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

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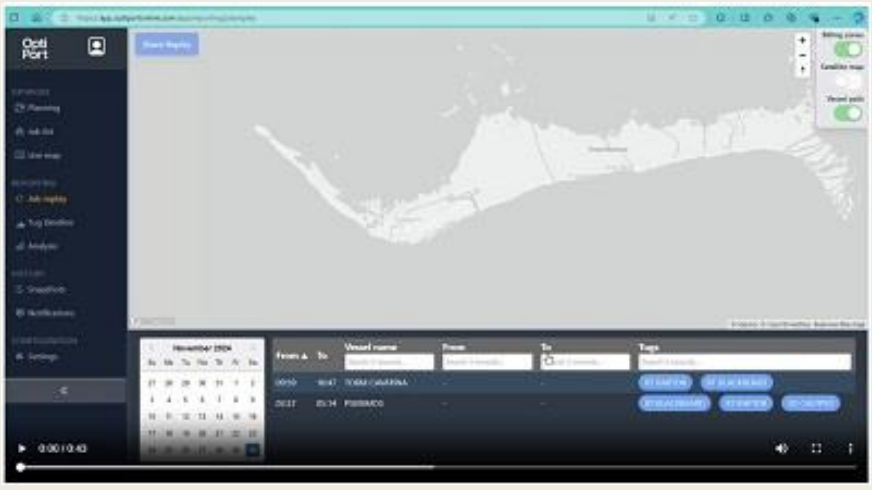
MIDWEEK–EDITION

TUGS & TOWING NEWS

KOTUG INTRODUCES NEW OPTIPORT FEATURE FOR ENHANCED CUSTOMER INSIGHT!

We are thrilled to introduce a revolutionary addition to OptiPort designed to save time, reduce costs, and enhance transparency for you and your clients. *Tug Timeline & Job Replay Sharing* This new feature allows you to share detailed historical replays of your operations with anyone, including third parties, without requiring them to log in to OptiPort. Available for both Job Replay and Tug Timeline, it provides: ● Full transparency: Give your clients a clear and interactive view of the work you have performed. ● Ease of use: Access detailed insights with just one action – no more juggling multiple steps or incomplete data. ● Professional integration: Include replay links with invoices for seamless communication and a professional touch. ● Universal Accessibility: Clients of OptiPort users can view the information via the shared link – no OptiPort account needed. This feature provides dynamic and interactive data that elevates the level of service you offer, strengthening relationships with your clients while optimising your workflows. *A word of caution* Please share replay links responsibly and only with trusted recipients. Experience the future of operational insight with TUG TIMELINE & JOB REPLAY SHARING. Watch the video HERE *(Source: Kotug)*



HAKTAN 2 IN BARTIN LIMAN

Haktan Denizcilik leased its tugboat **Haktan 2** to Bartın Port Operation. The tugboat named **Haktan 2**, which is in the Haktan Denizcilik fleet, was rented to the Bartın Port Operation. In the statement made by Haktan, it was said, "We would like to thank Bartın Port Manager Birol Demirkoparanoğlu for his help and hospitality during the signing process. We hope to meet in new goals, new projects and greater successes." The tugboat, with a traction power of 17 tons, is 21 meters long and 5 meters wide. *(Source: Deniz Haber)*

SANMAR LAUNCHES LATIN AMERICA'S FIRST FULLY ELECTRIC TUGBOAT FOR SAAM TOWAGE

Sanmar is ending another successful year on a high note with the launch of the first fully electric tugboat to operate in Latin America. Sanmar has a rich history of building and delivering tugboats for domestic and international clients. The launch of the new-build tugboat marks another significant step forward in the company's mission to lead the way in creating a sustainable tug and towing industry. Ordered by major operator and long-time Sanmar client SAAM Towage, the new tug is based on the exclusive-to-Sanmar ElectRA 2500SX design from Canadian naval architects Robert Allan Ltd, and is the eighth groundbreaking fully electric tug Sanmar has built. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "Each one of the eight ElectRA tugs we have built so far will have a massive positive impact on the environment and eco-systems in every one of the ports and harbours in which they operate. We are proud to be at the forefront of the drive to a cleaner, greener, environmentally-responsible tugboat industry. The need to protect our planet is now a major priority in board rooms around the world and this is reflected in the huge amount of interest we have seen in our emissions-free ElectRA Series. As we approach the end of

the year, we celebrate an extremely successful 12 months for our game-changing ElectRAs and look forward to continuing that success into 2025 and beyond. Our industry is changing for the better. These are exciting times." The recently launched tug built for SAAM Towage has an over all length of 25.4m, beam of 12.86m and draft of 5.55m, and with a installed battery capacity 3,616 kWh can achieve a bollard pull ahead of at least 70 tonnes and a speed of 11 knots. Rüçhan Çıvgın added: "When developing the ElectRA Series with our partners Robert Allan Ltd and Corvus Energy, we were determined that the move to electricity should not come with any loss of power or performance." Pablo Caceres, Sustainability and Development Director of SAAM Towage, said: "This is the third opportunity that SAAM Towage inks with our SANMAR partners for the construction of sustainable powered solutions for our clients. This time under an agreement with Chilean Oil Company ENAP (Empresa Nacional del Petróleo) with whom we share the vision of future The set afloat marks a major milestone of our tugboat and launches the set to run, commissioning and acceptance trials process that we are certain shall be carried out with the high professionalism and diligence we are already used to evidence from the shipyard." ElectRA tugs, which are already being operated in North America and Europe, are available in a range of sizes (19-28m) and power outputs (40-85 TBP). *(Source: Sanmar)*

THE NOBEL BROTHERS SHIPYARD IS COMPLETING THE FORMATION OF THE SECOND BLOCK OF THE HULL OF THE ICEBREAKING TUGBOAT NARVSKAYA ZASTAVA

The Nobel Brothers Shipyard (VBN, part of the Kalashnikov Concern) is completing the formation of the second block of the hull of the icebreaker tug "**Narvskaya Zastava**" of Project 3262. The details were reported to Sudostroenie.info on December 10 by the press service of the concern. According to the company, two side sections and the deck have been fully assembled, and the bottom section is at the final stage of assembly. In addition, metal is being cut for the next, third, block. The first block

of the hull of the icebreaker tug was formed in early September. In total, its hull will consist of eight main blocks. Let us recall that the icebreaker tug "**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 Engineering Center of Shipbuilding (JSC ICS, St. Petersburg). The Project 3262 tugboat is capable of solving a whole range of different tasks on the Neva River in the waters of the Northern capital: breaking up 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. The state contract for the construction of the icebreaker-class tugboat **Narvskaya Zastava** was concluded in December 2023. The icebreaker was laid down on July 3, 2024. The vessel is planned to be delivered by the end of 2026. *Icebreaker tug of project 3262* RS class – KM Arc4 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)*

Hanneke en Henk de Winde

Rob Visman

DISPONIBEL BACK IN THE WATER

After years of being dry at the shipyard of the Helderse blasting and painting company Teerenstra, the tug **Disponibel** has recently been launched again. The **Disponibel** was launched in 1903 as a steam tugboat under the name **Wesp** at Boon, Mollema & De Cock in Hoogezand. The client for the construction at the time was the towing company L. Smit & Co from Rotterdam. After the 15-metre long and 4.30-metre wide **Wesp** was converted into a motor tugboat in 1928, it would work under the name **Disponibel** for various owners from 1947, including from Den Helder from 1964. First as a tugboat for H. Mosk and from 1985 for A. Tot as **HD95** in the fishing industry. To be converted back into a tugboat in 2005 by the current owner Klaas Teerenstra. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaao)*

DELIVERY OF TWO UNITS OF 3680KW ASD TUGBOAT

On 5th December, 2024, two units of 3,680 kw ASD tugboats, which were built by our Jiangsu Zhenjiang Shipyard for Ningbo and named "**YONG GANG XIAO TUO 35 HAO**" & "**YONG GANG XIAO TUO 36 HAO**", have been delivered. This type of the vessel has length of 39.5m, breadth of 10.6m, depth of 4.9m, ahead BP of 63.5t, astern BP of 57.8t, endurance of abt. 1200nm and speed of 13.1kn. *(Source: Jiangsu Zhenjiang Shipyard)*

