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## TUGS & TOWING NEWS.

### SVITZER ORDERS CONSTRUCTION OF FOUR TRANSVERSE TUGS FROM CHEOY LEE SHIPYARDS



Svitzer expects to take delivery of four new **TRAnverse** tugs by the end of 2026. The tugs will be delivered as part of Svitzer’s planned global fleet renewal, as the business continues to pursue its decarbonisation objectives worldwide. Copenhagen, 11 December 2024: Svitzer, a leading global towage and marine services provider, today announces that it has signed a contract with the Hong Kong shipyard, Cheoy Lee, for four new Svitzer **TRAnverse**

2900 tugs – for delivery in 2026. The contract means Svitzer has seven tugs on order for its **TRAnverse** design, while one is already in operation. The **TRAnverse** tug was designed by Svitzer in collaboration with naval architect, Robert Allan Ltd. Each of the tugs ordered from Cheoy Lee will have an overall length of 29 meters, deliver bollard pulls of up to 80 tonnes and come with impressive side pushing capabilities. With a top speed of 13 knots, and 8 knots side-stepping, the omni-directional hull form and propulsion provides for significantly higher steering and breaking forces than similar sized ASD tugs, with lower fuel consumption. Svitzer is continuously evaluating its fleet against customer and operational requirements across the more than 180 ports and terminals where it operates. This is done with a constant striving to meet customer demands, leverage innovation and technology, and ensure flexibility to support the transition to more sustainable energy sources. While the new vessels are planned as fleet replacements globally, they can also be deployed in new growth projects. Hence, the contract with Cheoy Lee Shipyards includes an



option for four additional tugs of the same type that can be called on in case of need. Commenting on the agreement, Kasper Karlsen, Chief Operating Officer at Svitzer, said: “This order enables us to continue renewing our fleet to deliver on our customers’ needs and our decarbonisation targets, while providing a strong basis for engaging in growth projects. The new **TRAnverse** tug will undoubtedly be our preferred design going forward and with even more of these tugs in our fleet, we are able to continuously improve operational capabilities and fuel efficiency to the benefit of our customers as well as the environment.” Ken Lo, Director at Cheoy Lee Shipyards commented: “We are delighted to be selected as a construction partner to Svitzer and look forward to working with their team to build these four **TRAnverse** tugs for their global fleet. As with all our work, our team will deliver the project in line with our guiding focus on quality, service and reliability.” *(Source: PR-Svitzer; Photo: Peter Maanders)*

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Photo: Courtesy by Sammar

## DAMEN AND KONGSBERG MARK DELIVERY OF 1500TH THRUSTER



In a ceremony in Rauma, Finland, Damen Shipyards Group and Kongsberg Maritime have celebrated the delivery of the 1500th Kongsberg azimuth thruster to Damen, in a relationship spanning more than 40 years. This latest delivery continues the supply of azimuth thrusters for Damen’s wide range of tug designs, operating for its customers in ports across the

world. Thruster number 1500 is one of a pair which will be installed on a **Damen ASD Tug 2813**, currently under construction at Damen Song Cam Shipyard in Vietnam. Speaking at the event, Ville Rimpilä Senior Vice President Thrusters at Kongsberg Maritime said, “Today marks a special milestone in our long, collaborative relationship with Damen, one of the world’s leading and most innovative tug builders. Our azimuth thruster technology is a critical part of global shipping operations, offering high thrust and efficiency to tug owners worldwide. “To have reached 1500 thrusters is testament to the trust which Damen places in Kongsberg Maritime, matched by the pride, dedication and focus on quality, that goes into every single thruster we supply. I express my sincere gratitude to the team at Damen and look forward to continuing this long relationship as together we drive the efficient, safe and sustainable future of the global tug sector.” Martin de Bruijn, Managing Director of Damen Workboats, said, “At Damen we take a long-term view in all that we do. You can

see this in the long-standing relationships we enjoy with our clients, and with partners such as Kongsberg. The continual evolution of our products is dependent on such partnerships and their products. As such, we fully appreciate the quality and capability that Kongsberg helps bring to our tugs. We are also grateful for their strong client focus and the way Kongsberg supports Damen's operational excellence initiatives, resulting in shorter lead times and optimised processes. These are crucial factors in the development of high standard, cost effective solutions relevant to our clients' needs. "This collaborative approach has never been as important as it is today, as we fix our sights on optimising the safe and sustainable performance of our vessels. We look forward to our continued cooperation in the years ahead and the delivery of the next 1500 thrusters!" (Source: PR-Damen)



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### *"IT'S NOTHING LIKE THIS!": THE TWO NEW TUGS IN THE PORT OF SAINT-MALO ARE UNANIMOUSLY ACCLAIMED*



The two new tugs of the port of Saint-Malo, the "**Solidor**" and the "**Cité d'Aleth**", were christened on Tuesday, December 10. An opportunity for the crew to praise the merits of these two machines built by the Piriou shipyard. Twenty-two meters long and 8.5 meters wide, two Caterpillar propellers, a lifting crane... These characteristics were repeated several times on Tuesday,

December 10 during the inauguration speeches of the new tugboats in the port of Saint-Malo. The corsair city has in fact christened its two examples that left the Piriou Vietnam shipyard and arrived in the port in September. An investment of 10 million euros financed by the port operator Edeis and

the Brittany region. After a period of refitting, the port pilots were able to take full possession of the **Solidor** and the **Cité d'Aleth**. (Source: Lemarin)



*Jan & Tjalje Plug*



*Leen van der Meijden & Sylvia Mirrer*

## *BUSY EIGHT MONTHS OF SUCCESSFUL OPERATIONS FOR EUROPE'S FIRST FULLY ELECTRIC TUG*

**BB ELECTRA**, the first fully electric powered tugboat to operate in Europe, has been extremely busy since arriving in Norway on April 8, 2024, to start working for environmentally-friendly operator Buksér og Berging. Built by Sanmar Shipyards in Turkiye to the exclusive to Sanmar ElectRA 2200SX design from Canadian naval architects Robert Allan Ltd, this game-changing tug has already completed 81 towage



operations during 835 running hours. Part of a project unveiled in 2021, a total of seven ElectRA Series tugs are now in operation in Europe and North America, with each-and-every one of them playing a major role in our industry's important contribution to reducing emissions of both greenhouse gasses and other airborne emissions. An eighth ElectRA tug that will become the first to operate in Latin America was recently launched by Sanmar in Turkiye. The ground-breaking battery electric-powered ElectRA Series of harbour tugs is the first of a new generation of tugboats from Sanmar and are available in a range of sizes (19-28m) and power outputs (40-85 TBP). **BB ELECTRA** has 1.718 kWh of battery power and can achieve a bollard pull ahead of 45 tons and a speed of 11.8 knots. Based in the Port of Oslo, it has an overall length of 22.2m excluding fenders, moulded breadth of 10.84m and least moulded depth of 4.4m. With accommodation for a crew of three, **BB ELECTRA** is Buksér og Berging's first eco-friendly electric-powered tug, but the operator already has a well-deserved reputation for being environmentally-aware, with previous deliveries from Sanmar including the Tier III emissions compliant sister escort tugs **BAMSE** and **BOB**, and **BORGOY** and **BOKN**, the world's first two purely LNG-fuelled tugboats. Rüşhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "We are proud to be leading the way. We have seen our electric tugboats become the first to operate in North America, Latin America, and Europe. We are also working with

our partners to design and build tugs that use other alternative fuels. These are exciting times for our industry.” Sanmar has taken a strategic decision to research, develop and build tugs utilising alternative fuels and innovative technological advances to protect the environment and build a sustainable tug and towing industry. *(PR-Sanmar)*

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### *TUG GRETTIR STERKI AT PORT OF ALGIERS*



Faroe Island flagged tugboat “**Grettir Sterki**” arrived at port of Alger in Algeria. The tug departed from Setubal with barge “**Skyline 18**” loaded with construction parts. Upon completion of discharge at Algiers the tug will re-deliver the barge to her owners berth at Setubal. *(Source: Marien Kraak-Easytug)*

### *ETA HELD ITS SUSTAINABLE CONFERENCE 2024 IN ROME*

The ETA Sustainable Conference took place at Grand Hotel Flora, in Rome on the 12th of November. This year, the conference focused on the latest regulatory developments such as the new Lloyd’s Open Form, the revised UK standard conditions for towage and the revision of the EU’s Monitoring, Reporting and Verification Regulation (MRV Regulation). The ETA Chairman, Alberto Dellepiane opened the conference underlining how the sector is adapting to the constantly changing legal environment and highlighted the importance of participating in the definition of these norms. The first panel focused on the new Lloyd’s Open Form. The speakers (James Herbert, ISU, Simon Tatham TugAdvise and Ben Harris, Shipowners’ Club) updated the attendants on the Form’s changes and answered questions on the most controversial articles such as the scopic clause. The second panel discussed the recently revised UK Standard Conditions for Towage. The document provides a framework of liability protection for tugs when assisting other vessels. The panelists, Nick Dorman

(Targe Towing and Chair of the review panel), Alexander McCooke (Shipowners' Club) and Simon Tatham (TugAdvice) summarized one by one the document's 9 clauses and explained the main changes to the text. Finally, the ETA Secretary General, Anna Maria Darmanin gave an update on the revision of the EU's MRV Regulation and its potential impact on the port towage sector. Ms Darmanin outlined the ETA's action to circulate the Association's position and help the EU's policymakers adopt a more coherent text.



