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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

SANMAR DELIVERING TWIN SISTER MULTI-PURPOSE TUG TO ITALIAN OPERATOR



A second versatile multi-purpose Sanmar-built tugboat has set sail to join its twin sister as part of a two-tug contract with the Italian shipping group Scafi, for its Croatian subsidiary Jadranski Pomirski Servis. A second versatile multi-purpose Sanmar-built tugboat has been delivered to the Italian shipping group Scafi, where it joins its twin sister as part of a two-tug contract. Known as **Boğaçay LXXII** while at the Turkish tugboat builder and

operator, the tug has been renamed **TITAN** by its new owners and joins its sister tug **MORETTO**, which is already operating as part of the SCAFI tugboat fleet and is currently in Croatia. Both tugs are based on the exclusive-to-Sanmar RAmparts 2400SX MKII design from Canadian naval architects Robert Allan Ltd, achieving a solid 80ton bollard pull and measuring 24.4m LOA, with a 12m moulded beam, least moulded depth of 4.5m and navigational draft of approximately 5.45m. The design emphasizes low-manning operation with advanced machinery automation. **TITAN** is the most technologically-advanced and environmentally-friendly version of Sanmar’s popular and continually evolving Boğaçay class of tugs. The RAmparts Mark II design has been hailed as the blueprint for the most versatile, multi-purpose type of tug in use today. The diesel-powered vessel is designed, among other things, for optimal efficiency when carrying out ship-handling duties for seagoing ships, and boasts a wide beam for greater performance and stability and more powerful engines and larger twin Z-drives than similar-sized tugs. Boğaçay class tugs are also widely used for coastal towing, escort, and other general purposes. The Scafi Group is a leader in the Mediterranean towage sector, operating more than 40 tugs through subsidiaries and joint ventures in Italy, Croatia, Greece, and Morocco. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: “Like her sister, **TITAN** is an extremely versatile workhorse of a tug, utilising the latest technologies and design

advances to great effect. Boğaçay tugs are our best-sellers and the reason for that is simple; they offer unrivalled performance and efficiency in a wide range of duties.” Paolo Visco, director of both Scafi and Jadranski Pomorski Servis: “We are glad to take delivery of our new tug **Titan**, a powerful state-of-the-art tug built from a first-class shipyard like Sanmar. She will join her twin sister Moretto, as an additional step in the renewal programme of our Croatian fleet. I am confident this investment will fully empower port of Rijeka to flourish throughout the many development initiatives scheduled soon.” (PR)

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ROSMORPORT IS READY TO ALLOCATE UP TO 39.5 MILLION RUBLES FOR THE REPAIR OF THE TUGBOAT "BARKHAT-1"

The work must be completed in 2024. FSUE Rosmorport has announced a request for quotations in electronic form for the repair of the Project 198 **Barkhat-1** tugboat for the needs of the Far Eastern Basin Branch. The work must be performed for the class of the Russian Maritime Register of Shipping (RS). The initial (maximum) contract price is more than 39.5 million rubles, according to the materials of the unified information system in the



sphere of procurement. The place of work is on board the vessel, the contractor's dock production facilities in the waters of Peter the Great Bay. No more than 60 days are allocated for repairs, they must be completed in 2024. Applications for participation in the auction will be accepted until September 4, 2024, and the results will be announced on September 11. The tugboat of Project 198 "**Barkhat-1**" was built in Yugoslavia in 1988. Vessel class - KM(*) L3 R2 AUT3 tug; gross tonnage - 165 tons; net tonnage - 49 tons; deadweight - 27 tons; overall length - 27.1 m; midship width - 9 m; side height - 3.5 m; draft empty bow/stern - 3.25 m; dock weight - 236 tons. The third conference "Ship repair, modernization, components", organized by the media group "PortNews", will be held on September 16, 2024 in St. Petersburg. (Source: PortNews)

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LATIN AMERICAN COMPLETIONS BOOST OWNERS' FLEETS



Major fleet owners and independent towage providers welcomed newbuilds to expand their operations in the Americas and Asia. Owners in Latin America and the Caribbean have welcomed efficient, high bollard pull newbuild tugs to assist large ships into ports. Major fleet owners such as Boluda Towage, Svitzer and Wilson Sons took delivery of tugboats Q2 and Q3

2024 and smaller operators expanded in the region. Boluda Towage introduced the first tugboat in Uruguay to comply with IMO Tier III standards for reduced NO_x, SO_x and particulate matter emissions, azimuth stern drive (ASD) tug **VB Tero**, into the port of Montevideo in July to modernise its fleet and reduce emissions from ship handling. This 387-gt tug has two Caterpillar-manufactured Cat 3516C main diesel four-stroke engines, running at 1,800 rpm connected to a selective catalytic reduction (SCR) unit to minimise NO_x emissions. **VB Tero** was designed and built by Damen Shipyards with a bollard pull of 82 tonnes coming from two azimuth thrusters with a ship-handling winch on the fore deck. It is sailing under the flag of St Vincent & Grenadines. The port of Montevideo is on the Rio del la Plata river, east of the Uruguay capital, and is one of the major ports in South America. It hosts a major container terminal and the country's main oil import terminal and refining complex. Svitzer completed a fleet expansion programme in Brazil in May 2024, then started a new one in July by ordering three harbour tugs from Rio Maguari Shipyard. These 23-m vessels will be built to Robert Allan Ltd's RAmport 2300 design in Belém, Brazil, each with a top speed of 13 knots, a bollard pull of more than 70 tonnes and a Fifi-1 off-ship fire-fighting system. Copenhagen, Denmark-headquartered Svitzer is investing in its fleet as Brazilian ports welcome large ships supporting agricultural exports and growing refinery products and crude oil output. "These tugboats are designed to handle the increasing complexity and volume of Brazil's maritime operations and will enhance our operational capacity across various Brazilian ports," says Svitzer Americas managing director Arjen van Dijk. Svitzer currently operates 22 tugs, including the two vessels it added to the fleet in 2024, from eight ports across Brazil – Salvador, Suape, Pecem, Santos, Vitoria, Rio Grande, Sao Francisco do Sul and Paranagua. Its latest additions are six 23-m ASD tugboats built by Rio Maguari to RAmport 2300 design with a bollard pull of 70 tonnes and a top speed of 13 knots, the last of these

being **Svitzer Babbitonga**. These strengthen Svitzer's fleet serving Brazil's ports and LNG terminals along the coastline. Also in Brazil, Wilson Sons welcomed its fifth newbuilding of a six-vessel construction campaign at its own shipyards in Guarujá. **WS Dorado** joined 11 other Wilson Son tugs supporting ship manoeuvres at the Ponta da Madeira, Itaqui and Alumar terminal facilities in São Luís. In Ponta da Madeira, Capesize bulk carriers are loaded with iron ore for export to North America and Europe, while in Port of Itaqui, tugs attend ships carrying diesel, corn, soya, fertilisers and wood pulp. This port also handles liquid bulk including oil products. All six reverse stern drive (RSD) tugs are built to Damen's RSD 2513 design with SCRs for IMO Tier III compliance and a bollard pull of 90 tonnes, making them some of the most powerful harbour tugs in the country. Central America. Arrendadora Continental



received another newbuild ASD tug from Turkish shipbuilder Med Marine to bolster towage in Guatemala. **Sarstun** was built to Robert Allan's RAmports 2300MM design with 65 tonnes of bollard pull and a top speed of 13 knots. This 23-m tugboat has a breadth of 11 m, a depth of 4 m, a navigational draught of 5 m and accommodation for a crew of seven. It has a forward towing winch for ship handling and is equipped with an aft tow hook. This is the third tugboat Med Marine has sold to Arrendadora Continental with **Monterrico** arriving in Guatemala after its construction in May 2024. That 25-m tug was built to a RAmports 2500-W design and is a MED-A2565 class tugboat with a beam of 12 m, a hull depth of around 5 m, a draught of 6 m, accommodation for eight crew, a bollard pull of 72 tonnes and a top speed of 12 knots. In Ecuador, Guayaquil-headquartered Citi Tug has taken delivery of 263-gt, 23-m tug, ASD **Alyssa** from Damen after its construction in China to ASD 2312 design, with a beam of 11 m, a depth of 4 m, total power of 3,854 kW and a speed of 12 knots coming from a pair of Caterpillar engines. *Asian completions* In India, shipbuilder Titagarh has started delivering harbour tugs to the Indian Navy, which were ordered in 2023 to tow and escort naval ships. The navy welcomed **Bahubali**, **Bajrang**, **Baljeet** and **Bheeshma** to its fleet in 2024, each with a bollard pull of 25 tonnes. Titagarh diversified into shipbuilding through its merger with 25-year-old shipbuilding group Corporated Shipyard in India. This shipyard, close to Kolkata, is set to complete another five tugboats for the Indian Navy this year. Polestar Maritime also added **Konna Star** to its fleet after its construction by Udupi Cochin India. In China, Chongqing Shipping Co built two tugs, **Hai Zhuang Feng Dian 002** and **Hai Zhuang Feng Dian 003** for Afai Southern and Cheoy Lee Shipyards completed two escort tugs for HongKong Salvage & Towage's to support gas carriers at a floating LNG import terminal in Hong Kong. In Q2 2024, Jiangsu Zhenjiang Shipyards delivered **Cheng Gang Tuo 68** and **Cheng Gang Tuo 69** to Huizhou Chengang Tug Shipping Co, **Jin Gang Lun 36** and **Jin Gang Lun 37** to Nantong Jingang Tug Co and **Ling Hang Tuo 11** to Dongying, all domestic owners supporting ships in Chinese ports. In Indonesia, owners took delivery of harbour tugs from shipyards in Indonesia, such as KTU Shipyard, Palma Progress Shipyard and Trans Mulia Raya, and from shipyards in Malaysia, including Eastern Marine, Forward Marine, Rajang Maju Marine and Tang Tiew Hee & Sons. These come as fleets are modernised and ports are expanded. In Singapore, STS Seatoshore Group took delivery of harbour tugs **STS Tug 15** and **STS Tug 16** from Malaysian Tuong Aik Shipyard. These 294-gt vessels have an overall length of 27 m, a beam of around 9 m, a depth of 4 m and two Yanmar

engines each producing 1,518 kW. In New Zealand, the Port of Marlborough welcomed **Kaiana**, a