SWEDEN WITHDRAWS PATROL SHIP

After keeping watch on the Chinese cargo ship **Yi Peng 3** - which remains anchored in the Kattegat - for almost three weeks, Sweden is now withdrawing its coast guard ship. From now on, the Swedes will monitor Yi Peng 3 electronically and with help from Denmark and Germany. "We assess that as the situation is now, and has been for a long time, we have better tasks to use our coast guard ship

for," says Mattias Lindholm, spokesperson for the Coast Guard. **Yi Peng 3** is suspected of playing a role in possible sabotage against two undersea cables in the Baltic Sea last month. The Chinese cargo ship has also shown suspicious behavior when passing cables between Denmark and Sweden. The Chinese authorities have announced that they are willing to contribute to an investigation into what may have happened on board the Chinese ship. The Danish and German authorities continue to maintain a preparedness situation close to Yi Peng 3. *(Source: Maritime Danmark)*

ACCIDENTS – SALVAGE NEWS

AUTONOMY-EQUIPPED BARGE COLLIDES WITH VESSEL NEAR ROTTERDAM

On Thursday, Dutch media reported that a container ship collided with an inland vessel on the river Scheur near Rotterdam, spilling at least four containers into the water. One of the vessels was an autonomous barge, one of the first vessels of its kind in the world - though the barge was under control of a human captain on the bridge at the time of the casualty, according to the operator, The Maritime Executive reported. At about 0615 hours Thursday, two vessels collided near Koning Willem-Alexander Boulevard in Maassluis, in the river channel that leads to Rotterdam's inner harbor. Both vessels remained afloat, but multiple shipping containers went over the side. At least four containers - all empties - washed up on the bank of the river on the Maassluis side, according to local outlet Rijnmond. The maintenance and salvage vessel **Hebo Cat 7** was dispatched to recover withe cranes from the riverbank. Maritime media outlets have identified one of the vessels as the **River Drone 5**, one of 10 newly-delivered autonomous dry cargo barges operated by a Dutch firm. AIS data (top) shows that it performed a round turn. The contracted autonomous vessel operator confirms that the barge was in a collision, but says that it was not in autonomous mode. "The vessel was under the

command of a captain onboard, and so cannot be classified as an autonomous vessel during the incident," a spokesman for operator Seafar said in a comment. The River Drone fleet is one of the largest-scale experiments in commercial remote-controlled operation in Europe. This fleet is designed and equipped for automated, remote-controlled operation using Seafar remote navigation technology. Each vessel is about 100 meters long and has a deadweight capacity of 3,850 tonnes, and the first hull entered into service in January 2023. The Netherlands recently amended its inland navigation laws to make it easier for tech companies to test out autonomous systems for shipping. Starting January 1, it will be legal to operate commercial vessels on Dutch inland canal systems without any crew on board. Up until that date, all operations - autonomous or not - have a legal manning requirement in all Dutch waters. *(Source: PortNews)*

CAUGHT IN THE STORM, THE OIL TANKER "LARUS" STRANDED IN THE BAY OF SAINT-BRIEUC TOWED TO BREST

Caught in the Darragh storm, the oil tanker "**Larus**", which had been at anchor for a month in the Bay of Saint-Brieuc, was taken care of during the night of 7 to 8 December by the "**Abeille Bourbon**" towards Brest. A perfect example of the know-how of the State's action at sea and of the civilian crews of the Abeilles who also intervened the day before on a Danish chemical tanker taken care of with the pilots of Le Havre - Fécamp, then on a barge in difficulty. On the night of 7-8 December, the oil tanker Larus was

was assisted by the intervention, assistance and salvage tug (Rias) **Abeille Bourbon** as it drifted slowly from its anchorage. The vessel is scheduled to reach the port of Brest on 8 December, where it will remain sheltered until the end of the Darragh storm. It could then be towed to Estonia for repairs. On the night of 7-8 December, the oil tanker **Larus** was assisted by the intervention, assistance and salvage tug (Rias) **Abeille Bourbon** as it drifted slowly from its anchorage. The vessel is scheduled to reach the port of Brest on 8 December, where it will remain sheltered until the end of the Darragh storm. It could then be towed to Estonia for repairs. The **Larus** , a 100-metre oil tanker, empty of cargo, with 13 people on board, had been at anchor in the Bay of Saint-Brieuc since 9 November,

when it reported damage while sailing in the Ouessant traffic separation scheme. Since that date, it had been waiting for the arrival of the tug that was to take it to Estonia to carry out repairs. The arrival in the area of this tug, initially scheduled for 5 December, had been delayed by the poor weather conditions of the last few days. On December 7 at 4:50 p.m., in very poor weather conditions linked to the Darragh storm, the **Larus** reported to the Cross Corsen that its anchor was dragging and that it was slowly drifting towards the coast. The Atlantic maritime prefect then decided to have the **Abeille Bourbon** set sail from its waiting area at Stiff, near the island of Ouessant, to reach the Larus as soon as possible. *Helicopter team on board* Given the weather conditions and the environment of the Bay of Saint Brieuc, the maritime prefect also requested the support of the port of Saint-Malo and one of its tugs to assist the ship. After setting sail around 9 p.m., the ship was constrained by the weather conditions and returned to port a little before 11 p.m. At around 11:45 p.m., the **Abeille Bourbon** was in the area. Having been unable to pass the tow onto the **Larus** after an hour in the area, the maritime prefect decided to send an assessment and intervention team on board the ship, with the support of a H160 helicopter from the French Navy. At 04:28, after a delicate maneuver, the trailer passed between the **Abeille Bourbon** and the **Larus**. The team then began its transit to its host port, which it would reach during the day of December 8. Throughout the operation, an H160 helicopter from the Lanvéoc-Poulmic naval air base remained on alert in order to evacuate the tanker's crew or bring reinforcements on board, if necessary. Another operation took place the day before in Le Havre on the small (91 meters long) Danish chemical tanker **Oracliff** , loaded with cooking oil from Montoir, with a steering failure off Barfleur, with the coordination of Cross Jobourg. The captain thought he had lost his rudder, indicates on his Linkedin account the Le Havre pilot Henry Caubrière on board, accompanied by a new pilot from the station, Victor Lefebvre. The captain first contracted with a private Dutch company to be towed to Belgium in anticipation of the Darragh storm. However, on Friday, December 6, a failure on the tug led to the cancellation of the operation. The maritime prefecture sent the **Abeille Liberté**, the other Rias on standby in the Channel - North Sea sector, to tow it to Le Havre. *Sporty boarding* Not without a sporty start, the pilots boarded the Danish chemical tanker at 1:30 a.m. on December 7, which was listing while being towed by the **Abeille Liberté**. The wind has not yet reached its maximum recorded later by the passage of Darragh but gusts of 40 knots are recorded during the transit with more than 25 degrees of drift, indicates Henry Caubrière. Assisted by three tugs from Boluda in Le Havre, the **Oracliff** was alongside at the Asie post in the port of Le Havre at 6:30 a.m. on December 7. *Four men airlifted* The Abeilles were not idle because a third ship, the **Abeille Horizon**, which is not under contract with the French Navy, was engaged. On the evening of December 6, the Maltese tugboat **Boka Glacier**, which was then east of the Isle of Wight to shelter from the Darragh storm, broke its tow with one of its barges, the **AMT Challenger**. The latter then began to drift into British waters but it was the Cross Gris-Nez which was in charge of coordination. Two tugboats, the **Abeille Horizon** and the Belgian **Princess**, were sent to the area by the shipowner to try to retake the barge in tow. Without success. On the morning of December 8, four men

commissioned by the shipowner were airlifted aboard the barge using the French Navy's Dauphin helicopter based in Le Touquet, while the barge was six miles off the coast of Seine-Maritime. *(Source: Lemarin)*

Hans de Klerk

Willem Holtkamp

SEVEN DEAD, ONE MISSING AFTER FISHING BOAT CAPSIZES OFF GYEONGJU, SOUTH KOREA

South Korea's Yonhap News Agency reports that seven people are confirmed to have died after a fishing vessel capsized in the waters off the southeastern city of Gyeongju on Monday, December 9. The incident occurred at around 05:43 local time on Monday when the 29-tonne fishing vessel **Geungwang** collided with a 456-tonne barge carrying a cargo of sand. The fishing vessel then overturned with its crew of eight still on board six kilometres off the coast. After learning of the incident, the Korea Coast Guard immediately deployed divers, 15 vessels, and six helicopters to the area as part of the search and rescue (SAR) effort. Coast guard SAR teams eventually located seven crewmembers inside the overturned fishing vessel. These seven individuals were found suffering from cardiac arrest and were then transported to hospital, where they were later pronounced deceased. **Geungwang's** crew at the time of the incident included three South Koreans and five foreign nationals. One crewmember, identified as an Indonesian national, remains unaccounted for,

coast guard officials said. No injuries have meanwhile been reported among the 10 crewmembers on the barge. The incident is the fourth fatal fishing vessel capsizing to occur in South Korean waters since the beginning of the year. Monday's capsizing and the three separate incidents that occurred in March, September, and November have a combined death toll of at least 16. *(Source: Baird)*

