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

*Distribution twice a week 21,600+*

## TUGS & TOWING NEWS.

### CAMORIM ANNOUNCES LAUNCH OF NEW AZIMUTAL VESSEL



**C-Fênix** is the first tugboat in the series of five azimuth tugs with an investment of R\$200 million in partnership with the Detroit group. After signing a contract with Detroit in early 2024 to build five azimuth tugboats, Camorim is celebrating the launch of the first vessel in the series. The vessels will have 70 tons of Bollard Pull, one of the most important aspects, being the capacity of the traction imposed on the towing cable measured in tons. This is one of the main

performance indicators of this type of vessel, and is also one of the criteria for classifying a tugboat. In addition to its high power and maneuverability, the tugboat will also feature the FIFI - Fire Fighting System - differential, an external firefighting system used on vessels. Check out other relevant features of the new **C-Fênix**: *Main characteristics*: Total length – 24.35m; Beam – 11.00m; Molded depth – 4.60m; Maximum operational draft – 5.42m; Static traction – 70tbp; Power – 2x2000 kW. The name chosen for the vessel represents rebirth, resilience and a new beginning, a symbolism that aligns with Camorim’s entire trajectory. “We are celebrating not only the launch of a vessel, but the beginning of a new era for Camorim — a phase of reinvention and growth, with a strong, dedicated team prepared for the future.” – Eduardo Adami, Commercial Director of Camorim. The vessel, which is scheduled to be delivered in November, was christened last Friday, August 30, in a ceremony held at the Detroit shipyard in the city of Itajaí, Santa Catarina. The contract with Detroit provides for the delivery of the five vessels between September 2024 and May 2025. *The launch schedule for the next vessels in the series is set as follows*: • **C-Fênix** – September 2024; • **C-Falcão** – December 2024; • **C-Albatroz** – January 2025; • **C-Condor** – April 2025; • **C-Harpia** – May 2025. “We are immensely proud of this great achievement and look forward to the next ones!” – adds Eduardo. About Camorim: Founded in 1995, with over 1,200 employees and over 130 vessels including tugboats, PSVs, AHTs, LHs, speedboats, barges and dockyards, Camorim is prepared to operate along the entire Brazilian coast in the area of maritime support and in the main port complexes in Brazil. Its headquarters are located in the city of Niterói, in Rio de Janeiro and its branches are located in: Porto do Açu-RJ, Itaguaí-RJ, Vitória-ES, Macaé-RJ, Santos-SP, Santarém-PA, Vila do Conde-PA, São Luís-MA,

Paranaguá-PR and Rio Grande-RS. With a diversified portfolio and a highly qualified team, Camorim continues to invest in innovation and technology to maintain its leadership position in the maritime sector. The company's commitment to safety, sustainability and quality sets it apart as a leader in the market. *(Source: TN Petroleo)*

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### SANMAR DELIVERS FOURTH TUG TO BOLUDA TOWAGE IN UNDER A YEAR

Spain-headquartered major international maritime service provider Boluda Towage has taken delivery of a versatile multi-purpose tug from Sanmar Shipyards – its fourth delivery from the Turkish tug builder in under a year. Formerly part of Sanmar's own fleet where she was known as **BOĞAÇAY LIII**, the tug has been renamed **VB SEEBULLE** by her new owners and is the twin sister of **VB TRAGEN**, which was delivered to Boluda Towage last February.



Both tugs are based on the exclusive-to-Sanmar RAmports 2400SX design from Canadian naval architects Robert Allan Ltd. This provides optimal efficiency when carrying out ship-handling duties for sea-gong ships, with a wide beam enabling greater performance and stability. Measuring 24.4m LOA excluding fenders, with a moulded breadth of 11.25m, moulded depth of 4.38m and maximum operating draft of approximately 5.25m, the twin Z-drive **VB SEEBULLE** can, like its sister **VB TRAGEN**, achieve an impressive bollard pull of at least 80 tonnes and a free running speed of 12.5 knots. With accommodation for a crew of up to six, the tug's tank capacities include 74,200ltrs of fuel oil and 10,800ltrs of fresh water. Its main fire-fighting pump is driven by a clutched flexible coupling in front of the port side main engine and provides approximately 2700m<sup>3</sup>/hour of water to tackle blazes. The tug has Fi-Fi 1 notation. Constructed at Sanmar's purpose-built shipyards in Türkiye, **VB SEEBULLE's** design emphasizes low-manning operation with advanced machinery automation. One of Sanmar's new generation of tugboats, it represents the most technologically advanced and environmentally-friendly version of the continually evolving Boğaçay range to date. Ali Gürün,

Chairman of Sanmar Shipyards, said: “Boluda is a major player in the tug and maritime world and we are delighted to work closely with them to provide the modern, technologically-advanced, reliable, and environmentally responsible tugboats that they need to match their specific operational goals. **VB SEEBULLE** proved itself to be an extremely useful multi-purpose operator during the relatively short time it was part of our fleet, and I am sure that it will continue to do so with its new owners.” Boluda Towage is a family-owned company, a world leader in maritime services, providing towage services in the main ports of the world. This division of Boluda Corporación Marítima is currently present on the continents of Europe, Asia, Africa, and Latin America, and operates a solid, diverse, and extensive fleet with dedicated and highly-skilled crew. This division also offers towage and salvage operations on the high seas. (PR)

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## 2008 – AMSTELSTROOM PROJECT ‘OWF THORNTONBANK’ (BELGIUM) / 50 YEARS VAN WIJNGAARDEN MARINE SERVICES B.V.!



During its ‘working life’, the **Amstelstroom** was involved in many projects concerning the construction of OWF’s / wind farms at sea. One of the first involved the project on the Belgian Thorntonbank, for which support was provided from Oostende. This was later followed by Walney 2 (47x 7.0 MW – support from Barrow-in-Furness) and London Array (175x 3.6 MW support from

Ramsgate). *History* The Thorntonbank Wind Farm is an offshore wind farm, 30 kilometers off the Belgian coast, in water ranging from 12 to 27 meters deep. Electricity production started in early 2009, with a capacity of 30 MW. The capacity was increased to a total of 214 MW in 2012 and 325 MW in 2013. The first phase was built and consists of 6x 5.0 MW offshore windmills installed on concrete foundations on the Thornton sandbank. It was commissioned in June, 2009. A 37 kilometer / 150 kV undersea cable connects the Offshore Wind Farm to shore. In the second and third phase, a total of 48 additional wind turbines of 6.15 MW were installed. The first 30 turbines were installed on steel jacket foundations, the other 18 on monopiles. (PR)

## PEGASUS WITH RAMBIZ TO L7 BLOCK

The sea tug **Pegasus** left the harbour of Den Helder again last Thursday evening, with the **Rambiz** on the rope. This large crane vessel will hoist a number of steel support structures, so-called jackets, from the sea in the L7 block in the Dutch sector of the North Sea and transport them to Den Helder. This had already happened earlier with the topsides (superstructure structures). At the Nieuwediepkade, pontoons are now ready again to also deliver the jackets to the AF Decom Offshore demolition yard in Vats.



(Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Wim Albers)

## WALRUS II VISITS AGAIN



She has visited Den Helder before. The beautifully lined tugboat **Walrus II** from Walrus Maritiem in Werkendam. The 20-metre long tug was delivered last year by the Neptune Marine shipyard in Hardinxveld-Giessendam and is therefore still quite new. The beating heart of the **Walrus II** consists of two MAN diesels of 750 hp each, resulting in a pulling force of almost 20 tonnes. In the photo taken at the end of last week, the tug is moored at one of

the jetties behind the Blue Port Centre. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); (Photo: Paul Schaap)