198-gt, 21-m tugboat built by Damen in China to its ASD 2111 design with a beam of 11 m, a bollard pull of 50 tonnes, a speed of 11 knots and depth of 6 m. *Africa and Middle East* Damen also supplied 299-gt, 29-m harbour tug **Msanga Mkuu** to Mtwara Port in Tanzania, after it was built to ASD 2811 design with a beam of 11 m, a depth of around 5 m, a bollard pull of 60 tonnes and a speed of 13 knots,

coming from a pair of Cat 3512-C engines. In Saudi Arabia, Farida Offshore took delivery of two 193-gt, 24-m harbour tugs, **Atco Baraka I** and **Atco Baraka II**, from Malaysia's Sapor Shipbuilding Industries. These have 1,490 kW of power, a beam of 8 m and a depth of around 4 m and are operated by Atco in Dammam. Zamil Offshore Services subsidiary East Coast Port Services took delivery of 819-gt, 39-m tugs to support ships in Al-Khobar. Jiangsu Suyang Marine Co in China built these initially as **ASD Quartz** and **ASD Onyx**, but they were renamed **Sharq 1** and **Sharq 2** after completion. They have a beam of 14 m, a depth of 6 m and a pair of Niigata 6L26HLX engines with total power of 2,982 kW and a top speed of almost 13 knots. (Source: *Riviera* by Martyn Wingrove)

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A WORLD LEADER IN ELECTRIC TUGBOAT CONSTRUCTION

Turkish owner and shipbuilder Sanmar Shipyards has completed seven all-electric tugs and has seven more in the pipeline. Sanmar Shipyards is focused on building and operating environmentally friendly tugs, such as the ElectRA battery-powered series, and methanol-fuelled or methanol-ready vessels. It has built six all-electric tugs for three owners and started operating its first in the past year. "The primary drivers behind this fleet investment are the need to comply with international

environmental regulations, the goal of reducing carbon emissions, and increasing energy efficiency in port operations,” Sanmar Shipyards commercial director Rüçhan Çıvgın explains. “Growing demand from environmentally conscious customers is also a significant factor motivating this investment. Our activities aim to contribute to the construction of a sustainable future, while also striving to be a leader in our industry.”



Three ElectRA tugs, designed by Robert Allan Ltd, were delivered to HaiSea Marine, another two to SAAM Towage, one to Buksér og Berging, with another entering Sanmar’s own fleet in Turkey. “We target the liveability of our world, the safety of ports, the sustainability of the global economy, and environmental sensitivity for future generations,” says Mr Çıvgın. Sanmar is also developing technology for sustainable fuel solutions and energy storage technologies to ensure future-proof operations. “There is a growing need for companies and society to assume greater responsibility for sustainability,” he continues. “Our approach to sustainability focuses on managing resources effectively, and balancing economic, social and environmental aspects. We believe a well-defined sustainability framework is crucial, aiding us in showing our operational performance, planning enhancements and making more strategic decisions for the future.” This includes using natural resources efficiently, preventing marine pollution, enhancing energy efficiency, minimising production waste, exploring circular economy prospects and reducing its carbon footprint. “We strive to embody sustainability principles, continuously assess our environmental impact and maintain transparent communication with stakeholders,” says Mr Çıvgın. In the latest tug newbuilds, Sanmar is installing technologies for reducing the environmental footprint, including high-capacity energy storage systems, hybrid propulsion, methanol-fuelled engines and advanced electronic control systems. “These technologies collectively help reduce emissions, minimise fuel consumption and lower operational costs, all while maintaining high performance,” Mr Çıvgın says. Sanmar uses advanced computer-aided design software for tug design and engineering, allowing for precise and efficient shipbuilding. This software optimises construction processes, reducing build times and improving overall quality. The Turkish group has also invested in high-technology infrastructure, its skilled workforce, and efficient production processes. “To increase tug construction capacity, the shipyards are expanding and are being equipped with more modern production equipment,” says Mr Çıvgın. “The shipyards are embracing digitalisation, which enhances the traceability and control of the production process, leading to improved efficiency and output.” Sanmar has constructed new production halls and facilities to support advanced and sustainable manufacturing. “These transformative efforts are driven by our goal to meet our customers’ expectations to the fullest while reducing our environmental impact and ensuring safer production environments,” Mr Çıvgın explains. It provides continuous training programmes for its shipyard teams and tug crews to ensure they are well-versed in the latest technologies and safety standards. These cover a wide range of topics including workplace safety, new technologies, environmental awareness and operational efficiency, while practical skills are enhanced through on-the-job training. Apart from the electric-powered tugs, Sanmar is also building two methanol-powered tugboats for Kotug Canada and several with diesel-fuelled propulsion that are ready to comply with IMO Tier III emissions standards – from 30 tonnes

to 85 tonnes of bollard pull. “All these tugs shall come standard as either IMO Tier III or Tier III-ready,” says Mr Çıvgın. “By the end of the year, we will have delivered about 30 tugs within 2024.”
(Source: *Riviera by Martyn Wingrove*)

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THE “VB LOUP”, BOLUDA’S LARGEST TUGBOAT, HAS ARRIVED IN LE HAVRE



The "**VB Loup**", the new high-powered tugboat from the Boluda fleet, made a triumphant arrival in Le Havre on Friday, August 30, 2024, accompanied by all the units of the Spanish group's fleet. The tugs of the Spanish Boluda group performed a spectacular ballet of "Fi Fi", their fire-fighting hoses, accompanying the **VB Loup**, a new high-powered tug built

by the Damen shipyard for Boluda, upon its arrival in Le Havre on Friday August 30, 2024. This tug, now assigned to the port of Le Havre, is equipped with a Bollard pull (fixed point traction, Editor's note) of 83 tonnes at the front and 80 tonnes at the rear. This makes it one of the most powerful units in its category and the most powerful in France. (Source: *Paris-Normandie*)

MARITIME BATTERY, FUEL-CELL FRONTRUNNERS TO DISCUSS ADVANCES IN ZERO-CARBON TECHNOLOGIES

Experts will share key insights into cutting-edge, sustainable solutions in Bergen, Norway at Riviera's fifth international-focused Maritime Hybrid, Electric and Hydrogen Fuel Cells Conference, held 29-31 October 2024. Growth in maritime electrification has been nothing short of phenomenal. Over the past 15 years, the global fleet of battery-equipped vessels has increased from just seven vessels in 2009 to almost 950 this year. According to DNV data, there were about 940 vessels operating with batteries and another 433 on order or under construction, as of June 2024. Of these, almost 70% are operating in Europe and Norway, with 64% used in hybrid-electric applications, 19% in pure electric and 17% in plug-in hybrid vessels. This uptake has been driven by regulatory pressures to reduce CO2 and

greenhouse gas emissions, pioneering efforts by entrepreneurs and government incentives. Underpinning this growth has been growing investments in battery manufacturing capacity and dramatic advances in battery chemistry and safety. Norway has been a pioneer in developing batteries and fuel cells, in using electric shore power for zero-emissions propulsion and LNG fuel for tugs, such as three operating



at the LNG export terminal near Hammerfest. The Scandinavian country will again provide the perfect backdrop for a premier three-day event that brings together leading international experts to share their real-world insights on developing low- and zero-emissions maritime operations. Now marking its fifth anniversary, Riviera's international-focused Maritime Hybrid, Electric and Hydrogen Fuel Cells Conference will take place in Bergen, Norway, on 29-31 October 2024. The well-crafted agenda will allow vessel owners, builders, energy producers, port authorities, regulators and technology developers from around the world to discuss opportunities, critical issues and strategies to succeed in reducing vessel air pollutants, improving fuel efficiency, optimising operations and creating a sustainable future for the maritime sector. Organised into eight sessions, the Maritime Hybrid, Electric and Hydrogen Fuel Cells Conference will have more than 40 speakers that will inform, enlighten and engage with delegates on the regulatory, technical and financial hurdles and opportunities to adopting hybrid, all-electric and fuel-cell technologies. Built into the programme are social functions, including coffee breaks, lunches and receptions. On 29 October, the conference will have five sessions exploring hydrogen fuel-cell technology, opening with a market and regulatory overview, followed by sessions on investment and financing, and international case studies detailing real-world experience with hydrogen fuel cells applied to harbour, coastal and deepsea vessels. A panel of experts will outline the barriers, uncertainties and possibilities in the short and long term for the take-up of hydrogen. Days two and three of the conference will drill down into maritime hybrid and electric propulsion applications. 30 October will open with a keynote address on green maritime policy, followed by four sessions detailing trends in battery design, chemistry and safety, projects using ammonia, hydrogen and methanol cells, and presentations on financial and investment hurdles. The formal day's agenda will close with an evening drinks reception. It will be followed by an exclusive, invitation-only VIP reception hosted by Corvus Energy. The final day of the conference, 31 October, will examine new vessel design, conversions, shoreside charging infrastructure and host presentations by vessel owners on hybrid-electric vessels. Port of Bergen commercial manager, Nils Møllerup, will present at the event on the port's lessons learned in investing in shore power systems, and how it envisions its role in further reducing fleet emissions. It has demonstrated the abilities and challenges port authorities face in meeting the shore power requirements of a wide range of vessels. It has low and high-voltage systems, plug-in connections for smaller vessels, special connections for cruise ships, and plans for future shore power connections for superyachts, cargo, ro-ro and supply vessels. (Source: Riviera by Martyn Wingrove)