TUGBOAT CATCHES FIRE IN MASSACHUSETTS

large fire broke out on a tugboat Saturday near Pope's Island in New Bedford, Mass. Emergency responders were notified shortly after 11 a.m. that the moored tugboat **Lucinda Smith** was on fire at a pier on the west side of the Acushnet River, according to the New Bedford Fire Department. The 81'x28' vessel is operated by the marine division of the Robert B. Our Company, Harwich, Mass. Fire crews arrived on scene to discover the blaze had spread through three areas of the **Lucinda Smith's** interior, including its engine room, state rooms, and pilot house. The fire was extinguished, and no injuries were reported. Photos from local media outlets show that the tugboat sustained extensive damage. The incident is under investigation. Built in 1975 by Universal Iron Works as the **YTB-140** for the Navy, the tug was subsequently acquired and renamed multiple times by various companies, including Misener Marine, Alaska Marine Charters, and Delta Towing, among others. The tug operated in Alaska and the Gulf region before its arrival to the Northeast. *(Source: workboat Vesseltracker; Photo: WJAR)*

CHINESE SHIP THAT LOST TWO CRANES CALLED FOR HELP "DUE TO CARGO SHIFTING"

Of the two gantry cranes that the Chinese ship "**Shang De Wu Yi Shan**" (IMO 9994955) was carrying on deck on a long voyage from Bremen to Thailand, some visible masses remain at its emergency mooring in the Ares estuary. According to reports, on the night of Friday to Saturday, shortly before an orange alert from Aemet for "significant risk" and "combined sea" throughout the northern coast

of Spain, they were lost at sea when sailing off the coast of La Coruña and caused various damages to the deck and hull that are being assessed by inspectors from the Maritime Authority. A distress call from the ship "**Shang De Wu Yi Shan**" alerted the Maritime Rescue Service, which came to its aid with the tugboat "**Alonso de Chaves**" and the "**Salvamar Betelgeuse**", which have escorted it preventively to its anchorage in the Ares estuary. The ship arrived on its own after requesting shelter during the storm "due to cargo shifting", although no further details of the incident were provided. The two lost cranes are estimated to have weighed around 1,000 tonnes. Maritime media say the incident is a "serious blow" to the image of this type of transport by Chinese vessels. *(Source: Puente de Mando; Photo: Josema Ojen Leon)*

COLLISION IN NORTHERN EUROPE FOR THE SHIP TZAREVNA OF VULCANIA

The general cargo ship infamous for being stuck and bombed in the port of Mariupol collided with a bulk carrier in the Kattegat Strait. The general cargo ship **Tzarevna**, owned by the shipping company Vulcania, a company controlled by the Fratelli Cosulich group, which hit the headlines in the recent past for being stuck in the Ukrainian port of Mariupol after the outbreak of war with Russia and also suffering a bombing, has now been the victim of a collision with a Turkish cargo ship in the Kattegat Strait that separates Sweden and Denmark. This was reported by officials of the ship's flag state (Malta). According to foreign media sources, the **Tzarevna** was en route between Jutland and Sweden on Thursday evening, bound for St. Petersburg, when, at around 10:30 p.m., it collided with the **Erdogan Bey**, a 50,000-ton Turkish cargo ship. No injuries or pollution were reported and an investigation into the cause of the accident is underway by Danish authorities. The operator of the **Tzarevna** told the Bulgarian website maritime.bg that the collision caused little damage; however, a spokesman for the Danish Armed Forces said the bow of the **Tzarevna** was damaged. The vessel dropped anchor off the Danish port of Aarhus. The Fratelli Cosulich group told SHIPPING ITALY the

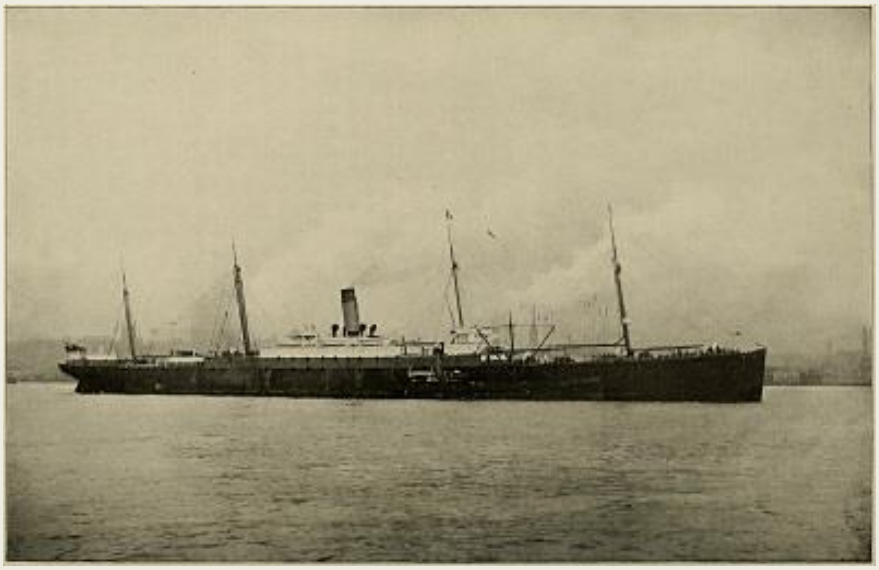
following: “We confirm that an accident occurred involving the m/n **Tzarevna** while transiting on opposite routes with the m/n SSI **Erdogan Bey** . The m/n **Tzarevna** is owned by the subsidiary Vulcania Srl and is currently on bareboat charter to the company Naviborn Ltd”. From Cosulich’s Genoese headquarters they then added: “According to initial reconstructions collected, both ships were sailing with priority to starboard, when, at the last moment, the m/n SSI **Erdogan Bey** changed course to port, leaving no room to perform an anti-collision maneuver. Contact was immediately established via VHF with the other ship and with the coastal authorities. Both units are floating and no injuries have been reported. The coastal authorities are currently arriving to proceed with the necessary assessments”. The shipping company finally adds: “The m/n **Tzarevna** has reported visible damage to the bow, in particular in the starboard anchor area. Preliminary assessments indicate that the damage appears to be limited to the part above the waterline, but further checks are underway to confirm the extent. The safety of our crew and the protection of the environment remain our top priority while we will ensure that the parties remain fully available to the competent authorities to shed light on the incident”. In March 2022, the **Tzarevna** was captured in the port of Mariupol when Russian forces captured the city, and the ship and its crew were held by Russian-aligned separatists. At the time, Italian shipowner Fratelli Cosulich told local media that Russian-backed Donetsk Republic forces had made an offer to buy the vessel, but “at a ridiculous price” that amounted to “blackmail.” In November 2022, after about 9 months of 'seizure', the dry bulk carrier **Tzarevna** was able to leave the port of Mariupol where it was blocked with a cargo of 15,000 tons of slabs on board. In the port of Varna, Bulgaria, it had undergone work to repair the signs of the bombing it had suffered. For several weeks this ship was also at risk of 'nationalisation' by the self-proclaimed People's Republic of Donetsk but the media attention raised by Augusto Cosulich and the consequent diplomatic interventions had left the situation at a standstill until the news of the ship's departure from the Mariupol port. *(Source: Shipping Italy)*

REMEMBER TODAY

S.S. GEORGIC – 10 DECEMBER 1916

The SS **Georgic** was a steam ship built by Harland and Wolff for the White Star Line to replace the SS **Naronic** which was lost at sea. **Georgic** was a cargo ship designed principally to carry livestock, at the time of entering service in 1895 she was the largest cargo ship in the world with a deadweight tonnage of 12,000 tons. *Career* **Georgic's** maiden voyage took place on 26 August 1895. Her large size soon became a problem as it restricted her usage to the North Atlantic for most of her career, mostly operating between the UK and New York. From October 1909, along with the **Bovic** and **Cevic**, she was transferred to the service to Australia, calling at Adelaide and Sydney. *Incidents* The **Georgic** had

a somewhat accident-prone career; she twice collided with the dock entrance at Liverpool, on 23