## SANMAR SHIPYARDS CHOOSES AURAMARINE'S METHANOL SUPPLY SYSTEM FOR THE WORLD'S FIRST METHANOL FUELLED TUGS

Sanmar Shipyards, Turkey's oldest tugboat company, has today announced that it has chosen Auramarine, the global provider of fuel supply and auxiliary systems for the marine, power and process industries, as its supplier for methanol supply systems on two large dual-fuelled methanol tugs. The tugs are owned by KOTUG Canada and will enter service in mid-2025, making them the first of their kind. The tugs are based on the RAsalvor 4400-DFM design by Robert Allan Ltd., measuring 44 metres in length, with the capability to operate in some of the harshest environments in the world. They will serve Canada's Trans Mountain Expansion Project (TMEP) and will escort tankers from the harbour limits of Vancouver to the open Pacific Ocean through the commercial shipping lanes of the Salish Sea. The revolutionary vessels, which will be the most powerful escort

tugs in Canada, capable of achieving a massive 120 tonnes of bollard pull, are scheduled to enter service in 2025. They will also provide significant environmental and ecological benefits through reduced greenhouse gas emissions and underwater radiated noise, which protects the Salish Sea’s resident Killer Whales. Commenting on the development, John Bergman, CEO, Auramarine, said: “We are very pleased to work



with Sanmar Shipyards, which is one of the leading tugboat builders in the world. We are delighted to be part of this unique project and are committed to supporting our clients on their decarbonisation journey. Auramarine’s tailormade design always ensures that our customers are provided with



optimum solutions for their specific ship types and fleet requirements.” Hakan TUNÇ, Engineering Director at Sanmar Shipyards, continued: “Sanmar Shipyards, together with Auramarine, is contributing to a sustainable shipping industry with the world’s first large purpose-built dual fuel methanol escort tugs. This is a great opportunity for both companies to accelerate their decarbonisation journeys, innovate and build something totally new to support the industry going forward.” The agreement between Sanmar Shipyards and Auramarine was

signed today at the SMM Hamburg Exhibition. *(Source: AuraMarine)*

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## *JEROEN VAN WOERKOM TOOK OVER THE LEAD FROM HIS FATHER*

What a special moment we were able to celebrate with so many lovely people, says Jeroen van Woerkom. Jeroen van Woerkom has taken over from his father Jos van Woerkum to lead Damen Shipyards Hardinxveld from 1 September! Together with all colleagues we will continue to build and maintain beautiful ships, but of course



that is not possible without a strong family that supports me in everything, Jeroen said in his speech. Also thanks to Danique van Woerkum and all colleagues for their trust. Also thanks to dad for all the support and commitment, who remains active in the Damen group! René van der Kloet thanks for the beautiful recording of the event. Tugs Towing & Offshore News thanks his presence at this special take over.



## *CHINESE NATIONAL FIREFIGHTING AGENCY ORDERS NEW RESPONSE BOAT*



The National Fire and Rescue Administration of China (NFRA) has placed an order for a new emergency response vessel to be built by Jianglong Shipbuilding. The vessel will be operated by the NFRA's Shenzhen branch in Guangong province. The vessel will be used primarily for command and control functions in support of large-scale firefighting and search and rescue

(SAR) operations. Upon completion, the vessel will have a steel-aluminium superstructure, an LOA of 60 metres, a beam of 13 metres, a design draught of four metres, a depth of six metres, and a displacement of 1,400 tonnes. Two main engines driving fixed-pitch propellers housed in azimuthing thrusters will deliver a speed of 18 knots. Key features will include a dynamic positioning system, seven water monitors, and an electro-hydraulic knuckle boom crane for loading supplies and SAR

equipment. Onboard space is also available for two high-speed workboats that can also be used for SAR and firefighting, especially in areas where the larger response vessel cannot access. (*Source: Baird*)

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## *SEAFARERS ABANDONED IN THE USA: CREW LEFT WITHOUT PAY AFTER TUGBOAT RE-FLAGS*

Four seafarers from Colombia, Panama, and Peru have been abandoned without pay on a 60-year-old tugboat in an alarming case of maritime exploitation in the USA. The vessel, **Wycliffe**, recently changed its flag to Vanuatu, enabling it to evade more stringent US labour and safety regulations, with its crew subsequently left abandoned in Puget Sound, Washington. The crew members faced dire conditions, including inadequate food, limited access to medical care, and insufficient water



supplies during their onboard contract. The situation reflects a troubling pattern of labour rights abuses within the global maritime industry. ITF Inspector Cyrus Donato said: “The exploitation of seafarers undermines the integrity of the entire Puget Sound Marine Transportation system. The region prides itself on its maritime heritage and depends on seafarers as a vital part of its cultural identity.” “The vessel’s owners strategically re-flagged the tugboat to Vanuatu to escape more rigorous US labour and safety standards. This cynical manoeuvre exemplifies how unscrupulous ship owners use ‘flags of convenience’ to minimise regulatory oversight and enhance profits at the expense of seafarers. “Worse still, in this case, legal restrictions that trap foreign seafarers onboard have effectively turned their vessel into a prison.” The seafarers were abandoned last week and were initially scheduled for deportation by U.S. Customs and Border Protection. However, following intervention by the ITF, their departure was delayed until further wage payments were made. “The crew is in a vulnerable position and lacks the protections typically afforded to US-based workers,” said Donato. “It is essential that they receive their complete compensation. Attempting to cut costs at

the expense of the crew and then attempting to have them forcibly removed without settling their salaries is effectively a form of forced labour.” The [Wycliffe](#) has a troubling history, with previous crews reported to have left the vessel due to safety concerns in October 2023 and May 2024. Additionally, the tugboat recently lost its tow contract with Washington State Ferries after a failed towing operation involving two retired ferries for a 34-day transit to Ecuador – where it is believed that the owner is based – for scrap. One seafarer still aboard the vessel told the ITF: “The owner is just buying time by deceiving us. I no longer believe anything he says. We don’t know what steps to take to resolve our situation or how long it will take.” A former crew member expressed concern about the impact on their visa status. They said: “I am worried about damage to my visa. “If the owner harms my visa status, I won’t be able to do any more transits in the United States for work, which could destroy my ability to support my family.” (Source: *ITF Seafarers*)

## N-VA: “FLEMISH SHIPPING REMAINS UNPROTECTED WITHOUT A SEA TUG”



There are no sea tugs available on the Flemish coast. “While we are located on one of the busiest shipping routes in the world, a sea tug is more than necessary. It turns out that since 2019 there have been not one, but three incidents in which the use of such a ship was necessary, but no action could be taken,” says provincial councillor Kurt Himpe (N-VA) from Izegem, who recently raised the alarm with Governor Carl Decaluwé. “Fortunately, the

federal government now also sees the seriousness of the situation.” “The last incident occurred in 2022 during storm Eunice, when a number of ships got into trouble in the North Sea. The tanker Maersk Nimbus with 30,000 tons of flammable cargo on board had to anchor just 60 meters away from a wind turbine. Because the tanker was in an emergency situation, the provincial phase of the ANIP North Sea was declared,” says provincial councilor Kurt Himpe. “The Dutch Rijkswaterstaat was asked to assist with one of their emergency sea tugs, but they needed it themselves. A number of companies were then approached to help out because they had a vessel nearby, but first the necessary paperwork had to be arranged. This means that crucial time is lost.” Flemish parliamentarian Bert Maertens (N-VA) asked Flemish minister of mobility Lydia Peeters about the current state of affairs. “The federal and Flemish authorities must ensure safety at sea. The Agency for Maritime Services and Coast (MDK) found the necessary financial resources, but due to a lack of federal resources, the dossier was abandoned this year. The federal government now also wants a sea tug and is prepared to find the necessary funding. The dossier will be submitted to the Flemish Government as soon as possible. The dossier is estimated at an annual cost of 6 to 8 million euros per year,” says Flemish parliamentarian Bert Maertens. “We are located on the busy North Sea. We must take responsibility here and ensure safety at sea. Even our Defence only has lighter tugs that cannot withstand storm conditions or often do not have sufficient tractive force,” concludes Bert Maertens. “With all the infrastructure at sea and the planned energy islands, the need to have our own sea tug is becoming very urgent in order to protect shipping, the population and the infrastructure,” explains provincial




council member Kurt Himpe. (Source: Provinciale Zeeuwse Courant; Photo: Dutch Coastguard Vessel)

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## 20 YEARS OF SEACONTRACTORS

Today, September 6, Seacontractor celebrate their 20 years anniversary. Seacontractors is the leading global maritime service provider and the biggest Shoalbuster operator worldwide. To date, they have been active in more than 95 countries, across 5 continents, with over 250 employees. They serve the maritime industry with a fleet of over 25 Anchor Handling Tugs (AHT) and Multi-Purpose Vessels (MPV) in the range of 16-120 bollard with a focus on shallow draft operations. With the quality and variety of their vessels, combined with their competent and qualified crew, they have the ability and flexibility to handle the most complex projects. With an impressive track record, they operated safely and successfully in for over this 20 years. This is what makes Seacontractors a valued



and reliable partner across the globe. **Focus** At Seacontractors they invest in quality, a solid client base, employee development and the environment, an approach that optimally supports the needs of their clients. People are the heart of the company, and have invested substantially in first-class professionals with extensive maritime experience. **Offices** Seacontractors operates a 24-hour service throughout the year, staffed by a dedicated team and offices in: The Netherlands (Vlissingen); United



Arab Emirates (Dubai); Mozambique (Maputo). Seacontractors is an ISO: 9001:2015 certified and quality assured company. Whether acting independently or through strategic partners, this international quality standard is always leading when planning and executing their operations.