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KEEL LAYING OF 4200PS MULTIPURPOSE ANCHOR HANDLING TUGBOAT



On 3rd September, 2024, one unit of 4,200 PS multipurpose anchor handling tugboat built by our Jiangsu Zhenjiang Shipyard company for No3 Engineering Company Ltd. Of CCC First Harbor Engineering Company Ltd. has been keel laid. *(Source: Jiangsu Zhenjiang Shipyard)*

AQUA GLACIES COMMENCED TECHNICAL TRAILS

Today, 3rd September 2024, the Damen Song Cam Shipyard – Vietnam built ASD Tug 3413 ICE with yard number 512802 **Aqua Glacies** (Imo 9923762) was seen on the river commencing technical trails. She is registered Saint Vincent And The Grenadines; Kingston with call sign J8B6512. The tug has an Overall Length: 33.42 m; LPP: 30.76 m; Breadth: 11.9 m; Depth: 5.65 m and Draught: 4.6 m. Her Gross Tonnage 69: 570; Net Tonnage 69: 171 and Deadweight: 1160 ton. The two



MAN 20V175D diesel engines develops a total output of 7,400 kW (10,054 bhp) and performed free sailing speed of 14.1 knots and bollard pull of 72 tons. She is classed Bureau Veritas with notations Oil

recovery, Fire-fighting -water spraying, Salvage tug, Escort tug design maximum escort speed design maximum braking force design maximum steering force, standardized design bollard pull,-E and Unrestricted navigation. Further Additional Class Notation(s): GREEN PASSPORT EU , AUT-UMS , SYS-NEQ-1 , ICE CLASS IA SUPER , INWATERSURVEY , COLD (H -40,E -40). *(Photo: Hans de Klerk)*

NEMECA Z TOWAGE & SALVAGE - JULY/AUG 2024

AHT DIONYSIOS Z



NEMECA Z Towage & Salvage increased her presence “off port limits” by successfully accomplishing a series of operations offshore during July/Aug 2024. At the same time NEMECA Z maintained her leading role at main ports of Piraeus, Thessaloniki & Kavala, while Corfu Island port operations were added to the wide portfolio of NEMECA Z by mobilizing a high performing ASD tug, fully compliant with the new domestic regulations, classed under IACS with the

most demanding class notation/s such as unrestricted navigation, FiFi 1, water spray, escort, oil rec via her main JV/partners. ● AHT **Dionysios Z**, 65 tBP, Hellenic Flag, IACS class departed ex her home base in Piraeus on 07th July 2024 towards Port Said, Anchorage, for the single & unrestricted towage of a Sandcarrier to destination port Rijeka, Croatia. Upon arrival at the rendezvous point, towing connection established, CoA issued by a Recognized MWS, and towage commenced to destination. Towed unit was successfully and safely delivered to her owners on 20th July 2024 morning hours at Rijeka, Croatia Roads following a ten days towage operation under high performance and safety levels. ● Immediately after, AHT **Dionysios Z** proceeded to Piombino, Italy via Preveza, Greece port call for bunkers/provisions re-supply. **Dionysios Z** established connection with the two (2) tows consisted of a 75 mtrs Sheerleg and a 90 meters LOA flat top barge by means of her two (2) main towing wire ropes and departed to destination Aliaga, Turkey Roads. **Dionysios Z** and her tows arrived at destination on 21st August 2024, where the safe deliveries and collection of tge took place at the same day giving a happy end of a challenging operation which included straits transit with two tows, heavy traffic and challenging environmental conditions throughout the voyage. ● On 24th August 2024, AHT **Dionysios Z** participated into a spot Floating Crane transportation prior returning to her port & fifi duties at the Wider Piraeus ports and installations. *(PR)*

ASD IRAKLIS Z

● Following the successful towage and handover of a 190 mtrs Floating Dock, **Iraklis Z** awarded a significant contract in relation to **Torro Rosso** casualty. Since 15th June 2024, ASD **Iraklis Z**, engaged with a sensitive and demanding salvage operation of the MV **Torro Rosso** as the main (towing) tug

offering a wide array of services to the salvage team and loose attendee authorities including but not limited to towage, stand by, logistics, escort services on account of owners/managers/salvors/MW S/attendee class and authorities and loose stakeholders. After 74 days on hire, MV **Torro Rosso** was safely delivered at her destination (Aliaga Turkey) giving a successful end to the overall project. It shall be stressed out that last leg of the project highlighted by an impressive, performed towage operations of the 91,384 MT// LOA/BEAM : 249.91 M / 43.00



M / LBP: 240 M / DEPTH MOULDED : 18.7 M // INT'L TONNAGE : 55,300 GT / 25,498 NT // HOLD CAPACITY TTL 3,955,438.00 CFT and always within the recommendations imposed of the issued CoA for the voyage. Iraklis Z is presently enroute for her forthcoming offshore engagement on acct of a first-class charterers. • Nevertheless, NEMECA Z has been assigned with several International Ocean Towage Agreements on acct of first-class clients with her fleet units ASD **Iraklis Z**, AHT **Dionysios Z & Agonistis Z** which are due to take place during the upcoming month/s. (PR)

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ACCIDENTS – SALVAGE NEWS

SUNKEN FREIGHTER "VERITY" - BODY FOUND DURING SALVAGE

In October 2023, two freighters collided in the North Sea, and four sailors have been missing since then. In one case, there is now sad certainty. Ten months after the collision of two cargo ships in the German Bight, another body has been recovered. This was announced by the General Directorate for Water and Shipping (GDWS) in Bonn. The sailor was found in the stern of the sunken freighter "**Verity**", which was recovered on Friday. The coastal motor vessel "**Verity**" collided with the freighter "**Polesie**" in the German Bight on October 24, 2023 - around 22 kilometers southwest of the North Sea island of Heligoland and 31 kilometers northeast of the East Frisian island of Langeoog. The 91-

meter-long "**Verity**", sailing under the flag of the Isle of Man, sank. It was on its way from Bremen to



Immingham in Great Britain.

Three people still missing

Seven sailors were on board.

Three of them are still

missing. The captain was

recovered dead. Two sailors

were rescued from the water

at the time. The sailor who

has now been found was

discovered in a cabin,

according to the GDWS. The

federal police brought the

body to Hamburg at midday

for further examination. "The

lawyers of the remaining families were immediately informed of the discovery," said a GDWS spokeswoman. The "**Polesie**" had 22 people on board and was still able to float after the accident, as

the responsible emergency command in Cuxhaven announced at the time. With a length of 190 meters, the "**Polesie**" was significantly larger than the "**Verity**".

Stern recovered on Friday On Friday,

the 600-ton stern, i.e. the rear part of the ship, was recovered from a depth of around 40 meters using

a floating crane. The search was then to be carried out specifically for the four sailors who were still

missing at the time. According to the GDWS, one of the strongest floating cranes in Europe is being

used for the rescue. The floating crane **Hebo Lift 10** can therefore lift up to 2,200 tons. The laborious

and complex salvage of the ship required months of preparation, the authorities said. First, hazardous

substances were pumped out of the ship's tanks, then the freighter's cargo - 187 coils of steel strip -

was recovered. The entire wreck posed a danger to shipping, also due to its location. *Bug to be*

recovered on Monday In order to lift the wreck out of the water with the floating crane, it was cut

into two parts underwater. The cutting took nine hours. Lifting chains were attached underneath the

wreckage to enable lifting. Divers also brought pumps into the wreck to reduce the weight during

lifting. The 580-ton front part of the ship, the bow, is to be raised on Monday. "The weather

conditions are good, so the work is going according to plan," said a spokeswoman for the GDWS. The

search for the other missing people will then continue. A restricted area with a radius of one nautical

mile will apply around the accident site until the salvage operation is completed. The two wreckage

parts are to be towed to the Netherlands and disposed of properly. *(Source: Kurier)*

SALVAGE PLAN PREPARED AS GREECE WARNS OF OIL LEAK FROM SOUNION

The salvage plan is being prepared with a salvage team organized as they race against time to prevent

an environmental disaster in the Red Sea from the burning Greek tanker **Sounion**. After contradictory

statements and images from the various authorities regarding a possible leak, Greece submitted an

urgent notice to the International Maritime Organization late on Thursday, August 29. "According to

a satellite image obtained evening hours of 29 August 2024 by the Satellite Services of European

Maritime Safety Agency (EMSA), a potential spill of about 2.2 nautical miles length has been

detected. The position of the oil spill matches with the location of the ship," said the urgent notice

from the Director General for Shipping of Greece. The vessel is loaded with 150,000 tons of crude oil

and the fires started by the Houthi appear to be spreading to additional tanks based on the images.

