



**ugs
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25
years
Tugs Towing & Offshore News

Worldwide Tug & OSV News
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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 DELIVERS BOĞAÇAY SERIES TUG TO MOROCCAN OPERATOR JL TUG



Sanmar has delivered a versatile multi-purpose tug to the Port of Jorf Lasvar in Morocco where it will join the tugboat fleet of JL Tug. Based on the exclusive-to-Sanmar RAMparts 2400SX MKII design from Canadian naval architects Robert Allan Ltd, and known as Boğaçay LXXIII while at the Turkish tugboat builder, the tug has been renamed **JACQUES 5** by its new owner. Measuring 24.4m LOA, with a 12m moulded beam, least

moulded depth of 4.5m and navigational draft of approximately 5.45m is part of the new generation of technologically-advanced and environmentally-aware tugs in the long-running and continually evolving Boğaçay series from Sanmar. Designed and built for, among other things, optimal efficiency when carrying out ship-handling duties for sea-gong ships, **JACQUES 5** boasts a wide beam for greater performance and stability and more powerful engines and larger twin Z-drives than similar-sized tugs. Along with ship-handling, Boğaçay tugs are also used by operators around the world for coastal towing, escort, and general-purpose duties, and have become the biggest sellers among Sanmar’s extensive range of tugboats. **JACQUES 5** has advanced machinery automation and accommodation for a crew of up to six people. It has Fi-Fi 1 fire-fighting capability and its tank capabilities include 77.9m³ of fuel oil. More powerful than other tugs of its size, it can achieve a bollard pull over the stern of 60 tons and a free running speed of 12 knots. Cem Seven, Vice Chairman of Sanmar Shipyards, said: “I am sure that JL Tug will find **JACQUES 5** a valuable asset in terms of performance, efficiency and versatility. As usual, we have worked closely with our client to ensure that we can provide them with a tug that meets their specific operational needs.” (PR)

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LAUNCHING OF ONE UNIT OF 3676kW ASD TUGBOAT

On 6th September, 2024, one unit of 3676kW ASD tugboat named "**YI MING 6**", built by our Jiangsu Zhenjiang Shipyard company for Jiangsu Zhencheng Tug shipping Co., LTD, was successfully launched. Leaders from owner company attended the ceremony. (Source: Jiangsu Zhenjiang Shipyard)



OUR COMPANY'S "BELT AND ROAD" THE FOURTH BATCH OF FOUR SHIPS WERE SUCCESSFULLY DELIVERED



On September 8, 2024, our Jiangsu Zhenjiang Shipyard company early successfully delivered the four ships of the fourth batch of two 12000DWT badges and two 2,646 kW ASD tugboats for the "Belt and Road" project of COSCO Shipping Bulk Cargo Transportation Co., LTD. - Guinea Bauxite project. The 12000DWT badge has a length of 111 meters, a width of 30 meters, a depth of 7.5 meters, a draft of 4.88 meters, and a deadweight tonnage of 12,000T, The tugboat's overall length is 36.5m, the width is 10.8m, the depth is 4.35m,

ahead bollard pull is 51.5t and ahead bollard pull is 48t, astern bollard pull is 44t, and the speed is 12.3Kn. (Source: Jiangsu Zhenjiang Shipyard)

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WATERFORD, NY TUGBOAT ROUNDUP CELEBRATES 25TH ANNIVERSARY

The town of Waterford, N.Y., hosted the 25th anniversary of the Tugboat Roundup, a three-day event from Sept. 6-8, celebrating the region’s maritime heritage. This event draws tugboats, industry professionals, and enthusiasts from around the Northeast. This year’s gathering will feature a tug parade, live music, vendors, fireworks, and a range of family has become a much-anticipated event in our community, drawing thousands of visitors-oriented activities.



Visitors will have the opportunity to tour tugboats, enjoy boat rides, and attend presentations on various maritime topics. Waterford town supervisor Dave Ball spoke to the importance of the event, noting “The Tugboat Roundup and celebrating our rich maritime heritage. Reaching the 25th anniversary is a testament to the enduring spirit of Waterford and the dedication of everyone involved over the years.” A key highlight will be the presentation of the "Tug of the Year" award to Sarah D, a tugboat owned by New York State Marine Highway Transportation Co. Built in 1975, the Sarah D joined the NYS Marine Highway fleet in 2016. The 90'x29'x12' tug has twin Caterpillar 399 engines producing a total of

2200-hp. Push gear includes two 40T hydraulic face winches. Also onboard are two Detroit 40-kW generators. In addition to honoring the [Sarah D](#), the event featured Bill Curry as the Tugboat Parade grand marshal. Curry, a U.S. Navy veteran and seasoned tugboat operator, has a longstanding connection to the Tugboat Roundup. After acquiring the [8th Sea](#), a former Army harbor tug, Curry has been active in towing and salvage work around the New York State canal system. A presentation was held for the ‘Capt. Bark Brake Lifetime Achievement Award’, awarded this year to Brian U. Stratton, director of the New York State Canal Corp. The weekend-long celebration culminated with fireworks and closing ceremonies on Sunday, marking 25 years of honoring tugboats and their critical role in the maritime world. The Tugboat Roundup, supported by local businesses and organizations like the NYS Canal Corp. and the Erie Canalway National Heritage Corridor, has grown into one of the largest maritime festivals in the region, Waterford officials said in a statement. *(Source: Workboat)*



JONRIE ESCORT WINCHES ORDERED FOR TWO McALLISTER TUGS



McAllister Towing recently placed an order for series 240 JonRie Escort Winches to be installed aboard the tugs [Vicki M. McAllister](#) and [Janet M. McAllister](#). The company is undertaking modifications of both tugs, and replacement of the hydraulic winches aboard was seen as the wisest decision. “Brandon has done well with everything he’s undertaken,” said Martin “Marty” Costa, veteran engineering manager at McAllister Towing, a reference to Brandon Durar, president of

JonRie Division at Markey Machine in Seattle. “The entire fleet had been outfitted with JonRie not so long ago. JonRie winches are familiar, readily operable, and easy to troubleshoot as well,” he added. Durar also recalls his McAllister winch business fondly. “In the early 2000s, we outfitted McAllister’s Navy YTB tugs with hawser winches. After these three conversions, we provided all the hawser winches for McAllister’s new tug-build program down at Eastern Shipbuilding in Panama City, Fla.” “Later, we went back to outfitting McAllister’s YTB conversion program but now the conversions were for twin-engine 4,000HP ASD tugs, installing our 230 series hawser winches on the bow. McAllister also converted two YTBs for the US Navy in Tacoma, Wash., an effort headed up by Marty Costa. These tugs the [YT-800 \(Manhattan\)](#) and [YT-801 \(Washtucan\)](#) are still in service

up in Bremerton, Wash.” Since that time, JonRie winches have appeared on a number of other McAllister tugs, both new and old. The JonRie Series 240 Escort Winch develops 15 tons of bare-drum line pull at 75 feet/min. line speed, with speed increasing to 150 ft/min. at mid-drum. The model accommodates 600 feet of 8.5” circumference synthetic line. Brake-holding capacity is a robust 300 tons bare-drum. Supplied with the winch is a skid-mounted HPU with a 60HP/460VAC electric motor. The HPU includes a counterbalance valve to prevent motor overspeeding; the unit has both a foot pedal and joystick for operation; safety features include an emergency-release button. The winches will be delivered in 2025. (Source: *MarineLink*)



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A PADDLE STEAMER BUILT IN 1888 (AND SCRAPPED IN THE 1950S) CELEBRATES HER TRIUMPHAL RETURN TO THE DIGITAL AFTERLIFE IN 2024.



