: Splash24/7)*

PXGEO EXTENDS SIEM DORADO MPSV'S STAY

Norwegian offshore vessel owner Sea1 Offshore, formerly Siem Offshore, has secured contract extension with marine geophysical services company PXGEO for its multi-purpose support vessel

(MPSV) **Siem Dorado**. The current contract with PXGeo for **Siem Dorado** has been extended with another two years and four months of firm period in direct continuation, taking the vessel's firm period up to April 2027. The previous contract extension secured the utilization of **Siem Dorado** MPSV for a period reaching towards the end of the fourth quarter in 2024. The **Siem Dorado** is a 2009-built diesel electric-driven vessel. It is designed to meet the general offshore supply market with its 100-ton heave compensated offshore crane, specially designed for ROV and light Construction duties. *(Source: MarineLink)*

TGS SECURES OFFSHORE SEISMIC SURVEY AND SOFTWARE CONTRACTS

An Oslo-listed vessel owner will conduct specialised seismic surveys offshore three continents to help energy companies invest in new hydrocarbon and renewable energy projects. TGS has gained contracts and a licence sale for its seismic surveys in Europe, North America and west Africa. The Oslo, Norway-listed offshore survey and data analytics provider has recently acquired rival PGS, its fleet of survey vessels and technology for undertaking ocean bottom node (OBN) surveys. Its latest contract using this technology will involve an OBN survey offshore West Africa from July and well into Q4 2024 for an undisclosed oil major. This deepwater survey extends the ongoing acquisition campaign in the region, enabling the client to make informed decisions on well drilling and oil recovery. "This continuing acquisition campaign demonstrates the vital role OBN acquisition plays in providing our clients with superior seismic data," said TGS chief executive Kristian Johansen. TGS also secured a six-month contract in North America to provide an OBN survey for another unnamed major energy company, with options to extend if required. In Europe, TGS has won a contract to complete an ultra-high resolution (UHR) 3D seismic survey to provide more detailed subsurface data for shallower targets compared with traditional seismic acquisition methods. It will use its 1999-built survey ship Ramform Vanguard for this 45-day contract in Q3 2024. This DNV-classed, 86-m survey ship has a wide beam of 40 m, enabling it to tow up to 18 streamers of sensors for the UHR3D survey. Mr Johansen said this survey will support an offshore windfarm project in the North Sea region. "Our geophysical approach to

map and understand the shallow subsurface layers with a UHR3D system is significantly more efficient than conventional site survey solutions, and energy companies value the shorter lead time for accessing high-quality data," he said. "The offshore wind site characterisation market is growing, and this project demonstrates the vital role data and subsurface characterisation play in our clients' decision-making process for offshore wind projects," Mr Johansen added. TGS will also handle the imaging and interpret the collected data. In another deal, Shell Information Technology International has gained a licence to use TGS Imaging AnyWare software to interpret and analyse seismic survey data worldwide. Shell will migrate from its current inhouse software to Imaging AnyWare and will work with TGS during the next four years to improve its capabilities. *(Source: Riviera by Martyn Wingrove)*

WINDFARM NEWS - RENEWABLES

UK'S NR MARINE SERVICES WELCOMES SECOND CATAMARAN CREWBOAT IN SERIES

UK offshore support company NR Marine Services has taken delivery of the second catamaran crewboat in a series built by Isle of Wight-based Diverse Marine. **NR Alpha** is a sister vessel to **NR Predator**, which was handed over by Diverse Marine in March this year. The vessel boasts a hull form that incorporates an ultra-fine entry for excellent head sea performance and tower access but with high reserves of buoyancy above the main chine. This allows for equally good following and stern quarter seakeeping performance. The new crewboat has an LOA of 27.6 metres, a beam of 9.8 metres, a draught of 2.4 metres, a depth of five metres, and space for 24 technicians and four crewmembers. A 100-square-metre open deck can carry two 10-foot containers or cargo totalling 30 tonnes. The open deck also has a crane and a

dedicated area for dangerous goods. In-built accelerometers and motion sensors learn the vessel's behaviours and use artificial intelligence to inform the master of the optimum service speed for given conditions. This is to ensure that during operation, the technicians are in the safest possible environment. *(Source: Baird)*