(Source: ETA)



Christa & Gijs Dijkdrent



Harm & Gerry Jongman

**2022 – KILSTROOM & WAALSTROOM - PROJECT FEHMARN BELT (DENMARK) / 50 YEARS VAN WIJNGAARDEN MARINE SERVICES B.V.!**



At Pannerden the 'Rijn' splits into the 'Pannerdensch Kanaal' which, six kilometres further down, becomes the 'Nederrijn' and the 'Waal'. The **Waalstroom** owes its name to this river. The 'Waal' is by far the most water-rich 'branch' of the 'Rijn' in the Netherlands (65% of the water drainage). The total length of this internationally busy river is 82 kilometres. *History* To enable

the owner to contribute to the execution of construction plans, Van Wijngaarden Marine Services

prefers to expand its fleet with new-build vessels. However, sometimes there are circumstances that encourage one to make a different decision. This was the case with the **Waalstroom**. The client / market – including the project in Denmark – requested a specific vessel while new construction was impossible within the available time. A decision was made for the 'Aitana B', an 'EC 2712' built by Neptune Shipyards dating from (April) 2016 / bno. NP 475. As **Waalstroom**, this vessel joined the Fehmarn Belt connection project late 2022. De **Kilstroom** had been present at the project since 2020/Q4 while the **Noordstroom** had also been active on the project for a few weeks during early 2022. The Fehmarn Belt project includes a planned tunnel connection between Germany and Denmark. From 2029 on, this tunnel for car and train traffic will connect the German island of Fehmarn and the Danish island of Lolland across the eighteen kilometre wide 'Fehmarn Belt'. (PR)

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## THE BTA PRESENTS THE REVISION OF THE UK'S STANDARD CONDITIONS FOR TOWAGE

The British Tugowners Association (BTA) published the revised UK Standard Conditions for Towage (UKSCT) and Other Services (2024). These were presented and discussed at the ETA Sustainable Conference organized in Rome (12 November 2024). The UK Standard Conditions for Towage and Other Services provides a framework of liability protection for tugs when assisting other vessels. The last



comprehensive review of UKSCT was published in 1974, with a subsequent update in 1986 in light of UK legislation that was considered at that time necessary to be reflected in the Conditions. The wording brought in in 1986 led to some tug operators in the British Commonwealth (in particular in Canada, New Zealand and Australia) continuing to use the more generic 1974 Conditions. The British Tugowners' Association engaged with wider industry and interested parties to establish a panel in 2023 to review those Conditions. The review panel included members drawn from the BTA, the International Group of P&I Clubs, senior admiralty lawyers from several prominent international firms, the UK Chamber of Shipping and a Fellow of the Chartered Institute of Arbitrators. You can

find the UK Standard Conditions for Towage [HERE](#), [Appendix 1 – UK Standard Conditions for Towage](#) and [Appendix 2 – Explanatory Notes by Clicking on the underlined text](#) (Source: ETA)



Gerard Majntz



Hans & Andrea Windhorst

## RCO CONTINUES TECHNICAL SUPERVISION OF THE CONSTRUCTION OF THE TSK.395M PROJECT TUGS



The North-West branch of the Russian Classification Society (RCO) continues technical supervision of the construction of a series of vessels of the **TSK.395M** project. This was stated in a statement by the institution dated December 13. Recall that the construction of tugboats is carried out at the Cherepovets Shipyard (ChSZ) by order of the State Transport Leasing Company (STLC). In total, STLC contracted ChSZ to

build 5 **TSK-395M** tugboats as part of an investment project to upgrade civilian water transport in Russia using funds from the National Welfare Fund (NWF). The first two tugboats were delivered in 2024, the remaining three are planned to be accepted in 2025. According to STLC, the **TSK-395M** pusher tugs are built according to a Russian design using mainly domestic components and are intended for towing non-self-propelled vessels and floating objects. The vessel is equipped with a lifting wheelhouse to improve visibility and eliminate blind spots when guiding long trains. *Tug-pushboat project TSK-395M* Vessel class RKO – O2.0 (ice 30); Overall length – 22.55 m; Overall width – 7.20 m; Height at midships – 2.845 m; Gross tonnage – 143 t; Total capacity of main engines – 960 kW. (Source: Sudostroenie; Photo: RKO)

## ROSMORPORT ICEBREAKERS OPEN THE PILOT SEASON

The icebreaker "**Kapitan Chadayev**" of FSUE "Rosmorport" performed the first escort in the opened ice navigation season. As noted in the company's message, on December 12, the icebreaker provided passage for the dry cargo ship WL ATLANTIC, following its exit from the seaport of Kandalaksha. The period of icebreaker escort of vessels started in the seaport of Kandalaksha on December 4, 2024. Restrictions on the ice navigation regime of vessels were adopted due to persistent ice formation in



order to ensure the safety of navigation. After completing the ice operation, "**Kapitan Chadayev**" will proceed to the seaport of Arkhangelsk, where it will operate in the winter navigation season that has begun together with the icebreaker "**Kapitan Evdokimov**". It is planned that the icebreaker "**Dikson**" will carry out escort of vessels in the White Sea from the ice edge to the waters of the seaports of Arkhangelsk and Kandalaksha this season. The start of the icebreaker escort period in the waters of the Arkhangelsk seaport has been announced for

December 5, however, due to weather conditions, icebreaker escort for ships arriving in and leaving the seaport is not currently required, the company adds. (Source: Sudostroenie; Photo: Rosmorport)



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## CONSTRUCTION OF THE SECOND WHEELED TUGBOAT OF THE TSK.566 PROJECT CONTINUES



The Russian Classification Society (RCO) continues technical supervision of the construction of the second paddle tugboat of the **TSK.566** project. This was stated in the institution's report dated December 7. Technical supervision is carried out by the Ob-Irtysh branch of the classification society. The vessel is being built to the RCO class "P1.2". *Paddle tugboat of the TSK.566 project* Overall length – 44.8 m;

Overall width – 17.7 m; Height at midship – 2.5 m; Deadweight – 44.55 t; Power – 800 hp. (*Source: Sudostroenie; Photo: RCO*)



Greta &amp; Joop Bartels



Malta Ship Photos

## SAKIGAKE – JAPAN'S NYK PLACES AMMONIA-POWERED TUG INTO SERVICE


Japanese shipping company Nippon Yusen Kabushiki Kaisha (NYK) and IHI Power Systems, in cooperation with ClassNK, have completed construction of a harbour tug powered by ammonia fuel. NYK claims **Sakigake** (さきがけ) is the world's first ammonia-fuelled vessel for commercial use. The construction of the tug was a Green Innovation Fund Project





initiated in October 2021 under Japan's New Energy and Industrial Technology Development Organisation (NEDO). *Promoting ammonia as an LNG alternative* The aim of the project was to develop vessels equipped with domestically produced engines that can operate on ammonia. Through the project, NYK also hoped to demonstrate that tugs that operate on ammonia or any other future low-emission fuel will be at least as safe and as capable as their conventionally-powered counterparts. The NK-classed **Sakigake** bears the name of an earlier tug that was completed in August 2015 as the first LNG-fuelled vessel in operation in Japan. After eight years of operating in Tokyo Bay, the first **Sakigake** underwent conversion to enable operation on ammonia fuel. The newer **Sakigake** has a length of 37.2 metres (122 feet), a beam of 10.2 metres (33.5 feet), a depth of 4.4 metres (14 feet), and a gross tonnage of 278. The electronics suite includes a Furuno radar. **Sakigake** was selected by NYK to operate on ammonia fuel from the outset due to its significantly low CO<sub>2</sub> emissions, its higher vaporisation temperature (which makes it easier to handle compared to LNG), and NYK's own expertise in production and transport of ammonia worldwide. *Safety-centric layout* Due to the inherent toxicity of ammonia, the tug's hull is laid out in such a way that the crew spaces are placed as far away as possible from the compartments that house the ammonia machinery. Other key features include ventilation systems and double pipes to prevent diffusion in the event of a leak. The design work that went into the tug also emphasised ease of maintenance of the ammonia machinery.