However, there has been some speculation that the first oil leaks might be from the bunkers and the

damaged engine room of the vessel. The Houthis' video showed several holes above the waterline in the hull from the series of attacks. The Dutch company Boskalis confirmed that it "has been asked to help salvage the tanker **Sounion**," according to a report in the Dutch newspaper De Telegraaf. A spokesperson for Boskalis said that SMIT is capable of carrying out such a salvage but noted the dangers from the Houthi attacks and unrest in the region. In addition to the fires that were set in the tanks, there



are fears that there could be additional explosives on the **Sounion**. Boskalis's SMIT salvage group undertook the operation aboard the FSO **Safer** in the same region before the hostilities. They successfully transferred the oil to a new tanker and cleaned the FSO **Safer** in preparation for its removal for scrapping. The UN operation however was not completed because of a need for additional funds and the start of the attacks by the Houthis in November 2023. Salvage teams are expected to approach the Sounion and begin a survey to confirm the plan which would either focus on a ship-to-ship transfer or attempting to move the tanker. Reuters is quoting unnamed sources saying the first efforts could begin over the weekend. "Greece urges all nations and all actors involved to assist in preventing the environmental hazard and resolving the situation the soonest possible," says the statement attributed to Rear Admiral H.C.G. Lagadianos Nikolaos. Greek Foreign Minister Georgios Gerapetritis told reporters that he spoke with the Saudi Arabian Foreign Minister and that they were coordinating efforts. Bloomberg is reporting that Saudi Arabia would oversee the transfer of the oil while both Bloomberg and Reuters are saying the tanker will be moved to Djibouti. The Houthis said on Thursday that they would permit a salvage attempted but denied a statement from Iran that there would be a ceasefire. As if to prove the point, late on Friday the Houthis fired two missiles at an unidentified merchant ship in the Gulf of Aden. Reports to UKMTO said the first landed in the water 50 meters from the bow and a second was to the stern of the vessel. The ship was not hit and continuing on course. (Source: Marex)

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NEW ZEALAND AUTHORITIES RESPOND TO CARGO BARGE GROUNDING ON SOUTH ISLAND

Maritime New Zealand and other partner agencies have begun work to ensure the stability of a barge

that ran aground on South Island earlier this week. The incident occurred shortly after 00:00 local



time on Sunday, September 1, when the 100-metre-long **Manahau** ran aground at Carters Beach. The 11-strong crew have remained on board the vessel and are safe. Maritime NZ said the barge is intact, no items have been lost, and there are no leaks. There was also no cargo on board at the time, though the barge's tanks reportedly contain approximately 100,000 litres of diesel. Following

a discussion with local and regional authorities, Maritime NZ is now the lead response agency for the incident. This means it will oversee the government response work being undertaken in relation to the vessel and the grounding. Several Maritime NZ personnel have since headed to nearby Westport to support the effort, while a maritime incident response team has been set up in Wellington, and is being supported by other staff around the country. Maritime NZ Incident Controller Blair Simmons said the key priority has been to stabilise the vessel and then to consider how to move it in a way that would not impact the safety of people and the environment. This will require careful planning and analysis, and it will take some time to put things in place. Maritime NZ said that, as the vessel remains stable, so there is time for this to occur. All work will be undertaken during daylight hours. Maritime NZ is urging people to assist the salvage efforts by staying away from the area around the grounded barge, as the site is an operational area with several hazards to the public. The vessel's operator, West Coast Bulk Logistics, has informed Maritime NZ that it has spoken to salvage experts, and is planning on bringing a specialist tug down from Taranaki to support a potential re-float later this week. Maritime NZ clarified that the operator is responsible for the development of the salvage plan for the vessel. *(Source: Baird)*

UK MAIB INVESTIGATION REPORT: GROUNDING OF THE RO-RO PASSENGER FERRY ALFRED

At 1400 on 5 July 2022, the UK registered roll-on roll-off passenger ferry **Alfred** grounded on the east coast of Swona Island, Pentland Firth, Scotland while on passage from Gills Bay, mainland Scotland, to St Margaret's Hope, South Ronaldsay, Scotland. The impact caused injuries to 41 passengers and crew, and damage to Alfred's port bulbous bow and almost all



the vehicles being transported on board. The vessel subsequently refloated on the rising tide and

continued to St Margaret's Hope under its own power later that afternoon; there was no pollution.



The investigation found that Alfred grounded because the master experienced a loss of awareness while helming the vessel close inshore, almost certainly as a result of falling asleep for approximately 70 seconds. During this period the master allowed Alfred's heading to swing towards the coast unchecked. When the master became aware of the vessel's predicament he was unable to prevent the ferry striking the rocks at 13 knots. The investigation also identified that Alfred's passage plan was inadequate and that its Electronic Chart Display Information System, which was the ferry's primary means of navigation, was not being used effectively to support safe navigation and warn of danger. Despite the passage plan being in place since the vessel entered service in 2019, neither the Pentland Ferries' annual audits nor the Maritime and Coastguard Agency's surveys had detected this safety issue. Alfred

grounded in waters controlled by Orkney Islands Council Harbour Authority. However, the harbour's vessel traffic service was not monitoring the movement of the ferry and did not raise the alarm when it entered the guard zone around Swona Island. Once aground, Alfred's emergency response did not follow the safety video shown to passengers before departure from port. The investigation established that this was because the vessel's procedures and weekly drills had not adequately prepared the crew for the emergency. The investigation also found that the Pentland Ferries emergency response team ashore did not prompt the master to create a nominal list of those on board. Pentland Ferries has taken significant action to enhance its procedures and ensure that they are followed; implemented a fatigue management plan; strengthened its emergency response procedures; and, enhanced the training provided to crew and shore staff. The Orkney Islands Council Harbour Authority has taken action to improve its oversight of ferry operations in its waters. Recommendations have been made to the Maritime and Coastguard Agency to: direct its surveyors to ensure that vessel passage plans are available; issue guidance to the UK domestic passenger fleet on the securing of heavy objects on board their vessels; and, to review the general exemption from the requirement for these vessels to be fitted with voyage data recorders. Pentland Ferries has been recommended to review its emergency response team procedures to ensure that it captures passenger details and injuries post-accident. For more details, click [HERE](#) to download the full UK MAIB investigation report. (Source: MAIB)

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SALVORS ASSESS HOW BEST TO HANDLE THE BURNING SOUNION TANKER OFF YEMEN

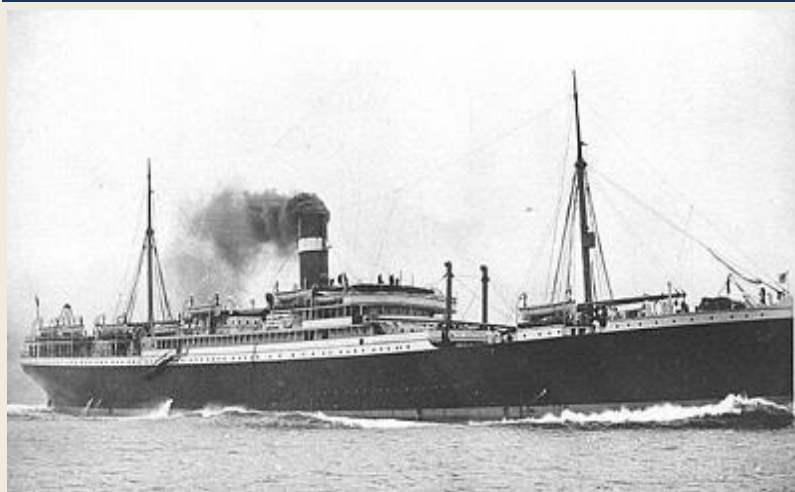
The on-fire **Sounion** suezmax is expected to be towed from its location off Yemen today September 2. Two tugs, **Hercules** and **Gladiator**, have been primed to carry out the delicate operation. The tanker was hit by multiple projectiles from the Houthis 12 days ago, with the crew evacuating and the Houthis then boarding the **Sounion** and detonating a series of explosives. Laden with 1.1m barrels of Iraqi



crude, the Delta Tankers ship risks becoming the fifth worst tanker spill of all time. Salvors will now make a decision whether to carry out an urgent ship-to-ship transfer of the **Sounion's** cargo or to tow it to a port. Satellite images show a clear oil spill stretching for a number of kilometres from the **Sounion's** stern. A merchant vessel transiting the Red Sea was struck by two unknown projectiles early this morning, the United Kingdom Maritime Trade Operations said in an advisory note. A third explosion was also reported in close proximity to the vessel. "Damage control is underway," the agency said, citing the ship's master. Private security firms indicate the ship involved is the **Blue Lagoon 1**, a shuttle tanker. Later on Monday, the UKMTO reported a second attack off the Houthi-controlled port city of Hodeida. The private security firm Ambrey said an aerial drone hit a merchant ship, though no damage or injuries were reported. Houthi militants said on Saturday that they attacked a Liberia-flagged container vessel for a second time in the Gulf of Aden. The attack on the 2,500 teu **Groton**, which is on charter to CMA CGM, was the second such strike on the same ship in the space of a month. (Source: *Splash24/7*)

REMEMBER TODAY

S.S. RMS HESPERIAN – 04 SEPTEMBER 1915



The RMS **Hesperian** was a passenger ship of the Allan Line, which served the Liverpool – Québec – Montréal route from 1908 to 1915. On the night of 4 September 1915, the submarine SM **U-20**, under the command of Kapitanleutnant Walther Schwieger, who sank the **Lusitania**, torpedoed **Hesperian**. The **Hesperian** sank over a day after being torpedoed, on 6