SAL HEAVY LIFT BAGS WORK ON POLISH OFFSHORE WIND FARM

Germany's SAL Heavy Lift, as part of the Harren Group, has signed contracts with Dutch marine construction player Van Oord to support the transportation and installation of secondary structures for the Baltica 2 project. Baltica 2 is one of two stages of the Baltica Offshore Wind Farm developed by PGE Polska Grupa Energetyczna and Ørsted in Poland. SAL Heavy Lift stated that they have already met with Van Oord representatives in Hamburg to finalize this collaboration. The Baltica Offshore Wind Farm will be developed in the Polish part of the Baltic Sea between Łeba and Ustka. The distance from the closest wind turbines to the shore will be at least 25 km. It will have a total capacity of up to 2.5GW. Baltica 2 will have an approximate capacity of 1.5GW while Baltica 3 will have a capacity of around 1GW. According to the schedule provided by Ørsted and PGE, Baltica 2 will be delivered by the end of 2027 while Baltica 3 will be done by 2030. *(Source: Splash24/7)*

NORWIND OFFSHORE TAKES DELIVERY OF CSOV

Norwegian offshore wind support company Norwind Offshore recently took delivery of a commissioning service operation vessel (CSOV). **Norwind Storm** is one of five CSOVs in a series designed and built for Norwind by Norwegian shipyard Vard. The vessel has a length of 85 metres, a beam of 19.5 metres, a height-adjustable, 3D motion-compensated gangway with elevator system, a height-adjustable boat landing system, and accommodations for up to 87 personnel. The deck equipment was supplied by Vard subsidiary Seaonics. The CSOV is equipped to provide services during construction, operation, and

maintenance of offshore wind farms. It is also prepared to accommodate battery packs, allowing modification for hybrid operations. Construction of **Norwind Storm** was undertaken at Vard's Vung Tau facilities in Vietnam. Work on the interior spaces was provided by Vard Interiors. The vessel also boasts Vard Electro's proprietary bridge solution with an intuitive user interface. For control and monitoring of the vessel's systems, it is equipped with Vard Electro's integrated alarm system, power management system, and energy management system. *(Source: Baird)*

DONG FANG OFFSHORE CSOV NEWBUILD WINS WORK ON WIND FARM OFF TAIWAN

Taiwan-based offshore wind service player Dong Fang Offshore has won a contract for its CSOV newbuild from Copenhagen Infrastructure Partners (CIP) for work on the Fengmiao I offshore wind project. The vessel has already been ordered and will be delivered in the first quarter of 2027 from the shipyard and will sail under the flag of Taiwan. CIP and Dong Fang have previously worked together on the Changfang & Xidao and Zhongneng projects. The commitment made by the Danish firm was the reason for the construction of the new vessel to be permanently based in the APAC region. Under this deal, the Fengmiao I project will have a fit-for-purpose vessel to support operations and de-risking project delivery. The CSOV shall be capable of supporting the installation of foundations, cables, and turbines as well as maintenance work. “CIP was the inaugural charterer of the first Taiwanese construction support vessel, the Orient Constructor, and this new award of a CSOV charter demonstrates the long-term investment and support that CIP has made into suppliers like Dong Fang to develop us from a small local vessel supplier into an organization that can deliver large scopes to international standards,” said Polin Chen, CEO of Dong Fang. “We have always understood the pivotal role the Fengmiao I project has as a cornerstone for the entire Round 3 development in Taiwan. We’ve been shouldering the weight of establishing a well-functioning, competitive local supply chain since Round 2, and we will keep doing so in Round 3,” added Marina Hsu, CIP regional managing director. Fengmiao I has a capacity

of 500MW and will provide power for about half a million households. It is part of the larger Fengmiao wind project located 35 km off the coast of Taichung and has a total capacity of 1.8GW. *(Source: Splash24/7)*