The propulsion system is dual-fuel capable and can also run on conventional heavy oil as an alternative, though heavy oil can also be used even when ammonia is the main fuel. When ammonia is used, the liquefied ammonia in the fuel tank is vaporised, but since the gas cannot self-ignite, combustion is performed by using a device called a common rail system that injects a small amount of heavy oil as an ignition source. Shin-Nippon Kaiyosha Corporation, a company under the NYK Group, will employ [Sakigake](#) in Tokyo Bay during a demonstration period lasting three months to prepare the tug for entry into regular service. *(Source: Baird)*


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## AURIGA ACQUIRES DARWIN TUG SERVICE



MARITIME and aviation service company Auriga Group has yesterday (11 December) announced the acquisition of Darwin Tug and Line Service (DTLS). Auriga confirmed it entered into a sale and purchase agreement with DTLS in November and has achieved all the regulatory approval hurdles for the transaction to be approved and completed by the Australian Competition and Consumer

Commission (ACCC) and Foreign Investment Review Board (FIRB). Headquartered in Brisbane, DTLS' adjacent operations in the Northern Territory complement Auriga Marines' business operations across Northern Australia, the company said. Auriga Group said this new combined service offering will enable the company to provide more streamlined and comprehensive marine service solutions for its clients, with four additional tugs and multiple workboats to support activities nationally. The company confirmed DTLS directors Peter West and Chris Farris will remain in their roles and continue to manage the business's operations and strategic growth "over many years to come". Additionally, Auriga confirmed all current DTLS staff will remain with the business to support ongoing operations and growth opportunities. The Auriga Group Board has reset the company's long-term outlook and growth strategy. Auriga Group board member and share holder representative from OPTrust, Stan Kolenc said, "Our investment outlook and commitment to

continue growing Auriga Group has never been more focused, and OP Trust will continue to support the Executive team's strategic direction to accelerate growth both organically and through M&A for many years to come". Auriga adds to its existing base of pilotage, aviation, and marine services with the acquisition, with the DTLs website listing over a dozen vessels of various types at its disposal. DTLs has operated in the NT since the 1970's, with the company changing ownership several times in this period, with the most recent case before now being in 2016. (Source: DCN)

## BREAKDOWN OF THE TUGBOAT AITO NUI 2: ITS REPLACEMENT ARRIVED THIS MORNING

The **Cyathea** arrived this morning from New Caledonia. It took this tugboat more than eleven days of travel to reach Papeete, since it left its home port on November 30. It will now allow container ships of nearly 300 meters to unload their goods at the fenua. It replaces the **Aito Nui 2**, one of the two tugs of the autonomous port of Tahiti, which broke down after hitting the reef at Hitia'a 2 months ago . The tug **Cyathea**, with a tractive power of 55



tonnes, arrived safely in Tahiti this Wednesday, December 11, despite a one-day delay due to bad weather. Alphonse Kautai, commander of the autonomous port, says he is relieved: "It arrived as best it could with this weather, but it arrived safely." *First mission scheduled for December 26* The first operation of the **Cynthea** is scheduled for December 26th. It will participate, with the **Aito Nui 1**, in the entry and exit of the cargo ship **Cap Jackson**, a 295-meter long container ship. A somewhat late delivery for local traders because since the beginning of October, two large container ships have skipped the Polynesian stage after the **Cap Jervis** had to wait 3 days before being able to enter the harbor. To bring this boat, a loan contract was concluded between the autonomous port and a Caledonian company called Sorecal, currently dormant because of the social crisis affecting the Caillou. It provides for 6 months of renewable loan from 3 months. All for an expenditure of 200 million Fcfp. The **Aito nui 2** is still in the hands of experts and engineers from the company that produces this type of ship. (Source: *Polenesia the 1<sup>st</sup>*)

## ACCIDENTS – SALVAGE NEWS

### STORM DARRAGH DRIVES BARGE AGROUND OFF NORMANDY

Despite multiple attempts to connect an emergency tow, a runaway barge has gone aground on the picturesque beaches of Sotteville-sur-Mer, France. It was one of many marine casualties stemming from Storm Darragh, which swept over the British Isles and the coastline of northern France last weekend. On Friday evening, the 120-meter deck barge **AMT Challenger** broke away from the oceangoing tug **Boka Glacier** at a position east of the Isle of Wight, on the north side of the English Channel. The barge drifted with the wind, and it entered French waters at about 2300 hours. On

Saturday, the shipowner contracted with two salvage tugs - **Abeille Horizon** and the **Princess** - to



attempt to connect an emergency tow. In sustained winds of 40 knots, conditions were too rough for the operation and their efforts were not successful - even after a French Navy helicopter flew a four-man salvage team onto the barge to assist. By Sunday morning the barge was just six nautical miles off the coast of the Seine-Maritime region, near St. Valery-en-Caux. At about 1300,

French SAR coordinators determined that a grounding was imminent and informed local municipalities to take precautions, including setting up a cordon to keep bystanders at a distance. The barge went aground shortly after on a sandy beach near Sotteville-sur-Mer. Upon grounding, the deck barge was immediately ballasted down using its own pumps in order to prevent further movement. It poses little hazard to the marine environment, according to the Maritime Prefecture of La Manche and the North Sea (Premar Manche). No pollution or hull breaches have been reported. "At this stage the risk is very low, because there is a very small quantity of marine diesel on board. The rescue plan will define the means to be implemented. Currently, three tugs are positioned offshore to ensure that the barge does not move," Rouen sub-prefect Audrey Baconnais-Rosez told local outlet BFM. As of Monday, the weather was still too rough to begin to make salvage arrangements or begin a close inspection, according to local media. In the meantime, Dieppe's public prosecutor has launched a judicial investigation into the casualty. Local authorities have called on the curious public to stay back from the grounded barge and avoid hazards, including the risk of attempting to observe the site from nearby cliffs. In March, a mother and a child of three both perished in a fall from the steep cliffs above the same beach. (Source: Marex)

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## DUTCH FREIGHTER GOES AGROUND OFF DENMARK

A Dutch cargo ship has gone aground in the shallow waters of the Odense Fjord, at the north end of the island of Funen, and work is under way to refloat it. In the early hours of Monday morning, the freighter **Amadeus Gold** was under way on a voyage from Rotterdam to Odense when it ran aground near the main terminal, just north of the port. The route is narrow and the waters on either side are shallow, according to local outlet Maritime Danmark. Three vessels were dispatched to assist, the

tugs **Svitzer Idun** and **Tybring**, and the pollution control ship **Marie Miljo**. as of Tuesday evening, the **Amadeus Gold** was still holding the same position in the fjord. **Amadeus Gold** is a 2010-built coastal freighter of 2,500 dwt, owned and managed by a firm in the Netherlands. Her recent inspection record shows one detention and a cumulative 15 deficiencies, including ISM Code issues, oil record book issues, an expired wreck-removal liability certificate, and a missing certificate for pollution coverage. (Source: *Marex*)