When Dr Dmitriy Ponkratov, a founder of the JoRes Joint Research project and currently a Marine Director at Siemens Digital Industries Software, was boarding a plane in 2020 and downloading some old journal articles in the airport to entertain himself while flying, he did not know that he would find a missing part to unlock new opportunities for future digitalisation of maritime industry. Determining a ship's resistance at full scale is

crucial for designing energy-efficient vessels. Ship resistance prediction at full scale traditionally relies on the International Towing Tank Conference (ITTC) recommended procedure, which has its roots in towing tank model scale tests. Despite being today's best practice and widely utilised procedure, the procedure relies on several old assumptions that may introduce uncertainties to full-scale resistance prediction. The 21st century has completely changed the digital environment. We can develop digital twins of many valuable assets, such as aeroplanes, ships, factories, and shipyards. Arash Eslamdoost, associate professor in Applied Hydrodynamics at Chalmers University of Technology, says, "Recent advancements in Computational Fluid Dynamics (CFD), as part of digital transformation, offer an exciting alternative to revisit the ITTC procedure. CFD enables direct resistance prediction at full scale, avoiding the uncertainties involved in extrapolating the model scale resistance to full scale. This approach not only can significantly improve the accuracy and reliability of ship resistance predictions but also can provide more information about the flow details around a full-scale ship. However, before CFD can be fully adopted for full-scale resistance predictions, it must be validated through comparison with full-scale resistance measurements, which are rare." Recently, a few test campaigns were performed within the JoRes project on actual seagoing vessels to develop test cases for real-scale CFD validation. Even though these test cases reflect the actual operation conditions, they do not allow decoupling force components from the hull and propeller. Ideally, it would be beneficial to have an opportunity to measure vessel resistance without operating propeller to understand the flow around the hull undisturbed by a propeller. The challenge is how to do it.



The most straightforward answer is to tow a vessel by another vessel. Even though these towing experiments were performed a few times in the past, another challenge arose: the subject vessel is sailing in the wake of the towing vessel, not in the open sea, so there is no uniform undisturbed flow coming to the subject vessel. If two tugboats tow the subject vessel, the waves generated by the tugboats will again interfere with the waves of the subject vessel, spoiling the wave pattern and, hence, wave resistance. "For many years, I thought it is an unsolvable puzzle, and we need more time to come up with a practical solution to that", says Dr Ponkratov. "I was astonished when we realised that solution actually lies in the past, not the future!" he adds. "When Dmitriy told me he had found this case, it was clear it formed a unique opportunity to validate full-scale resistance predictions made by CFD," professor Rickard Bensow of Chalmers comments'. Most likely, the engineers at BSRA (British Ship Research Association) brainstormed together around 1950, discussing possible solutions like the towing experiments mentioned before. We do not know who exactly came up with such an elegant solution (they were a genius for sure!) to call the Rolls Royce company and check whether they could get four jet engines from aeroplanes to install on a vessel. And the answer was positive! BSRA acquired an old paddle steamer, Lucy Ashton, built in 1888 and transformed her into the first and only research vessel equipped with jet engines! Moreover, BBC sound engineers helped to build a soundproof wheelhouse to address the noise issue for the crew. Another elegant solution was required for speed control: if the jet engines do not have a reverse option, how can an emergency stop be performed? To address this challenge, a remarkable solution was found: hand brakes! Two flaps could literally be submerged in the water to slow down the vessel. These great experiments significantly contributed to maritime science and were recognised by the ITTC (International Towing Tank Conference) at that time.

However, it seems it was a too-long gap until the 1990s when Digital Technologies and Computational Fluid Dynamics started to develop. Unfortunately, it is believed there were no people around who participated or heard about the unique [Lucy Ashton](#) case. Otherwise, we are sure this test case could be used for CFD validation in the early stages. Luckily, the information about Lucy Ashton came to the surface again in 2020, allowing researchers to develop a new validation test case for full-scale CFD. In 2024, the Chalmers University of Technology launched a global workshop to calculate and validate various CFD codes by comparing the CFD results with actual measurements performed in 1950. Dr Rui Lopes, a postdoc at Chalmers University, says: " When we announced the workshop, we expected a dozen of companies to confirm their participation. We were surprised that 79 companies showed their interest. We received submissions from 46 companies from over 20 countries, which made this workshop the largest in the maritime community! Our plan is to organise



a one-day in-person workshop at Chalmers in Gothenburg, Sweden, on 25 September 2024 to discuss the results. If you would like to attend the free event, please get in touch with us (rui.lopes@chalmers.se, arash.eslamdoost@chalmers.se)”

It is really inspiring that a vessel

that carried passengers on the Clyde between 1888 and 1949 (she was one of the longest-serving Clyde steamers) suddenly obtained her afterlife in the digital world. This will help engineers validate modern digital tools that will be used to design future generations of ships. [Information about companies:](#) JoRes Joint Research Project (www.jores.net) is a global initiative launched in 2019 to develop industry-recognised real-scale test cases for the validation of digital technologies. It is the largest project of its kind, uniting more than 50 companies from 18 countries. The project was presented at the International Maritime Organisation (Maritime Agency of United Nations), World Laureate Forum and other highly ranked events. Chalmers University of Technology (www.chalmers.se/en/) in Gothenburg, Sweden, was founded in 1829 and has about 12,000 students in engineering and architecture. The city of Gothenburg has a long tradition in ship building and shipping, and the university is well recognized internationally for performing high quality research and education within naval architecture and ocean engineering. Siemens Digital Industries Software helps organisations of all sizes digitally transform using software, hardware and services from the Siemens Xcelerator business platform. Siemens' software and the comprehensive digital twin enable companies to optimise their design, engineering and manufacturing processes to turn today's ideas into the sustainable products of the future. (Source: Dmitry Ponkratov; Photos Scottish Maritime Museum)

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INTERNATIONAL CONFERENCE ON COMPUTER TECHNOLOGIES IN SHIPBUILDING HELD IN ITALY

On September 10, the International Conference on Computer Technologies in Shipbuilding ICCAS 2024 began its work in Genoa (Italy). Sudostroenie.info was informed of the details by the organizing committee of the event. The first ICCAS conference was organized in Tokyo in 1973. Since then, the event has been held in different countries around the world, including Sweden, China, Brazil, Japan. During this time, the



ICCAS conference has become a platform for putting forward the most advanced ideas. This year, designers, shipbuilders, ship owners and fleet operators will discuss effective and sustainable solutions for the development of green shipping. Increasing the volume of data collected and processed at all stages of the vessel's life cycle allows for improving the quality, productivity and efficiency of digital technologies. The ICCAS 2024 conference will conclude on September 12. As part of the event, delegates will be able to visit the Fincantieri shipyard. (Source: Sudostroenie; Photo: Royal Institution of Naval Architects)

BLUE ORIGIN'S ROCKET-LANDING PLATFORM VESSEL ARRIVES AT PORT CANAVERAL



New landing platform vessel for Jeff Bezos' Blue Origin arrived at Port Canaveral where it will support the recovery of the reusable first stage of the New Glenn rocket in 2025. **Jacklyn**, the new landing platform vessel constructed for Jeff Bezos' Blue Origin, arrived at Port Canaveral, Florida, in early September following a month-long journey from Europe. The specially

designed sea-based landing platform was completed at Damen Shipyards' facility in Brest, France, which put the finishing touches on the vessel in early August before it was towed to Florida by Harvey Gulf International Marine's **Harvey Stone**. Named after Mr Bezos' mother, **Jacklyn** will be used as the landing platform to recover the reusable first stage of Blue Origin's massive New Glenn rocket, designed to carry large payloads into space. With an overall length of 116 m and beam of 46 m, the 13,818-gt landing platform has undisclosed autonomous functions to support its rocket recovery mission. The port reported the 2016-built multi-purpose field support vessel **Harvey Stone** towed the landing platform vessel into Port Canaveral with assistance provided by three tugs

supplied by EN Bisso Marine, [Elizabeth S, Apollo](#) and [St. Johns](#). AIS indicates [Jacklyn](#) is docked at Port Canaveral's North Cargo Berth 6. New Glenn was set to be used to launch NASA's twin Escapade Mars probes from Cape Canaveral Space Force Station in Florida during an eight-day window starting 13 October, but that agency made a decision on 6 September to stand down. "The decision was made to avoid significant cost, schedule and technical challenges associated with potentially removing fuel from the spacecraft in the event of a launch delay, which could be caused by a number of factors," said NASA. The next possible launch date for the mission is around Q2 2025. *Floating landing platforms and spaceports* Elon Musk's SpaceX owns three floating landing platforms, two based at Port Canaveral and one in Long Beach, to recover its reusable orbital launch vehicles. Space Perspective's MS [Voyager](#), a former platform supply vessel, was extensively modified to serve as a marine spaceport for the launch and recovery of the space firm's SpaceBalloon. The proprietary capsule, which will use a hydrogen-filled balloon to carry tourists to the edge of space, was lifted by a giant Liebherr mobile harbour crane at Port Canaveral onto [Voyager](#) for transport during the Labor Day weekend in the US. (Source: Riviera by John Snyder)