The 20th anniversary was celebrated at her home base in Vlissingen with many guests. It's been an

incredible journey, and we couldn't have done it without our hardworking team and loyal partners. Over the years, we've built strong relationships and grown together in the maritime industry said Xander Schanssema founder and owner of Seacontractors. A big thank you to everyone who has been a part of this journey. Here's to many more successful years ahead! Watch the Youtube movie [HERE](#)

### *BOLUDA PRESIDENT MR. VICENTE BOLUDA VISITS MED MARINE'S BOOTH AT SMM*

MED MARINE had the profound honor of hosting Mr. Vicente Boluda, President of BOLUDA, at its booth on the second day of SMM 2024. As a leading figure in the maritime industry, Mr. Boluda's visit underscored the enduring and valued partnership between BOLUDA TOWAGE and MED MARINE. During this pivotal meeting, discussions covered both ongoing projects and future initiatives, reinforcing the steadfast collaboration that has characterized their partnership for many years. MED MARINE takes great pride in having been a trusted partner to BOLUDA TOWAGE through numerous successful ventures, and this visit further solidified their shared commitment to excellence. Mr. Vicente Boluda's presence highlighted the esteem in which MED MARINE is held, underscoring the mutual respect and trust that fuel their shared commitment to innovation and excellence in the maritime industry. (PR)



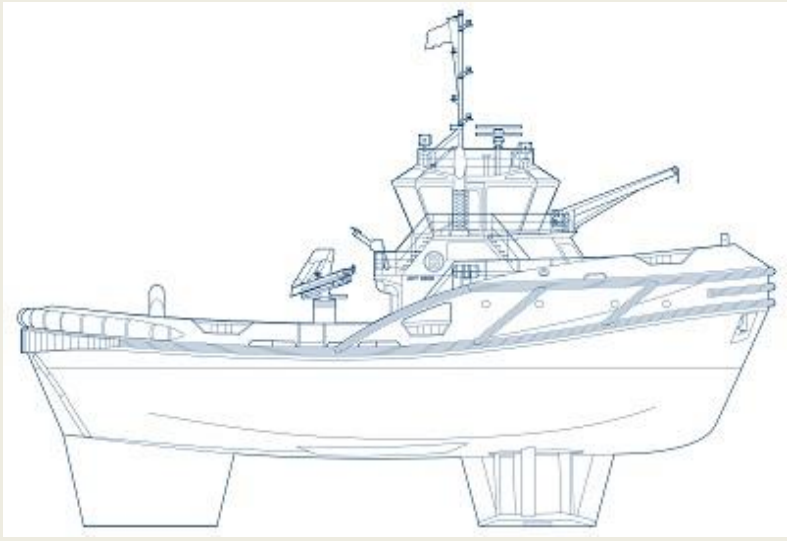
### *LAUNCHING OF 3824KW ASD TUGBOAT*



On 6 September, 2024, one unit of 3,824 kW ASD tugboat built by Jiangsu Zhenjiang Shipyard for Cangzhou Port and named "DA HANG TUO 10" has been launched. Leaders from Cangzhou Group and Port attended the ceremony. (Source: Jiangsu Zhenjiang Shipyard)

## DAMEN SHIPYARDS GROUP AND BOLUDA TOWAGE CONTINUE SUCCESSFUL COLLABORATION WITH VOITH

- Damen Shipyards Group orders eight Voith Schneider Propellers (VSPs) for four new Voith Water Tractors (VWTs) with hybrid propulsion systems.
- First VWT hybrid tugs to be delivered from Damen Shipyards to Boluda Towage starting in 2025. For seven decades the Voith Water Tractor (VWT) has stood for safety, performance and reliability. The concept has proven itself in markets around the world and is being improved constantly to keep



pace with today's requirements in terms of bollard pull and lowemissions operation. The new TRAKtor 3200-V escort and terminal tugs were designed by the renowned Canadian engineering firm Robert Allan Ltd. They are being built by Damen Shipyards Group for Boluda Towage, the world's largest towage services company. "As a long-standing operator of VWTs, Boluda has confidence in this proven tugboat type and is continuing its successful collaboration with Robert Allan Ltd., Damen Shipyards and Voith," says Andreas Amelang, Senior Vice President Sales Marine at Voith. Each of the escort and terminal tugs will have two powerful Voith Schneider Propellers to provide the necessary thrust and excellent maneuverability. The VSP 32X6/265 propellers will be powered by 3,000 kW CAT 3516E engines and 300 kW electric motors/generators via Reintjes reduction gearboxes. "The efficient VSPs and the hybrid propulsion concept enable economical and low-emissions operation of the tugs with a bollard pull of over 80 metric tons," explains Frank Mücksch, Sales Application Manager Marine. at Voith. (PR)

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The advertisement features a blue and white background with a large 'W' logo in a red square. Text includes 'Van Wijngaarden Marine Services BV', 'The Right Partner... all over the world.', and 'Join our team @ wijngaarden.com'. On the right, a red and white multipurpose workboat is shown on the water. A red banner at the top right reads 'MULTIPURPOSE WORKBOAT WADDENSTROOM DP2'.

## PORT OF EAST LONDON OFFICIALLY WELCOMES TWO NEW TUGS

The Port of East London officially welcomed two new tugs this week, marking the completion of Transnet National Ports Authority's (TNPA) R1 billion investment towards the Marine Fleet Renewal Programme. The programme is aimed at boosting tugboat availability and enhancing shipping operations and included another five new tugs entering service at the Port of Durban. According to

Transnet the TNPA Marine Fleet Renewal Programme is a key element of the overall Transnet



Recovery Plan and is critical in driving shipping efficiencies and reliability, whilst positioning the ports as competitive and a catalyst for economic growth. The two tugs, built in South East Asia and delivered by Damen Shipyards Cape Town, will replace the existing East London tug fleet that has reached its operational lifespan. The two new replacements operate with an azimuth stern drive and have an improved

bollard pull of 60-tonne compared to the 43-tonne bollard pull on the existing tugs. The procurement of the tugs adds value for the Port of East London's expansion plan. The plan includes the deepening and strengthening of the port's automotive berth to address berthing challenges at the car terminal. The project hit a significant milestone in November 2023 with the commencement of the concrete works package. Assisted by one of the port's older tugs Mpunzi, one of two recently arrived Damen-built tugs comes alongside to await the naming ceremony at East London. Picture: Transnet. Once completed, the port will be able to simultaneously berth two larger vessels with a ripple effect on increased volume throughput, a welcomed development for the port and the Eastern Cape province. Also included in the river port's expansion plan is the delivery of two jib cranes for the port's dry dock facility, which will increase the ship repair facility's capacity and volume throughput in the

2024/25 financial year. The advanced features of the two new tugs will enable the port to respond to the anticipated shipping and volume demands. "The journey towards the full recovery of Transnet lies in our commitment to growth and investing in fit-for-purpose equipment," said Transnet Board Chairman, Andile Sangqu, speaking during the tug naming and christening ceremony. The two new tugs were named [Lentswe](#), which



according to TNPA means 'the voice of sailors', and [Kganya](#), meaning 'Light'. As with the five new Durban tugs, the East London names were chosen through a naming competition run among TNPA employees. (Source: *African Ports & Ships*; Photo: Transnet)

## COASTAL ENTERPRISE AT ACTA JIFMAR BASE

At the end of last month, the [Coastal Enterprise](#) moored in the Koopvaardersbinnenhaven at the Acta

Jifmar shipyard. The 39-metre long multifunctional work vessel of the type MultiCat 3912 came over



from Moerdijk to Den Helder. The **Coastal Enterprise** has a very shallow draft, five propellers, a strong winch and a lifting crane. Her pulling power is 16 tonnes and the maximum sailing speed is 9 knots. The work vessel, which has also been painted in the Jifmar colours in the meantime, can only be seen in Den Helder very occasionally.

(Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Wim Albers)

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## FORMER SHANNON ESTUARY TUG 'REBEL' DEPARTS CORK HARBOUR FOR NEW OWNERS ON DELIVERY VOYAGE TO WEST AFRICA

A 48 bollard ton pull (btp) tug, the **Celtic Rebel**, which had been sale-listed while berthed in Cork City Quays, has departed Ireland for the final time and is bound for Africa, writes Jehan Ashmore. For many years, **Celtic Rebel** had been part of Mainport Group's subsidiary, Celtic Tugs, when based in the Port of Foynes along with other fleetmates, handling ships



on the Shannon Estuary of up to 180,000 deadweight tons (dwt). According to Mainport, the tug has been sold to Greek owners and will be based in west Africa. Afloat has been aware of its sale-listed status for months, and having tracked its port relocation from Foynes to Cork last year with it berthing at the North Customs House Quay. At the weekend the 37m tug under new owners and

renamed **Celtic Rebel I** cast off moorings from this quay close to the city centre. The 3,500-bhp tug has Zanzibar (City) as its new port of registry located on Unguja (informally referred to as Zanzibar), the main island on the archipelago that is part of the Republic of Tanzania on the mainland of the African continent. Also in the photo is the flag of the nation on the tug's mast along with the Irish tricolor, which was taken during its departure from Cork last Saturday. Afloat yesterday tracked **Celtic Rebel I** offshore of Aviero, Portugal, from where it is to continue along the Iberian nation's west coast to the capital, Lisbon from where it is to take on bunkers (fuel). Currently, Celtic Tugs operates two tugs, the secondhand 44.5 btp **Celtic Fergus**, built in 2014 and based in Foynes, while its fleetmate, last year's custom built 55.8 btp **Celtic Treaty**, is also stationed on the Shannon estuary. *(Source: Afloat; Photo: Bob Bateman)*

## ACCIDENTS – SALVAGE NEWS

### INJURIES IN COLLISION BETWEEN SHIPS ON SCHELDT-RHINE CANAL



Two people were injured in a collision on the Scheldt-Rhine Canal near Rilland; Netherlands last night. The ships involved suffered considerable damage. The collision took place around 02:45 in the outer harbour of the Kreekrak locks. For unknown reasons, the 135-metre Swiss tanker **Unigas 3** and the 110-metre German tanker **Marten Deymann** collided. Both ships suffered

damage to their hulls. A large hole was created in the German tanker. Passengers on the **Marten Deymann** were thrown back and forth by the impact. Two people were injured and had to be taken to hospital by the ambulance service. The ships did suffer considerable damage, but there appeared to be no leakage. The police are conducting further investigations into the circumstances of the incident. *(Source: Transport online; Photo: HVZeeland)*

### SALVAGE COMPLETED FOR NORTH SEA CARGO SHIP INVOLVED IN 2023 COLLISION

Germany's Waterways and Shipping Authority (WSV) reports the salvage of the **Verity**, a North Sea cargo ship, was completed overnight nearly a year after the vessel was lost in a collision. The wreck was raised from a depth of approximately 130 feet both to clear an important seaway and to assist in the ongoing investigation. During the operation, the remains of one missing seafarer were recovered. **Verity** (3,676 dwt) registered in the Isle of Man departed Bremen, Germany, carrying steel coils bound for Immingham in the UK with a crew of seven aboard. She was struck early on October 24, 2023, south of Heligoland in a busy section of the German Bight by the larger bulker **Polesie** (38,000 dwt) and sank. Two crewmembers were recovered and one body was located, later determined to have been the captain. Four others were listed as missing. The salvage operation to lift the nearly 300-foot (98-meter) vessel began this summer with the removal of the cargo of 187 steel coils.

Previously, the mast and other obstructions had been removed. To prepare for the lifting operation a barge was positioned above the vessel and a lifting operation was undertaken at the bow to position a cutting chain around the **Verity**. In August, they cut the cargo ship roughly in half. WSV explains that weight concerns and stability were addressed by placing pumps on the wreck and cutting openings in the freshwater tanks to permit them to drain during the lifting operation. The tanks were holding 34 tons of water. A



A total of eight chains, four on each section, were attached to the wreck and the **HEBO Lift 10**, one of the strongest floating cranes in Europe was positioned at the wreck site. The crane can lift up to 2,200 tons. Lifting of the stern section which weighed approximately 600 tons began last week. The crane brought it toward the surface with the superstructure and main deck above water so that pumps could be placed into the engine room. The machinery spaces and superstructure were then dewatered. In the final lifting operation, the stern section was raised four meters (13 feet) out of the water and a barge was positioned to receive the section. After the stern section was raised, the remains of one of the missing crewmembers were located in a cabin. The police took charge. Three crewmembers are still listed as missing. A railing bracket on the bow section broke yesterday as they were preparing for the final lift. Divers descended to the vessel to reposition the lift chain. WSV explains diving on the wreck was limited to brief periods between high and low tide. Lifting commenced late yesterday, September 3, for the 580-ton bow section. It was placed on the barge and both sections will be taken to the Netherlands for recycling. “An outstanding rescue operation was successfully and safely completed today,” announced Eric Oehlmann, Head of the Directorate-General for Waterways and Shipping. Three tugs, two barges, a floating crane, the multi-purpose vessel **Neuwerk**, the traffic safety vessel **Sea Guardian** chartered by the Waterways and Shipping Administration, and the emergency tug **Nordic** were involved in the salvage operation. The final phase of the operation will be a clean-up of the sea floor. Hatch covers and other debris are lying on the seabed and will be removed before a final survey of the area. The investigation into the incident is being led by the British Marine Accident Investigation Branch as the vessel was flagged in the Isle of Man. The German Federal Bureau of Maritime Accident Investigation is assisting. The final report is still pending. (Source: *Marex*)

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*By Rotortug*

## 39 YEAR OLD MAN DIES AFTER TUGBOAT SINKS IN SINGAPORE WATERS



A 39-year-old man has died after the tugboat **Oshio** sank in Singapore's Eastern Anchorage on Wednesday afternoon. Rescued by the Police Coast Guard (PCG), he later succumbed to his injuries in hospital. A search for the second crew member is ongoing, involving the MPA, PCG, and SCDF. A 39-year-old man has died after the tugboat he was on sank in Singapore waters on Wednesday (4 September). The Maritime and Port Authority of Singapore

(MPA) reported the incident in a statement issued the same day, confirming that the tugboat, **Oshio**, sank in the Eastern Anchorage at around 2.15 pm. As reported by Singapore media CNA, the man, one of two crew members on board the tugboat, was rescued by the Police Coast Guard (PCG) and taken to the hospital, where he succumbed to his injuries. Authorities have not released details about the second crew member, who remains missing. A search and rescue operation involving the MPA, PCG, and the Singapore Civil Defence Force (SCDF) is currently underway. Divers have been deployed to locate the sunken tugboat for salvage operations. MPA has also issued navigational broadcasts to warn vessels to avoid the area. No oil pollution has been detected from the incident. According to the MPA website, the Eastern Anchorage, situated near Marina Barrage, serves general purposes such as receiving stores, water, bunkers, and as a waiting area for berth facilities by vessels, excluding non-gas free petroleum vessels, liquefied natural gas vessels, liquefied petroleum gas vessels, and chemical vessels. Authorities are continuing their search efforts and are monitoring the situation closely. (Source: TOC)

## AN IRANIAN CARGO BOAT SANK!

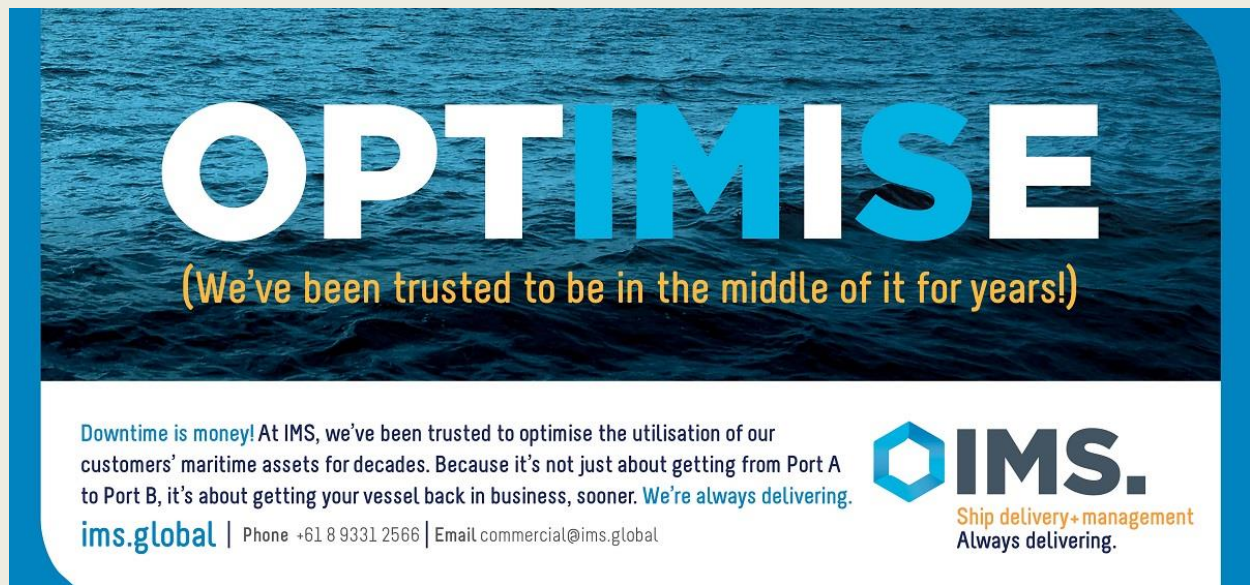
It was reported that an Iranian cargo boat sank in Kuwaiti territorial waters and the bodies of three of the six crew members on the boat were found. According to Iran's semi-official Mehr News Agency, Nasser Pesende, Director General of Maritime Safety and Protection of the Ports and Maritime Organization, announced that the Iranian cargo boat "**Ara Bahter Yek**" sank in Kuwaiti territorial waters. Pesende said the incident took place on September 1 and that they contacted the Kuwait