## GROUNDING BULK CARRIER IN ST. LAWRENCE SEAWAY BEGINS CRITICAL REFLOATING OPERATION



Cargo lightering and refloating operations are commencing today for the Canadian-flagged bulk carrier, M/V **Tim S. Dool**, marking a crucial phase in the recovery efforts following its grounding last month. The vessel, carrying a cargo of wheat grain, ran aground on November 23, 2024, in U.S. waters near Massena, New York, specifically in an area southwest of the Eisenhower Lock. While the incident has raised concerns about shipping delays, authorities have confirmed there have been

no injuries or environmental contamination resulting from the grounding. The 57-year-old bulk carrier, owned by Algoma Central Corporation, is positioned outside the navigation channel, though authorities cautioned that “cargo operations will necessitate speed restrictions in the surrounding area.” The recovery operation is expected to extend over several days, with officials planning a temporary closure of a section of the Seaway once enough wheat cargo has been removed to attempt refloating. In a coordinated response to minimize shipping disruptions, multiple agencies including the U.S. Coast Guard, Canadian Coast Guard, Great Lakes and St. Lawrence Seaway Development Corporation, and St. Lawrence Seaway Management Corporation are working in concert. The cause of the grounding remains under investigation, with authorities confirming no other vessels were involved in the incident. (Source: *gCaptain*)

## FISHING BOAT SINKS FOLLOWING ALLEGED HIT-AND-RUN OFF SOUTHERN INDIA

A fishing boat sank following an alleged hit-and-run incident involving a commercial vessel off the coast of southern India on Wednesday, December 11, The New Indian Express reports. The alleged incident occurred at around 04:30 local time on Wednesday when the trawler **Paraloga Matha** was reportedly struck by a passing tanker some 24 nautical miles off the town of Colachel in Tamil Nadu. The crew said the collision had left a hole near the trawler's stern, resulting in water ingress. Attempts were made to contain the flooding, to no avail. The boat capsized and sank three hours later with all nine crewmembers still on



board, though they were later rescued by responding Good Samaritan vessels. The survivors have since been brought to hospital in Colachel. **Paraloga Matha's** owner claims the tanker did not even stop to render assistance and instead continued on its passage following the collision. The trawler's crew said that they were struck by the Comoros-flagged LPG tanker **Nus**, which was en route from China to Oman when the incident occurred. However, local police officials could find no evidence that a collision had indeed taken place. (Source: Baird)

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## GROUNDING CARGO SHIP FREED FROM THE GROUND

After several unsuccessful attempts, the Dutch cargo ship **Amadeus Gold** was successfully pulled free from the ground in Odense Fjord on Thursday evening. The ship is now berthed at Lindø Terminal, where it will be thoroughly examined before being given permission to sail further. Several vessels from JA Shipping were involved in the salvage operation, which was completed at 9 pm on Thursday

evening. The environmental vessel Mette Miljø was on standby close to the casualty at all times, but



left Odense Fjord on Friday morning. **Amadeus Gold** was en route from Rotterdam to the Port of Odense with a cargo of iron plates when, for unknown reasons, it ran aground near the Lindø terminal in Odense Fjord a little after 1:30 a.m. on Monday. Odense Fjord is very shallow and the

shipping route is narrow. The cargo ship is operated by the Dutch shipping company De Bock Maritiem BV. (Source: *Maritime Danmark*)

### *FIRE AFFECTS THE SHIP "LANGELAND" LOADING SCRAP METAL IN THE PORT OF ARINAGA*

A fire broke out in the hold of the ship "**Langeland**" (IMO 9968243), registered in Madeira and docked in the port of Arinaga, requiring the assistance of the fire and emergency services. The fire apparently occurred during the scrap loading operation, reports the Port Authority of Las Palmas. The crew tried to put out the fire on their own,



but the rapid spread of the flames made it necessary to call in the firefighters from the Gran Canaria Emergency Consortium, who worked to extinguish and cool the affected area. The fire has produced a large column of smoke that has risen considerably in a southerly direction due to the strong winds in the area. (Source: *Puente de Mando*; Photo: *TVC*)

### *BARGE STRANDED NEAR DIEPPE: RESCUE OPERATIONS BEGIN THIS FRIDAY*

On Sunday, December 8, 2024, the 120-meter-long **AMT Challenger** barge ran aground on the beach of Sotteville-sur-Mer near Dieppe (Seine-Maritime) following the passage of Storm Darragh over the Dieppe region. After several days of studies and analyses, the ship's owner, a Dutch company, developed a rescue plan to free the vessel. *Helicopter rotations* "This Friday, December 13, 2024, the first phase of the operation will take the form of helicopter rotations between the coast and the barge. These round trips will allow the teams to transport the equipment necessary for its refloating onto the vessel and to empty the marine diesel tanks, containing approximately 15 m<sup>3</sup>, which are confined in its hull," explains the sub-prefecture in a press release. This rescue operation will last several days and



should end in the middle of next week. Throughout the operation, the sub-prefecture recalls that in



*Actu.fr)*

order to "guarantee everyone's safety, orders prohibiting access to the beaches have been issued by the mayors of Veules-les-Roses , Sotteville-sur-Mer and Saint-Aubin-sur-Mer ". *Beaches supervised by the police* It is therefore forbidden to go to the beach at Sotteville-sur-Mer "even if the spectacular nature of the event may arouse curiosity". Access is monitored by the national gendarmerie, which may issue fines to offenders. (Source:

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## OFFSHORE NEWS

### *BAMBINI GETS CONTRACT FROM ENI FOR A FAST SUPPORT INTERVENTION VESSEL*

The vessel in question is the **Blue Boy** crew boat, approximately 48 metres long. Bambini Spa has obtained a contract from Eni for a Fast Support Intervention Vessel to be used for support activities for its offshore platforms. Arrived at the end of a negotiated procedure, this – as stated in a notice published in



the European Journal – has a value of 3.8 million euros, for an unspecified duration, and concerns in particular the crew boat **Blue Boy**, which will presumably be used offshore in the Adriatic (currently

stationed in Ancona). The Ravenna-based company, which prevailed over two other operators, signed the related contract last September. 42.68 meters long and 8.16 meters wide, the **Blue Boy** has a deck space of about 21 by 6 meters, can accommodate 55 passengers and carry cargo for 114 tons. It also has a capacity of 98 cubic meters of water and 62 cubic meters of fuel and can reach a speed of 25 knots. *(Source: Shipping Italy)*

## INCAT CROWTHER COMMISSIONED TO DESIGN ALL-ELECTRIC CARGO VESSEL FOR SINGAPORE'S MARINEV



Global digital shipbuilder Incat Crowther has been commissioned to design an ultra-efficient, all-electric light cargo transfer vessel for Singapore's marinEV, a business of Yinson GreenTech. The vessel, **Hydromover 2.0**, will transport light cargo such as stores, food and maintenance items to vessels anchored in the

Singapore Strait, waiting to dock at the Port of Singapore. **Hydromover 2.0** builds on the success of the prototype Hydromover 1.0. **Hydromover 2.0** will feature Incat Crowther's efficient hull form, maximising the vessel's operational range and making the vessel highly effective for transporting light cargo. This technology ensures smooth navigation in rough seas while optimising energy use. The 24-metre vessel will be designed to carry a payload of 25 tonnes via its large 65m<sup>2</sup> cargo deck and will be powered by a lithium-ion battery system. Part of marinEV's innovative line of zero emission electric vessels, **Hydromover 2.0** will contribute to the Maritime and Port Authority of Singapore's decarbonisation target to have all new harbour craft fully electric or operating on lower carbon fuels by 2030. **Hydromover 2.0** features comfortable accommodation for up to four crew while the main deck features a spacious wheelhouse, comfortable mess seating for up to seven people, a fully equipped food preparation area and pantry, and a generous-sized bathroom. The wheelhouse features dual touchscreen displays that offer real-time updates to the crew, enhancing safety onboard. **Hydromover 2.0** also incorporates advanced decision-making features such as energy optimisation, waypoint calculation, collision detection, and the ability to coordinate remote and autonomous functions. These capabilities ensure efficient and safe operations, reducing the risk of human error. "This collaboration with Incat Crowther marks a significant step forward in sustainable shipping in Singapore. **Hydromover 2.0** builds on the success of Hydromover 1.0 which has recently completed successful commercial trials. **Hydromover 2.0** is a testament to our commitment to innovation and a crucial step in our mission to drive sustainable practices in maritime transport. We're looking forward to **Hydromover 2.0** joining our fleet in 2025 as we continue to accelerate the industry's transition to net zero," said Jan-Viggo Johansen, Managing Director of marinEV. "Incat Crowther has a proven track record of delivering bespoke zero emissions solutions to operators around the world and we are looking forward to bringing our expertise to this groundbreaking project. Low and zero emission vessels are the future of shipping, and **Hydromover 2.0** exemplifies the power of combining cutting-edge expertise and technology to deliver outstanding operational performance, safety and efficiency," said Sam Mackay, Technical Manager at Incat Crowther. "As **Hydromover 2.0** progresses toward sea trials in 2025, Incat Crowther is pleased to be partnering with marinEV to help bring their commitment to transforming

maritime transport with innovative, sustainable solutions to life,” said Mr Mackay. The final stages of designing **Hydromover 2.0** are now underway with the selection and evaluation of key equipment in progress. **Hydromover 2.0** will be classed by Bureau Veritas with the Battery System notation. Incat Crowther’s project scope also covers design assessment for the battery system functionality and safety features, including fire protection and system certification. *(PR-Incat Crowther)*