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ACCIDENTS – SALVAGE NEWS

TALKS CONTINUE OVER TANKER BURNING IN RED SEA AS U.S. RELEASES VIDEO

Salvage efforts for the burning crude oil tanker [Sounion](#) have remained stalled for a week with new reports that Greece as the flag state of the 164,000 dwt crude oil tanker is leading diplomatic talks with Saudi Arabia exploring options. A U.S. spokesperson late in the week said it was their understanding that the vessel remains immobilized with the fires continuing, while the



Department of Defense declassified drone footage of the fires. No official reason has been confirmed for the delay in the salvage attempts while several reports including the U.S. Pentagon cited ongoing safety concerns for the tugs and their crews hired for the salvage effort. A spokesperson for EUNAVFOR Aspides which was providing warships to protect the salvage effort referenced unspecified "technical issues," with some reports saying more powerful tugs would be required to move the laden tanker. Reports in the Greek media are saying government officials are consulting with Saudi Arabia on the options. They suggest despite the dangers there may be an attempt to tow the tanker to Saudi Arabia. The alternate is a ship-to-ship transfer of the crude oil, which could at least reduce the volume susceptible to a spill. The concern is that the fires will eventually compromise the integrity of the vessel. The Houthi militants promised not to interfere with the salvage efforts but reports received by the UK Maritime Trade Operations indicate the continuing stalking of vessels in the Sea. Sea. Friday, UKMTO received reports of a small skiff 60 nautical miles southwest of Hudaydah, Yemen with three people aboard. Two people were using binoculars and the small boat came within 400 meters of the merchant ship before withdrawing when the onboard security guards displayed their weapons. Last week, UKMTO also reported that impostors were using its ID to contact ships in the Red Sea. The vessels were reportedly being told to turn on their AIS signal and provide location details. The Houthis issued a claim on Saturday to have downed another American MQ-9 drone over Yemen. Without providing details, they said it was the eighth brought down during the conflict. In the past, the Houthis have released videos and pictures of debris. When asked by the Associated Press, a spokesperson for the U.S. military said yesterday they had "received no reports" of American military drones being downed over Yemen. Watch the video [HERE](#) (Source: *Marex*)

BY THE END OF THE YEAR, 65 SUNKEN SHIPS ARE PLANNED TO BE RAISED IN THE FAR EAST



By the end of 2024, 65 sunken ships are planned to be raised in the waters of the Far East regions as part of the federal project "General Cleaning". Such data was given on September 9 during a meeting with Deputy Prime Minister Dmitry Patrushev by the head of Rosmorrechflot Andrei Tarasenko, the agency's press service reports. As Andrei Tarasenko noted, Rosmorrechflot, together with the subjects of the Far East, is the main executor of

the project: "The owners of sunken ships are also involved in the process, if they can be identified. The project is an important step in the development of Far Eastern seaports." According to the head of Rosmorrechflot, since the beginning of the project in the Far East, 148 ships have already been raised and disposed of. As part of the project, priority is given to removing ships that impede shipping and fishing, pollute the ecosystem of the seas, and create problems for the development of coastal areas. The meeting was attended by the Minister of Natural Resources and Environment of Russia Alexander Kozlov, representatives of the Ministry of Transport of Russia, heads of Rosprirodnadzor and heads of the Far Eastern regions. (Source: *Sudostroenie*; Photo: *Rosmorrechflot*)

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DONJON MOVES STRANDED YACHT 'LOVEBUG' TO NJ

An \$8 million luxury yacht that partially capsized in Chesapeake Bay July 27 was finally raised and moved to New Jersey Aug. 31, Coast Guard officials said. The 104' motor yacht **LoveBug**, a 37.3-meter vessel built in 2010 by Sanlorenzo, was underway off Beverly Beach, Md., when it began to list and the captain steered toward shore, according to local news media reports. The



Coast Guard and a good Samaritan boat operator responded to a VHF radio distress call, and five persons on board got off safely. Coast Guard officials said there was no pollution from the accident or recovery operation. Hillside, N.J.-based Donjon Marine used its Farrell 256 barge crane during the salvage, and moved the **LoveBug** north to Delaware Bay where shipyard facilities are at Dorchester, N.J. The Coast Guard and Maryland state authorities monitored the month-long salvage operation and final transit. The cause of the accident is under investigation, according to the Coast Guard. Watch the video [HERE](#) (Source: *Workboat*)

TURKISH CARGO SHIP ABANDONED AFTER COLLISION OFF IRAN



Turkish authorities are reporting that the crew of a Turkish-owned and managed cargo ship are safe after a collision with a bulker off the coast of Iran. Circumstances of the collision were not provided but the crew was rescued from a life raft after the vessels collided. The Turkish General Directorate of Maritime Affairs (DSGM) reports that the rescue centers in Ankara and Bandar Abbas

coordinated for the rescue of the crew from the **Knidos**, a Turkish-owned general cargo ship managed by Elkenz Shipping of Istanbul. The 8,900 dwt vessel was reporting that it was outbound from the Dammam Port in Saudi Arabia bound for the Mina Saqr Port in the United Arab Emirates. Shortly after midnight local time a signal was received from the EPIRB emergency system on the **Knidos**. The authorities are reporting that the 13 crewmembers abandoned ship after colliding with the **Nadeen** (28,396 dwt) a bulker inbound from India. According to the report, **Knidos** was hit starboard stern quarter and the engine room began taking on water. The 423-foot (129-meter) vessel was reported to be in danger of capsizing. The crew was rescued from the raft and taken aboard the **Nadeen**. The bulker is registered in St. Vincent & Grenadines and managed from the UAE. No injuries were being reported. The **Nadeen's** AIS signal shows the vessel underway but no port is declared. (Source: *Marex*)

ALLSEAS PIPELAY BARGE GOES AGROUND OFF MEXICO

An Allseas pipelay barge has gone aground in the Gulf of Mexico in a storm, and divers are at work in an attempt to refloat the vessel. The **Tog Mor**, a pipelay barge owned by the Swiss engineering pioneer Allseas, went aground during a tropical wave event off Coatzacoalcos. It was under way for a terminal on the Coatzacoalcos River when the tow line connecting its tug parted. Winds began to push it towards shore, and three tugs attempted to intervene, according to local



media. The attempt was not successful and the vessel grounded off Villa Allende, just east of the river's mouth. Rescuers were deployed to evacuate the barge's crew, and it took approximately 24 hours to pull all nonessential personnel off the barge safely. Videos from the scene suggest that the responders rigged a liferaft connected to the ship and the shore by lines, and then pulled the personnel through the surf zone in small groups. A portion of the crew remained behind to assist with the salvage. Mexico's navy oversaw the rescue operation, and it has taken charge of safety during the refloat operation that will follow. In a statement, Allseas said that the crew successfully ballasted the barge, intentionally grounding it on a sandbar in a stable position. There is no current risk of pollution from the vessel, and the next priority is to refloat and move the barge to a safe port when weather allows. The relevant authorities have been notified. **Tog Mor** is a spread-moor offshore construction barge converted for pipelay capability in 2002. It is specially designed for shallow water operation, and it has a 10-point spread mooring system. It can lay subsea pipe up to 60 inches in diameter, and it has a 300-tonne deck crane for construction operations. Watch the video [HERE](#) (Source: *Marex*)

CARGO SHIP THAT BROKE DOWN IN THE DARDANELLES WAS RESCUED BY KEGM

A cargo ship whose engines broke down in the Dardanelles Strait was rescued by the intervention of

the General Directorate of Coastal Safety (KEGM) teams. While en route from Mersin to Russia, the 119-meter general cargo ship named "**SORMOVSKIY-3063**" experienced an engine failure off the Kepez coast of the Dardanelles. Upon notification by the ship's captain, the pilot from the General Directorate of Coastal Safety and our tugboats "**TURKELI**" and "**KURTARMA-13**" were directed to the scene. The ship was safely anchored in Karanlık Liman by tugboats under the coordination of Çanakkale Ship Traffic Services Center and under the escort of a pilot. (Source: Deniz Haber)



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REMEMBER TODAY

SS WANDILLA – 10 SEPTEMBER 1942

SS **Wandilla** was a steamship built in 1912 for the Adelaide Steamship Company. The ship operated on the Fremantle to Sydney run until 1915, when she was acquired for military service and redesignated **HMAT Wandilla**. Initially used as a troop transport, the vessel was converted to a hospital ship in 1916. **Wandilla** was returned to her owners at the end of the war, then was sold to the Bermuda & West Indies SS Company and renamed **Fort St. George** in 1921.