September 1915, while being towed to Ireland. Thirty-two people were killed when a lifeboat upset while lowering. **Hesperian** was also carrying the body of **Lusitania** victim Frances Stephens on her last voyage, with Mrs. Stephens being sunk twice by the same submarine and commander. Schwieger was reprimanded for this action, as the previous week Count Bernstorff, the Imperial German Ambassador to the United States, had assured Washington that “passenger liners will not be sunk without warning” after the **Lusitania** disaster. *The ship Hesperian* of the Allan Line was a cargo and passenger steamship built by the Scottish shipyard Alexander Stephen and Sons, Ltd., of Linthouse, Glasgow, Scotland. She was launched on 20 December 1907 and embarked on her maiden voyage on 25 April 1908 on the Liverpool – Québec – Montréal route. The ship was named after the Garden of the Hesperides of Greek Mythology, a mythical land to the west, near the Atlas mountains, famed for the three “nymphs of the evening” who lived there and its tree which grew golden apples. **Hesperian** was a single-funnel, double screw ship 485.5 feet (147.8 meters) in length and 60.3 feet (18.3 meters) wide. Her size was 10,920 gross registered tons. She could accommodate 210 passengers in first class, 250 in second class, and 1,000 in third class. Starting in January 1910, **Hesperian** was contracted out to the Canadian Pacific Line for a voyage from Liverpool to St. John, New Brunswick, Canada. *Last voyage Hesperian* left Liverpool on Friday, 3 September 1915 at 7:00 p.m. for Québec and then Montréal. Her commander was Captain William Main. On board were 814 passengers and 300 crew members. In addition to civilian passengers, she would be carrying wounded Canadian soldiers home and cargo. No United States citizens were passengers, although one steward was an American national. Most of those aboard were either British or Canadian. The passengers knew of the risk of a German U-boat attacks or the possibility of running into a German mine, as in the course of the submarine war already many British merchant ships, including **Lusitania**, had already been sunk. The passengers list included the following people: Ellen Carbery from St. John, New Brunswick, one of the first private Canadian women decorators and the founder of Ellen Carbery’s Ladies Emporium. She would be lost in the subsequent sinking. Marjorie Campbell Robarts, sister of John Robarts, a high Canadian dignitary of Bahai Faith, who survived. Major Percy Guthrie, a Canadian battalion commander and a former member of the Legislative Assembly of New Brunswick, who survived. Also on board was the casket of Frances Stephens, the widow of a Canadian politician George Stephens. Four months prior, Frances Stephens was lost in the sinking of the **Lusitania**. Her body was shipped aboard **Hesperian** to Montréal in order to be buried beside her husband. She was therefore sunk twice by the same U-boat and commander, with her final resting place at the bottom of the Atlantic rather than by her husband. *Attack* The German submarine SM **U-20** of the Imperial German Navy under the command of the 30-year-old Kapitanleutnant Walther Schwieger was about 85 miles off of Fastnet Rock, Ireland, on the evening of 4 September 1915. Schwieger sighted **Hesperian** steaming at full speed just hours after the ocean liner had left Liverpool.

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Through his periscope, he saw **Hesperian** zigzagging towards him. Even though he did not know the identity or the purpose of the ship, he made the decision to attack. As he did with **Lusitania**, Schwieger fired a single torpedo at his target. The torpedo struck **Hesperian**’s starboard bow at 8:30

p.m. and exploded in the forward engine room. The impact sent a wall of water and debris shooting into the air and striking the bridge and the boat deck with great violence, causing significant damage. The ship shuddered and listed to starboard. Furniture slipped and dishes fell and broke. Steam escaping from the engine room enveloped the upper decks. Captain Main had the ship stop immediately, rang the alarm bells, and ordered the SOS signal to be sent. He also ordered his officers to lower the lifeboats. Despite it being nightfall, the evacuation was orderly and fair, and most boats were manned and lowered safely. A port side lifeboat upset while lowering, killing 32 people. Eyewitnesses reported afterwards that there had been no great panic among the passengers. The survivors were rescued during the night by several wary British ships in the vicinity and taken to Ireland. One man who had been blinded on the Western Front had his sight restored by the shock of the explosion. A boy had been left behind, sleeping in his bunk, throughout the sinking. The ship's watertight bulkheads kept the ship afloat, although she was now riding lower in the water. The vessel was evacuated in less than an hour. Only Captain Main and several officers had remained on board as a skeleton crew. The body of Mrs. Stephens was still aboard as well. Captain Main hoped to beach the [Hesperian](#) or have her towed to Queenstown. The ship never made it. On 6 September 1915, [Hesperian](#) succumbed to the waves, sinking some 37 miles from land and not far from the [Lusitania](#) wreck. *Political fallout* The week prior to the sinking, Count Bernstorff, the Imperial German Ambassador to the United States, had assured Washington that "passenger liners will not be sunk without warning" following the [Lusitania](#) sinking. When word reached Germany of Walther Schwieger's actions, Schwieger was ordered to Berlin in order to justify his actions and apologize officially. He was accused of having sunk another unarmed passenger liner without warning, despite the explicit directions given to submarine commanders not to do so. Kaiser Wilhelm did not want to risk further provocation of the United States. Schwieger complained about his unfair treatment, but in 1917, Schwieger would be forgiven by Berlin. He received Germany's highest decoration, Pour le Mérite, also known informally as the "Blue Max." Schwieger would be killed in action in World War I when his command, the SM [U-88](#), was lost with all hands, presumed to have struck a mine north of Terschelling while outbound from Germany for the French coast. (Source: [shawnpowerancestry](#))



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OFFSHORE NEWS

ICON OFFSHORE TO ADD 40 SHIPS IN DEALS WITH YINSON AND LIANNEX

Malaysian OSV owner Icon Offshore is set to swell its fleet via multiple deals that include compatriot Yinson Group and a company controlled by Yinson's founder and chairman Lim Han Weng. The Bursa Malaysia listed firm with around 20 OSVs will be adding 40 additional ships, 36 of which from Lim's Liannex Corp, while the remaining vessels will come from Yinson's businesses, including Regulus Offshore. Singapore-incorporated Liannex Fleet owns 36 vessels, comprising 17 tugs, 17 barges and two bulk carriers. The deal is worth about \$42m in shares and subject to the approval of Icon's shareholders and relevant government authorities. The Yinson deal is priced at

\$37m, also in shares, and will give the company a minority stake and a board seat in Icon, which is



chaired by Lim's son, Lim Chern Wooi. Yinson said the disposal is part of the company's plan to focus on FPSO and energy transition business segments. Meanwhile, Icon said the expanded fleet will allow the group to increase its operational capacity and service coverage as well as expand its existing customer base. Icon is also acquiring several companies related to

Yinson, including the entire stake in OSV chartering unit **Yinson Camellia**, as well as **Yinson Port Ventures** and **Yinson Premier**, which have businesses in Vietnam. The company has also moved to take full control of its vessel chartering businesses, **Icon Bahtera** and **Icon Waja**. These transactions are also expected to be paid in shares. *(Source: Splash24/7)*

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MULTI-PURPOSE OFFSHORE SUPPORT VESSEL – BOURBON TRIESTE

The French owned Bourbon Offshore oil and gas industry offshore support company has, for many years, been very active in both the offshore fields of West Africa and the offshore fields of East India. In recent months there have been one or two of their support vessels making their way from one region to the other, with recently '**Bourbon Explorer 514**' making its way from Kakinada in India, around to Soyo in Angola, via Cape Town as reported in



Africa Ports & Ships in the 31st July edition. These routings are, thankfully, unaffected by the Houthi idiocy. Back on 2nd August, at 19:00 in the evening, which was exactly 24 hours after the departure

from Cape Town of **'Bourbon Explorer 514'** to Angola, the multi-purpose offshore support vessel **'Bourbon Trieste'** (IMO 9394258) arrived off Cape Town, from Luanda in Angola. She entered Cape Town harbour, proceeding into the Duncan Dock, and in an unusual move, was placed alongside the Passenger Cruise Terminal at E berth. Whilst not always the case, such a move is indicative that a major crew change is planned, and Immigration Services are required. Built in 2007 by Scheepwerf De Hoop International BV, at Tolkamar in Holland, which lies on the River Rhine bordering Germany, **'Bourbon Trieste'** is 86 metres in length and has a deadweight of 3,210 tons. She is a diesel electric vessel, and is powered by four Caterpillar 3512B generators producing 1,360 kW each, providing power to Alstom MV3000 variable speed drives, which drive two stern Rolls-Royce US205 fixed pitch azimuth thrusters for a service speed of 10 knots. The auxiliary machinery of **'Bourbon Trieste'** includes a single emergency generator providing 320 kW. For added manoeuvrability she has two bow Roll-Royce TT1650 DPN transverse thrusters providing 780 kW each, and single bow Rolls-Royce Aquamaster UL901/4420 retractable azimuth thruster providing 600 kW. Her full suite of azimuth and transverse thrusters gives **'Bourbon Trieste'** a dynamic positioning classification of DP2. This is provided by a Converteam ADP-21 system, where her dynamic positioning references are from two DGPS receivers, a Cyscan Laser reference system, and a Sonardyne USBL acoustic reference system. Her DP2 classification allows her to maintain position with wind speeds up to 30 knots, and with a sea state wave height of 3.5 metres. Designed for light subsea works, and precision seabed lifting down to a depth of 2,300 metres, **'Bourbon Trieste'** has an aft working deck with an area of 800 metres, with a



a forward deck strength of 5 tons/m², and an aft deck strength of 10 tons/m², with her working deck able to carry a full cargo load of 1,245 tons. Additionally, she has an aft mezzanine deck with an area of 260 m², and a deck strength of 5 tons/m². Her overside operations are carried out by a NOV knuckleboom crane with a lifting capacity of 110 tons, and able to work to a depth of 1,600 metres, and a SMST knuckleboom crane with a lifting capacity of 24 tons,

and able to work to a depth of 2,300 metres. Both cranes have active heave compensation. Two Remote Operated Vehicles (ROVs), producing 500 kW each, are operated from the mezzanine deck using bespoke lifting 'A' frames and cable winches. She has limited underdeck cargo tank capacity to carry 841 m³ of fuel, with cargo pumps able to transfer at a rate of 150 m³/hour, and a fresh water tank with a capacity of 524 m³, and cargo pumps able to transfer at a rate of 150 m³/hour. She has underway water making systems able to produce fresh water at a rate of 20 tons/day. She has a firefighting classification of FiFi1, with two monitors capable of throwing a water deluge at a rate of 1,200 m³/hour each, and has a water spray system that covers the vessel when involved close to fires. For firefighting operations she also has a tank with a foam capacity of 25 m³. For anti-pollution operations **'Bourbon Trieste'** carries oil skimmers and dams aboard, where the skimmed oil can be pumped aboard into a 300 m³ tank, for disposal ashore. She has accommodation for up to 80 persons, and with a tropical rescue capability of 150 persons. She has a range of 9,360 nautical miles, and an endurance of 50 days at sea. Owned by Bourbon Supply Investissements SAS, of Marseille in France, **'Bourbon Trieste'** is operated by Bourbon Offshore Surf SAS, also of Marseille, and is managed by Bourbon Offshore Greenmar, of Nyon in Switzerland. Her call at Cape Town was not her first call at a