May 1896 and 5 August 1901. On 10 March 1902, she collided with barque **Oakhurst** at Liverpool, the latter being badly damaged as a result. On 18 January 1903, she collided with the British steamer SS **Saxon King** off Flemish Cap, although it was the **Saxon King** which rammed **Georgic** from the side, the former ship bore the brunt of the damage. On 21 March 1904, she collided with the SS **Kalabia** in St George's Channel, both ships made Liverpool safely. On 26 November 1908, she rammed the US owned SS **Finance** in fog off Sandy Hook. The latter sank with the loss of four lives. *World War I* After the outbreak of the First World War in August 1914, **Georgic** was used to ship horses and mules and other cargo from the United States for use on the Western Front by the Allies. On 3 December 1916, she left Philadelphia for Liverpool with a cargo of 1,200 horses, 10,000 barrels of oil and a large consignment of wheat intended for the Allies. One week later on 10 December when she was 590 miles (950 km) south-east of Newfoundland, she was intercepted by the German merchant raider SMS Möwe which was disguised as a Swedish merchant ship. After the crew of 142 were taken off the ship, explosive charges were placed on board **Georgic** by the crew of the **Möwe**, and she was scuttled with her cargo of 1,200 horses still on board. **Georgic** was the largest ship sunk by the **Möwe** *(Source: Wikipedia)*

OFFSHORE NEWS

VOYAGER – EX-PLATFORM SUPPLIER NOW USED FOR SPACE CAPSULE LAUNCH AND RECOVERY

Space Perspective, a privately-owned space travel company based in Florida, has begun operating a sea-going spacecraft launch and recovery base. The vessel has been named **Voyager** as a homage to the Voyager 1 and 2 space probes launched by NASA in the late 1970s. The 294- by 56-foot (89.6- by

17-metre), 3,094DWT mobile platform was originally built in 2003 as a Jones Act-compliant platform supply vessel (PSV) to support activities in the US offshore energy industry. The PSV known as **C-Challenger** was acquired from Edison Chouest Offshore in November 2022, and the work to convert it into what Space Perspective calls a marine spaceport was subsequently undertaken at Conrad Shipyard in Amelia, Louisiana. **Voyager** will be homeported in Port Canaveral in Florida and its operations will be supported by Guice Offshore with certification by the US Coast Guard and the American Bureau of Shipping. It is the first in a planned fleet of marine spaceports, which Space Perspective intends to deploy to other regions such as the Caribbean and the Gulf of Mexico. *Fitted with innovative capsule handling gear* The space tourists will be housed in 16 staterooms during transits to and from launch sites. Other onboard facilities include toilets, offices, a lounge, a hospital, and walk-in coolers and freezers. The vessel retains its two Caterpillar 3516 main engines, which drive azimuthing thrusters to deliver a maximum speed of 13 knots and a cruising speed of 10 knots. The modifications to the vessel include retrofitting of the propulsion system to enable the use of low-carbon biofuel, reconfiguring the open aft deck to accommodate Space Perspective's proprietary launch system, and installation of a custom-built A-frame for the recovery of crewed capsules upon splashdown (unlike other space tourism companies that use rockets to launch crewed capsules towards higher altitudes, Space Perspective uses large balloons filled with hydrogen, resulting in a slower, gentler ascent without the high G-forces that place tremendous strain on the human body). *First in a planned fleet of marine spaceports* As a marine spaceport, **Voyager** can create ideal launch conditions in two ways: by navigating to areas of good weather, which allows for year-round operations within a region, and by moving with the sea breeze, so that there will be no wind blowing across the deck. This enables more frequent launch opportunities, as well as more options for the time of day, including sunrise and sunset nighttime stargazing flights. When a pressurised capsule returns to Earth following a six-hour journey in space by descending gently into the water, fast boats will arrive to stabilise the capsule before lifting it onto the open aft deck of **Voyager** using the latter's custom-built A-frame. Space Perspective expects this process will take no more than 20 minutes from splashdown to disembarkation out of the capsule onto the deck. The other key onboard equipment includes two Furuno radars, anti-roll tanks, VHF radios, and a firefighting monitor that can discharge

up to 5,280 gallons (20,000 litres) per minute. Earlier this year, **Voyager** supported Space Perspective's first full flight of its Space Neptune-Excelsior test vehicle. The flight was launched from the vessel while it was off the coast of Florida. The test vehicle, which had no passengers, reached an altitude of 100,000 feet (30,000 metres) before returning to Earth six hours later, being promptly picked up and brought aboard the marine spaceport shortly afterwards. *(Source: Baird)*

FUGRO SURVEY VESSELS IN PORT AGAIN

They keep coming, the seabed research vessels of engineering firm Fugro. After the **Fugro Searcher**, it is now the turn of the 41-metre-long **Fugro Helmert** (photo) and the 72-metre-long **Fugro Venturer**. Both are used as survey vessels for hydrographic and geophysical seabed research. In recent times, they have been carrying out cable route surveys together on the Dogger Bank in one of the large wind turbine locations. On Thursday 5 December, the **Fugro Helmert** arrived in Den Helder from Great Yarmouth in the morning. The **Fugro Searcher** returned in the evening, after having left Den Helder a few days earlier. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

S&P ACTIVITY IN OSV SECTOR DOWN 43% Y-O-Y

S&P activity totals US$1.63Bn YTD, as 155 OSVs exchange hands, according to data from VesselsValue. S&P activity in the offshore support vessel sector is down 43% y-o-y based on total sales as of the end of November, according to the latest data from a leading ship valuation firm. Total sales year to date at the end of November reached US$1.63Bn, with 155 vessels changing hands, according to VesselsValue (VV). This represents 57% of the aggregate value at the same time in 2023, when 341 offshore vessels were sold, totalling US$2.86Bn. VV totals do not include the sales of fast supply vessels nor platform supply vessels (PSVs) of 300 dwt and under. In one of the most

recent vessel transactions, Dutch vessel owner Braveheart Marine reported the sale of **Braveheart Spirit** to an undisclosed owner on social media. **Braveheart Spirit** (ex *Bourbon Gulf Star*) is a 2,900-dwt PSV built in 2010 by Zhejiang Shipbuilding. According to VV, the PSV was acquired by Braveheart Marine in December 2021 from Bourbon for US$1.7M, less than half of its market valuation at the time of US$3.93M. While the amount of the most recent transaction was not disclosed, the Dutch owner could well have pocketed a tidy sum on the vessel's sale based on its current market value, which the UK-based ship valuations firm estimated at US$12.24M as of 8 December. *(Source: Riviera by John Snyder)*

VROON UPGRADES SATCOMS ON ERRV FLEET

The Dutch offshore support vessel owner has deployed hybrid connectivity across the fleet to enhance crew communications and welfare. Vroon has retrofitted its emergency response and rescue vessels, which provide standby duties for drilling rigs and oil and gas production platforms, with two types of satellite communications equipment. KVH Industries has installed very small aperture terminals (VSATs) for connecting with geostationary orbiting satellites and devices for communicating with SpaceX's Starlink constellation on 58 vessels. Flat-panel antennas for Starlink's low Earth orbit (LEO) communications were configured to work alongside existing KVH TracPhone VSAT terminals and units for communicating with Iridium's L-band LEO constellation. These TracPhone V7-HTS terminals connect with high-throughput satellites using Ku-band radiocommunications frequencies. "Our crews' well-being is of the utmost importance to us," said Vroon group manager for IT and communications, Rob Frenks. "By providing reliable, high-speed internet access to our colleagues at sea, we ensure they can stay connected with families and friends while performing their duties safely and efficiently." Multi-orbit satellite communications on these vessels are managed by the KVH ONE network, which can also link with 5G and LTE services near coasts and offshore. "Working with KVH on the integration of Starlink, in a hybrid configuration with global HTS VSAT

service and Iridium Certus, has proven to be a game-changer," said Mr Frenks. "It provides faster, more reliable internet that is enhancing the quality of life for our colleagues on board and streamlining vessel operations. The deployments have gone very smoothly, all managed as part of our KVH AgilePlans subscription." *(Source: Riviera by Martyn Wingrove)*