PARKWIND INSTALLS VESSELS CHARGING SYSTEM AT NOBLEWIND OFFSHORE WIND FARM

JERA's Parkwind has installed a vessels charging system, supplied by UK-based MJR Power & Automation, at its Noblewind offshore wind farm in the Belgian North Sea. The boat charging station system at sea has been designed to minimize greenhouse gas emissions from maintenance vessels and promote sustainable operations. This system, operational for the first time at the Nobelwind wind farm, enables vessels to use green, locally generated energy directly by connecting to the charging cable while staying in place during charging, despite sea currents. The charging system was transported from the quayside to the offshore substation via CTV and lifted in modules using the substation crane. Within two days, it was assembled, hooked up, and commissioned on the substation. The setup was then tested, achieving a world first by safely transferring power to a CTV from a fully operational and producing offshore wind farm. Moreover, this process caused no disruption or interruption to the wind farm's operation, and there was no failure or damage to any component of either the charging system, nor topside, nor vessel, according to Parkwind. Working in close partnership with Parkwind, MJR carried out all electrical and mechanical interface engineering to install the system on the substation. Parkwind provided offshore logistics, offshore installation, testing support and the electrical power interface. The system is designed for both CTV charging up to 2 MW and SOV charging up to 8 MW and can also be used for supplying offshore power to other conventional offshore vessels on standby, reducing their emissions from diesel generators. Nobelwind, which is located 47 km from shore in the Belgian North Sea, is Parkwind's third offshore wind energy project with 50 turbines installed over 19.8 km2 that powers approximately 190,000 households. "We are committed to making all of our activities as sustainable as possible and this is a game changer for our maintenance vessels, which can now access green energy direct from our wind turbines as they carry out their work. The trial proved the system can transfer electricity from a wind farm to the vessels safely without any disruption to the farm," said Kristof Verlinden, Head of O&M at Parkwind. Watch the video HERE *(Source: MarineLink)*

TWO CSOVS LAUNCHED FOR ACTA MARINE

Turkish shipbuilder Tersan Shipyard has launched a pair of construction service operations vessels

(CSOV) for Dutch company Acta Marine. **Acta Pegasus** and the **Acta Hercules** are Ulstein SX216 design CSOVs featuring an optimized hull form and capability to burn methanol as main fuel, unlocking a reduction in greenhouse gas emissions. The hybrid power solution in these vessels, with green methanol intended as the main energy source, has dual-fuel engines supported by a battery package. Each vessel has a length of 89.9 meters, a beam of 19.2 meters and accommodations for up to 135 personnel. Each has a walk-to-work (W2W) motion-compensated gangway for safe personnel transfer to the turbines, a 3D-motion-compensated crane for cargo transfer, and it can carry a daughter craft for in-farm transfers. The shipowner Acta Marine has already signed a long-term contract for a 12-year basis with RWE for the two vessels to support North Sea offshore wind farms. The vessels are expected to begin operation from the Port of Grimsby in 2025 and 2026. *(Source: MarineLink)*

DREDGING NEWS

DREDGING STARTS AT MANDURAH OCEAN ENTRANCE

The Department of Transport (WA) has commenced dredging at the Mandurah Ocean Entrance to

ensure safe navigation and a wider Town Beach for summer after completing a successful sand bypassing campaign at Dawesville. DoT Manager Asset Management Sam Mettam said that the $1.8 million project would see about 150,000 cubic meters of sand excavated from Halls Head Beach and pumped to Town Beach prior to completion in November. "Funded by the State Government and the City of Mandurah, the work ensures safe access for vessels navigating the Mandurah Ocean Marina and Port of Mandurah canals, and also replenishes sand on Town Beach and ensures supply to other beaches located east of the channel," Mr Mettam said. From February to June this year about 130,000 cubic meters of sand from Pyramids Beach was pumped north of the entrance to the Dawesville Cut to replenish sand levels on beaches to the north of the channel. The $1.5 million project had required special monitoring for the possible return of a colony of protected Australian Fairy Terns to nest on Pyramids Beach. *(Source: Dredging Today)*

ANOTHER NEW YORK/NEW JERSEY DEAL FOR DONJON MARINE

Donjon Marine will, this autumn, kick off another maintenance dredging campaign in the New York and New Jersey Harbor Channel. Last week, the company won a $19 million USACE contract for New York and New Jersey harbor maintenance dredging works. According to the Corps, this work will be performed in Hudson, New Jersey, with an estimated completion date of October 31, 2024. Similarly, in 2023, Donjon Marine was awarded a $21.1 million maintenance dredging contract for the works in Newark, New Jersey. *(Source: Dredging Today)*