South African port, as she called into Durban back in April 2017, as recorded in the Africa Ports & Ships edition of 2nd May 2017. Prior to her arrival in Cape Town, 'Bourbon Trieste' has been working in the offshore oil and gas fields of Angola, and had been based out of Luanda since April 2024. After her clearance period at E berth, she was shifted down the Duncan Dock to the Landing Wall, where she remained for over one week, before finally moving across to the Eastern Mole, prior to sailing. At 2100 in the evening of 16th August, she was finally ready to sail and she departed from Cape Town with her AIS indicating that her next destination was to be Kakinada in India. For the nomenclature aficionado, and the casual maritime observer, it is clear that her prefix name is that of her owners, Bourbon, but contrary to popular belief she was not named after the Italian port of Trieste, located in the far north of the Adriatic Sea. She was, in fact, named after the Bathyscaphe 'Trieste', which created the world record for the deepest manned dive ever undertaken on 23rd January 1960. The Bathyscaphe, which is named from the Ancient Greek words of 'Bathys' which means 'Deep', and 'Scaphe' which means 'Bowl shaped boat'. Designed by the Swiss engineer Auguste Piccard, the hull of the 'Trieste' was built in 1953 by the Cantieri Riuniti dell'Adriatico shipyard, at Trieste, with the manned pressure sphere being built by Acciaierie d'Italia SpA, at Terni. Both the hull and pressure sphere were completed and fitted out by Cantiere Navali di Castellammare di Stabia shipyard, near Naples. She entered service with the French Navy for deep diving operations in the Mediterranean Sea, and in 1958 'Trieste' was sold to the United States Navy (USN). On 23rd January 1960, crewed by Lieutenant Don Walsh, a Submariner of the USN, and Jacques Piccard, who was the son of Auguste Piccard, the 'Trieste' dived into the Challenger Deep of the Mariana Trench in the Pacific Ocean, which is the deepest known point of the oceans, anywhere on Earth. After a dive that took over 4 hours, she touched bottom at a depth of 10,916 metres, or 35,814 feet, to break the deep diving record. To put it into context, this depth is more than the equivalent of the



highest point on Earth, Mount Everest, whose summit sits at 8,849 metres, or 29,032 feet. Retired in 1966, 'Trieste' has been saved for posterity, and is on permanent public display at the National Museum of the United States Navy, in Washington D.C. in the USA. (Source: African Ports & Ships by Jay Gates; Photos: Dockrat)

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ADANI TAKES OVER ASTRO OFFSHORE



India's Adani Ports and Special Economic Zone (APSEZ) has acquired a majority stake in Dubai-based OSV owner Astro Offshore. The deal worth \$185m in cash will see APSEZ control 80% of Astro and a fleet of 26 offshore support vessels, comprising anchor handling tugs, flat top barges, multipurpose support units and workboats. APSEZ, which currently counts a fleet of 142

tugs and dredgers, said the move on Astro is part of the company's plans to become one of the world's largest marine operators, while also adding an impressive line-up of tier-1 customers. In April 2022, the company also acquired leading compatriot third-party marine services provider Ocean Sparkle Limited (OSL) and its asset base of 94 owned vessels or around \$200m. Astro was set up in 2009 and has a client base that includes NMDC, McDermott, COOEC, Larsen & Toubro and Saipem. The takeover will not require any regulatory approvals and is expected to close within a month. (Source: *Splash24/7*)

DOF LINES UP ANOTHER ASSIGNMENT IN ASIA PACIFIC THANKS TO DECOM GIG FOR 2010-BUILT VESSEL


Norway's vessel owner DOF Group has won a new deal in the Asia Pacific (APAC) region for one of its multi-purpose subsea vessels with construction support vessel (CSV) features based on a modern anchor handling tug supply (AHTS) ship design suited for field installation operations across a wide range of water depths and environmental conditions. The new subsea decommissioning



services contract award for the 2010-built CSV **Skandi Hercules** comes several months after DOF secured a contract extension slated to keep the ship occupied offshore Australia into Q3 2024. While the Norwegian player did not disclose the exact value of the new deal, it did explain that it is below \$15 million. The new assignment encompasses project management, engineering, logistics support, and execution of decommissioning activities for an offshore campaign, which will be conducted in Western Australian waters. The deal, scheduled to begin in Q4 2024, is expected to take approximately 50 days. Commenting on the new contract, Mons Aase, CEO of DOF Group,

highlighted: “This award secures further backlog for the APAC region and we look forward to delivering a safe and successful project.” DOF has expanded its backlog with more vessel work over the last few months, including the most recent one, which brought an extension and a new deal for its 2011-built dive support vessel (DSV) in the APAC region, shortly after another one of the firm’s subsea vessels prolonged its work until mid-2028. (Source: *Offshore Energy*)

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EVENT NEWS

47E EDITIE WERELDHAVENDAGEN BREIDT UIT MET FESTIVALPLEIN



Dat Rotterdam een trotse havenstad is, zal niemand ontgaan op 6,7 en 8 september. Op die dagen is namelijk de 47e editie van de Wereldhavendagen. Het jaarlijkse maritieme evenement pakt ook dit jaar weer groot uit op het water, langs de kades en in de binnenstad. Met dit jaar een primeur: het Wereldhaven Festivalplein als centrale ontmoetingsplek op de Kop van Zuid. [Innovatiekade](#) De

nieuwste ontwikkelingen en innovaties in de Rotterdamse haven worden samengebracht op het Innovatieplein. Zo kunnen bezoekers voor het eerst langs bij de inspirience, van Missie H2. Hier ontdekken zij hoe waterstof wordt gemaakt, opgeslagen en vervoerd en leren zij wat er op dit gebied al gebeurt in de Rotterdamse haven en daarbuiten. Ook is de allereerste waterstof-aangedreven Rotterdamse Watertaxi te zien op de Innovatiekade. Vanuit het Rotterdam Makers District zijn allerlei innovatieve start- en scale-ups aanwezig, zoals de 3D-geprinte kielblokken van maritiem ontwerp bureau Royal Roos. [Shows op het water](#) Tijdens de shows op het water zie je maritieme professionals in allerlei soorten en maten in actie. In het demogebied voor de grote tribune op de Holland Amerikakade geniet je de hele dag door van shows op het water. Van reddingswerkzaamheden, het loodswezen en een calamiteitenshow, tot wedstrijden tussen zeilschepen, roeiers, en de Koninklijke Marine die commando’s en paratroopers hun missies naspelen. [Centraal festivalplein](#) Nieuw tijdens deze editie is het Wereldhaven Festivalplein. In dit kloppende hart van het evenemententerrein van het grootste jaarlijkse maritieme evenement van Nederland

kunnen jong en oud terecht voor optredens, interviews, debatten, cultureel en nautisch programma, horeca en kinderactiviteiten. Het Wereldhaven Festivalplein bevindt zich op het Baltimoreplein, de grote open plaats tussen de Cruise Terminal en het World Port Center op de Wilhelminapier. Dit plein zal op vrijdag 6 en zaterdag 7 september geopend zijn van 10:00 uur tot 23:00 uur en op zondag 8 september tot 18:00 uur en is, net als het grootste deel van de Wereldhavendagen, gratis toegankelijk. *Vaartochten*

Natuurlijk is Rotterdam tijdens de Wereldhavendagen ook vanaf het water te bewonderen. En wel op vele verschillende en unieke vaartuigen. Bijvoorbeeld de *Oceandiva Nova*, een 100% elektrisch aangedreven evenementenschip, dat binnenkort ook uitgerust wordt met zonnepanelen. Uiteraard zijn ook de bekende oudere en



meer traditionele schepen – zeesleper *Elbe*, Zeesleepboot *Holland* en de stoomsleper *Furie* – zijn te boeken voor een rondvaart. Op de *Furie*, uit 1916, kan zelfs een avondvaartocht gemaakt worden. *Career Event* In de haven zijn er 565.000 banen. En komende jaren zijn er duizenden nieuwe mensen nodig. Van kraandrijvers en sleepbootkapiteins, tot dataspecialisten en adviseurs energie en duurzaamheid. Wie denkt aan een carrière in de haven, doet er goed aan naar het MATCH Career Event op vrijdag 6 september in het Nieuwe Luxor Theater te gaan. Hier presenteren tientallen bedrijven uit de haven zich. (Source: *Schuttevaer* by Marloes Kanselaar)

WINDFARM NEWS - RENEWABLES

NKT WRAPS UP WORK ON SHETLAND RENEWABLES INTERCONNECTOR



Danish subsea cable and services firm NKT, in close collaboration with SSEN Transmission, has completed the turnkey project of connecting the Shetland Islands to the main grid in Scotland with the Shetland HVDC Link. The 320 kV HVDC interconnector is now a key contributor to the integration of renewable energy in Great Britain.