She was sold in 1935 to Lloyd Triestino



and renamed **Cesarea** before being renamed **Arno** in 1938. At the start of World War II, the ship was acquired by the Regia Marina for use as a hospital ship. She was sunk by British aircraft on 10 September 1942. *Design and construction* The ship was built in 1912, by William Beardmore and Company, Glasgow, together with her sister ships SS **Warilda** and SS **Willochra**. *Operational history* She was used on the Fremantle to Sydney passenger-cargo service until May 1915. After the start of World War I, **Wandilla** was one of several Adelaide Steamship Company vessels requisitioned for military service. The ship was initially used as a troop transport under the designation His Majesty's Australian Transport (HMAT) **Wandilla**, and delivered Australian soldiers to Europe. In July 1916, the vessel was converted into a hospital ship. While serving as a hospital ship, she was torpedoed by a U-boat in February 1918, although the torpedo failed to explode. **Wandilla** was manned by Australian officers and (during part of her service) Australian crews. Commonwealth control ended 24 January 1917. After being returned to her owners in 1919, she continued plying the coastal passenger-cargo service until 1921; Adelaide Steamship Company felt that there was no future in coastal passenger services, and **Wandilla** was sold to the Bermuda & West Indies SS Company and renamed **Fort St. George**. She was modified by replacing her cargo holds with water tanks to supply fresh water to the hotels in Bermuda. She was also modified to accommodate 380 first class and 50 second class passengers. She collided with White Star Line's **RMS Olympic** in 1924 while in New York City, and was out of service for a period of time for repairs. She was sold in 1935 to Lloyd Triestino, Trieste and renamed **Cesarea** before being renamed **Arno** in 1938. *Fate* The **Arno** was requisitioned as a hospital ship by the Regia Marina during World War II. The ship and its crew members were featured in the 1941 Italian propaganda film *The White Ship* (Italian: *La nave bianca*). The **Arno** was sunk by aerial torpedoes from the Royal Air Force on 10 September 1942 at 33°14'N



23°23'E, about 40 miles (64 km) north-east of Ras el Tin, near Tobruk. It has been alleged that a German radio message decoded on 31 August 1942 showed that the ship was being used to carry supplies to Benghazi in violation of the Hague Convention, making the sinking a justified attack. However, as noted by lawyer Alfred-Maurice de Zayas in his 1979 work *The Wehrmacht War Crimes Bureau*,

1939–1945, the Wehrmacht War Crimes Bureau identified the sinking of the **Wandilla** was a war crime. (*Source: Wikipedia*)

OFFSHORE NEWS

EIDESVIK OFFSHORE CEO RESIGNS, SEARCH FOR SUCCESSOR UNDERWAY

The chief executive officer of Norwegian offshore vessel owner Eidesvik Offshore, Gitte Gard Talmo, has revealed that resigned from the company. Eidesvik Offshore said in a statement that Talmo resigned as CEO of the company to take on a new position in an international company abroad. Gard Talmo has been with the company for 22 years in various management roles and has been CEO of the company since January 1, 2022. She was promoted from the role of chief

commercial officer after at the time CEO Jan Fredrik Meling retired from the company. “Gitte has done an excellent job as the CEO of Eidesvik Offshore and I would like to express my gratitude for her dedication and the results she has achieved during her tenure with the company,” said Arne Austreid, the company’s chair of the board. “Eidesvik is in a strong financial and strategic position with a competent team that will continue to develop the company. I wish the company all the best in the coming years,” added the departing CEO. Talmo will continue in her position as CEO for the time being, while the board of the company initiates a search for her replacement as CEO. *(Source: Splash24/7)*



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PETROBRAS LAUNCHES TENDER FOR CHARTERING UP TO 10 OSRVs



The notice provides for the contracting of Brazilian-flagged vessels for periods of 8, 10 or 12 years. The opening of bids should take place in 20 days. Petrobras has issued a notice for the chartering of up to 10 Brazilian-flagged oil spill response vessels (OSRVs). The nationwide bidding process will be conducted in a closed-bid format, with the lowest price per item as the criterion. Bidders, companies or economic groups, may submit

proposals for up to six vessels. The contracts will have a term of 8, 10 or 12 years. The opening of

proposals is scheduled for September 27. The expected mobilization period varies from 1,460 to 2,180 days, depending on the number of vessels offered. According to the notice, this period is four years (1,460 days) for the delivery of up to two vessels. According to the rules, if the bidder submits a proposal for more units, this period is increased by another 180 days for each vessel from the third vessel onwards, provided that they are built in the same shipyard. Petrobras will choose the set of proposals that represent the lowest disbursement for the number of vessels to be contracted, comparing the lowest values obtained in the respective proposals, according to the criteria of lowest daily rate — considering fuel costs; largest number of vessels offered; and longest contract term. The company clarified in the notice that the same bidder will be allowed to be contracted with proposals presented in more than one lot, as long as the total number of vessels to be contracted in all lots is limited to the maximum permitted quantity of six vessels per company. Petrobras plans to invest around US\$2.5 billion in hiring up to 38 offshore support vessels. In addition to 12 PSVs, the company's plans include hiring 10 OSRVs (oil spill response vessels) and 16 RSVs (robot-equipped vessels) by 2030. *(Source: Sinaval)*

SHEARWATER GEOSERVICES TO START 2025 IN GHANA

Norwegian marine geoscience and technology company Shearwater GeoServices is set to commence a seismic monitoring project at the beginning of 2025 at a field offshore Ghana that was discovered in 2007. Shearwater Geoservices will perform a two-month 4D seismic survey at the Jubilee field, operated by Tullow Ghana Ltd., in early 2025. According to the company, this will be the first contract conducted by Shearwater Ghana, in conjunction with local partner Destra Energy, and will include considerable local content participation. Irene Basili, CEO of Shearwater said: “Our leading towed streamer technology is an ideal fit for the Jubilee field, enabling repeatable surveys to provide Tullow and partners with high-quality data in support



of better-informed reservoir optimisation. We look forward to executing this project as part of our long-standing commitment to our clients in Ghana and West Africa.” The Jubilee field was discovered in 2007. In July 2009, the Minister of Energy approved the Phase 1 plan of development which included the use of an FPSO with a facility capacity of 120,000 bopd. The field came on stream in December 2010. Petrofac was selected in July 2022 to provide operations, maintenance and technical support for the FPSO Kwame Nkrumah at Jubilee. On the other hand, Sparrows Group was picked to provide crane maintenance services onboard the FPSO under a two-year contract. Tullow announced its intention to drill four new wells at the field in November 2022. The first well at the Jubilee South East (JSE) project started producing on July 14, 2023, with the second well following a couple of days later. Shearwater recently secured a contract extension for a “major” deepwater ocean bottom node (OBN) survey off the coast of India. The Norwegian company also recently revealed its intention to upgrade the main engines on one of its seismographic research ships to achieve more sustainable and

efficient operations. *(Source: Offshore Energy)*

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ATLANTIC NAVIGATION STRIKES \$183M DEAL TO SELL OSV FLEET



Singapore-listed OSV player Atlantic Navigation is selling its 20-strong fleet to MAG Offshore Investment for \$183m. The Middle East-focused company, which operates out of the UAE through its subsidiaries, Atlantic Maritime Group and Atlantic Ship Management, said it expects a gain on disposal of about \$20.57m based on the aggregate net book value of the fleet at the end of June. Atlantic

Maritime Group will continue to manage the vessels and uphold existing charter deals after the sale, subject to shareholder approval. The company said the balance net proceeds from the disposal of about \$120m, after costs and expenses, including repayment of debts, would be distributed to shareholders. Following the fleet selloff, which amongst other vessels includes liftboats, PSVs and anchor handlers, Atlantic Navigation will retain one jackup barge under a call option agreement with another buyer that expires in February next year. “After the proposed disposal, the Group will continue to provide shipmanagement services and will be predominantly an asset-light ship manager as opposed to being a shipowner and manager,” Atlantic Navigation said in a stock exchange filing.