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### *NEXT GEOSOLUTIONS (MARNAVI) EXPANDS ITS FLEET WITH THE MPSV NG EXPLORER*

The vessel, valued at 6.725 million, will be the fourth offshore unit owned by the company, including the **Deep Helder** arriving from MMT. In line with the intentions it had communicated at the time of listing (on the Euronetx Growth segment of the Italian Stock Exchange ), Next Geosolutions Europe Spa has announced that it



has expanded its offshore fleet by acquiring an Mpsv (Multi Purpose Survey Vessel) unit from the Norwegian company Beitveit Holding As. Formerly known as **Sea Admiral**, the ship has been renamed by the company, controlled by Marnavi, **Ng Explorer** and will be operational from the first quarter of 2025, after some refitting. Equal to 6.725 million euros, according to the declared value of the sale, financed with own means, while the cost of the works - necessary to "make it even more efficient and functional for the highly technological activities for which it is intended" - is around 3-5 million euros. In detail, Next Geosolutions added, the **Ng Explorer** is a 58-meter long and 14-meter wide unit, built in 2010, equipped with a DP2 system and diesel-electric propulsion, which will raise the Italian flag. Its purchase – commented CEO Giovanni Ranieri – “is part of the growth and development strategy that we declared during the IPO phase and allows us to expand the offer of our services on the market”. With the operation, he added, NextGeo will bring the number of offshore vessels owned to four, “including the already communicated acquisition of the **Deep Helder** vessel, which will be finalized in January 2025”. The latter is a 61.4-meter long offshore survey and Rov vessel currently in the fleet of Mmt, part of the Swedish group Ocean Infinity. Presumably the vessel in question is therefore the unit of over 60 meters, to be renamed Ng Surveyor, which the company

had envisaged the purchase of in a communication last September. (Source: *Shipping Italy*; Photo: *Geir Vinnes*)

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## SAIPEM AWARDED TWO PROJECTS FOR CO<sub>2</sub> TRANSPORT AND STORAGE IN THE UK

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The scope of work includes engineering, procurement, construction and installation (EPCI) of an approximately 143 km long 28-inch offshore pipeline, with associated landfalls and onshore control and inspection facilities. Saipem has announced that it has received the final award of the two projects Northern Endurance Partnership (Nep) and Net Zero Teesside Power (Nzt) for the development of offshore structures for the transportation and storage of

CO<sub>2</sub> in the East Coast Cluster in the United Kingdom. The overall value of the two projects, lasting 30 months, is approximately 650 million euros. On March 15, Saipem announced that it had signed a letter of intent for the aforementioned projects. The first project was awarded by Net Zero North Sea Storage Limited, a company of the Northern Endurance Partnership (NEP), a joint venture between operator bp, Equinor and Total Energies. The second project was awarded by Net Zero Teesside Power Limited, a joint venture between bp and Equinor. The final award follows the completion of approval processes and positive final investment decisions (FIDs) from clients and the UK Government. As previously communicated, Saipem's scope of work includes the engineering, procurement, construction and installation (EPCI) of a 28-inch offshore pipeline of approximately 143 km in length, with associated landfalls and onshore control and inspection facilities for the NEP project, and the EPCI of the water evacuation line for the NZT project. The offshore installation of the pipeline will be carried out by Saipem's flagship **Castorone** and the nearshore operations will be performed by **Castoro 10**, Saipem's pipelay vessel specialized in shallow water activities. Once completed, the projects will help deliver the first zero-emissions industrial hub in the North East of England and help meet the UK's Net Zero targets by transporting and storing around 4 million tonnes of CO<sub>2</sub> per year from 2028. (Source: *Shipping Italy*)

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## SUBSEA 7 GETS MORE WORK IN US GULF OF MEXICO

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Offshore engineering and services player Subsea 7 has won a new contract for a subsea tieback development in the US Gulf of Mexico from an undisclosed client. Subsea7's scope of work includes the engineering, procurement, construction, and installation (EPCI) of subsea equipment, including structures, umbilicals, production risers, and flowlines. Project management and engineering work will start immediately at Subsea7's office in Houston, Texas, with offshore activities expected to begin in 2026. The company did not reveal any financial details. However, it was stated that the contract was 'substantial', worth between \$150m and \$300m. Craig Broussard, SVP of Subsea 7 for

the Gulf of Mexico stated that the new project builds on the company's strong track record of delivering oil and gas projects in the deepwater Gulf of Mexico. This year the company won several contracts in the Gulf of Mexico, including an EPC and installation contract in August and a subsea tieback deal in October. Before that, Subsea 7 won work on Talos' Sunspear development and Woodside's Trion field.  
(Source: *Splash24/7*)



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## TUGS ARE NOT INCLUDED IN THE EU'S NEW LEGISLATION FOR OFFSHORE VESSELS



The European Commission has finally adopted a delegated act complementing the Regulation on the monitoring of greenhouse gas emissions from offshore ships (MRV Regulation), which does not include tugs in the list of vessels obliged to report emissions. According to this EU law, the Regulation should apply, from 1 January 2025, to offshore ships above 400 gross tonnage in

respect of the greenhouse gas emissions released during their voyages to, from or within the European Union. A draft of the delegated act complementing this legislation contained a list of types of boats that are covered by the legislation, and initially this list included offshore tug/supply vessels. This could generate extra administrative burdens and red tape to some companies that have tugboats classified as offshore tugs but carry out harbour towage and do occasionally offshore jobs. The ETA

Secretariat, together with an ad hoc member's group and in constant communication with ECSA and the Belgian and Dutch Shipowners Associations, coordinated a response to the delegated act, highlighting the inconsistencies it would generate if it included the mention to "offshore tug/supply vessels" in the list of covered boats by the Regulation. Furthermore, the Secretary General could discuss this list with EC officials and present the ETA's case directly. Finally, the adopted delegated act only mentions anchor handling tug supply vessels and offshore supply ships. (*Source: ETA*)

### *A READERS TWILIGHT PICTURE OF THE NDURANCE*

A beautiful photo was received from Anton de Krieger for the newsletter last week. A twilight photo of Royal Boskalis cable laying vessel the **Ndurance**. Built in 2013 at the Samsung C&T corporation ZPMC - Shanghai Zhenhua Heavy Industries Co.Ltd. Classified by Bureau Veritas as offshore multifunctional accommodation barge, bottom strengthened for loading and



unloading aground with a diesel electric propulsion system. A full equipment sheet can be found [HERE](#) The vessel sails outbound to Finland for her next assignment (*Photo: Anton de Krieger*)

### *THE NAVY TAKES POSSESSION OF THE NEW "CARTAGENA" AND ENTERS DOCK AT NAVANTIA CÁDIZ*

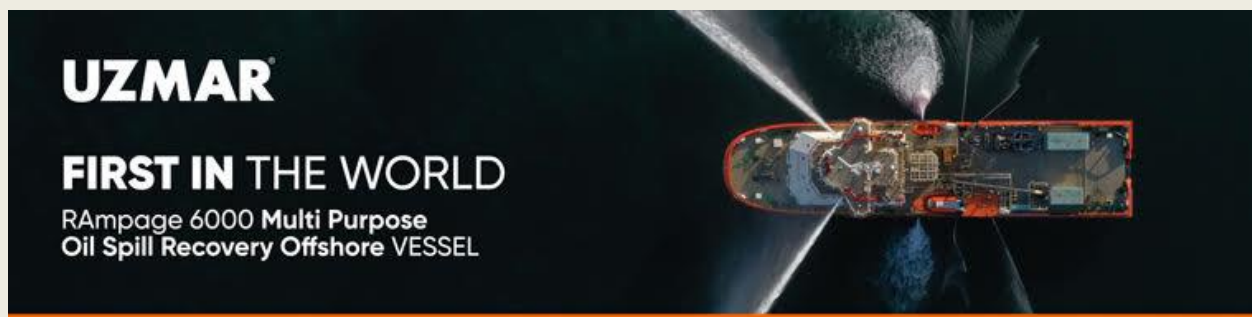


The Navy has taken possession of the recently acquired multipurpose vessel "**Ocean Fortune**" (IMO 9742431), which has been docked since November 13 at the Rota naval base. From now on, the work plan for its navalization begins and the first step will be to put it in dry dock in Cadiz for painting in naval grey. On November 10, the new name of the aforementioned ship, "**Cartagena**", was published in the Official Defense Bulletin

and it will bear the side number A 62. The acquisition of the aforementioned vessel has been managed through Navaleva. Maritime media consulted by puentedemando.com highlight that "it is a good ship, very well equipped, with somewhat superior performance to that of the '**Carnota**', so the Navy has made a good acquisition". Since its commissioning in March 2015, it has belonged to the