DREDGER "NIKOLAY RUSANOV" UNDERGOES TESTING

The lead dredger of the FPDG3 project "**Nikolay Rusanov**" is undergoing mooring and sea trials. This

was stated in a message from Rosmorrechflot dated July 23. According to the agency, in the near future the vessel will be transferred to FSUE "Rosmorport" and will begin work on the Volga-Caspian Sea Shipping Canal (VCMSC). At the same time, the hull of the second vessel of the FPDG3 project is being manufactured at the Stroyliderplus shipyard in the Astrakhan region and equipment is being contracted. Let us recall that the construction of the high-performance non-self-propelled milling dredger "**Nikolay Rusanov**" of the FPDG3 project is being carried out for the Astrakhan branch of FSUE "Rosmorport" for work on the VCMSC. The keel of the lead dredger was laid on September 23, 2022. The vessel was launched on October 10, 2023. The dredging vessel "**Nikolay Rusanov**" is a papillonage non-self-propelled milling dredger with a ground pump. The vessel is designed to maintain specified depths in the marine part of the VKMSK, in water areas and approaches to sea ports to ensure navigation safety. *Non-self-propelled cutter dredger of the FPDG3 project* Overall length – not less than 55 m; Overall width – 12.5 m; Draft – not more than 2.1 m; Hull length – not less than 43 m; Freeboard height – 2 m; Water capacity of the dredger – not less than 7,000 m3/hour; Suction pipe diameter – 650-800 mm; Pressure pipe diameter – 650-800 mm; Minimum development depth – not more than 3 m; Maximum development depth – 15 m; Maximum width of the cut at maximum development depth – not less than 50 m; Rotary joint for floating soil pipeline (length of soil pipeline) – not less than 800 m; Continuous power on the cutter shaft not less than 500 kW. *(Source: Sudostroenie; Photo: FSUE Rosmorport)*

HISTORIC YARD

GALAȚI SHIPYARD - ROMANIA

The Galați shipyard (Romanian: Șantierul naval Galați), formally Damen Shipyards Galați, is a shipyard located on the Danube in Galați, a city located in the Moldavia region of Romania. It was founded in 1893 as the G. Fernic et Co Mechanical constructions and iron and bronze foundry

(Uzinele de construcții mecanice și turnătorie de fier și bronz G. Fernic et Co). In 1897, it was renamed as the G. Fernic et Co Shipyard (Șantierul naval G. Fernic et Co). *History - Origins to 1893*

The earliest mention of a shipyard in Galați comes from a firman issued to Alexandru Lăpușneanu in the late 16th century, regarding the arming of some caïques constructed there. In the following period, many shipyards were established around the port of Galați. During the first half of the 18th century, one shipyard developed extensively. It incorporated a launch slipway, a rigging shop, material stores, a sawmill, and a log warehouse. In 1761, the Ragusan traveler Roger Joseph Boscovich, described the shipyard as an "arsenal" where ships were being built for the Turks. Due to Moldavia being a vassal state, most war vessel production was on behalf of the Ottoman Navy through the 1820s. By 1773, many ships including frigates, caravels, various commercial ships, as well as ships of the line with up to 60 cannons were constructed there. Austrian Captain Georg Lauterer reported in 1783 that annually the shipyard was building 10 to 12 ships with 2 to 3 masts and was repairing many more. Many of these ships were built for the Ottoman Empire, but the construction cost was covered by the Danubian Principalities. One such order came in 1794, when 10 warships were to be built at Galați and paid for by Wallachia and Moldavia. The wood, of high quality, came from forests upstream and was brought by raft. In 1817, a brig was built for Voivode Scarlat Callimachi. However, it was not until the late 1830s, following the establishment of a free port at Galați, that the bulk of its ships started being used domestically: seven vessels were built there in 1839, followed by ten in 1840. Due to the fewer and fewer orders for wooden ships, the shipyard ceased its activity by late 1860. Following the unification of Moldavia and Wallachia, the Headquarters and the Fleet Workshop of the Romanian Navy were moved to Galați. In 1879, the workshop became the Navy Arsenal. *1893 through communism* In March 1893, a local resident named Gheorghe Fernic established the "G. Fernic et Co Mechanical constructions and iron and bronze foundry" together with I. Guiller and T. Poujollat. In 1897, Fernic obtained approval to create a branch of his company that would work on ship repairs, which was named the "G. Fernic et Co Shipyard" (Șantierul naval G. Fernic et Co). In 1898, two state-owned floating dry docks started to be rented to the shipyard for repair works. In 1907, the shipyard was extended. Also in 1907, four river monitors (**NMS Ion C. Brătianu**, **Mihail Kogălniceanu**, **Alexandru Lahovari** and **Lascăr Catargiu**) were commissioned for the Romanian Navy. Built in sections in the Austro-Hungarian port of Trieste, they were assembled in Galați. In 1911, under the Premiership of Petre P. Carp, the area suffered some structural collapse,