ARCTIC HUNTER BEHIND MOORMAN BRIDGE

On 5 December, the 40-metre-long **Arctic Hunter** moored at the quay behind the Moorman Bridge. The survey vessel, sailing under the Danish flag, had come over from Esbjerg to Den Helder. Delivered as a fishing vessel in 1978 by the Norwegian Vard shipyard in Brattvaag, it is already quite old. The ship has had various owners in both the fishing and offshore sectors. It was given its current name in 2011. The Arctic Hunter is currently owned by a company in Greenland, but sails under the management of O.S. Energy from Glückstadt, Germany. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

VARD SUCCESSFULLY DELIVERED CABLE LAYING VESSEL IT INFINITY AFTER CONVERSION

We are pleased to inform that we have successfully delivered "IT Infinity" to I.T. International Telecom Marine SRL (IT), after converting the vessel from a platform supply vessel into a specialized cable laying vessel. The Platform Supply Vessel (PSV) has been converted into a state-of-the-art Cable Laying Vessel (CLV) to meet the increasing demands of the subsea telecommunications industry. *Returned to VARD* Built at Vard Brattvaag and delivered to Volstad Maritime in 2008 as the "**Volstad Princess**", the vessel has changed ownership several times. SD Standard Drilling

acquired the ship in 2017, before it was sold to IT in 2021 and renamed "**IT Infinity**". In 2024, the vessel returned to VARD for an extensive conversion, preparing it for its new role as a highly specialized cable-laying vessel, bringing the ship a renewed purpose. The conversion work was carried out at Vard Brattvaag in Norway, in close collaboration with a network of specialists and VARD's trusted suppliers. This complex project highlighted the versatility and expertise of VARD's workforce, who had to adapt to the specific challenges of retrofitting an existing vessel—a skill that requires a distinct approach compared to build new builds. *A full integrated value chain* VARD's expertise in delivering tailor-made solutions, encompassing the entire lifecycle of a vessel from design and new builds to conversion and maintenance, was crucial to the success of this project. The conversion work included the addition of new accommodations for 32 people and required approximately 550 tons of steel, all sourced and processed in Norway. *Strong position in the aftermarket* "We are very proud that IT chose VARD as their partner for this significant conversion," says Wilhelm Eggesbø, Senior Vice President of Vard Services at VARD. "We leveraged our core competencies and extensive experience in the design and construction of advanced cable laying vessels to meet IT's needs. This project underscores VARD's strength in our fully integrated value chain and reinforces our strong position in the aftermarket." *Deliveries from Vard Electro and Vard Interiors* In addition to structural changes, Vard Electro played a key role in upgrading the vessel's electrical systems. This involved the installation of new switchboards and cabling, as well as updates to the existing electrical systems. Vard Interiors contributed by delivering a new HVAC system, ensuring modern and efficient operations and further enhancing the vessel's overall performance. In addition to the structural conversion work undertaken by VARD, IT Infinity's full conversion to a CLV will include installation and integration of cable equipment such as: ● 60-ton A-frame, ● 25-ton Cable Drum Engine (CDE), ● 20-ton Linear Cable Engine (LCE), ● MD3 cable plough system, ● Remotely Operated Vehicle (ROV), ● Fiber optic cable testing and jointing equipment ● Upgraded vessels station keeping system to a fully operational DP2 Class approved positioning system. *IT International Telecom's strategic partnership with VARD* IT International Telecom, a global leader in submarine cable installation and maintenance, expressed its satisfaction with the collaboration. "Vessel conversion for such a specific end-use is a complex task. One requiring close collaboration, and at times some outside-the-box thinking. VARD were with us every step of the way throughout the conversion of IT Infinity. The key for us was to start with a sea-worthy vessel and build on that solid foundation with the latest-generation submarine cable handling and burial equipment. That's what we were able to achieve here, thanks entirely to the tireless efforts of the IT and VARD vessel conversion teams" says Steve Arsenault, Vice President of Sales & Marketing at IT. "The result is an extremely capable asset fully prepared to serve the global subsea telecommunications market, and an industry in dire need of these specialized ships". This project marks a milestone in IT's ongoing mission to adapt to the ever-evolving requirements of the submarine cable industry and represents the first of many conversion projects in its strategy to meet global market demands. *(PR)*

NEW WORK FOR GLOMAR WAVE

Helix Robotics Solutions will use the subsea support vessel **Glomar Wave** from GloMar Offshore in Den Helder to detect unexploded ordnance in the route between Peterhead in Scotland and Drax in Northern England next year. A large energy cable will eventually be laid in this sea area for the Eastern Green Link 2 offshore subsea project. The work will start in the second quarter of 2025 and will take more than four months. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

DYNAMIC POSITIONING – KEEPING MARITIME OPERATIONS SAFE

The technology of Dynamic Positioning has revolutionized many aspects of the maritime industry. The pioneering work of Howard Shatto saw his drillship 'Eureka' fitted in 1961 with the world's first automated, algorithmic, positioning system and associated thrusters. In 1972, the U.S. CIA and Honeywell launched **Glomar Explorer**, of spy ship fame, which heralded

the first production version of an automated positioning system for a vessel. Fast-forward to the 1980s, and Dynamic Positioning, or DP, had achieved operational ubiquity in the fixed-position maritime sphere but with a dubious safety record. A UK Department of Energy report in 1987 noted 76 DP incidents in 10 years, of which more than 50 percent were attributed to human factors. A group of Aberdeen seafarers, from The Nautical Institute's North of Scotland branch, duly undertook to address this issue and created the world's first DP training and certification scheme. Time jump again to 2024, and the safety data now indicates that DP has one of the best operator safety records in our sector. According to the IMO's Marine Casualties and Incidents database, there has not been a marine casualty or very serious merchant shipping casualty attributed to dynamic positioning operations (including human error) since 2013 (the **Maersk Detector**). This is an exceptional turnaround from the early days of DP. Causation and correlation in determining safety improvements are always a challenge. In the case of DP, the high quality of current DP Operator (DPO) and also DP Vessel Maintainer (DPVM) training is likely to be a contributing factor in safety improvements. The tough Nautical Institute examination requirements for DPOs to understand and to cope with 61 separate DP failure modes exemplifies the vast range of issues that a high-precision and high-safety DP operator can address. Many undesired DP events and DP incidents are captured by the International Marine Contractors Association on behalf of the whole DP sector. In their running summary of DP station keeping events up to November 2024 , only one out of 138 events (0.7 percent) is attributed to a main cause of 'Human'. (39 percent are attributed to 'Thruster/Propulsion', 27 percent to 'power', and 13 percent to 'computer', plus other factors). This is in stark contrast to the >50 percent human factors that led in 1985 to the current training regime. Industry-led global DP training and certification, together with the underpinning quality assurance processes, should be seen as one of the great safety stories of the maritime sector. From the localized beginnings of a branch of The Nautical Institute certifying 90 students in the first year of the DP training scheme, to the current total of more than 27,000 DPOs certified by 84 accredited training centers worldwide, the best practices of bi-annually industry-reviewed and fully industry-administered DP training have made a major contribution to global maritime safety. This article was created with support from The Nautical Institute. Watch the YouTube video HERE *(Source: Marex)*

EVENT NEWS

WINTERWELVAART WEER TREKPLEISTER IN GRONINGEN

Zelfs wie wars is van winterse gezelligheid, ontdooit op WinterWelVaart. De zeventiende editie van het gezellige en fotogenieke evenement in het A-kwartier is van vrijdag 13 tot en met zondag 15 december. Tijdens WinterWelVaart meren historische klippers, kotters en tjalken aan, aan de Hoge en Lage Der AA in de stad. Aan boord worden bezoekers getrakteerd op muziek, theater, poëzie, lezingen, spelletjes en kunst. Op het podium bij Museumcafé Het Pomphuis, in de Akerk, het Der Aa-Theater en Museum aan de A zijn ook verschillende optredens, rondleidingen, kinderactiviteiten en tentoonstellingen. Aan de WinterWelVaart Kunstroute dwars door het A-kwartier doet dit jaar een recordaantal kunstenaars mee. *Voorproefje* WinterWelVaart is een van de meest gefotografeerde evenementen in Groningen en gratis toegankelijk. Vanaf zaterdag 7 december is een deel van de historische schepen al te bewonderen tijdens WinterWelVaart in de regio. Bij Historische Werf Wolthuis in Sappemeer én in de binnenhaven van Zoutkamp. Door de noodbrug over de A, als vervanging voor de defecte Visserbrug, is er minder ruimte voor schepen aan de Hoge en Lage der A. Een deel van de verlichte schepen meert daarom af aan de Kleine der A, de Pottebakkersrijge en de Sluiskade. De sfeervolle wintermarkt op de Hoge der A wordt door Vitalis