Norwegian company Vestland Offshore A/S and is a vessel designed by the engineering studio Salt Ship Design (Salt 0046) and classified by Bureau Veritas. It has a propulsion plant consisting of four Yanmar engines of 1,000 kW each, two Berg CCP engines of 1,500 kW and a ZF azimuth of 600 kW, with a pulling power of 51 tons. The service speed is 13.20 knots. With a gross tonnage of 3,086 tons and a displacement of 2,800 tons, it measures 69.80 m in overall length (61.50 m in length between perpendiculars), 17 m in width and 6.20 m in draft. It has accommodation for 60 people and has been used as a seismic survey vessel for the location of oil and natural gas fields in the North Sea. (Source: *Puente de Mando*; Photo: *hettekloosterman1*)

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## MUSEUM NEWS

### ‘SOWING THE SEEDS’ GEPLANT!

Een Zee van Staal is een nieuw beeld rijker. En wat voor één. Deze laatste aanwinst, het zeventiende beeld op het Wijk aan Zeese beeldenpark, is een sierlijk uitgevouwen stalen lint uit één stuk. Donderdagmiddag 12 december werd het nieuwe kunstwerk ‘Sowing the Seeds’ van Alphons ter Avest officieel onthuld. Of beter gezegd: uitgelicht. In de schemering van de namiddag drukten de wethouders Cultuur van



Beverwijk en Velsen samen met kunstenaar Alphons ter Avest op de rode knop, waarna het beeld als een heldere vlam alle ogen naar zich toe trok. Voorafgaand aan de openingshandeling was er een drukbezochte bijeenkomst in café De Zon in Wijk aan Zee. Daar werd eerst de film getoond van Peter-Paul van der Houven over het indrukwekkende maakproces van Sowing the Seeds. Curator Jaap Velslerboer legde als gespreksleider verschillende genodigden enkele vragen voor. Want, waarom is dit beeld aan Een Zee van Staal toegevoegd? Jaap Nijland, projectdirecteur bij TenneT dat stroomkabels heeft aangelegd, benadrukte het belang van duurzaamheid. “We willen nadat ons werk is gedaan graag iets blijvends en moois achterlaten. Bij deze dus. Een kunstwerk met nul procent materiaalverlies en een minimale footprint.” Beverwijks wethouder Niek Wijmenga roemde de rol van kunst in de openbare ruimte. En, “Ik vind het contrast fantastisch: een beeld met een gewicht

van twaalf ton in combinatie met de kwetsbaarheid van een wilde orchidee.” Alphons ter Avest werd gevraagd hoe hij met alle randvoorwaarden en wensen van de opdrachtgevers en financiers zijn eigen koers kon blijven varen. “Welzeker”, zei de kunstenaar. Aan keurslijven heeft hij absoluut geen hekel. De kunstenaar en zijn kunstwerken floreren juist bij restricties. Tot slot legde Jaap Durge van de Dorpsraad uit dat hij het beeld - en ook Een Zee van Staal - als een fraaie en belangrijke toevoeging van het dorp ziet. Al die verschillende invalshoeken en belangen - toerisme, ondernemerschap, industrie, kunst en natuur - doen Wijk aan Zee goed. Daarna trok het gezelschap te voet naar het beeldpark voor de officiële openingshandeling. Het kunstwerk ‘Sowing the Seeds’ is een hint naar een duurzame en mogelijk fossiel-vrije toekomst, dat als zaadje in ons geplant moet worden. Het laat zien hoe efficiënt en geraffineerd de natuur is. De vorm van het beeld is losjes gebaseerd op het zeldzame hondskruid, een wilde orchidee die op Een Zee van Staal rijkelijk bloeit. Het beeld is gemaakt uit een 12 meter staalplaat van 12 mm dikte, dat met de hand en een katrol uit elkaar werd getrokken. Zondag 5 januari is er een gratis rondleiding over het park waar het nieuwe beeld vanzelfsprekend extra aandacht krijgt. Overigens is er iedere eerste zondag van de maand om 14 uur een gratis rondleiding waar je - zonder aanmelding vooraf - aan mee kunt doen. Kijk voor meer informatie op de website [www.eenzeevanstaal.nl](http://www.eenzeevanstaal.nl)

## WINDFARM NEWS - RENEWABLES

### SEAWAY 7 LINES UP VESSEL WORK ON WORLD'S LARGEST OFFSHORE WIND FARM



Seaway 7, the renewables unit of Oslo-listed Subsea 7, has signed a vessel reservation agreement with the developers of the Dogger Bank wind farm, off the UK. The vessel will transport and install turbines for the project. Offshore works are expected to commence in 2026. This represents additional work for Seaway 7 at this development, where it is currently installing monopile foundations and transition pieces. The value related to this

agreement will be recognised in the backlog in the fourth quarter. Financial details were not disclosed. The agreement was described as substantial which for Seaway 7 means a deal worth between \$150m and \$300m. The Dogger Bank offshore wind farm is being developed by a joint venture partnership between SSE Renewables, Equinor, and Vårgrønn. It is being developed in three phases - Dogger Bank A, B, and C - located between 130km and 190km from the North East coast of England at their nearest points. Combined, they will have an installed capacity of 3.6GW and will be capable of powering up to 6 million homes annually. When all three phases are complete, Dogger Bank will be the world's largest offshore wind farm. (Source: *Splash24/7*)

### PURUS' NEWEST CSOV HEADED FOR NORWAY FOR OUTFITTING

A new commissioning service operation vessel (CSOV) ordered by UK-based maritime services



company Purus has departed the facilities of Vard Tulcea in Romania and is being transported to Norway for final outfitting. **Purus Chinook** will undergo final outfitting at Vard Søviknes. Following delivery in 2025, the CSOV will begin operating under a multi-year service contract with Vestas. The CSOV's design ensures it will meet the highest industry standards for offshore service, safety, and hybrid battery technology to lower emissions and reduce engine hours. The vessel has the capacity to house up to 120 people at comfort-class and sea-keeping standards, and also offers an all-electric gangway, an 18-metre helicopter deck, a five-tonne 3D motion compensated crane, and a 12-passenger daughtercraft crewboat. **Purus Chinook** will also be fitted with a dual-fuel propulsion system that can be configured in the future to enable operation on methanol to further reduce emissions. **Purus Coriolis**, the second CSOV in the same series, is scheduled for delivery in 2026. (Source: Baird)



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## *FURIOSO – FAST CREWBOAT TO SUPPORT NORTHERN EUROPEAN OFFSHORE WIND SECTOR*

UK operator OEG Renewables, a division of the OEG Energy Group, recently took delivery of a new windfarm crewboat built to a design by Chartwell Marine. **Furioso** will initially be operated under a five-year charter supporting operations and maintenance (O&M) activities at offshore wind farms in Germany. The new catamaran crewboat was built and commissioned in-house by OEG Renewables. Tailored to the specific needs of the offshore wind industry, the vessel belongs to a series that has been designed to deliver cost-effective, low-emission support of wind farm operations and maintenance. *Designed with operator and end customer input* Chartwell Marine said the new crewboat was developed with the aid of experience that the company gained from designing earlier offshore wind support vessels for other customers. Design inputs were also contributed by crewboat operators, offshore wind farm owners, and turbine manufacturers, thus ensuring that the vessel will respond directly to the needs of the end user. The vessel is sized to be capable and effective even in the challenging conditions at offshore wind farms. Chartwell Marine said this was made possible partly by applying the lessons that the company learned while supporting other European vessel

projects throughout construction and operation. *Enhanced comfort during fast transits* **Furioso** has an