Interconnected power grids are essential to the green transition and with the completion of the Shetland HVDC Link, 600 MW of renewable energy can now flow from the Shetland Islands to the Scottish mainland. NKT has finalized the turnkey project connecting the remote islands in the North Sea to the main grid with two HVDC 320 kV power cables. NKT installed 253 km offshore and 10

km onshore power cables, unlocking the Islands' renewable potential while also securing a continuous supply of low-carbon power. As part of the environmental focus of the operation, the installation of the submarine power cable system was completed by energy efficient **NKT Victoria** cable laying vessel. “We are pleased to continue our collaboration with SSEN Transmission, utilizing our extensive HVDC technology expertise to support a low-carbon power supply for the Shetland Islands. With the completion of the Shetland HVDC Link, our contribution to the development of the power grid in Scotland and Great Britain continues,” said Darren Fennell, head of NKT’s high-voltage business in Karlskrona, Sweden. The power cables for the Shetland HVDC Link were manufactured at the NKT factory in Karlskrona, Sweden, which runs on 100% renewable electricity, minimizing the carbon footprint of the cable system. *(Source: MarineLink)*

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NORTHERN OFFSHORE SERVICES' NEWEST CREWBOAT BEGINS OPERATIONS IN UK WATERS

Sweden's Northern Offshore Services (NOS) has begun operating a new catamaran crewboat at an offshore wind farm in UK waters. Named **Impresser**, the vessel is classed by Bureau Veritas and sails under the flag of Denmark. The crewboat has an aluminium hull, a length of 34 metres, a beam of 11.2 metres, an operational draught of only 1.9 metres, and capacity for 24



technicians and up to 40 tonnes of deck cargo. The vessel utilises Volvo Penta's upgraded IPS propulsion system, which has been dubbed the “professional platform.” It is an integrated helm-to-propeller system, incorporating controls, electronics, custom software, propulsion packages and more, designed to work together seamlessly and reduce errors and inefficiencies. The four Volvo Penta D13 engines each produce 588 kW at 2,250 rpm to propel the crewboat to high transit speeds

to and from offshore wind farms. The electronics suite includes a Furuno ECDIS, an Area A1 and A2 GMDSS, CCTV cameras, and a Reygar monitoring system. Impresser is also being operated as a demonstrator vessel. It is equipped with a remote diagnostics package, which will capture more than 6,000 hours of data that will be incorporated into optimisation and future Volvo Penta propulsion design. (Source: Baird)

THE “JACK-UP ON JACK-UP” CONCEPT



The next generation of maintenance vessels for offshore wind turbines KNUD E HANSEN continues to expand its portfolio of innovative designs and extensive experience in the offshore wind farm sector with a new wind turbine maintenance platform – The “Jack-up on Jack-up” concept. This four-legged jack-up vessel features a 15 m wide working platform, which can be elevated to the height of the nacelle, thus providing a safe

platform for maintenance work on the blades eliminating the need for hazardous rope access. With a telescopic weather cover fitted on the platform, work on the blades can be done in practically all weather conditions, day or night, resulting in far more working hours annually than with conventional maintenance vessels and rope access, making it possible to set up a dependable schedule for planned maintenance. A large, air-conditioned workshop is located at the aft end of the work platform, and when the weather cover is deployed, a virtual factory hall is created around the blade, allowing all types of work to be performed on the blade, minimizing the need to remove the blades and transport them to shore for repair. Additionally, with the possibility of inserting an X-Y motion compensating system between the work platform and the platform carriers, the “factory hall” can remain geostationary. A “cherry picker” mounted on a hammer head at the platform’s opposite end provides the access to the nacelle. The main crane is fitted on the elevating structure, allowing for the use of a conventional pedestal-mounted crane with a boom that is approximately 30% shorter than that of a conventional wind turbine maintenance vessel, which should be able to reach the same height, providing a much better view of the blades and the nacelle from the crane driver’s cabin. Measuring 154 m in length and 64.4 m in breadth, this vessel is designed for all kinds of maintenance work on wind turbines up to 20 MW, including replacement and handling of nacelles weighing as much as 1,000 t at a hub height of 175 m, and managing blades up to 130 m long. This can be done while it is jacked up in 80 m water depth. Two crew access vessels are arranged in davits on the aft deck, and with a retractable boat landing that can reach the water when the vessel is jacked up, the vessel can work as a mother vessel for CTVs working in the area. This innovative design is currently patent pending for the “Jack-up on Jack-up” concept, with the elevating work platform, and its unique suspension allowing it to be positioned precisely beneath a turbine blade, and with regard to the weather cover. (PR)

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DREDGING NEWS

JAN DE NUL AWARDED CONTRACT FOR PALM JEBEL ALI MARINE WORKS IN DUBAI

Jan De Nul Group signed the contract with Nakheel, a member of Dubai Holding Real Estate, to complete marine works on Palm Jebel Ali. The island will ultimately span 13.4 kilometres, featuring 16 fronds and 91 kilometres of beachfront. Nakheel, a member of Dubai Holding's pioneering real estate arm, Dubai Holding Real Estate, has awarded Jan De Nul Group the contract for



dredging, land reclamation, beach profiling and sand placement to support the construction of villas on Palm Jebel Ali. The entire scope of marine works is expected to be completed in just over two years. Jan De Nul's new assignment involves additional land reclamation, beach levelling and preparing the soil for constructing buildings. When finished, the construction of Palm Jebel Ali will have required a total of some 200 million cubic metres of sand. To undertake the marine works, Jan De Nul will deploy specialised equipment, including its trailing suction hopper dredger "Brunelleschi". Jan De Nul Group is mobilising the land equipment for this purpose from its logistics hub in Dubai. For the finalisation of the beaches, Jan De Nul Group will develop and install a special sieve on the vessel "**Brunelleschi**", laying down a 1-metre-thick top layer of sand of the highest quality. Watch the YouTube video [HERE](#)

WESTERN MARINE WINS \$24.5 MILLION DREDGING DEAL IN ALASKA

Western Marine Construction Inc. from Seattle, Washington, has won a \$24.5 million firm-fixed-price contract for a maintenance dredging project in Alaska. Bids were solicited via the internet with

two received, the U.S. Department of Defense (DoD) said. Work will be performed in Saint Paul



Island, Alaska, with an estimated completion date of October 31, 2026. According to DoD, fiscal 2024 civil construction funds in the amount of \$24,563,000 were obligated at the time of the award. The U.S. Army Corps of Engineers, Alaska District, is the contracting activity.

(Source: Dredging Today)

FEHMARNBELT UPDATE: GERMAN SIDE'S PART OF TUNNEL UNDER WATER

Femern A/S has just released the latest Fehmarnbelt project update from the German construction site: the northernmost part of the portal at Puttgarden has been successfully flooded. This means that a part of the tunnel on the German side is now also under water. The outer retaining dike still has to be removed so that the first element of the immersed tunnel, which will be transported from the factory in Lolland to Fehmarn, can



later be connected to this part of the tunnel, said Femern. The construction site on the German side is much smaller compared to the construction site on the Danish side. The site takes up roughly 90 hectares. In addition to the construction of the tunnel portal on Fehmarn, the project also includes connections to the existing road network – main road B207 and motorway E47 – and the existing railway. The local road and path network will also be adjusted and several smaller bridges and tunnels will be built to ensure passage for local traffic. *(Source: Dredging Today)*

REPAIRING VITAL BREAKWATER AT OSWEGO HARBOR

The U.S. Army Corps of Engineers Buffalo District's work continues on repairing the vital breakwater at the Oswego Harbor. According to USACE, it is essential to providing safe navigation in and out of the harbor which supports \$24.4 million in business revenue, 119 jobs and \$8 million in labor income to the transportation sector. Storms have caused extensive damage to the

breakwater, requiring repair of multiple portions of the concrete and stone structures. Construction from mid-July through October 2024 is focusing on the remaining lighthouse foundation and lakeside, middle portions of the breakwater. The \$9 million project is 100% federally funded. *(Source: Dredging Today)*



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WEEKS MARINE TO DREDGE MISSISSIPPI RIVER IN NEW ORLEANS

Weeks Marine of Covington, Louisiana, has won a \$9.7 million USACE contract for Mississippi River dredging works. The awarded contract involves cutterhead dredging services along the Mississippi River in New Orleans, Louisiana. The dredging will remove sediment from the navigation channel to help maintain the Mississippi River and allow for safe navigation along the river. According to the Army Corps' New Orleans District, the dredging is to be completed by October 15, 2024. *(Source: Dredging Today)*



HISTORIC YARD

HISTORY OF THE N.V SHIPYARD "DE HOOP" - TOLKAMER; NETHERLANDS



In 1882, the Janssen brothers set up a small shipyard. For ship repairs. The owner of the land, Jhr. Mr. L.C.C.O.M. van Nispen tot Sevenaer from Arnhem, who was also a financial backer of the Janssen brothers, saw that the project was not expanding. In 1889, he succeeded in bringing other shipbuilders to Tolkamer. These were the Bodewes brothers from Martenshoek, Groningen. These shipbuilders planned to set up a

shipyard for the construction of iron ships next to the Janssen brothers' small shipyard. In 1889, construction of this shipyard began. The Janssen brothers' small shipyard existed until 1892 and was then incorporated into the large shipyard of the Bodewes brothers. In 1911, approximately 75 employees worked at this shipyard. The shipyard of the Bodewes brothers develops into a large shipyard. During the First World War and a few years thereafter, very large ships are built, even up to 7000 tons, such as the [Grängesbergen](#) and [Tengbergen](#). The scarcity of materials and probably the, for that time, too large design, force the management of the shipyard to close its activities in 1923. In the period between 1911 and 1923, the shipyard was regularly expanded and employment increased to such an extent that after the First World War, approximately 1,100 people worked there. Many skilled workers from Danzig and Poland, who had become unemployed because Germany lost the First World War, found temporary new work here. After the First World War, the company name was changed to Lobithse Scheepsbouw Maatschappij N.V. In order to create housing, the shipyard carried out a housing construction project, in which, for that time, very beautiful homes were built in Tuindorp and Tolkamer, with 83 and 85 homes respectively. In addition, a barracks camp was built on the Bijlandseweg, where foreign workers found shelter and recreation. Among other things, the shipyard built a modern cinema here. In 1909, the Lobithse Scheepsbouw Maatschappij N.V. took over the existing shipyard of the Schoenmakers family in Pannerden. After the Lobithse Scheepsbouw Maatschappij N.V. ceased to exist in 1923, this company passed into the hands of the German shipbuilding family Berninghaus from Duisburg in 1927, who had already become the owner of the Pannerden shipyard in 1923. The Berninghaus company was the owner of the shipyards in Lobith and Pannerden from 1923 to 1933 and changed the name of the Lobith shipyard to N.V. Scheepswerf "De Hoop". Due to the poor shipbuilding market, mainly inland vessels were built there. In 1933, the Berninghaus family sold its shipyards and the shipyards in Lobith and Pannerden came into the possession of Mr. E.F. Wortelboer. He had previously been the director of these shipyards for the Berninghaus family. Due to the difficult shipbuilding situation, the shipyards remained closed until 1941, when they were forced by the occupying forces to build ships for German clients. After the breakthrough of the Allied armies to Arnhem, Lobith becomes the front area and all activities are stopped. After the breakthrough through the German lines in April 1945, little remains of the original shipyard and its installations and the shipyard has to be