allegedly as a result of bad workmanship and political corruption (investigated by Nicolae Fleva on behalf of the Opposition). Through further association with Stabilimento Tecnico Triestino, several buildings were constructed at that time. In 1916, the shipyard changed its name to the "Danube Shipyards". During the interwar period and into World War II, the yard had strategic significance, and two submarines (**NMS Rechinul** and **NMS Marsuinul**) and one minelaying destroyer escort (**NMS Amiral Murgescu**) were built there. Initially commanded by German captains, then replaced with Romanian crews, the submarines later fell to the Soviet Navy. From 1938 to 1944, Galați completed 65 civilian ships and 11 warships: in addition to the submarines and minelaying destroyer, these consisted of four motor torpedo boats (the Vedenia-class) and four minesweepers (the Democrația-class). The country's first native-built dry dock was constructed there between 1937 and 1942. Before the war, the largest ships built were a river steamer of 420 tons and barges up to 1,700 tons at Galati; the yard employed 500 to 800 men. The number of employees reached nearly 2,000 during the war. Romania's first native-built oil tanker, **SRT-128**, was launched there in 1942. Between 1893 and 1944, 116 ships were fully-built at the shipyard. Many others were assembled and repaired. The components of the Cernavodă Bridge were also built at Galați. In 1974, the Communist regime made a massive investment into the shipbuilding industry, so that the yard became fully stocked with supplies, including an animal farm. From that time until the 1989 fall of the regime, some 80% of the shipyard's products were exported. Following this event, there were 32

unsold boats at the shipyard, and these were only liquidated in full in 2000. Meanwhile, the Dutch Damen Group had taken over the yard. The yard builds offshore vessels, naval vessels, special vessels (such as buoy laying vessels, patrol vessels and research vessels), tugs, workboats and mega yachts, and has also produced oil tankers, container carriers, cargo barges and drilling rig platforms—over 250 vessels since 1999. There were some 1550 employees at the end of 2010, as well as 1150 subcontracted employees handling support functions including electricity, HVAC, carpentry, blasting and painting. This was down from 10,000 total employees in 2006, of whom 3100 worked for Damen. Engineering services are mainly supplied by a Galați firm established in 2004 in which Damen is the major shareholder. This yard has built 10 tugs for Smit International between 2007 and 2009 click on the link HERE *(Source: Wikipedia)*