Maritime Search and Rescue Operations Center as soon as they received the news and a search and rescue operation was launched. Pesende stated that the bodies of three of the six crew members, of Iranian and Indian nationality, were found on the boat, and search and rescue efforts for the other three people were continuing. The Iranian official stated that detailed information about the incident would be shared with the public later. *(Source: Deniz Haber)*

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## AUTONOMOUS MARINER RESCUE VESSEL LAUNCHED AT SMM



Computer processing, artificial-intelligent detection software and waterjets are the technologies behind a new unmanned, autonomous surface vessel dedicated to finding and recovering people in the sea. Scottish company Zelim is introducing the world's first unmanned vessel for rescuing seafarers at the SMM exhibition in Hamburg, Germany. The

Edinburgh, UK-headquartered company said its **Guardian** fast rescue craft can operate in maritime conditions that conventional manned recovery solutions would find challenging or too dangerous to deploy. It is aluminium hulled, with an overall length of 8.4 m, width of 2.5 m, with an Alamarin AJ285 waterjet powered by a single Bukh-manufactured VGT 400HP motor. **Guardian** can achieve speeds of up to 30 knots, a range of 15 nautical miles and has an endurance of a six hours. **Guardian**, with capacity for 11 survivors, features an autonomous navigation system and cameras that provide rescuers with visual cues overlaid on a human-machine interface and display. Zelim's Zoe software enables instant detection and alerts when people and objects are in its field of view at sea. It can differentiate between a human in the water and other objects that might be present such as buoys, flotsam and jetsam, providing real-time location information. A **Guardian** also comes with Zelim's Swift rapid rescue conveyor for recovering a casualty at sea. Zelim said this is designed "to grip and

recover immersed casualties, while minimising the risk to casualties from the loss of hydrostatic pressure." During a person-overboard event, **Guardian** would be instantaneously lowered into the water by a ship's existing LARS davit installed at deck level. Once in the water, **Guardian's** navigation and Zoe software detects the casualties. As this rescue vessel nears the person in the water, it lowers the integrated Swift and slowly heads towards the casualty who is then recovered from the water by the rescue conveyor. Swift can pull two survivors to safety simultaneously, minimising the risk for rescuers. "Sea survival is hugely dependent on the time it takes to retrieve individuals from the water, but inclement weather can prohibit the launch of manned rescue craft and lives are needlessly lost," said Zelim founder and innovator Sam Mayall. "Ship crews have little time to carry out an effective rescue before maritime conditions prevent the casualty from assisting in their own rescue," he said. "When rescue vessels approach, many survivors simply do not have the strength to pull themselves to safety. This is even more difficult when they are unconscious or unresponsive. **Guardian** has been designed to ensure more people can be rescued in the harshest of weather conditions." Zelim has spent four years developing and sea testing **Guardian**, with input from the UK's Maritime & Coastguard Agency and the US Coast Guard. It has previously presented the technology in Edinburgh in 2022, at the British Tugowners Association's safety seminar and at Riviera conferences. *(Source: Riviera by Martyn Wingrove)*

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### THE BROKEN DOWN CARGO SHIP WAS ANCHORED IN THE DARDANELLES

---

The dry cargo ship, whose engines broke down in the Dardanelles Strait, was taken to the Karanlık Liman Anchorage Area under the escort of a pilot and a tugboat. The Panama-flagged 81-meter-long dry cargo ship named "**FG SEFA**", which was en route from Lebanon to Georgia, experienced an engine failure north of the Dardanelles Strait Dark Harbor Anchorage Area. After the ship's captain reported the situation to the Çanakkale Strait Vessel Traffic Services Directorate via radio,



the tugboat "**TÜRKELİ**" and the pilot of the General Directorate of Coastal Safety were dispatched to the region. The ship was safely anchored at the Karanlık Liman Anchorage Area, where it was taken under the coordination of the Çanakkale Ship Traffic Services Center, accompanied by a pilot and the tugboat "**TÜRKELİ**". *(Source: Deniz Haber)*

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### GROUNDING MANAHAU BARGE NEAR WESTPORT SUCCESSFULLY REFLOATED

---

A barge stuck on a Westport beach for almost a week is finally on the move again today. The Westland Mineral Sands barge **Manahau** ran aground at Carters Beach over the weekend with 11 crew on board. Teams had worked since Sunday on preparations for freeing the Niue-flagged vessel. Salvage operations kicked off this morning, with a helicopter dropping a tow rope to the tug vessel.

The rope was then attached to the Manahau — and shortly before midday, the tugging began. Locals



were gathered to watch on as the barge moved off the beach. At about 12.50pm, a Western Mineral Sands spokesperson said it had been "successfully refloated without incident". *Crew 'safe, happy and relieved'* The "specialist operation" started at low tide around 6.30am, the spokesperson said. Fresh water, food and supplies were delivered to the crew on board before the

day's efforts began. "Salvers used excavators to retrieve the **Manahau's** anchors from the vessel and discharged all ballast — extra weight added to the boat to make it heavier so it remains hard pressed down on the beach — to prepare her for recovery. "When the salvage master was satisfied the necessary equipment was in place, the conditions were right and there was no risk to the crew or the environment, he gave the green light to begin the operation." After the rope was attached, the incoming tide brought more water under the barge and the boat was "gently" pulled free. "The vessel is stable, the hull is intact and there are no leaks and will now be towed to Nelson. "The 11 crew on board played an integral role in the success of the recovery – they are safe, happy, and relieved to be on their way to shore," the spokesperson said. *Company thanks locals, inquiries underway* Westland Mineral Sands thanked the community for their "understanding". "We would also like to thank Maritime New Zealand and other local authorities, and the salvage operator for their incredible work." The barge was carrying 100,000 litres of diesel but there were no reports of any leakage or spill. The company earlier said it had "engaged an independent expert to help us understand how this incident occurred". The Transport Accident Investigation Commission has opened an inquiry into the grounding, with a team of investigators inspecting the vessel, recovering the ship's records, interviewing the crew, authorities and any other witnesses. Watch the video [HERE](#) (Source: *1News*)

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## OFFSHORE NEWS

### SAIPEM SCORES BIG WITH \$1BN DEAL FROM SAUDI ARAMCO

Italian offshore engineering and construction giant Saipem has been awarded two offshore contracts in Saudi Arabia worth approximately \$1bn under its existing long-term agreement with Saudi Aramco. Saipem's scope of work under the first contract involves the engineering, procurement,

construction, and installation (EPCI) of three production deck modules, 33 km of subsea rigid pipelines with diameters of 12 inches and 16 inches, and 34 km of subsea power cables. All of this will be installed on the Marjan oil and gas field. The second contract involves the EPCI of three jackets, five production deck modules, 22 km of subsea rigid pipelines with a diameter of 16 inches, five km of subsea flexible pipelines, and 35 km of subsea power cables on the Zuluf and Safaniyah



oil fields. For the offshore component of the two projects, Saipem will deploy its construction vessels that are operating in the region. The fabrication related to the projects will be executed at Saipem's Saudi fabrication yard Saipem Taqa Al-Rushaid Fabricators. This is the second deal with Saudi Aramco in the space of several months. In July, Saipem secured work on the Abu Safa, Berri, and Manifa fields in Saudi Arabia worth a total of about \$500m. (Source: *Splash24/7*)

## TGS STARTS WORK ON 2D SURVEY OFFSHORE INDONESIA



Norwegian offshore seismic acquisition specialist and data provider TGS has started the acquisition of a 2D seismic survey in the Sumatra basin offshore Indonesia. The survey, conducted using COSL's **HYSY 718** vessel, is expected to comprise between 5,500 and 6,500 line kilometres, covering two regions. The seismic acquisition is expected to be completed by the end of the fourth quarter of 2024. Earlier

this year, TGS announced the completion of a multi-client 2D reprocessing project in the same basin which aims to integrate key discoveries with available open acreage, complementing TGS's existing extensive 2D and 3D seismic datasets in the region. "North Sumatra has been the site of major discoveries in the past few years. With this being our sixth consecutive acquisition project offshore Indonesia, TGS remains dedicated to advancing exploration in the region. Our high-quality seismic data continues to shed light on crucial play concepts, extending exploration potential into open acreage and unlocking exciting opportunities within the Sumatra basin," said Kristian Johansen, CEO at TGS. (Source: *Splash24/7*)

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## NEW ZEALAND'S NEWEST MARINE RESEARCH VESSEL SAILS ON MAIDEN OPERATIONAL VOYAGE

A new research vessel recently handed over to the National Institute of Water and Atmospheric Research of New Zealand (NIWA) has sailed on its maiden operational voyage. **Kaharoa II** will be in the Hauraki Gulf Marine Park over a period of three weeks from August 27 to September 10 to film underwater habitats. The research is being done on