(Source: Splash24/7)

EFINOR SEA CLEANER DELIVERED TO THE CANARIES

From a small corner of Brittany, France, high-performance teams with a passion for the sea and its environment create innovative vessels to clean up and decontaminate the seas and oceans. We recently sold a pollution control vessel to GRUPO SEPCAN SAPCAN. A port services company based in Las Palmas de Gran Canaria, this pollution control vessel, a 10-meter MultiCleaner, will enable teams to ensure the quality of water in the port of Las Palmas, and to meet the requirements of the

port authority's emergency plan in the event of marine pollution. The MultiCleaner 100 is a versatile vessel that can be used to clean up harbors, rivers and coastal areas. It features patented dual-flow technology for the simultaneous collection of hydrocarbons and floating waste. The ship arrived safely, thanks to a masterly transport service provided by Maresa Logistica, which, as you can see from the video, takes all the necessary precautions. Thank you for highlighting our products in the service of marine pollution control! (PR; Photo: Anne Kiesel)



MUSEUM NEWS

PLANNEN VOOR MARITIEM MUSEUM IN OUDE REDDINGSBOOTKAZERNE OP SCHIER



Een aantal samenwerkende stichtingen wil een maritiem museum realiseren op Schiermonnikoog. De plannen daarvoor werden dinsdag gepresenteerd. Het toekomstige museum moet gehuisvest worden in de oude reddingsbootkazerne op het eiland. Stichting Nationale Walvisvaartcollectie, Stichting Willem Horsman, Stichting Clive Hellinga Schiermonnikoog,

Stichting Quadrant en Stichting Filmhuis hebben de krachten gebundeld om zo'n museum te realiseren. *Plannen vielen in de smaak* Namens hen doet Hein Barnhoorn het woord. 'Het museum is voor het behoud van al het cultureel erfgoed en een manier om verschillende verhalen samen te brengen op één locatie.' Dat erfgoed is ook nu wel aanwezig, 'maar om het te borgen voor de langere termijn is het essentieel om het op één plek samen te brengen'. De plannen werden woensdag aan de gemeente Schiermonnikoog gepresenteerd. 'Subjectief gezien vond ik dat het goed in de smaak viel', lacht Barnhoorn. *Draagvlak vergroten* 'We zijn er nog niet', stelt hij. 'We hebben de eerste stappen nu gezet, maar we moeten nog kijken naar het financiële plaatje en we moeten het draagvlak op het eiland en daarbuiten vergroten. Ik ben optimistisch, maar er moet nog wel wat water door de Waddenzee.' We zijn al in gesprek met verschillende fondsen, ook met de gemeente en de provincie. *Hein Barnhoorn* Wat betreft de financiën wordt er druk aan de weg getimmerd. Barnhoorn: 'We zijn al in gesprek met verschillende fondsen, ook met de gemeente en de provincie. Maar er zijn nog wel wat onzekerheden, bijvoorbeeld de bouwkosten.' *Opening nog ver weg* Wanneer het maritiem museum de eerste bezoekers mag verwachten, is ook nog onduidelijk. 'Er zijn nog wel mensen die in

de walvisvaart hebben geleefd, die zijn al op leeftijd. Ik wil de wens uitspreken om het te kunnen openen in hun leven. Zo blijft het erfgoed niet alleen bewaard voor nu en later, maar ook in de aanwezigheid van', stelt Barnhoorn. (*Source: RTV Noord*)

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WINDFARM NEWS - RENEWABLES

JUMBO OFFSHORE COMPLETES TP T&I SCOPE AT YUNLIN OFFSHORE WIND FARM

Jumbo Offshore has completed its TP (transition piece) T&I (transport & installation scope) on the Yunlin Offshore Wind Farm (OWF) in Taiwan under a contract with Yunneng Wind Power Co., Ltd. For its role on the project, Jumbo Offshore deployed its DP2 Heavy Lift Crane Vessel Jumbo Javelin. *Reliable project execution* Prior to undertaking the project, Jumbo Offshore



carried out extensive project preparations to ensure a smooth, reliable project execution. Following this, Jumbo Javelin was outfitted in a project-specific set-up. This included the Jumbo Fly-Jib modular crane boom extension. This feature can be mounted on a Jumbo J-Class vessel to increase the lifting height. With this, the vessel was provided with the capability to lift the 27 m high TPs. Jumbo Javelin performed the final TP installation on Friday, August 23. The vessel was loaded out with TPs in Kaohsiung, transporting up to four 450t TPs at one time. In total, Jumbo Javelin transported and installed 80 TPs during the project. *Proud safety record* Jumbo Offshore completed its scope ahead of schedule, contributing to the client's target of completing the OWF before the end of 2024 and maintaining an excellent QHSE record and safety culture during the project execution. *Versatile execution* Water depths at the Yunlin OWF vary between 7 and 35m. The shallower water location are not suitable for installation in DP mode. Therefore, Jumbo Offshore switched between installation on DP and installation on anchors, making full use of the vessel's versatility. The Yunlin OWF is located in the Taiwan Strait, between 8 and 17 km from the coast of Taiwan. Covering an area 82km², the OWF comprises 80 WTG (wind turbine generators), able to provide up to 640 MW clean electricity, sufficient to power 600,000 Taiwanese households. (*PR*)

BUOYANT DELIVER BOW FENDERS TO NR DIVERSE



Buoyant works was proud to deliver two bow fender sets to NR Diverse, on their vessels, **Predator** and **Alpha**. Both are part of programme run by Diverse Marine, to provide their clients with top range CTV vessels, to transport crew members, safely, to offshore wind farms. (PR)

SEAONICS TO COMMERCIALISE CHARGING SOLUTION FOR ZERO-EMISSION OFFSHORE WIND OPS



Following successful in-port and offshore prototype testing, Norwegian lifting and handling specialist Seaonics wants to commercialise its Ocean Charger solution for electric SOVs. High-voltage charging tests were conducted in port to charge the batteries on the 2023-built Rem Offshore-owned diesel-electric hybrid CSOV **REM Power** and offshore from a charging point mounted

on a wind turbine. “At 10 years old, the turbine is one of the smallest offshore but the prototype proved it is possible to install the Ocean Charger on an existing turbine and charge an SOV from day one, using 11KV current delivering 6MW of charge. Apart from a handful of improvement points to fix, the concept and control system are complete and the product is available for sale as-is. We’re first in the market and already in talks with wind farm owners,” said Bjørnar Huse, sales manager of offshore energy at Seaonics. Due to the variable power current between wind parks and wind turbines, the commercial version must be customised for each project. Customising the configuration and getting approvals for a specific wind park and vessel might take a few months. Wind parks usually have 66 or 132 KV requiring one or two transformers – one on the charging point and another on the vessel – to get the high voltage down to medium or low voltage. The cost-effective compromise is to stick with 11KV, which is what the Aurora-class vessels use. “It saves the

time and energy needed to return to port to charge, while the operating cost of electric SOVs versus diesel and alternative fuels is much lower because both the energy is cheaper and you reduce engine maintenance demands. You still need diesel engines for backup power, but quite a lot smaller than for a full diesel operation, with lower capex,” Huse added. A large, 60-person SOV consumes 20 to 25MW hours per day, so at 6MW you can potentially charge for a full day’s operation in three to four hours. Seaonics noted that wind farm owners are moving away from the idea of locating charging points on substations or floating buoys and claimed that the standard will most likely be charging points on a turbine. “The prototype worked using a standard vessel and crane. The plug is an industry standard used for shore charging cruise ships as well as Hoegh Autoliners’ Aurora-class hybrid-electric newbuild car carriers. Tying known technology together made it easier to get to a prototype in a relatively short time,” Huse said. The Ocean Charger was developed by a consortium led by Vard Design and sister companies Seaonics and Vard Electro, alongside partners Rem Offshore, Solstad, SINTEF, DigiCat, Sustainable Energy, Equinor, Source Galileo, Corvus Energy, Plug, Shoreline, Sustainable Energy, University of Bergen, Norce and Maritime CleanTech. (*Source: Splash24/7*)