YARD NEWS

CONRAD SHIPYARD RECEIVES NATIONAL SHIPBUILDERS ANNUAL EXCELLENCE IN SAFETY AND IMPROVEMENT IN SAFETY AWARDS

The Shipbuilders Council of America (SCA) today announced Conrad Shipyard received both SCA's 2023 "Excellence in Safety" and "Improvement in Safety" awards for the 2023 calendar year. SCA, the national trade association representing the U.S. shipyard industry, honors shipbuilding and repair facilities with annual safety awards for the enhancement of operations and promotion of safety and accident prevention. Through proactive approaches and dedication to improving the safety of employees, Conrad Shipyard is one of 18 shipyards to receive awards for its continued advancement of employee safety in the shipyard industry. "The safety of all employees is the top priority, fundamental to our values and central to the success and sustainability of our industry," said Matthew Paxton, President of SCA. "We're proud to recognize Conrad Shipyard and its hardworking men and women for upholding the shipyard industry's reputation and their commitment to advancing safety. Conrad Shipyard efforts make our industry an example for other industries to follow." "The achievement of these two awards, in two consecutive years, is attributable our dedicated and hardworking men and women and their daily commitment to our "Safety First" culture. Our safety culture is designed to provide a safe environment in which our employees have an instrumental role for their own safety and for the safety of their co-workers. We are committed to the safety of our workforce and will continue to focus on our goal of zero incidents that cause harm to our people or the environment." said Johnny Conrad, Chairman and CEO of Conrad Industries. The shipbuilding industry continues to see a decrease in recordable injuries year after year, demonstrating a sharp downward trend over the past decade. This commitment to safety has allowed U.S. shipyards to adapt and address the obstacles that arose throughout the year while continuing operations. SCA member companies are eligible for a Safety Award by submitting the SCA Injury & Illness survey for all four quarters, have zero fatalities in a single year, and either have a total recordable incident rate (TRIR) below the SCA average or if the yard reduces its year-on-year TRIR by 10 percent or more. *SCA Excellence in Safety and Safety Improvement Award 2024* Conrad Shipyard is proud of the steadfast dedication to a goal of zero incidents that cause harm to our people or the environment. Our team of shipbuilders truly believe that we can achieve an environment free of incidents that injure people or harm the environment and our actions are in relentless pursuit of this goal everyday. We want to thank and congratulate our team for another award proving the success we have set out to achieve. The real award is our employees going home safe EVERYDAY. *(PR)*

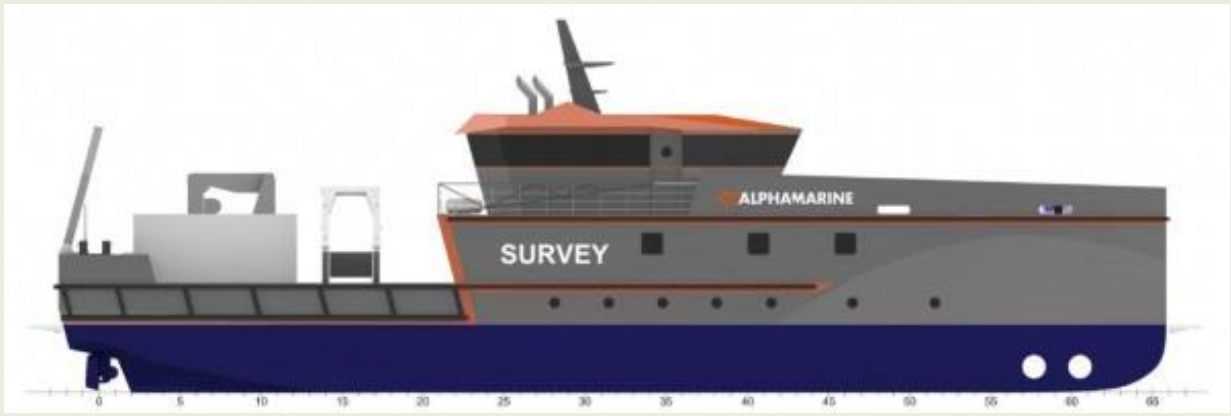
VAN OORD'S UPGRADED SVANEN

Van Oord has given its heavy-lift vessel **Svanen** a new lease on life with a major upgrade that is nearing completion. SWZ|Maritime was invited to come and see what the vessel now looks like while it is still in the Port of Rotterdam. The **Svanen** is mostly used to install monopiles and its specifications make it ideally suited for installation jobs in the Baltic Sea. An area that will see a lot of offshore wind projects being realised in the coming years. To this date, **Svanen** has installed about 700 monopiles and 223 transition pieces with yearly increasing dimensions and weights. However, with the ever larger offshore wind turbines, the 34-year-old **Svanen** needed an upgrade to still be able to handle the accompanying monopiles. A job Van Oord was willing to take on due to the increase in offshore wind projects in the Baltic Sea and the limited availability of capable vessels to install the future monopiles. In addition, Van Oord states that, the vessel's design had room for increasing the working operational specs. The ship already had proven reliable technology on board which made it suitable to upgrade. The **Svanen** has a relatively simple construction and operation as well and since the several owners have maintained it well, technical upgrades were relatively easy to implement. Of course, an upgrade is also faster to complete than building a new vessel and Van Oord was happy that the upgrade would allow them to make use of and upcycle existing materials. *How the Svanen operates* The **Svanen** has a slot of metres between its two hulls. A monopile is brought into this slot by another vessel after which it is attached to one of the **Svanen's** hooks. By simultaneously letting the monopile fill with water to make it sink into the water and lifting it, the monopile comes upright and is fitted into the gripper for installation. The **Svanen** is not equipped with dynamic positioning (DP), but uses its eight anchors fitted in a star-like shape around the vessel to get into and stay in position. Once the anchors have been deployed, they are controlled by a joystick allowing for pinpoint precision to obtain the right position. Once in position, a hammer drives the monopile into the seabed. The **Svanen** is equipped with a noise mitigation system, which encloses the hammering operation. In addition, bubble screens can be