LOA of 27.8 metres (91.2 feet), a beam of 9.4 metres (31 feet), a draught of only 1.5 metres (4.9 feet), a top speed of 30 knots, and a crew of three. The vessel features an optimised hull form that ensures exceptional manoeuvrability and stability, while its spacious interior can accommodate up to 32 personnel in flexible configurations for enhanced

comfort during extended offshore stays. The interior features IMO HSC-compliant reclining seats, crew berths, and a large wetroom/changing room for use by both technicians and crew. A unique wheelhouse configuration ensures that the helm operator has total control and complete visibility. The windscreens are slightly reverse-angled to help reduce any glare seen from the helm station. *Optimised for Northern Europe's offshore waters* Safety is assured by the absence of steps and other tripping hazards and by the positioning of designated walkways, handrails, and sliding rails. Cargo including both 10-foot and 20-foot containers can meanwhile be transported on the open foredeck, which also has a knuckle boom crane installed slightly offset to starboard. Furioso is the latest vessel to join the current active fleet of OEG Renewables, which also operates in support of customers in the UK, other countries in Europe, and Taiwan. The vessel currently sails under the German flag. (Source: Baird)

## DREDGING NEWS

### *MAJOR COASTAL RESTORATION PROJECT STARTING IN PALM BEACH*

The Town of Palm Beach (FL) is launching a significant coastal restoration effort as part of its overall Coastal Management Plan, with its first project beginning this week. According to the Town, approximately 750,000 cubic yards of sand will be dredged offshore and placed on the beach in Reach 7, and over 20,000 cubic yards of this sand will be trucked to Reaches 8 and 9 to rebuild dunes. “Beach renourishment projects like this one are crucial to protect property and infrastructure and



provide critical habitat for sea turtles and other marine life. Our beach and dune system are our first line of defense in sustaining our island for the future,” explained Melissa Ceriale, Chairman of the

Town of Palm Beach Shore Protection Board. The Coastal Management Plan provides a strategic framework for implementing beach renourishment projects and other measures to combat erosion. The Phipps project, part of the Coastal Management Plan, will take approximately ten weeks in 2025. For the project, Great Lake Dredge & Dock will collect sand from an offshore borrow area and pump it through pipes to the beach, where it is spread and shaped by heavy machinery. During the project, a stockpile of sand will be generated from the dredging of the offshore borrow areas. This material will then be transported by trucks and used to rebuild dunes. Beach renourishment will occur from Phipps Ocean Park to the Ambassador Hotel, and dunes will be rebuilt from Sloan's Curve to Phipps Ocean Park and Lake Worth Beach to Lantana Municipal Beach. The Town will also construct a sand forepassing project in Reaches 1 and 2 in early 2025 ahead of the U.S. Army Corps of Engineers dredging of the Lake Worth Inlet. *(Source: Dredging Today)*

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## DREDGING TO BEGIN SOON AT SCARBOROUGH HARBOR



The main harbor on the North Yorkshire coast is set to see dredging taking place after a new license has been secured. North Yorkshire Council (UK) has received the license from the Marine Management Organisation (MMO) after a rigorous application process over the last few months. Dredging is required to remove silt and sand at the bottom of the harbors. As they wash downstream in Whitby and through the harbour mouth in Scarborough, sediment fills channels and harbors, and

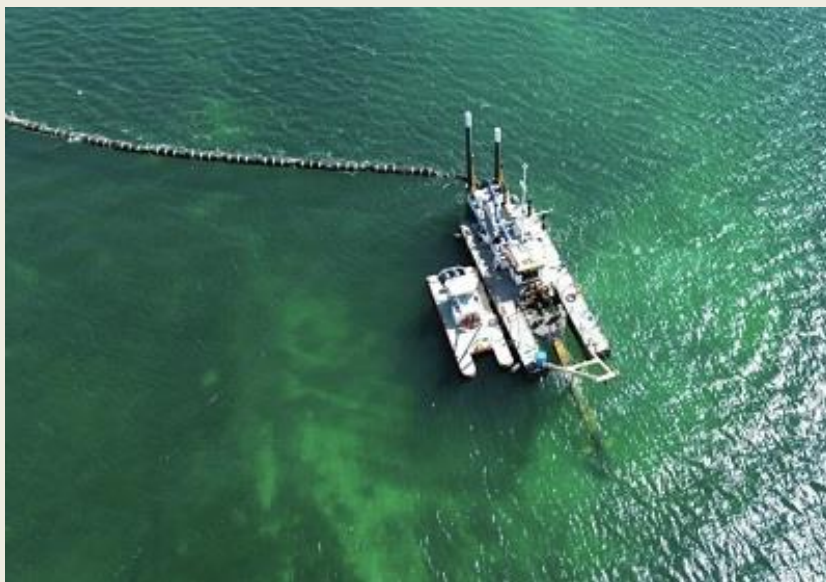
needs to be regularly removed. Cllr Mark Crane said: “We are delighted that all licenses and insurances are in place for Scarborough, with the license for Whitby expected to follow imminently.” “While we have been waiting for the licenses, harbour staff have been working hard to monitor the dredging depths and the state of the harbors. We have also had significant work on the vessel to ensure it’s fit for purpose,” added Crane. The vessel named **Sandsend** will used to dredge Scarborough harbor. It is hoped that a license to operate in Whitby will also be secured in the New Year. *(Source: Dredging Today)*

## JAN DE NUL WRAPS UP LUMSDEN POINT DREDGING PROJECT IN PORT HEDLAND

Cutter suction dredger **J.F.J. De Nul** is departing the Pilbara region of Western Australia, after successful completion of dredging work in Port Hedland. Since the project began in September, Jan De Nul team has created a deeper access channel, dredged two berth pockets and deepened a swing basin in the Port. The work included removal of approximately one million cubic meters of dredged sediment to ensure the safe and efficient berthing of vessels at the new Lumsden Point facility. Dredged material was disposed of at a designated reclamation area within Lumsden in accordance with an approved Environmental Management Plan. The Lumsden Point development will facilitate the export of battery metals such as lithium and copper concentrates, the import of renewable energy infrastructure including wind turbines and blades, as well as support the growth of direct shipping services to the Pilbara. Watch the YouTube video [HERE](#) (Source: *Dredging Today*)



## DREDGING OPERATIONS AT WEST BEACH COMPLETE



Dredging operations along the Adelaide coastline are now complete, according to the South Australian government. The operations were part of the Adelaide Beach Management Review Implementation project's efforts to test and improve how sand is managed along Adelaide's coastline. Dredging sand with different characteristics from multiple locations will provide important information to help

determine if dredging can be used to maintain a healthy beach system. The aim of these operations is to investigate whether dredging is a long-term, sustainable solution to replenish Adelaide's central beaches, including West Beach, as sand naturally drifts north along the coast. A detailed scientific and environmental analysis of the dredging, available sand sources and placement methods were conducted as part of the trial, which was a key recommendation of the independent Adelaide Beach Management Review. (Source: *Dredging Today*)

## DAMEN CSD500 INSHAAT V UNDERGOES CRITICAL MAINTENANCE

The Damen Cutter Suction Dredger CSD500 named **INSHAAT V** has undergone a complete refit at Damen Shipyards Sharjah. The company's skilled team at the Albwardy yard executed comprehensive repairs and upgrades, ensuring this cutter suction dredger is ready to perform at its best. Damen vessels are known for their reliability, durability, and innovative design. This project highlighted the ongoing commitment to maintain those high standards. The



**INSHAAT V** received a complete paint job and a few other upgrades throughout the vessel, making her good to go for years to come. *(Source: Dredging Today)*

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## MICHELS CONSTRUCTION WINS TUTTLE CREEK LAKE DREDGING CONTRACT



Michels Construction of Brownsville, Wisconsin, has won a \$7.8 million USACE contract for a pilot project to demonstrate and evaluate the use of water injection dredging at Tuttle Creek Lake in Manhattan, Kansas. Tuttle Creek Lake is the largest reservoir in the Kansas River Basin. Over 40% of the population of Kansas, including the urban areas of Topeka, Kansas City, Manhattan and