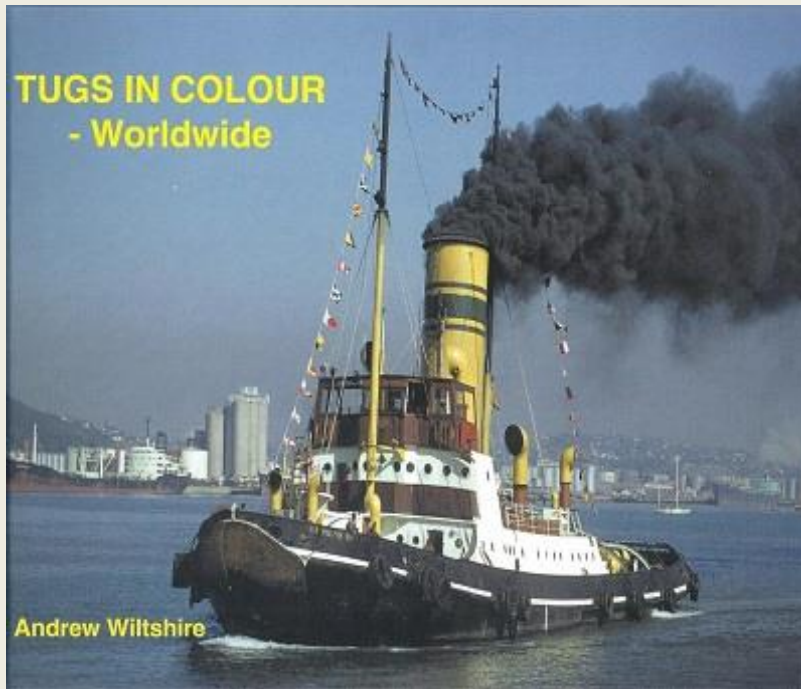
behalf of Fisheries New Zealand and is supported by the Department of Conservation and Seafood New Zealand. The voyage will focus on seafloor communities across reefs, sand, and mud habitats in what is one of New Zealand's most valued and intensively used coastal spaces. NIWA marine ecologist Dr Mark Morrison said the new technology on **Kaharoa II** will enhance how scientists conduct their work. "We'll be collecting baseline information on what habitats are present in the Hauraki Gulf Marine Park using a state-of-the-art camera system to collect underwater imagery," said Dr Morrison. "We can see what's happening in real-time, and this has been improved by the new fibre cables onboard **Kaharoa II**." In addition to conducting daytime surveys, scientists will work during the night to capture images of fish sleeping on the seafloor and the nocturnal species that use the dark to forage. The vessel's underwater cameras are equipped with powerful lights, which will appear from the shore as lit up domes in the water in shallower areas. The vessel will move from the shallowest parts of the Hauraki Gulf Marine Park to the deepest edge of the shelf in the park, an area with a marine environment that remains largely unknown. (Source: Baird)

## BOOK REVIEW

### *TUGS IN COLOUR – WORLDWIDE*

The tug has played an important role around the world for well over a century and continues to do so

to this day. This humble workhorse has evolved from a simple reliable and often fairly small vessel in



its early days, to a sophisticated, specialised and usually very powerful piece of engineering in the 21<sup>st</sup> century. Al around the world they continue to fulfil the roles of harbour tugs, ocean-going and salvage tugs right through to the more specialised inland waterway vessels. This book will hopefully become a pictorial reminder of some of the types of tugs that have worked in the last fifty years or so. Tug are instantly recognisable, but upon closer inspection it soon becomes apparent that they come in all shapes and sizes, and this is often reflected in their country of

origin. In this book is a good selection of tugs from all corners of the world, some old and some modern, and working in may different environments. Unfortunately, some areas, especially African nations, have proved impossible to represent due to a complete lack of suitable material. In this fascinating book, we see tugs in areas such as North America, the Caribbean, Australia, south-east Asia, and South Africa, along with tugs on waterways such as the St Lawrence, the River Rhine and River Danube. This book comprises 106 superb colour photographs. Written by Andrew Wiltshire, this hardback book is the latest in the successful maritime series with stunning colour photographs and detailed captions of a huge variety of tugs in an equally wide variety of locations. Published by Bernard McCall and can be ordered via de website [www.coastalshipping.co.uk](http://www.coastalshipping.co.uk) or just a mail to [bernard@coastalshipping.co.uk](mailto:bernard@coastalshipping.co.uk) ISBN 978-1-902953-63-2

## MUSEUM NEWS

### *OPEN MONUMENTENDAGEN OP HET “VAREND MONUMENT” NOMADISCH*

De bijna 100 jaar oude luxemotor **Nomadisch** is dit jaar weer deelnemer aan de Open Monumentendagen op zaterdag 14 en zondag 15 september. Aan het in 1928 op de scheepswerf Thiecke in Martenshoek gebouwde schip, is door de Federatie Varend Erfgoed Nederland (FVEN) de status van “Varend Monument” verleend. Ze heeft deze status verkregen vanwege haar authentieke staat en de aanwezigheid van de



oorspronkelijk ingebouwde Nering-Bögel gloeikopmotor. Voor zover bekend de enige nog werkende motor van dit type. Ook de accommodatie is nog geheel in originele staat. Bezoekers worden rondgeleid over het schip in de haven van Sappemeer op zaterdag en zondag tussen 10:00 en 16:30 uur. In het vrachtruim is een expositie ingericht van maritieme schilderijen van kunstschilder Max Koekkoek uit Hoogezand. (PR)

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The advertisement features a photograph of a fishing boat crew on the deck. A banner held by the crew reads 'FISHERIES CONTROL TOS'. The boat has 'SABAH' written on its side and a TOS logo. Text overlays include 'TOS It's a people business we make it personal!' and 'GLOBAL SHIP DELIVERY YOUR DESTINATION IS OUR CHALLENGE!'. Contact information '+31 10 436 62 93' and 'tos.nl/ship-delivery' is also present.

## HISTORIC MEETING OF TWO PADDLE STEAMERS



On 31 August 2024 Dartmouth hosted a historic meeting of the UK's only two operational paddle steamers. To celebrate the 100th Anniversary of the Dart's own PS **Kingswear Castle**, **Waverley** was welcomed to the river. The two paddle steamers met just outside the river mouth, and then cruised in company through the centre of the town, accompanied by a fleet of smaller vessels. **Waverley** then sailed up river to Maypool, becoming

the largest vessel this century to sail so far up river, turned, and then came back alongside in Dartmouth. Later **Waverley** ran a circular cruise out to sea and back up river to Maypool, finishing with a grandstand view of the firework display, the culmination of the Port of Dartmouth Royal Regatta, which has been under way in the town for the last few days. The decks of the paddlers were full of excited passengers for all cruises, as were the quaysides in the town. **Waverley** will run further cruises to Plymouth and the Isle of Wight from Dartmouth over the next few days. This was a unique occasion for not only was it **Waverley's** first call in Dartmouth this century, it was also the first meeting of the two historic paddle steamers since **Kingswear Castle** returned to the Dart in 2012. See PS **Kingswear Castle** also by the link [HERE](#) (Source: *Ships Monthly*)

## WINDFARM NEWS - RENEWABLES

### *VARD PROVIDES DESIGN AND EQUIPMENT TO COCHIN SHIPYARD FOR THE BUILDING OF TWO SOV VESSELS*

We are pleased to announce that Cochin Shipyard Limited in India are building two Service Operation Vessels (SOVs), one of VARD 4 07 and one of VARD 4 19 design for North Star. Cochin Shipyard Limited is a partly public, government shipyard in India. In the last three decades the company has emerged as a forerunner in the Indian shipbuilding and ship repair industry. VARD has previously delivered 12 designs to the Cochin Shipyard Ltd.