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INTEGRATED WIND SOLUTIONS UPS STAKE IN PEAK WIND

Awilco affiliate Integrated Wind Solutions (IWS) has exercised the fixed-price option to increase its ownership in Denmark-based offshore wind operations and asset management advisory PEAK Wind. Initially, IWS bought a 30% ownership in the company in September 2021 for DKK90m (\$13.3m). IWS also got two out of five seats on the board of directors. IWS had an



option to further increase its ownership to 49% within three years at a pre-agreed fixed price from this initial transaction. This option was exercised and the company increased its ownership in PEAK Wind by an additional 19% for DKK66.5m (\$9.85m), with adjustments for net cash. The transaction will be settled using cash held by IWS and it will be completed during this month. (*Source: Splash24/7*)

ALKA BULLSEYE IN DEN HELDER



The catamarans keep coming to Den Helder from all kinds of ports. This also applies to the French catamaran [Alka Bullseye](#) from Dunkirk on Wednesday 4 September. This 19-metre-long, so-called crew transfer vessel was built in 2012 and offers accommodation for 12 passengers. The [Alka Bullseye](#) will be part of the fleet of Alka Marine from Saint-Nazaire from February 2022. This partnership

between Alma Shipping and Kappa Offshore Solutions, founded in 2020, has worked closely with the Helder workboat shipping company Acta Marine, which was incorporated into the French Jifmar Offshore Services at the end of last year. (Source: www.maritiemdenhelder.eu; Photo: Wim Albers)

OCEAN WINDS OPENS NEW BASE SET TO SERVE MORAY WEST OFFSHORE WIND FARM

Offshore wind developer Ocean Winds has opened its new operations and maintenance base which will service the Moray West offshore wind farm. The facility in Buckie includes offices, warehousing, and training facilities, plus an extensively redeveloped quayside area which features pontoons, cranes, and fuel storage to serve crew transfer vessels (CTVs) taking personnel



and equipment to the wind farm every day. Once fully operational the base will handle up to 100 vessel movements a week to ensure smooth long-term power generation from the project. Recruitment for the new base is well advanced towards the full staffing complement for Moray West of more than 60 long-term local roles. The team is working closely with the construction and commissioning teams, accepting assets under full operational control as they are commissioned. The 882MW wind farm is nearing the end of the construction phase and will become fully operational in 2025 in line with the originally projected commercial operations date. The wind farm includes the installation of 60 of the world's currently largest serially produced wind turbines and the largest monopile foundations in UK waters. Moray West, part of Ocean Winds' 6GW portfolio of secured offshore wind farms in the UK, is expected to inject over £800m (\$1.04bn) into the local Scottish economy throughout its lifespan, and during the construction phase, it will create more than 1,500

full-time equivalent years of jobs in Scotland. The new base complements the base in Fraserburgh that the company dedicated to the Moray East project, creating a hub that will enable Ocean Winds to manage and maintain the cluster of its operated offshore wind farms in the Moray Firth, including the planned Caledonia project. *(Source: Splash24/7)*

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DREDGING NEWS

BOSKALIS' TSHD FAIRWAY IN SINGAPORE



According to Boskalis, the TSHD **Fairway** is undergoing a major maintenance campaign, involving an extensive overhaul of all vital parts and repair or replacement where necessary. “Through periodic maintenance of our vessels we ensure that our versatile fleet can be deployed as efficiently as possible,” said Boskalis. The trailing suction hopper dredgers of Boskalis are oceangoing vessels that can

collect sand and silt from the seabed and transport it over large distances. Boskalis deploys trailing suction hoppers dredgers for the construction and maintenance of ports and waterways as well as land reclamation and coastal defense and riverbank protection. *(Source: Dredging Today)*

ST. LUCIE INLET MAINTENANCE DREDGING IN FULL SWING

The St. Lucie Inlet maintenance dredging project continues to progress as dredging moved from the channel cuts to the Impoundment Basin on the northside of St. Lucie Inlet this past week, said USACE. When Queen Conch was listed as a threatened species earlier this year, Martin County authorized licensed biologists from Coastal Eco-Group to perform dive inspections. According to USACE, Queen Conch were discovered and relocated to an approved receiver site prior to the

contractor mobilizing to the site. The project started on July 20, 2024 and the awarded contractor, Great Lakes Dredge & Dock Company, is using a Mechanical Clamshell Dredge and scows to dredge and deposit the material at an offshore rehandling site. The placed sand will be beneficially used for future beach renourishments. Completion of dredging in the St. Lucie Inlet is mid-October 2024, USACE said. *(Source: Dredging Today)*



LUHR CROSBY NABS OHIO RIVER DREDGING DEAL



Luhr Crosby LLC, from Columbia, Illinois, has won a \$9.9 million modification (P00001) to contract W912QR-24-F-0086 for dredging on the Ohio River. Work will be performed in Cairo, Illinois, with an estimated completion date of December 31, 2024, the U.S. Department of Defense (DoD) said. According to DoD, fiscal 2010 civil operation and maintenance funds in the amount of \$9,988,846 were obligated at the time of the award. The U.S. Army Corps of Engineers, Louisville District, is

the contracting activity. *(Source: Dredging Today)*

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FAIRPORT HARBOR DREDGING WRAPS UP

In partnership with DMyles, Inc. and Ryba Marine Construction Company, USACE Buffalo District completed dredging of the federal navigation channel in Fairport Harbor in Ohio recently. “Maintaining safe and navigable harbors like these is critical to the local and National economy,” said USACE. “Well-maintained harbors clear the way for maritime job creation and economic development.” The main goal of the project was to provide ease of navigation and safe passage for large vessels to carry products vital to the community. *(Source: Dredging Today)*



BRISTOL PORT'S NEW DREDGER ALMOST READY FOR DELIVERY



The Bristol Port will soon be home to a new state-of-the-art cutter suction dredger, which is currently close to completion at the Neptune yard in the Netherlands. Set for delivery by December 2024, this powerful vessel will significantly enhance Bristol Port's dredging capabilities. The new dredger, named **'Trym'**, has been customized specifically to meet the unique demands of the port's dredging projects and keeping the dock waterways navigable. This

dredger excels at cutting through seabed mud, using a rotating cutter head to churn the mud up. The design has also been made to allow for future green technologies to be incorporated and upgraded to continuously improve the vessels systems and support the port's environmental goals. *(Source: Dredging Today)*

GLDD WINS \$8.7 MILLION BROWNSVILLE DREDGING CONTRACT

Great Lakes Dredge & Dock Co. LLC (GLDD), from Houston, has won an \$8.7 million firm-fixed-price contract for a maintenance dredging program in Texas. Work will be performed in Brownsville, with an estimated completion date of December 12, 2024. Fiscal 2024 civil operation and maintenance funds in the amount of \$8,798,900 were obligated at the time of the award, the U.S. Department of Defense (DoD) said. The U.S. Army Corps of Engineers, Galveston District, is the

contracting activity. The Port of Brownsville ranks 50th in the nation among 150 maritime ports for the movement of waterborne cargo, according to USACE's 2022 Annual Report. Also, the major commodities moved through the port include wind energy components, petroleum products, ores and minerals, steel and other metals, vegetable oils, grains, and a variety of aggregates. (Source: *Dredging Today*)