Lawrence depend on the flood control and water supply benefits of Tuttle Creek Lake and many more utilize the recreational and environmental benefits. The Tuttle Creek Reservoir Water Injection Dredging Demonstration Project is investigating whether the WID technology is a potential method for moving sediment out of the reservoir to restore storage capacity. The WID will operate within 10 miles from the dam. Most dredging will occur in the primary dredging area, within 4 miles from the dam. In this area both the submerged floodplain and submerged channel will be dredged. The secondary dredging area consists only in the submerged channel from 4 to 10 miles from the dam. (Source: *Dredging Today*)

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## YARD NEWS

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### *DAVIE SIGNS CONTRACTS FOR MAJOR UPGRADES TO LÉVIS SHIPYARD*

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Chantier Davie Canada Inc. (Davie) has ambitions to transform its Lévis, Quebec, shipyard into “North America’s largest and most versatile shipbuilding center.” Today it reported signing two contracts that will help it make that happen. One is with Miami, Fla.-headquartered Pearlson & Pearlson Inc. The other is with Construction Dinamo Inc. (Dinamo), a Québec construction leader. Davie says that the modernization is critical to delivering seven heavy icebreakers and two hybrid ferries under Canada’s National Shipbuilding



Strategy. “Partnering with Pearlson will ensure our facility is more than ready to meet the high demands of building the most powerful and advanced icebreakers in Canadian history,” said James Davies, president and CEO of Davie, noting that Pearlson has led the design and development for several of the world’s leading shipbuilding and ship repair companies, including BAE Systems, Austal USA, and Fincantieri Marine Group. “We are honored to partner with Davie on this transformational project,” said James Fleming, president of shipyard development at Pearlson. “Our expertise in shipyard design and program management aligns perfectly with Davie’s vision for innovation and operational efficiency. Together, we are building the future of shipbuilding in Canada and a broader future for North American shipbuilding and ship repair.” The Lévis shipyard redevelopment and expansion plan calls for six new state-of-the-art buildings, the refurbishment and modernization of five existing structures, significant waterfront upgrades, and the establishment of a new assembly hall and launch pad. Complementing these enhancements, the facility will undergo a comprehensive utility infrastructure upgrade, installation of advanced overhead travelling cranes to facilitate ship module construction, and the integration of all-new plant equipment and machinery. Importantly, the project is supported by CAD 519 million in financing from the Quebec government as part of a CAD 840 million expansion budget. “This vital support reflects the confidence in Davie’s ability to lead the shipbuilding renaissance from Québec,” said Davies. “This project will strengthen Canada’s sovereign capability while also boosting collaboration with key allies in the United States and Finland under the recently announced ICE Pact,” said Davies. The project is expected to have far-reaching

benefits for the regional, provincial, and national economy, creating hundreds of jobs during construction and scaling Davie's operational workforce to 1,800 direct employees upon completion. The contract with Construction Dinamo addresses the delivery of construction and supervision services for key sub-projects within the major upgrade of Davie's Lévis shipyard. Complementary to the agreement with Pearlson & Pearlson Inc. it puts in place the second pillar of Davie's construction strategy. "Dinamo's expertise in construction will play an integral role in realizing our vision for the future of shipbuilding in Québec and Canada," said James Davies, "We are honored to partner with Davie in this groundbreaking initiative," said Jean-Yves Morissette, president and director general of Dinamo. "Our experience and shared dedication to excellence will ensure the success of Davie's ambitious modernization program." (Source: *MarineLog*)

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## FREIRE SHIPYARD TO BUILD NEW SPANISH NAVY DIVER SUPPORT VESSEL



The Spanish shipyard C.N.P. FREIRE, S.A. (FREIRE SHIPYARD) has signed its first contract with the Spanish Navy's Logistics Support Command for the construction of a new Diver Support Vessel. The contract was awarded to the shipyard based in Vigo following a public tender in which other renowned national shipyards also participated. The delivery is scheduled for the

second quarter of 2026. The latest generation vessel, part of the process of modernization and replacement of auxiliary units of the Spanish Navy, aims to strengthen its underwater intervention capabilities. It will be destined for the Military Diving School (EMB), which will allow the Navy to reinforce its obligatory role as a reference in this field, both nationally and internationally. "This project, which represents the first contract between our company and the Navy, reinforces our commitment to innovation and supports the strategic needs of this institution, consolidating our collaboration in key initiatives for maritime security and technology. It is an honour for Freire Shipyard to contribute to strengthening the country's maritime capabilities," highlight the General Directors of Freire Shipyard, Marcos Freire and Guillermo Freire. The Diver Support Vessel will feature eco-friendly technologies that will optimise fuel consumption and reduce pollutant emissions. It will have a length of 31,7 meters and a beam of 9 meters, with a range of 500 nautical miles. Its

design will accommodate up to 30 crew members, optimizing the use of space and resources on board. Additionally, it will be equipped with advanced technology, such as a side-scan sonar, an autonomous vehicle (AV), and a remotely operated vehicle (ROV) capable of exploring depths of up to 900 meters, providing exceptional capabilities for carrying out complex underwater operations. This new contract reinforces Freire Shipyard's reputation in the construction of state-of-the-art vessels, backed by its extensive experience in building offshore support vessels, fishing boats, oceanographic ships, and research vessels. Among its notable projects are the RRS "Discovery" for the UK government organisation NERC, the BAP "Carrasco" for the Peruvian Navy, and the "Bélgica" for the Belgian Ministry of Defense, among others. *(Source: Workboat365)*

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## **PETROBRAS SIGNS R\$16.5 BILLION CONTRACT TO BUILD 12 OFFSHORE SUPPORT VESSELS**

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Ships will have a hybrid propulsion system, combining electric motors and batteries with diesel and biodiesel generators. Petrobras confirmed, in a statement this Thursday (12), the signing of construction and chartering contracts for 12 Platform Supply Vessel (PSV) support vessels worth R\$16.5 billion, of which R\$5.2 billion will be in Brazil. "These vessels



will be fundamental to the company's exploration and production logistics operations until 2028," Petrobras said of the boats to be built by Bram Offshore and Starnav Serviços Marítimos. The announcement by President Magda Chambriard was made during the Plenary Meeting of the Council for Sustainable Social and Economic Development (CDESS), the so-called "Conselhão", in Brasília. In a statement, Magda stated that the new units will not only incorporate the most modern technology, representing the state-owned company's commitment to the best sustainable and innovative practices. "These are projects that meet the highest environmental, social and governance standards, essential for a sustainable future, in addition to generating around 11,000 direct and indirect jobs," he wrote in the document. Petrobras also detailed that the vessels will have a hybrid propulsion system, combining electric motors and batteries with generators powered by diesel and biodiesel, in line with the state-owned company's efforts to reduce greenhouse gas emissions. The contracts include a period of up to four years for mobilization and 12 years of operation, in addition to the requirement of 40% local content during the construction phase. The vessels will be built at the shipyards of the winning companies in Navegantes (Bram) and Itajaí (Starnav), both in Santa Catarina. *(Source: ZeroHora)*

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Fijne Kerstdagen en een Gelukkig Nieuw Jaar  
Merry Christmas and a Happy New Year  
Frohe Weihnachten und ein glückliches neues Jahr  
Joyeux Noël et une bonne année  
Feliz Navidad y un feliz año Nuevo  
God jul og et godt nytt år  
Hyvää joulua ja onnellista uutta vuotta  
Buon Natale e un felice anno nuovo  
Καλά Χριστούγεννα και Ευτυχισμένο το νέο έτος  
Neşeli Noel ve a mutlu yeni yıl  
Wesołych Świąt i szczęśliwego nowego roku  
Crăciun fericit și un an nou fericit  
Glædelig jul og et godt nytår  
عيد ميلاد مجيد وسنة جديدة سعيدة  
Selamat hari Natal dan Selamat tahun baru  
С наступающим Новым годом и Рождеством  
Feliz Natal e um feliz ano novo  
Merry tal-Milied u s sena ġdida

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - *Busy eight months of successful operations for Europe's first fully electric tug*
  - *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™*
2. Several updates on the Broker Sales page posted last week  
(*New page on the website. If you are interested to have your sales on the website*)  
(*pls contact [jvds@towingline.com](mailto:jvds@towingline.com)*)
3. Several updates on the Newsletter – Fleetlist page posted last week
  - *SCRA - Casablanca by Jasiu van Haarlem (new)*
  - *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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