#### *VARD 4 07 design*



The first hybrid electric SOV to be delivered by Cochin Shipyard Ltd. is of VARD 4 07 design and is tailored to meet North Star's specific requirements. The focus has been to develop a competitive and compact vessel with a fuel-efficient configuration providing high operability. The ship has fully equipped accommodations for a total of 55 persons and a 3D motion compensated crane. Side loading warehouse facilities with step-less access to the height adjustable 3D motion compensated gangway ensures efficient flow of goods and technicians. The vessel is to be delivered to North Star for a long-term charter with one of the largest energy companies in Germany and Europe, EnBW, to operate the He Dreiht wind farm. Scheduled to commence long-term charter with EnBW from the end of next year, the walk-to-work vessel will host technicians as they maintain the 64 wind turbines. The SOV will also act as a logistics hub and warehouse. *VARD 4 19 design* The second SOV is of VARD 4 19 design and is very similar to vessels formerly delivered to North Star from VARD. The hybrid electric VARD 4 19 design will accommodate up to 80 persons in single cabins, thereof 60 of its client's wind technicians to support maintenance operations across all 95 wind turbines at the East Anglia Hub development. This SOV is due to be delivered to Siemens Gamesa to commence operations in late 2026. *Extensive SeaQ system package* Both vessels will be equipped with an extensive SeaQ system package from Vard Electro that enables a hybrid diesel-battery-electric propulsion system for enhanced energy efficiency. In addition, the high specification VARD 4 19 vessel will be designed with an even more advanced power system that combines the DC Switchboard with the SeaQ Energy Storage System. This integration will streamline onboard energy utilization and optimize distribution systems, leading to higher overall efficiency in all operating modes. For complete control and monitoring of the vessels, including fuel consumption optimization, Vard Electro will deliver a comprehensive digital scope including SeaQ Integrated Automation System, SeaQ Power Management System, SeaQ Energy management system, and SeaQ Green Pilot. The flexibility and expertise behind the SeaQ technology ensures that the SeaQ solutions can be seamlessly integrated and adapted to a great variety of vessel sizes and operational needs in the offshore energy segment. This demonstrates Vard Electro's position as a reliable and



trusted partner of advanced maritime technology. North Star is the market leading UK provider of



mission critical, offshore infrastructure support services to offshore wind and offshore oil and gas markets. *Design and equipment package* Once again VARD is delivering a vessel design and equipment package for an external shipyard. - VARD has a long-term relationship with both

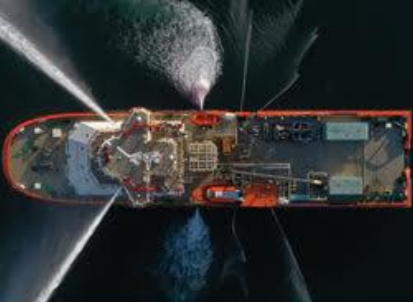
Cochin Shipyard Ltd. and North Star, and we are grateful to continue the cooperation by supporting them with the design and building at an external shipyard, says Ove Dimmen, Senior Vice President Sales & Marketing in VARD. - This contract enables us to participate in markets that reach beyond our own production capacity, Dimmen says. *Technical specifications VARD design 4 07* • Length of 71 meters and a beam of 18 meters. • Step-less access to the height adjustable 3D motion compensated gangway. • 3D motion compensated crane. • Accommodation for 55 persons on board. *Technical specifications VARD design 4 19* • Length of 90.5 meters and a beam of 19.5 meters. • Step-less access to the height adjustable 3D motion compensated gangway. • Accommodation for 80 persons on board. (PR)

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## OEG RENEWABLES ADDS NEWBUILD TO ITS GROWING CTV FLEET

The latest addition to OEG Renewables' fleet of crew transfer vessel (CTVs) has entered service under a five-year charter supporting offshore windfarms in Germany. OEG Renewables, a division of OEG Energy Group, took delivery of the CTV, **Furioso**, earlier this year. The vessel, a Chartwell Brevity-class design, was built and commissioned by OEG Renewables. The Brevity class is designed to deliver cost-effective, low-emissions support to



offshore windfarms and has an optimised hullform that enhances manoeuvrability and stability, combined with a spacious interior that can accommodate up to 32 people. OEG Renewables currently owns and operates a fleet of 15 multipurpose CTVs that operate in the UK, Europe and Taiwan supporting offshore wind construction and operations and maintenance activity. The company said the recent sale of 12-year-old CTV Manor Initiative and the delivery of **Furioso** “underscores OEG Renewables’ commitment to maintaining a modern fleet capable of meeting the needs of our clients in all offshore wind markets around the world.” OEG Renewables general manager Mike James said, “We are delighted to be adding this highly versatile first Brevity-class vessel to our fleet.” He said the CTVs the company operates “integrate with the group’s other service lines to provide a suite of services and products to meet clients’ needs.” (Source: *Riviera by David Foxwell*)

## CATAMARAN IN WET DOCK WILLEMBOORD; DEN HELDER; NETHERLANDS



Since last Monday, the British-flagged catamaran **Cwind Sword** has been moored in the Wet Dock at the Willemsoord complex. It is a crew transfer vessel of the MPC22 type that is used by the company Cbed to transport personnel to and from offshore wind farms. The plastic-made vessel can accommodate 12 passengers and 4 crew members. The **Cwind Sword**, built in 2014, is propelled by two Volvo Penta diesels, each driving a

propeller. The catamaran came over from Great Yarmouth to Den Helder. (Source: [www.maritiendenhelder.eu](http://www.maritiendenhelder.eu); Photo: Wim Albers)

## CATAMARAN AT BLUE PORT CENTRE

A fast aluminium catamaran from Sima Charters has once again visited our harbour. This time it is the 21.6 metre long **SC Topaz** that came over from her home port of Maassluis to Den Helder last Monday to moor at one of the jetties at the Blue Port Centre. The **SC Topaz** is propelled by two 860 hp engines that each drive a water jet. This allows a maximum speed of 25 knots. The vessel,



built in 2013, offers accommodation for 12 passengers. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Wim Albers)

## EDDA MISTRAL VISITS AGAIN



The **Edda Mistral** has visited our port again. On the morning of Wednesday 4 September, the strikingly coloured vessel sailed from Grimsby to Den Helder and then moored at the Nieuwediepkaade. The 81-metre long so-called service operation vessel of the Norwegian shipping company Østensjø is operated by Edda Wind and is currently active in the wind energy sector on charter from Ørsted.

In 2018, the **Edda Mistral** was launched at the Gondan shipyard in Spain. Her home port is Haugesund in Norway. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Wim Albers)

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## DREDGING NEWS

### VAN OORD IMPLEMENTS NATURAL SOLUTION FOR RIVER BANK REINFORCEMENT

The Brabantse Delta water board has commissioned Paans Van Oord, a subsidiary of Van Oord, to restore the bank along the Kerkvaart River in Waspik. The bank along the Kerkvaart river, a tributary of the Oude Maasje river, is in need of major maintenance. To protect the hinterland from flooding, the bank must be reinforced and stabilised. Paans Van Oord uses fully biobased fascine mattresses for this, which are weighted down with quarry stone. Fascine mattresses are



mats of braided willow with a filter cloth, which prevent the soil from washing away, thus protecting it against erosion. A jute cloth, a natural and sustainable alternative to the usual geotextile cloth, will be used for this project. Van Oord is collaborating with Van Aalsburg, a partner specialising in sustainable willow products. Based on a shared sustainability ambition, these partners have joined forces to research and invest in the use of biobased materials as part of 'Building with Nature'. The use of the biobased fascine mattresses in this project is an important step for both parties in the further development and applicability of the product. Work will start in mid-August and be completed by the end of September. *(Source: Dredging Today)*

### ANOTHER SUCCESSFUL TWEED RIVER DREDGING CAMPAIGN



Dredging of the Tweed River entrance – conducted under the Tweed Sand Bypassing project – has been successfully completed. Over the past few weeks, visitors may have noticed the hopper dredger Trud R doing works in the Tweed River entrance. The aim of the program is to establish and maintain a safe, navigable entrance to the Tweed River, and restore and maintain the

coastal sand drift to the beaches on the southern Gold Coast of Queensland. A total of 112,323m<sup>3</sup> was dredged from the entrance. The dredged sand was placed offshore of Fingal (35,638m<sup>3</sup>), Duranbah (40,009m<sup>3</sup>), Snapper Rocks (10,449m<sup>3</sup>) and Bilinga (26,227m<sup>3</sup>). *(Source: Dredging Today)*

### H&L CONTRACTING BAGS SHINNECOCK BAY DREDGING CONTRACT

H&L Contracting recently won a \$2.2 million contract for the maintenance dredging of the Long Island Intracoastal Waterway Federal Navigation Project at Shinnecock Bay, Suffolk County, New York. According to the Army Corps, this essential maintenance project is designed to ensure the continued safe and efficient navigation of the Long Island Intracoastal Waterway at Shinnecock Bay. The dredging will remove accumulated sediment from the navigation



channel, restoring it to its authorized dimensions and improving water flow, which is crucial for

both commercial and recreational vessels operating in the area. Shinnecock Bay is a vital component of Long Island’s maritime infrastructure, supporting local economies and providing significant environmental and recreational benefits to the region. The dredging work will help to maintain this critical waterway, ensuring it remains accessible and safe for all users. The project scope includes the removal of sediment from the channel and the proper disposal of dredged materials in accordance with environmental regulations. This work will help prevent shoaling, reduce the risk of groundings, and enhance overall navigational safety in Shinnecock Bay. *(Source: Dredging Today)*