deployed around the vessel to reduce the noise from pile driving further. It takes the **Svanen** 22.8 hours to install one monopile. *History of the Svanen* In 1990 the **Svanen** was built with re-using hoist winches, anchor winches, sheaves, main engines and propulsion units of the **Ostrea** and **Macoma**. It started its operational life in 1991 with a lifting capacity of 6500 tonnes and lifting height of 48.5 metres above deck. In 1995 the **Svanen** was beached near Dunkerque in a graven dock and modified for construction of the Confederation bridge in Canada, *the modification consisted of:* ● Lift height above main deck increased to 74.5 metres (additional 26 metres) and capacity to 8700 tonnes including lifting gear. ● Pontoons widened. ● Subsea dry tank added to compensate for additional steel in the gantry. ● Propulsion units forward added. ● Auxiliary crane on top of gantry added. ● Two containerised powerpacks added on forecastle deck. In 2005 the Svanen was modified for installation of monopiles and transition pieces with the installation of a pile gripper on the starboard pontoon and containerised extra accommodation on top of the wheelhouse for 48 pax. In 2014 Van Oord acquired Ballast Nedam Offshore including the **Svanen**. This was followed by modifications in 2016 where extra accommodation blocks were fitted on portside for additional 26 pax. and a fixed auxiliary Liebherr crane on the portside pontoon was fixed. In 2017, more modifications followed. A central gripper and hammer frame (for monopiles with a length of 87 metres and a diameter of 11 metres) were installed. Four hoisting hooks were modified to two spreader beams: 1200 tonnes and 1700 tonnes. Furthermore, both a noise mitigation system and lifeboats on portside and starboard were installed. *Current upgrade* To meet all the requirements, a general scope of modification was compiled. First of all, and most noticeable, is that the gantry had to be extended by about 25 metres. In early May, the A-framed gantry extension, weighing about 1200 tonnes and built by Holland Shipyards Group, was lifted by Mammoet's new PTC ring crane and fitted on top of the **Svanen's** existing gantry. An operation that took about 2.5 hours. Hull reinforcements were also needed to take the additional loads. Hull modifications included strips along the flat bottom of 35 metres, closing the bow to reduce draught, and the gantry deck interface was strengthened. The distance between both hooks had to be extended by 2 metres and the bracings had to be modified for additional height hammers. The aft spreader beam had to be upgraded to 3000 tonnes WLL including a new hook design. At the same time, the forward spreader beam was also upgraded to 2000 tonnes WLL. Finally, the accommodation was also addressed. The **Svanen** received updated cabins, including ten single-bed cabins, an additional leisure area, a renewed and enlarged galley, and up to date internet connectivity and WiFi. All in all, this is expected to add ten years to the vessel's operational life. *What's next?* The **Svanen** is currently still moored alongside in the Heysehaven Rotterdam. Final commissioning of systems has been completed, while first testing has started. The load test, which will see a load of 4950 tonnes lifted, is planned for late August. Outfitting for the coming projects is expected to ramp up from the middle of September. Currently, a lot of auxiliary equipment is being fabricated. The **Svanen** will be ready to sail to the Baltic from the 1st of October. The vessel will work on three offshore wind projects consecutively, Baltic Power, Windanker and Baltica 2. Start of the next project Baltic Power is 1 January 2025. Baltic Power's