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HISTORIC YARD

HISTORY SHIPYARD "FIKKERS" - NETHERLANDS



The Fikkers family came to Groningen from Sögel in Emsland (Lower Saxony) around 1770. At that time, traffic across the border was very easy. The Fikkers were tailors by profession and settled in Kalkwijk (Lula). The shipbuilding tradition began with Derk Fikkers (1816-1888). He did not become a tailor, but learned another trade and became a ship's carpenter. His son Berend (1850-1933), also a ship's carpenter, is more

enterprising: he buys the Drenth shipyard in Muntendam together with his father-in-law Johannes Kramer around 1870. This shipyard was located on the Oude Verlaat/ Hellingwal and existed until the 1930s. Now there is a tea room and bamboo nursery De "Vlinderij" located there. The original slope can still be seen in the widening of the canal. Berend and his wife Helena moved into the house on the shipyard grounds. They had five children, three of whom were sons: Theodorus (nickname Derk-1881), Jan (1883) and Bernard (nickname Billie-1890). All three became shipbuilders. There was no training for this at the time; after primary school, the boys went to work at the shipyard and learned the trade. Later, they took over the shipyard in Muntendam from Berend. Until about 1920, they jointly managed the Gebr. Fikkers shipyard in Muntendam. The shipyard in Muntendam flourished. Many ships were built: first wooden and later iron ships. The "Amsterdam" and the "Helenaveen" were special, two very modern coasters in their time. The brothers split up between 1915 and 1920: Jan stayed at the old shipyard in Muntendam, Bernard and Theo went to Martenshoek. The Winschoterdiep offered more possibilities than the Oude Verlaat in Muntendam. Later Theo started his own shipyard in Foxhol. *Around 1925 there were three Fikkers shipyards.* Around 1905, the shipyard in Muntendam switched from wooden shipbuilding to iron shipbuilding. It was a completely different material. It had to be worked from drawings, the frame floor was introduced and much greater accuracy was required. The Fikkers brothers learned iron shipbuilding from the Wortelboer shipyard in Oude Pekela. That seems not to have been an easy

learning experience. It was the middle of winter and freezing cold. The story goes that the boys had to sleep in Wortelboer's bed because of the cold and that in the morning a hole had to be made in the ice so that you could wash yourself. In 1912, the iron tjalk "**Confiance**" was built at the shipyard in Muntendam. This tjalk was bought in 1972 by a grandson of Theo. Jos Fikkers. Jos is now a



ship broker in Groningen. He restored the ship, renamed it "**De Twee Gezusters**" and lived and sailed on it for many years. It is not entirely clear when exactly Theo started the shipyard in Foxhol.

That was probably around 1920. Earlier, together with his brother Bernhard, he took over a shipyard in Martenshoek. That did not last very long. He did continue to live next to the shipyard in Martenshoek. In 1923, the slipway for the side ramp was dug in Foxhol. That slipway is still there. Theo is married to Margarieta Vroom, a farmer's daughter from Oude Pekela. He met her during his apprenticeship at the Wortelboer shipyard there. They had nine children, of whom the three eldest sons: Bernard (1912), Bernardus (1913) and Leo (1917) also went back into shipbuilding. The Vrooms were related to the Vroom family of the well-known firm Vroom and Dreesmann. That was convenient, because when Theo started the repair yard in Foxhol in 1923, he had to call on his in-laws for financing. The story goes within the family that Theo and Margrieta (heavily pregnant with her sixth child) visited their uncle Jan Vroom on the Herengracht in Amsterdam to arrange financial support. In the early days of the shipyard in Foxhol, mainly smaller ships were built for inland shipping: a single tjalk, steep bows, three luxury motors, a single logger or cutter. Especially during the crisis years, the shipyard was heavily dependent on ship repairs. Theo became blind at a later age due to cataracts. At that time, cataracts could not yet be cured. Theo's eye disease was said to have been caused by looking into the welding arc for too long and too often and without a welding mask. Electric welding came into use just before the war and at that time it was not yet clear what the

long-term consequences could be. Despite his blindness, Theo continued to cross the Winschoterdiep with his barge without assistance until a very old age. Theo also committed himself to shipbuilding in Hoogezand in general. For many years, he was secretary of the "Scheepsbouwvereniging Hoogezand". In 1950, he was appointed honorary member of the association. Unlike their father, the brothers Bernard, Bernardus and Leo did receive further education. Bernard and Bernardus, together with a number of other contemporaries, went to boarding school in North Brabant. After that, the boys came to the shipyard and acquired their knowledge of shipbuilding in practice and during evening classes. Bernard had developed a love for the French language at school. He also believed that his knowledge of that language would be useful to him later as a shipbuilder. He arranged an internship for himself at a shipyard in France and left for Paris by bike. At the time, that was quite an event. He stayed there for a year and spoke excellent French when he returned. In 1938, the company became a public limited company and was given the name N.V. Scheepsbouwbedrijf v.h. Th.J. Fikkers. In the same year, shortly before the Second World War, the sons took over the shipyard from their father. In 1938, the first modern coaster, the **Safe**, was also built. The **Safe** was not a happy ship: on one of her first voyages, she hit a mine and sank with all hands. The war was a difficult period. Theo withdrew more and more. He was old enough for it and his eyesight was deteriorating. The company premises became too dangerous. The management now rested entirely on the shoulders of the sons. It was important to keep the company going and to protect the staff from being sent to work in Germany. During the war, the director's house was built at the shipyard. Like other shipyards, Scheepswerf v/h Th. J. Fikkers experienced a period of great prosperity after the war. After all, a completely new merchant fleet had to be built. This period of prosperity lasted until the mid-sixties. Partly due to a lack of materials, the start was difficult. In the beginning, ship repairs contributed well to the turnover, later the shipyard relied entirely on new construction. One ship after another left the slipway. Shipbuilding along the Winschoterdiep was an important employer at that time and contributed greatly to the economy in the region. Remember the great activity at the shipyards, the sound of the



riveting, the growth of the hulls and also the special nature of the launches. Beautiful ships were built in that period. A ship was not only an economic asset. The craftsmanship of the Groningen shipbuilders was also recognisable in that. In the period after the war, about thirty ships were built at the shipyard in Foxhol. Most of them were coasters. Over the years, these ships became larger. Due to the width of the Foxholster bridge and the lock in

Waterhuizen, the limit was reached at approximately 1000 tonnes. In addition to coasters, there are Urk cutters, Mexican stern trawlers, tour boats, a large sea tug, pontoons and two sulphur tanks with a plate thickness of 25 mm. The contract for "**Campeche**" for French account certainly had to do with Bernard's bicycle trip to Paris. A special ship that was built at Fikkers was the sea tug "**Cycloop**" for Bureau Wijsmüller in IJmuiden. The "**Cycloop**". has participated in many rescues and salvages.

In the late fifties, the shipyard was expanded with a large shipbuilding shed. However, this investment never fully paid off. The design did not sufficiently meet the requirements for section construction, which emerged in the sixties. It was too much of a fifties design. At the same time, a dam was built in the old Winschoterdiep for the benefit of traffic on the Woldweg. For the Fickers shipyard, access to the new Winschoterdiep remained the old canal along the Foxholsterbrug and the Scholtensfabriek. As a result, the shipyard was closed off from the other shipyards and from the new, shortened connection with the Nieuwe Winschoterdiep. The construction of larger ships had therefore become impossible and that was where the future lay. In the early seventies, the shipyard v/h Th. J. Fickers closed. An article in the Nieuwsblad van het Noorden in 1974 states that the reason was: "the difficult times and a lack of successors". That is certainly true, but an equally important reason is the closure by the dam. The shipyard site was taken over by the Lodewijk Geveke company at the end of the seventies. It looks bleak. Hopefully a good destination will be found for it in the future. Jan's shipyard in Muntendam was closed before the war. Bernard's shipyard in Martenshoek continued for a short time in the fifties as the Martenshoek Shipbuilding Company. (Source: *Stichting Eenvoudt*)