Markten via de Turftorenstraat, de Kromme Elleboog en Zwanestraat verbonden met de Grote

Markt. Daar komen onder meer een ijsbaan en een reuzenrad in gezellige kerstsfeer. Nieuw dit jaar is dat het Der Aa-Theater is aangehaakt met een programma met muziek, dans en kunst. WinterWelVaart is onderdeel van Wintergoud, een winterfestijn in de stad Groningen van 6 december tot en met januari. *Optredens* Tijdens WinterWelVaart kun je naar optredens van Groninger artiesten zoals zanger Arnold Veeman, kindertheatergezelschap Maskermeiden en muzikante Robin Yzerman. In het ruim van de **Spes Mea** kun je aanschuiven bij flitslezingen over Groninger tradities, helemaal in het thema 'Ode aan Groningen'. En op de **Elsje**, een historische steilsteven die dit jaar voor het eerst mee doet, presenteren Usva en Noorderpoort jonge artiesten. In Museum aan de A kun je kennismaken met Groningers uit Syrië en Nigeria die vertellen over de tradities in hun moederland. Pittig Gekruid heeft een bijzonder programma met verhalen, poëzie en muziek uit de 60's en 70's door Fuzzz. Er zijn workshops en rondleidingen, er is dans en spoken word maar je kunt natuurlijk ook gewoon een kijkje nemen aan boord van een schip! *Kunstroute* De kunstroute bestaat dit jaar uit ruim vijftig kunstenaars. Kunstenaars die wonen of werken in de buurt exposeren traditiegetrouw op schepen en in de galeries, ateliers en woonhuizen in het A-kwartier. Beeldhouwers, schilders, goud- en zilversmeden en andere kunstenaars tonen en verkopen hun werk. Daarnaast organiseert De Nieuwe Editie een pop-up tentoonstelling met lokale opkomende kunstenaars in Museum aan de A in een knus kunstcafé met winters terras op de historische binnenplaats. *Samenwerking* WinterWelVaart is een samenwerking van Museum aan de A, de schippers, de kunstenaars, Historische Werf Wolthuis, Visserijmuseum Zoutkamp, Museumcafé Het Pomphuis, de Akerk en het Der Aa-Theater en Buurtvereniging A-kwartier. Het festival krijgt daarnaast financiële steun van gemeente Groningen, provincie Groningen, gemeente Midden-Groningen, Ondernemersfonds Het Hogeland, Groningen City Club, het D.E Café, De Sigaar en anderen. Het winterfestival draait met hulp van vele vrijwilligers. *(Source: Scheepspost)*

MUSEUM NEWS

BEMANNING "BYLGIA" BRACHT OP ZATERDAG 30 NOVEMBER 2024 EEN BEZOEK AAN HET NATIONAAL SLEEPVAART MUSEUM IN MAASSLUIS EN DE ZEESLEEPBOOT ELBE

Zaterdag 30 november jl. bracht een dertiental bemanningsleden van Heerema's zeesleper "**Bylgia**" een bezoek aan sleepboothaven Maassluis. De "**Bylgia**" ligt op dit moment al een tweetal maanden in onderhoud te Rotterdam, o.a. de fundatie van de hulpmotoren wordt vervangen en voor de bemanning is dit bezoek een mooie afwisseling op de dagelijkse werkzaamheden.

''s Ochtends ontvangst, rondleiding en lunch aan boord van Museumzeesleper "Elbe" en daarna bezoek aan het NSM. De mannen hebben genoten van dit onthaal en zullen zeker doorgeven aan hun aflossers en ook de collega's van de "Kolga" dat dit een mooie trip is. Ze hebben een goede reden om terug te komen zo werd ons verzekerd, want er is zoveel te zien en beleven dat enkele uren niet voldoende zijn. Tussen één uur en vier uur stond het bezoek aan NSM gepland en de mannen hebben zeer genoten, zeer veel herkenning, o.a. de Voith-Schneider simulator trok veel aandacht en er werd driftig mee gewerkt onder soms veel hilariteit. Na de ronde door het museum werd ook het centrum van Maassluis nog bezocht.

De mannen hadden graag ook nog de "**Hudson**" en de "**Furie**" willen bezoeken, dat komt een volgende keer werd ons verzekerd en hoewel de "**Furie**" bemand was kon dat om praktische reden geen doorgang vinden omdat op dat moment de ketel geraagd werd en er nogal wat kool op de machinekamerplaat lag. Rond vier uur stond het vervoer weer gereed en vertrok de groep naar Rotterdam. Ze kunnen terugzien op een geslaagde uitstap en zij nodigen ons uit om een tegenbezoek te brengen indien mogelijk. Hoofd werktuigkundige Bruno van Kalker van de "**Bylgia**", organisator van deze trip, zal zeker aan de collega's van de "**Kolga**" aanraden om ook een dergelijk bezoek te plannen. En natuurlijk zijn ze van harte welkom. *(Source: Nationaal Sleepvaart Museum)*

WINDFARM NEWS - RENEWABLES

PENTA-OCEAN TAPS PAXOCEAN FOR CABLE LAYER NEWBUILD

Japanese marine contractor Penta-Ocean Construction is set to expand its offshore wind fleet with a newbuild cable laying vessel (CLV) contracted at Kuok Maritime Group's PaxOcean. The CLV, designed by Norway's Salt Ship Design, will feature two 5,000t cable carousels and an SMD trencher and work class ROV, with a total investment of about $241m, of which some $205m for the hull. Penta-Ocean said the unit has been designed for work on both bottom-fixed and floating offshore wind projects as well as direct current power transmission cable-laying. The vessel is scheduled to be completed by February 2028. It will be jointly owned by Penta-Ocean and Fuyo General Lease, while the trencher and the ROV, together with fellow marine engineering firm Kojimagumi, will also be in charge of the operational management of the vessel. PaxOcean has already built one wind turbine installation vessel for Penta-Ocean. It was delivered to the company in September 2023. Japan is targeting 10 GW of offshore wind capacity approved by 2030, with at least 5.7 GW online and between 30 and 45 GW by 2040 as part of its target to reach net-zero emissions by 2050. Development is currently focused on bottom-fixed offshore wind in the port areas, with full-scale

construction, including floating wind, expected to start in the years to come. Penta-Ocean, which has two wind turbine installation vessels and one joint venture unit with DEME, has also moved to expand in this segment with another heavylift newbuild at Singapore shipyard group Seatrium. The company said Tuesday its board had approved the investment, which, together with the CLV newbuilding project, will amount to about $522m. *(Source: Splash24/7)*

AMERICAN OFFSHORE SERVICES TAKES DELIVERY OF THIRD FAST CREWBOAT IN SERIES

American Offshore Services (AOS), an offshore vessel operator based in Providence, Rhode Island, has taken delivery of a new crewboat built by Blount Boats in nearby Warren. Like its sister vessels **Gripper** and **Generater**, which were delivered earlier this year, **Guarder** is a Jones Act-compliant aluminium catamaran built to support Ørsted and Eversource's growing portfolio of offshore wind farms in the north-eastern US. The crewboat will be berthed at Ørsted's Operations Hub at Quonset Point, and will transport wind service technicians safely to projects at sea. It will operate further out to sea, around 10 to 20 miles (16 to 32 kilometres) southeast of Block Island. **Guarder** has an LOA of 99 feet (30 metres), a beam of 36.7 feet (11.2 metres), an operational draught of 6.2 feet (1.9 metres), and seating for 24 offshore turbine technicians. Up to 20 tonnes of cargo or eight 10-foot containers can be carried on the open decks forward and aft of the superstructure. The primary design of the crewboat focuses on its soft bow and proprietary fenders. This fender system allows the vessel to work in higher sea-states with better station-keeping ability when pushing onto turbine generators out at sea. *(Source: Baird)*