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## DREDGING STARTS AT BASSETT’S ISLAND SOUTH CHANNEL



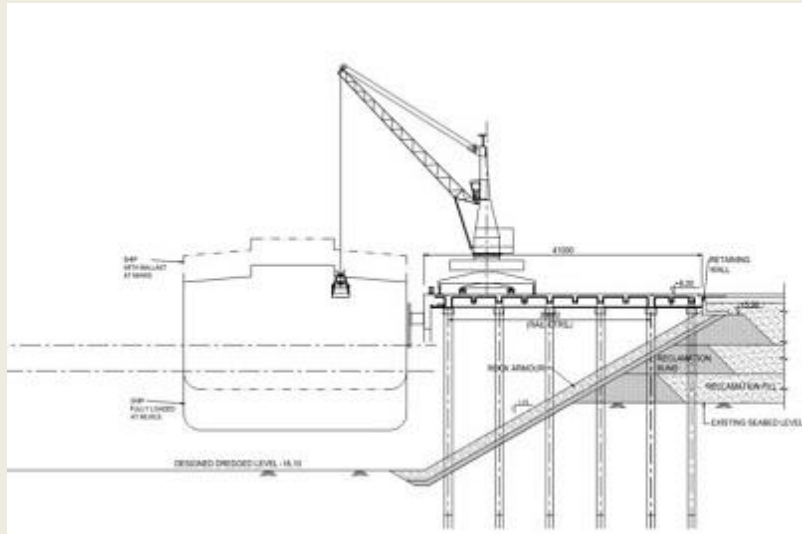
Dredging operations in the Bassett’s Island South Channel are about to begin. According to the Town of Bourne, the Barnstable County Dredge will be conducting dredging operations in the Bassett’s Island South Channel also known as Hospital Cove Channel from September 11 through September 30, in the vicinity of buoy 1A. “There will be a pipeline leading from the dredge to Bassett’s Island to dewater the dredge spoil. Mariners are

requested to keep clear of the pipeline,” said the Town. “During this time, while dredging operations are underway, it will be necessary to close the channel to all boat traffic.” “All vessels bound for and out of Red Brook Harbor and the adjacent waters are requested to use the North Channel also known as Pocasset Harbor.” The waterway provides access to Red Brook Harbor, Kingman Yacht Club, Parker’s Boat Yard, Hen Cove and the Hen Cove boat ramp, Hospital Cove and the Red Brook Herring Run. *(Source: Dredging Today)*

## ADANI, BOSKALIS, JAN DE NUL, NMDC, VAN OORD BID FOR VADHAVEN CONTRACT

Adani Ports and Special Economic Zone, Hindustan Infralog (DP World), Larsen & Toubro, Royal

Boskalis, Van Oord Dredging and Marine Contractors, Jan De Nul Dredging, National Marine Dredging Company, and International Seaport Dredging are among the 15 entities that have submitted expressions of interest (EoIs) for dredging, land reclamation and shore protection works at the new Vadhavan Port in Maharashtra, India. These works are to be carried out under the public-private-partnership (PPP) model, specifically the Hybrid Annuity Model (HAM). The new port will comprise 9 container terminals, each 1000 meters long, 4 multipurpose berths, including the coastal berth, four liquid cargo berths, a Ro-Ro berth, and a Coast Guard berth. According to the government officials, the EoI is not a tender, but rather a preliminary step. Vadhavan Port is planned to handle 298 million tonnes of cargo, including 23.2 million twenty-foot equivalent units (TEUs). This is the first time that the government is trying dredging, land reclamation and shore protection works for a new port on PPP model under HAM. (Source: *Dredging Today*)



## YARD NEWS

### *DAMEN SHIPREPAIR DUNKERQUE SIGNS CONTRACT WITH AMBPR AT SMM FOR FIVE STATE-OF-THE-ART PAINT ROBOTS*



*More efficient, less environmental impact, consistent quality.* Following years of collaboration and recent successful final trials, Damen Shiprepair Dunkerque (DSDu) has signed a contract with AMBPR, a subsidiary of SERCEL Group, for the supply of five Autonomous Mobile Blast & Paint Robots.

The robots are revolutionary, bringing with them many advantages over conventional painting methods, the most significant being in the fields of sustainability and health and safety, as well as being faster and the quality more consistent. The robots are also designed to do much more than just painting. They can be programmed to undertake complete hull restoration cycles including washing, grit / hydro blasting, painting and final inspections. No human intervention is required aside from tool changes, which take no more than twenty minutes each. The new autonomous robots will initially be powered by hybrid energy but can be upgraded to 100% electric in the future for use in environments that require zero emissions. The health and safety benefits are derived from the fact that the personnel responsible for the equipment no longer need to be in the immediate vicinity of the hazardous, high-pressure blasting activities using water and grit. The blasting agents, overspray

and the other residues from the painting are also contained to protect personnel in the area from inhaling them as well as preventing pollution of atmosphere. An additional benefit of this is that other activities nearby can continue without interruption. The process is also highly sustainable. Not only does the precision of the robots result in less paint and water being used per square metre, around 90% of the water that is used by the AMBPRs is collected, cleaned and reused, thereby reducing the impact that DSDu has on the environment and workforce. This alignment with Damen Shipyards Group's commitment to sustainability throughout its operations makes AMBPR and DSDu natural partners. The signing ceremony took place at SMM on September 4 with Jeroen Heesters, Managing Director of the Damen Shiprepair Division, Fabien Guillemot, Managing Director of DSDu, Stephane Renouard, President and Founder of AMBPR SAS, and Claude Pelzer, VP Operations SERCEL Group Saint Gaudens. AMBPR, a SERCEL Group company, has been working with DSDu since it was founded to develop the technology twelve years ago, with the shipyard providing the perfect testing ground as the designs evolved. "The successful implementation of this advanced technology represents a significant leap forward for Damen Shiprepair Dunkerque and the industry in general, says Jeroen Heesters. "We remain committed to pushing the boundaries of innovation and sustainability in ship repair, and achievements such as the 90% recycling of the water that the AMBPR robots can deliver gives us a competitive advantage with ship operators who are looking to reduce their own ecological footprints." (PR)

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## MAN ENGINES INTRODUCES NEW V12 WORKBOAT ENGINE

MAN Engines has introduced its MAN D3872 LE432 workboat engine with a displacement of 30 liters. The V12 engine has an output of 1,213kW (1,650hp) at 2,100rpm, making it suitable for medium-duty applications such as wind farm supply vessels, ferries, passenger ships and fishing boats. Further power variants of the MAN D3872 (1,471 and 1,618kW or 2,000 and 2,200hp at 2,300 rpm) for light applications have already started in production. The MAN D3872 engine has a completely new basic



engine and benefits from improved coolant delivery through a new coolant pump and thermostat housing, which contribute to the engine's high longevity. As an alternative, the engine is available

with an outer skin cooling system instead of a closed cooling circuit. The distinctive cylinder head of the MAN D3872 has also been redesigned to optimize flow and cooling. In addition, the oil supply was adjusted by using flow-optimizing measures in addition to new oil pumps and new oil coolers. The new common rail injection system is another important step for this next generation of engines: with an injection pressure of 2,200 bar, the basis is laid for achieving low fuel consumption and emissions. The new MD1+ engine control unit also achieves optimum engine tuning. Another development goal was the high power density, so that the most powerful variant, the MAN D3872 LE433, has an output of 1,618 kW (2,200 hp) and a dry weight of only 2,720kg and a displacement of 54.7kW per liter. The developers at MAN Engines were able to retain the connection dimensions of the V12 engine with a displacement of 24.4 liters as well as the compact installation dimensions of 1,153mm wide and 1,320mm high. Only the length of the MAN D3872 has been increased by an additional 100mm to 2,335mm. In the medium term, further performance increments are planned for the MAN D3872 marine engine – also for heavy-duty applications – in a wide variety of emission levels. The MAN D3872 complies with the latest exhaust gas regulations and is also technically designed for use in the MAN Smart HYBRID Experience. In addition, the engine – like all engines from the current portfolio – is approved for use with regenerative diesel in accordance with the EN15940 standard in Europe and the US specification ASTM D975 of the American Society for Testing and Materials (ASTM). With the new 30-liter MAN D3872 engine, MAN Engines is significantly expanding its engine portfolio in terms of output and displacement. This means that in-line six-cylinder, V8 and V12 engines from 147 to 1,618kW (200 to 2,200hp) with a displacement of 12.4 to 29.6 liters are currently available for light, medium and heavy-duty applications. (*Source: MarineLink*)

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## WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
    - [Sanmar delivers fourth tug to Boluda Towage in under a year](#)
    - [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 Igmar](#)
  2. Several updates on the Broker Sales page posted last week  
(*New page on the website. If you are interested to have your sales on the website*)  
(*pls contact [jvds@towingline.com](mailto:jvds@towingline.com)*)
  3. Several updates on the Newsletter – Fleetlist page posted last week
    - [SCRA - Casablanca by Jasiu van Haarlem \(new\)](#)
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- *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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