offshore wind farm area of approximately 130 km2, located 23 km to the north of the Polish coastline, will feature 76 wind turbines, each with a generating capacity of 15 MW. The **Svanen** will install eighty monopiles for this project. Windanker is located in the German waters of the Baltic Sea and will reach an installed capacity of 315 MW with 15-MW turbines. For Windanker, the Svane will install twenty monopiles. For Baltica 2, 111 monopiles for 14-MW wind turbines will be installed by the **Svanen**. The Baltica Offshore Wind Farm will be developed in the Polish part of the Baltic Sea between Łeba and Ustka, with Baltica 2 having an approximate capacity of 1.5 GW. Watch the video HERE *(Source: SWZ/Maritime)*

ALPHA MARINE ANNOUNCES PLANS FOR NEW BUILD SURVEY SHIP



Alpha Marine has reached an important milestone today with the announcement of plans for a newbuild Survey Ship. The 41 metre, coastal survey and utility vessel will be ultra low emission, diesel electric and Tier III compliant. Sailing under the Dutch flag, the DP1 ship will be primarily fitted out for Geophysical and Hydrographic Survey Work but will also be equipped for a diverse range of offshore activities to include ROV works, Seabed Investigation, Metocean Support and general offshore construction support. With comfort in mind, the ship is designed for optimal seakeeping capabilities and features accommodation for 21 crew and contractors, together with ultra modern living, working and recreational spaces. Tim Greenwood, Managing Director said: "The new ship will trade globally and is in response to the growing demand the company is finding from clients for seabed survey, predominantly with the increase in offshore renewable energy projects. Alpha Marine has a strong in-house capability in ship design, ship management and seabed survey and the company has been active in the survey space for over three decades. We are very much looking forward to bringing this new ship to construction in 2025. The new build is one of a number of fleet renewals and enhancements to come in future years." *(PR)*

ROYAL NAVY'S PROJECT VAHANA COMPLETED

The final Vahana workboats have been delivered to the Royal Navy. The vessels are a part of a £48 million contract UK awarded to Dorset-based Atlas Elektronik (AEUK) to replace outdated vessels. The handover of the last two boats, **Merlin** and **Fantome**, to the Fleet Hydrography and Meteorology Unit in Devonport marks the contract's completion and signifies the full operating capability of all vessels. The fleet used for diving, surveying, and training operations is now complete. Constructed to a versatile, modular design, the new boats known as the 'SEA class' are based on a standardized hull that is interchangeable, allowing them to be adapted for different tasks. With the ability to carry differing payloads and provide improved speed, operational range and navigation equipment, the 15m long Vahanas workboats play a vital role for the Royal Navy, according to the officials. "We are very pleased to have worked with AEUK to deliver these 35 Vahana workboats over the past seven years," Rosy Copping-Bull, Project Manager for DE&S Boats Team, said. "These boats are an essential part of the Royal Navy's military operations thanks to their improved capability. All 35 vessels will be vital to the security of our nation and will be instrumental in helping it prosper now, and in the future." "Having joined the team earlier in the year, I am very pleased to have seen the team work so well with AEUK to bring this programme together and successfully see the delivery of all 35 boats," Pete Lagden, Team Leader for DE&S Boats, stated. The new boats are operated from UK ports and Royal Navy surface vessels, and are used for several roles from logistics support, officer training, hydrographic survey, and passenger transport, to dive support and training. The contract, known as Project Vahana, was first announced in September 2017, with the new vessels required to replace boats made in the early 1990s that had reached the end of their service lives. "The acquisition of Vahana craft has played an important step in the modernisation of a range of operational and enabling capabilities across the UK Defence maritime operating environment and will provide an important platform upon which we can continue to build towards further integration of autonomous systems and delivery of effect in remote environments," Royal Navy Commander Peter Ware, Fleet Navigating Officer, commented. "We are immensely proud to have delivered a range of 35 SEA Class vessels including HMS Magpie, with interchangeable capability modules, allowing the Royal Navy to rapidly reconfigure them for different operational roles. Through this commonality, the training, spares and documentation burden for all systems has been significantly reduced," Wesley Galliver, Head of Surface Ship Systems Division at AEUK, added. *(Source: NavalToday)*

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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)
   - *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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