THE LONG STAY OF THE SHIP "BRAVE TERN" IN FERROL CONCLUDES, A MILESTONE IN THE HISTORY OF NAVANTIA

Navantia's star contract of the year in the Ferrol estuary has begun its return journey today, after an eleven-month stay. Escort by the powerful tugboat "**Skandi Mercury**" (IMO 9418030), the modernised vessel "**Brave Tern**" (IMO 9583782), one of Fred. Olsen Windcarrier's three specialised

vessels, is sailing towards Denmark, where it has been assigned its next contract. This is an experience that once again confirms the capabilities of Navantia and its auxiliary companies. The most important milestone has been the replacement of a crane with a lifting capacity of 800 tons with a 1,600-tonne crane from the firm Mammoet. At puentedemando.com we have followed with special interest the presence of this vessel in the Ferrol estuary and we have published all its main milestones - thanks to the good work of our collaborator Eloy Ferreiro Nieto , whom we thank for his interest and dedication -, including the demolition of a Navantia Ferrol crane by the "**Brave Tern**" crane. An incident, fortunately without victims, which does not highlight the importance of the contract. *(Source: Puente de Mando; Photo: Eloy Ferreiro Nieto)*

TUGDOCK, SARENS TO DEVELOP HEAVY LIFT O&M HUB AT ABP'S WELSH PORT

Tugdock and Sarens have secured funding from Crown Estate's Supply Chain Accelerator for a joint project to develop a heavy lift operations and maintenance (O&M) hub at ABP's port of Port Talbot in Wales to support floating wind projects in the region. With key support from major industry players such as ABP and RWE, and other partnerships, the vision for the facility is to provide support for heavy lift equipment used in floating offshore wind projects in the Celtic Sea. Port Talbot's strategic location near the Celtic Sea makes it an optimal hub for supporting floating offshore wind projects, significantly reducing transit times and operational costs for maintenance, assembly, and logistics. Sarens offers crane rental services, heavy lifting and engineered transport, while Tugdock specializes in engineering and deployment of Tugdock Submersible Platforms (TSPs) for offshore transport and logistics projects. The Tugdock technology consists of modular road transportable steel space frames utilising patented inflatable Tugdock Buoyancy Units (TBUs). The TBUs are filled with compressed air and can be inflated or deflated as required to provide the required buoyancy, stability and control for operations such as load outs, floating, submerging, and

lifting. “The Tugdock and Sarens O&M facility is poised to boost the competitiveness of Port Talbot in both the national and global floating offshore wind markets in the years to come. Collectively we will ensure that ABP’s Port Talbot is enabled with a heavy lift facility that can attract and retain major clients and maintain the UK’s leading position in the floating offshore wind industry,” said Lucas Lowe Houghton, Chief Revenue Officer at Tugdock. “The Sarens and Tugdock O&M hub will provide a wide range of services including heavy lifting equipment such as cranes and TSPs, assembly areas, storage, training, and consultancy. This all-encompassing service model reduces the need for clients to engage multiple contractors, simplifying project management and reducing overall costs,” added Carl Sarens, Director of Global Operations, Technical Solutions and Engineering at Sarens. To remind, Tugdock and Sarens are among 13 companies selected to share nearly $6.4 million in funding through the initial round of Crown Estate’s Supply Chain Accelerator program. *(Source: MarineLink)*

DREDGING NEWS

IHC MINING SECURES ORDER FOR AN ELECTRIC CUTTER SUCTION DREDGER

IHC Mining, part of Royal IHC (IHC), has won a contract to build and supply an electric CSD for Quarzwerke GmbH. This electric mining dredger is based on IHC’s Beaver 65 and has been customised to suit the client’s specific requirements. Quarzwerke GmbH is a long-standing and valued family business, experienced in the extraction, processing, and refining of industrial minerals. This unique piece of mining equipment will operate in their silica sands operation in Poland. With the new mining dredger Quarzwerke can use the deposit more effectively without using more space. It will be outfitted with a powerful cutterhead to cut through the cemented silica sand up to 25 meters depth, allowing for a reliable and continuous production for at least the coming 30 years. *(Source: Dredging*

Today)

ELLICOTT 1270 DREDGE WORKING AT THE INDIAN RIVER INLET

The North Indian River Inlet coastline has a long history of erosion due to construction of the inlet jetties that began in 1928. Due to the recent storms in the area, the dunes that normally protect the Coastal Highway have eroded, which has caused flooding along the highway. As a result, the State of Delaware has enacted a plan to dredge sand from the Indian River Inlet Flood Shoal, near Rehoboth Beach, Delaware, and rebuild the shoreline. Dredge America is tasked with the dredging operation using an Ellicott 1270 cutter suction dredge. The $15 million project, which kicked off in late November, will remove up to 400,000 cubic yards of dredged sand from the Indian River Inlet Flood Shoal for rebuilding up to 5,000 linear feet of shoreline. *(Source: Dredging Today)*

MANSON BAGS $18.8M CONTRACT IN VENTURA COUNTY, CA

The U.S. Army Corps of Engineers, Los Angeles District has awarded a $18.8 million contract to Manson Construction for maintenance dredging works in Ventura, California. The project involves maintenance dredging of federal navigation channels and sand traps at the Channel Islands Harbor and placing the majority of sand onto Hueneme Beach. The six-year contract includes three dredging cycles, each to remove approximately 150,000 to 200,000 cubic yards of sand that will be placed onto the beach. The Army Corps typically dredges every two years under legislation that

authorized the small craft harbor and sand trap to be built in the early 1960s. The harbor was designed to trap sand to prevent loss to the submarine canyon off of Port Hueneme and to provide dredged material for beach replenishment for downcoast beaches. The replenishment provides vital shore protection for downcoast facilities, including the Naval installations at Port Hueneme and Point Mugu, the Port of Hueneme, and City of Port Hueneme. *(Source: Dredging Today)*

HISTORIC YARD

JOHN BROWN & COMPANY - SCOTLAND

John Brown & Company was a Scottish engineering firm and shipyard located at Clydebank on the River Clyde. *Early years* John Brown & Company was founded in 1854 when William Bragge and John Devonshire Ellis acquired a stake in John Brown's Atlas Works. After Brown retired in 1870 and Bragge died in 1884, Ellis took over the management. In 1899, the Clydebank Shipbuilding and Engineering Works was taken over from James & George Thomson and John Brown & Company acquired the later famous shipyard. Before the takeover, the shipyard had already built 165 ships. *John Brown & Company, shipbuilders* After the takeover, the shipyard was expanded and the workshops and machine shop were modernised. In 1903, a towing tank was built in which model ships could be experimented with. After the construction of the **Lusitania**, the shipyard obtained a licence to build steam turbines from the American Curtis. The first of these was built into the light cruiser **Bristol** and the battlecruiser **Tiger** also received such an installation. During the First World War, the Royal Navy placed many orders. 43 ships were built, including the battleship **Barham** and the battlecruisers **Repulse** and **Hood**. After the war, the shipyard's attention shifted back to merchant and passenger ships. In 1936, the **Queen Mary** was

delivered and two years later, the **Queen Elizabeth** was launched. This last ship secretly left for the United States in March 1940. During the Second World War, the navy became the most important customer again. Dozens of naval ships were built, including the aircraft carriers **Indefatigable** and **Nairana**, the later **Karel Doorman** of the Dutch navy, and the battleship **Duke of York**. After the war, orders for naval vessels fell, but orders for merchant ships increased again. Furthermore, the royal yacht **Britannia** was built at the shipyard. The revival was short-lived. New shipyards were built in Japan and South Korea that could build ships at lower costs. By the mid-1960s, losses had increased to such an extent that the shipyard's continued existence was at risk. The last naval ship, the **Intrepid**, was launched in 1964 and the last passenger ship, the **Queen Elizabeth 2**, followed shortly thereafter. A lot of oil had been found in the North Sea and the shipyard built platforms for the North Sea oil fields. At Phillips' request, the International Drilling Company (IDC) of The Offshore Company had jackups built in the United Kingdom. For example, IDC had the **North Star**, **Constellation** and **Orion** built by John Brown & Company, specially designed for the rough weather on the North Sea. In 1969, John Brown also introduced the first jack-up platform with its own propulsion, the **Offshore Mercury**. *Decline* In 1968, several shipyards merged to form Upper Clyde Shipbuilders (UCS). In 1972, this collaboration ended and UCS went bankrupt. The American Marathon Manufacturing Company took over the shipyard and sold it in 1980 to a part of the French Union Industrielle d'Entreprise (UIE). The company had thus withdrawn from shipbuilding, but remained active as an engineering firm, including for gas turbines. In 1986, it was taken over by Trafalgar House, which in turn was taken over by Kvaerner in 1996. Kvaerner split up the company, with the Clydebank-based John Brown Engineering being renamed Kvaerner Energy. John Brown Hydrocarbons and Davy Process Technology were sold to Yukos. In 2000, Kvaerner closed the gas turbine factory in Clydebank, after which the shipyard was demolished in 2002. John Brown Hydrocarbons was sold to CB&I in 2003 and renamed CB&I John Brown, later CB&I UK Limited. Some of the management of John Brown Engineering set up a gas turbine maintenance company in East Kilbride in 2001, called John Brown Engineering Gas Turbines. As Constructors John Brown, it designed, with Earl and Wright, amongst other things, self-floating

undercarriages (jackets) for the Ninian South production platforms and the Magnus field in the late 1970s. Eventually orders dried up and the yard closed in 2001. *(Source: Wikipedia)*