completely rebuilt. The activities after the Second World War are limited to the construction of inland vessels, the conversion of vessels in the shipyard and the repair of inland vessels destroyed in the war. The reconstruction, which progresses only very slowly due to the shortage of materials at the time, has progressed so far at the end of 1949 that the first seagoing vessel is built, m.s. “**Finntrader**”. Since then, the yard has grown faster and faster and has built approximately 75 large and smaller, mostly seagoing vessels. The yard has now grown into a very well-equipped company and has carried out numerous orders for the world market, while a regularly returning circle of customers has emerged, both at home and abroad. It now employs approximately 500 people. “De Hoop” is now fully equipped with orders until well into 1975 and, thanks to its machine equipment and the professional skills of its employees, can build high-quality special vessels with a length of up to 180 m. and a deadweight of up to 25,000 tons. The Tolkamer-based Scheepswerf De Hoop was declared bankrupt in 2021. The shipyard, founded in 1889, has mainly built river cruise ships and for the offshore industry in recent years, but has not survived the corona crisis - despite the return to the inland shipping market. 97 people are losing their jobs as a result. (*History De Hoop*)

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YARD NEWS

CONSTRUCTION BEGINS ON NEW LARGE SALVAGE SHIP FOR CHINA'S SINOPEC

The Wuchang Shipbuilding Industry Group, a subsidiary of the China Shipbuilding Group, has begun construction on a new large multi-purpose salvage and rescue vessel ordered by China Petroleum and Chemical Corporation (Sinopec). Upon completion, the vessel will have an all-electric propulsion system with a total installed power of 10,000 kW, a DP2 system, Fifi2



equipment, and an ice-reinforced hull. The vessel will be operated primarily in the Sinopec-managed Shengli oil field in the Yellow River Delta near the Bohai Sea. Other functions will include anchor handling, towing, offshore guard duty, crew transfer, and transport of cargo such as fuel oil, fresh water and tools for use by technicians on offshore platforms. Design work on the vessel was

undertaken by the Shanghai Merchant Ship Design and Research Institute (SDARI) in compliance with China Classification Society requirements covering ocean-going tugs, guard vessels, salvage vessels, offshore supply vessels, anchor handling vessels, and IceClass B2 ice area reinforcement. (Source: Baird)

DAMEN SIGNS WITH GERDES GREEN FOR SECOND SUSTAINABLE COMBI FREIGHTER 3850



New cargo vessel will feature a wide range of green innovations for optimal efficiency. Damen Shipyards Group has signed a contract with Gerdes Green for a second Combi Freighter (CF) 3850. Like the first vessel, which Damen is currently building, the latest order will feature a wide range of innovative solutions aimed at optimising efficiency and advancing the vessel's sustainable performance. *Step-by-step to*

sustainable sailing Gerdes Green, a joint venture between Reederei Gerdes and over-C, shares Damen's commitment to building a green maritime future. Gerdes Green Managing Partner Nicole Gerdes explains, "Sustainability is a key demand of industry today and is, therefore, of utmost importance to the maritime sector. Beyond that, however, as we witness changes in the climate it is clear that we cannot simply continue as we have; things have to change." "At Gerdes Green we don't want to wait until the solutions of the future have arrived. The vessels we have ordered from Damen form a part of our bid to act now. With these ships, we will be able to gain experience with sustainable technologies. The lessons we learn will help us to advance, step-by-step, towards a carbon neutral fleet." *Green features* The Damen CF 3850 is an updated version of a vessel that has earned an excellent reputation in the international cargo vessel sector over many years. The next generation vessel has been redeveloped using computational fluid dynamics (CFD) and modern tooling to ensure utmost efficiency. Together with Gerdes Green, Damen has developed a battery hybrid version of the CF 3850 vessel. The vessel is able to sail for short durations on fully electric power, reducing emissions when, for example operating in populated areas or approaching port. Additional green features of the vessel include its ability to hook up to electrical shore power, the capability to sail on reduced emission B100 bio-diesel fuel, and wind assisted ship propulsion. This comes in the form of Econowind foldable ventofolds, which will reduce the vessel's dependence on the engine to lower fuel consumption and associated emissions. Gerdes Green has received a subsidy from the German Government for investment in the sustainable innovations featured on the vessels. The subsidy is part of the Namkü directive, a demonstration of the German Government's recognition of the importance of maritime sustainability. *Shared values* Reederei Gerdes and Damen have been working together since the early 2000s. In that time, the shipbuilder has delivered a total of eight vessels to the company. "We were first drawn to Damen by their experience in the coastal sector," says Nicole. "This is revealed in the high quality of Damen vessels. The ships are excellent workhorses that are appreciated by our customers. Additionally, the cooperation is good. We are

both family-led companies are we share a long-term perspective. It's not only about making a profit, it's about finding solutions together and thinking about the next project." Damen's Commercial Director Cargo Vessels Remko Bouma agrees, saying, "We are proud of our long-standing relationship with Reederei Gerdes. Cooperations such as this one are of benefit to both parties, and to the maritime industry more generally. We value highly the input that we have received from Reederei Gerdes, which has helped significantly in the development of a vessel that helps to advance the maritime energy transition. I would like to take this opportunity to thank them for their continued trust in Damen. I'm very much looking forward to working together with them on the construction of this second vessel." (PR)

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LONGITUDE ENGINEERING LAUNCHES NEW IMT-ISCA PSV DESIGN SERIES

Ship design specialist Longitude Engineering has launched a new series of platform supply vessel (PSV) designs. Named the IMT-Isca, they mark the next generation of the company's IMT 984 G-Class. "PSV newbuilding has been very limited since 2015, resulting in a shortage of suitable tonnage to support growing offshore energy plans," says Duncan Grigg, product lead for maritime design at Longitude. "Inspired by our proven IMT PSV designs, IMT-Isca is the next-step evolution, reflecting



the sustainability of our vessel designs, and focusing on efficiency and low-fuel consumption, whilst meeting contemporary regulations," The first design in the series, a DP Class 2 PSV – the IMT-Isca G-Flex – has a deck area of 800 square meters and has capacity for the maximum quantity of Type 2 and 3 cargoes allowed under the OSV Chemical Code. The launch follows early engagement with

the market, to ensure a fit-for-purpose design that meets both current and future market requirements. “Offshore energy operations are continuously under pressure to reduce cost and keep an eye on their carbon footprint,” continues Grigg. “IMT-Isca G-Flex is designed for maximum environmental and cost efficiency, with multiple options in terms of electrical architecture, crew and accommodation arrangements, and thrusters. In short, we have evolved the IMT-984 with the interests of both owners and charterers in mind.” *Features of the IMT-Isca series include:* • Flexible design: multi-thruster and different engine options, multiple accommodation arrangements including for up to 12 passengers. • Optimized for low-energy consumption: designed for IMO Tier III NOx compliance, optional battery installation and possible usage of HVO or alternative fuel. • Design with efficiency at its core: the flexibility in design and low-fuel consumption combine to drive lower-cost operations. The vessel type has been designed by Longitude Engineering drawing on its OSD-IMT unit’s track-record in PSVs and the marine operational and risk expertise of sister company ABL. “The IMT 984s which we operated at Swire Pacific – the G-Class – were brilliant vessels, with market-leading efficiency and low fuel consumption,” said Capt. Simon Healy, Asia Pacific regional director for ABL. “The IMT 984s which we operated at Swire Pacific – the G-Class – were brilliant vessels, with market-leading efficiency and low fuel consumption. It is exciting to work with the Longitude team on the development of these next-generation designs.” (*Source: MarineLog*)

SEA TUG VLADIMIR KOVALEV LAID DOWN IN YAROSLAVL



The Yaroslavl Shipyard (YaSZ) held a keel-laying ceremony for the sea tug “**Vladimir Kovalev**”. The event was announced on August 30 by Mikhail Evraev, Governor of the Yaroslavl Region, on his Telegram channel. “... a sea tug was laid down on the slipways of the Yaroslavl Shipyard. It is named after our fellow countryman,

statesman and politician Vladimir Kovalev. The project is being implemented as part of import substitution using domestically produced components,” the head of the region writes. As a reminder, the construction of a series of sea tugs of Project 23470 has been underway at YSZ since 2014. The developer of Project 23470 is the Baltsudoproekt Central Design Bureau (part of the Krylov State Research Center). The seagoing tug of Project 23470 is designed to perform sea towing of ships, floating objects and structures in ice and open water, escorting vessels in port waters and berthing them, escort operations at sea, extinguishing fires on floating and coastal objects, extinguishing fuel fires on the water, refloating ships and vessels. Seagoing tug of Project 23470. Overall length – 69.75 m; Overall width – 15 m; Overall draft – 5.2 m; Displacement – approx. 3,200 t. Deadweight – approx. 700 t; Load capacity – 200 t; Autonomy for provisions – approx. 30 days; Cruising range (at a speed of 14 knots) – 3,000 miles; Mooring pull – approx. 80 tons. (*Source: Sudostroenie; Photo: launch Project 23470 tug Adrey Stepanov*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Sanmar delivering twin sister multi-purpose tug to Italian operator*
 - *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 Igar*
 - *Sanmar delivering high-powered escort tug to expanding Italian operator*
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*

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

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