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YARD NEWS

"NOBEL BROTHERS SHIPYARD" FORMED THE FIRST BLOCK OF THE HULL OF THE ICEBREAKING TUG "NARVSKAYA ZASTAVA"

Shipbuilders of Nobel Brothers Shipyard LLC (VBN, part of the Kalashnikov concern) have completely assembled the first block of the hull of the icebreaker tugboat **Narvskaya Zastava**. As Sudostroenie.info was told on September 9 by the concern's press service, in the two months that have passed since the start of construction of the unique vessel, two sections of the left and right sides, as well as a deck section, have been added to the embedded



bottom section of the block. As noted by the concern, the hull of the icebreaker tugboat will consist of eight main blocks. Now the shipbuilding enterprise is starting to manufacture sections for the new block, which has specified bends in its hull contours. In particular, stands have been specially prepared for this purpose and templates have been displayed, according to which the next two side sections will be assembled. Cutting of the metal of the new block has begun on September 6. Let us recall that the icebreaker tugboat "[Narvskaya Zastava](#)" of project 3262, class "KM Arc4 [1] R3- RSN AUT2 Tug" is being built by order of the Committee for Nature Management, Environmental Protection and Environmental Safety of St. Petersburg. The icebreaker was designed by the Shipbuilding Engineering Center (JSC "ICS", St. Petersburg). The tugboat of project 3262 is capable of solving a whole range of different tasks on the Neva River in the waters of the Northern capital: breaking the ice cover to pave the way for other vessels and providing them with the necessary assistance when moving in ice, preventing flooding of coastal areas, ensuring environmental safety of the water area, conducting rescue operations, extinguishing fires on other vessels. Let us recall that the state contract for the construction of the icebreaker tugboat "[Narvskaya Zastava](#)" was concluded in December 2023. The keel of the icebreaker was laid on July 3, 2024. The vessel is scheduled to be delivered by the end of 2026. *Icebreaker tugboat of Project 3262* RS class – KM Arc4 [1] R3- RSN AUT2 Tug; Overall length – about 42.5 m; Length by design waterline (DWL) – 38.0 m; Width by DWL – 11.8 m; Height by side – 5.2 m; Draft by DWL – 3.8 m; Displacement – 655.7 t; Power plant – 2x1800 kW; Speed – about 11.0 knots; Crew – 8 persons; Endurance – 5 days. (*Source: Sudostroenie; Photo: Kalashnikov Concern*)

DNA MARINE SIGNATURE ON THE NEW DAK/SAR BOAT



DNA Marine also voluntarily designed the new mooring boat for DAK/SAR. DNA Marine and Maritime Search and Rescue (DAK/SAR), based in Pendik, came together for the new mooring boat project. DNA Marine, which undertook the voluntary engineering service of the new type of rescue boat, also designed the boat. DAK/SAR Board Chairman Murat Kaya and DAK/SAR Board Vice Chairman Adnan İrigül visited DNA

Marine and presented a plaque to DNA Marine Founder Dođuhan Hazar Cengiz. Cengiz said the following about the project collaboration: "It was a proud process for us to witness the implementation of the new mooring boat with the volunteer engineering service we provided. There are many big-hearted volunteers behind the project. I also received plaques on behalf of my friends Kaan Güngördi and Alaz Talay who contributed. It was a great honor for us to receive these meaningful plaques from the hands of Mr. Murat Kaya and Mr. Adnan İrigül. We can't wait to see the new type of rescue boat meet the sea." (*Source: HaberDenizde*)

SCANIA LAUNCHES NEW MARINE ENGINE

Scania has launched a new 13-liter marine engine for propulsion and auxiliary applications that it says is its most advanced marine engine yet, meeting high performance and reliability standards. Designated the DI13 and unveiled at last week's SMM trade fair in Hamburg, the new engine has a power range of 257-772 kW (350-1050 HP) and an auxiliary range of 301-553 kW: subject to duty ratings, emission standards and rated speed. "This is our most advanced marine engine so far, contributing to a better operating economy and sustainability at sea," says Fredrik Järild, head of sales



power solutions at Scania. "We want to meet our customers' needs and positively impact fuel efficiency and product performance for demanding conditions within all operations. With an improved fuel efficiency, the new engine offers an up to 8% improvement in fuel consumption compared to the current Scania generation at the same power output. That translates to a potential saving of up to 6.7 liters of diesel per engine hour at full load. Scania says that it has increased maximum power and capability to perform with tough heavy loads but is also prepared for light or medium duty or hybrid use. It is suitable for a wide range of applications, including the possibility of downsizing from higher-size alternatives. The engine complies with current IMO Tier III emission standards and is compatible with biodiesel blends and HVO fuels. The new engine is based on the Scania Super, which received top recognitions from international experts, including the "Green Truck" award in 2024 and "Diesel of the Year" in 2023. This, together with Scania's long-term experience in the marine industry and close collaboration with various types of customers paved the way for a product dedicated to marine applications, prepared for times of transition in energy sources. "After the successful introduction of the new platform for trucks, buses and industrial applications, it is time to expand our offering to marine industries," says Järild. (Source: *MarineLog*)

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BREEZE SHIP DESIGN CHOSEN FOR TWO MULTIPURPOSE SUPPLY VESSELS

Breeze Ship Design has recently been awarded a contract by Fujian Mawei for the design of two new



multipurpose offshore supply vessels (MPSVs) for the Greek shipowner Capital Offshore Management Corp. The Z 4423 MPSV design is an 88-metre-long vessel with battery hybrid propulsion, 1000 square meter work deck, and accommodation for 60 people. The vessel is also designed with moonpool, subsea crane,

and helideck, which makes the vessel flexible and allows it to be used for different operations within the offshore and energy segment. “We are very happy to see that our Z 4423 MPSV design is chosen again. In response to the customer’s demand for a modern, high quality, and fuel efficient MPSV, Breeze Ship Design has developed a highly energy and environmentally efficient vessel that provides a flexible operational solution,” says Tommy Hivand, CCO of Breeze Ship Design. *(PR)*

EASTERN SHIPBUILDING MOVES AHEAD ON OSV TO SOV CONVERSION

Eastern Shipbuilding Group, Panama City, Fla., has released video showing that it is well along with its conversion of a 280-foot offshore supply vessel (OSV) to a battery-hybrid service operation vessel (SOV), the **HOS Rocinante**, for Hornbeck Offshore Services (HOS). The vessel is one of a number of 280-foot class OSVs acquired by HOS in 2023. It is being converted at the company’s Allanton Shipyard and will emerge from the OSV to SOV conversion as a U.S.-flag,



Jones Act compliant vessel capable of supporting both construction and O&M activities. “This dual-service SOV/flotel is designed to meet the growing needs of the U.S. offshore wind industry while continuing to serve the petro-energy flotel market,” says Eastern Shipbuilding. “The HOS Rocinante conversion is a groundbreaking project that underscores our commitment to innovation in the shipbuilding industry. We are proud to be the first to pioneer this transformation with a vessel originally built by us in 2014 as a 280-foot offshore supply vessel (OSV), now being converted at our 300-acre Allanton Shipyard. The OSV to SOV conversion will see the vessel’s existing diesel-electric powerplant enhanced by a 1,500 kW-hour battery hybrid power system, enabling reduced emission during offshore operations and in harbor transit. As we reported earlier, the **HOS Rocinante** has

been designed in collaboration with Vard Marine, its original designer, to address the key “desirements” of the U.S. offshore wind client community based upon Vard’s other recent SOV designs. It will have capacity to accommodate up to 90 or more persons in flotel or offshore wind service mode, with safe, stepless walk-to-work transfer capabilities in up to 2.5 meter sea states. The SOV will be equipped with an Uptime International AS 30-meter motion-compensated offshore gangway, a 10-ton 3D-compensated crane, helideck, enclosed warehouse and stepless boat landing. The SOV accommodations will be constructed to ABS Comfort Class habitability notation standards, and will include a range of onboard amenities typical of a newbuild SOV. Watch the YouTube video [HERE](#) (Source: *MarineLog*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Sanmar Delivers Boğaçay Series Tug to Moroccan Operator JL Tug*
 - *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*
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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