YARD NEWS

NEW FISHERIES RESEARCH VESSEL "WALTHER HERWIG" LAID DOWN IN LITHUANIA

New building to replace existing "**Walther Herwig III**" from 2027. Construction of the new research vessel "**Walther Herwig**" has now started at the Lithuanian shipyard in Klaipeda. The keel laying marks the beginning of the practical construction phase in the replacement project for one of the world's most modern and powerful vessels for German fisheries and marine research. In 2027, the ship is scheduled to go into operation for the Federal Office for Agriculture and Food (BLE). This ship will then enable scientists at the Thünen Institute to conduct interdisciplinary fisheries research at the highest level. The plan is for the 85-meter-long and 18-meter-wide hull to be prefabricated in Lithuania with the major technical components, such as the engine system. At the end of next year, the hull will then be towed to the Fassmer shipyard in Berne on the Lower Weser for final assembly. The ship is scheduled to enter service in summer 2027. "Climate change is changing the ecosystems in the oceans at a dramatic rate. In order to understand the effects on fish stocks and to be able to give politicians recommendations for their sustainable management, we need a platform with the latest technology from which we can observe and measure changes in physical parameters in the same way as large whales." With these words, Dr. Gerd Kraus, head of the Thünen Institute of Sea Fisheries, explains the benefits of the federal government's new fisheries research vessel (FFS). The largest vessel in the German FFS fleet will have space for around 46 people. BLE research vessel captain Stefan Meier points out the special task of helping to develop the new fisheries research

vessel as the future captain and seeing how the planning documents grow into a real ship's hull. "I am excited about the challenges that the new ship will bring. In many ways, it offers new opportunities for cooperation between science, crew and shipping company. I am very much looking forward to setting sail with the ship and observing how it behaves, especially in the rough seas of the North Atlantic. It is also very interesting to work with the latest technology on board and to try out and use these improved options," says Meier. The equipment includes ten laboratories, work cranes, a device for pelagic and demersal fishing as well as twin trawling, a stern crane and a launching system for research work in the depths. A large free work deck and various container spaces serve as a multifunctional design with future reserves. This enables the Thünen Institute, as the user of the ship, to monitor important fish stocks, conduct marine ecological studies using the latest methods, as well as marine chemical and physical measurements and research into the effects of fishing on the marine environment. The federal government is thus creating a basis for reconciling the sustainable use of living marine resources and the protection of marine ecosystems. Thanks to exhaust gas aftertreatment using SCR catalysts and soot particle filters, demanding exhaust gas regulations are met and the legal standard is exceeded. The limits of the "Blue Angel" for environmentally friendly ship design (RAL-UZ 141) and US EPA TIER IV are also undercut. In addition, the drive can be converted to use methanol as fuel (FuelReady). The conception and planning, the Europe-wide tendering procedure and the technical support of the major project were carried out by the Ship Technology Department of the Federal Institute of Waterways (BAW), supported by a project team comprising the BLE as the client and shipowner and the Thünen Institute as the future user. The replica of the 31-year-old "**Walter Herwig III**" should actually have been in operation for a long time, as the new construction contract for the aging German fisheries research vessel (FFS) "**Walther Herwig III**" was awarded for around 85 million euros back in 2017. The Dutch DAMEN shipyard was able to win the contract with its design of an 85-meter-long and 17-meter-wide ship with space for up to 26 crew members and the same number of scientists. However, the shipyard and the client, the Federal Ministry of Agriculture, were unable to reach agreement on the detailed planning. The new construction contract was therefore put out to tender again, and the Fassmer shipyard was able to win the contract with its offer. The current 63.15 meter long "**Walther Herwig III**" was built between 1992 and 1993 under the construction number 167 by the ARGE Fischereiforschungsschiff in a merger of the two shipyards Peenewerft in Wolgast and Rolandwerft in Berne, which belonged to the Hegemann Group at the time, on the Lower Weser. The ship is named after Walther Herwig, the founder of German deep-sea fishing. *(Source: Weser Maritime News)*

DAMEN NAVAL SIGNS CONTRACT WITH LLOYD'S REGISTER FOR NEW FRIGATE FOR COLOMBIA

Damen Naval is signing a contract with classification society, Lloyd's Register, on the Plataforma Estratégica de Superficie (PES) frigate for Colombia. Colombian shipbuilder COTECMAR (Corporación de Ciencia y Tecnología para el Desarrollo de la Industria Naval, Marítima y Fluvial) will build the frigate on its shipyard in Colombia. Following a successful design study contract with COTECMAR, Damen Naval signed a contract for the delivery of engineering, technical support and the shipbuilding materials and equipment for the first frigate in August 2024. Lloyd's Register has been involved with the project since the end of 2022, initially for Plan Approval Services within the design study contract. The company has now been contracted to execute the full Plan Approval in the project execution phase. "This project allows Damen Naval, as a trusted partner, to enable COTECMAR, the Colombian Navy and the Colombian maritime industry to construct a frigate locally for the first time. In this way, it contributes to a strong, self-sufficient defense industry in Colombia," says Damen Naval Project Director Jasper Oreel. "Our partnership with Lloyd's Register will help ensure that the vessel will live up to a modern-day safety standard." The PES design is based on the successful Damen Naval SIGMA 10514 series, which has previously been built for Indonesia and Mexico. The SIGMA 10514 offers versatility and combat capability and is customised to meet Colombia's specific requirements. "Lloyd's Register will assess the design and provide support to maximise the safety and assurance of the vessel", says Yorick Spoelstra, Business Development Manager Navy. "Lloyd's is very proud to be part of this project, building further on our longstanding relationship with Damen Naval". The Colombian frigate will have a length of 107 meters and a beam of 14 meters. COTECMAR is Colombia's leading shipyard in Cartagena. The partnership with Damen Naval allows the yard to construct a national frigate on Colombian soil for the first time. The project represents a significant investment in generating skilled local employment, promotes knowledge transfer, and strengthens Colombia's defence industry with a focus on self-sufficiency. Colombia will be the third country in Latin America that is able to build these types of complex naval vessels under license at its own shipyards. The first PES frigate is scheduled to be delivered to the Colombian Navy in 2030. *(PR)*

INVESTORS SOUGHT TO TAKE OVER SRI LANKA'S TOP SHIPYARD

Japan's Onomichi Dockyard is cashing out of Sri Lanka's largest shipyard. The Japanese company intends to sell its 51% shareholding in Colombo Dockyard and end a management agreement that has been in operation for over three decades. Colombo Dockyard is in preliminary discussions with a number of parties who have expressed interest in investing in the strategically well-located facility. The shipbuilding and repairing company suffered its worst year in 2023 with losses totalling more than $25m. (Source: Splash24/7)

KEEL LAYING FOR 2942KW ASD TUGBOAT

On 8th of December,2024, one unit of 2,942 kW ASD Tugboat Which is designed and built by our Jiangsu Zhenjiang shipyard for ZheJiang JiaGang Tugboat Co. , Ltd. was keel laid successfully. *(Source: Jiangsu Zhenjiang shipyard*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Damen RSD Tug 2513 named Med Aldebaran in Tug Malta ceremony*
   - *Enap and SAAM launch Latin America's first electric tug in Turkey*
   - *Damen signs LOI with Herman Sr. for new Multi-Purpose Vessel 4916*
   - *SAFEEN Group's fully electric Damen RSD-E Tug 2513 achieves Guinness World Record™*
   - *Sanmar delivers powerful escort tug to long-term client P&O Maritime Logistics*
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*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem (new)*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*
   - *SCRA - Casablanca by Jasiu van Haarlem*

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