Tugs Towing & Offshore Newsletter

Worldwide Tug & OSV News
E-mail: wwtugosvnews@gmail.com

27th Volume, No. 68 *1963 – "63 years tugboatman" – 2026* Dated 02 September 2026

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

Distribution twice a week 22.800+

MIDWEEK–EDITION

TUGS & TOWING NEWS

MED MARINE'S NEW RAMPARTS 2500-W TUGBOATS ENTER SERVICE WITH YAKAMOZ JOINT VENTURE

MED MARINE has successfully completed the construction and delivery of two new RAmparts 2500-W tugboats, **MED İskenderun** and **MED Ceyhan**, built at EREGLI SHIPYARD as part of its ongoing fleet investments. Following their delivery, the two sister vessels have joined the YAKAMOZ, established between MED MARINE and MARIN TUG, and have now entered service within its operational fleet. **MED İskenderun** has been assigned to the İskenderun Gulf operational area, while **MED Ceyhan** has joined the Aliağa-2 operational area. With their entry into service, the two tugboats move from the shipyard into active operations, bringing new capacity and capability to the areas in which they will serve. Designed as versatile harbour tugboats, the RAmparts 2500-W vessels measure 25.40 metres in length and deliver a minimum bollard pull of 80 tonnes. With a top speed of 12 knots, they combine strong towing performance with the manoeuvrability required across a wide range of harbour operations. Their capabilities include towing, pushing, ship handling, and mooring, supported by robust structures and carefully engineered systems. The tugboats are also equipped to meet Class FiFi requirements, providing firefighting capability alongside their core towage functions. Their propulsion arrangement has been developed to translate engine power into reliable bollard pull while maintaining the agility required for precise manoeuvring in demanding marine environments. For MED MARINE, the completion of **MED İskenderun** and **MED Ceyhan** brings together shipbuilding expertise and operational experience in a single story. Built at

EREGLI SHIPYARD and subsequently brought into service through the Yakamoz Joint Venture, the two vessels now carry the work of their builders into the operational environment, where performance and reliability become part of everyday practice. From their first stages of construction at EREGLI SHIPYARD to their entry into service, **MED İskenderun** and **MED Ceyhan** mark the completion of one chapter and the beginning of another. Their journey now continues within the YAKAMOZ fleet, where two newly built tugboats are ready to take on the work ahead. *Technical specifications of the tugboat:* Length: 25,40 m; Breadth: 12,40 m; Depth: 4,60 m; Gross Tonnage: <400; Bollard Pull: 80 tons; Speed: 12 knots; Crew: 8 people *(PR-Med Marine)*

NEW TERMINALS, EXPANDED PORTS, FLEET MODERNISATION DRIVE SHIPYARD CONTRACTS

There has been a plethora of tugboat newbuilding orders in the past six months, as owners modernise their fleets and expand their operations in response to planned new energy and container terminals. Some of the major tugs owners, such as Boluda Towage, Svitzer and SAAM Towage, are investing in their fleets worldwide, driven by the need to support larger ships calling at harbours and terminals, whilst there has also been numerous orders from independent operators and regional players. According to information aggregated by International Tug & Salvage, shipyards in Brazil, China, India, the Netherlands, Spain, Turkey, the US and Vietnam received orders for tugs and workboats with towage capabilities from March to August 2026. Damen Shipyards, which constructs vessels in China, Vietnam and the Netherlands, picked up multiple orders during these months from several owners including Aegean Tug Shipping, Albayrak, Alfons Håkans, Arrendadora Continental, Boluda Towage, Carmet Tug, HaiSea Marine, Pro Liquid and the Qatari Naval Forces. Turkey remains a considerable tug-building nation, with shipyards in the country winning various contracts from Fairplay Towage, HaiSea Marine, Med Tugs, SAAM Towage, Smit Lamnalco and Svitzer. Brazil is (re)emerging as an important player on the tug-building landscape, with owners ordering nearly 40 tugs from shipyards in the country. In August, Estaleiro Sáo Miguel, in Rio de Janeiro, gained a contract from Bravante subsidiary

Navemestra for the construction of six tugboats to support its bunkering services; Detroit Shipyard secured an order for four vessels from Camorim for four tugs, with 70 tonnes of bollard pull and FiFi1 firefighting capabilities. During Q2 2026, Svitzer returned to Estaleiro Rio Maguari for two TRAnsverse tugboats, due for delivery in Q4 2027 and Q1 2028, and SAAM Towage contracted Belov Group to construct four harbour tugs to expand its services in Brazil. These orders came after Industria Naval Catarinense secured a contract to build up to 18 inland tugboats for Petrobras subsidiary Transpetro, to support its bunkering activities in Brazil. Some of the contracts reported this year were extensions to existing orders, such as Panama Canal Authority ordering 10 more tugboats with hybrid propulsion from Armon Shipyard in Spain. In China, Jiangsu Zhenjiang Shipyard started building several harbour tugs for domestic owners, a fleet of four vessels for Indonesia-based Sinarmas LDA Maritime (SLM) and three anchor-handling tugs for Singapore-headquartered Britoil. It held steel cutting and keel-laying ceremonies for Britoil and SLM, plus for Chinese owners Hudong-Zhonghua Shipbuilding, Jiangyin Chenggang Shipping, Jiangsu Hengyao Shipping, Nanjing Port, Quanzhou Xingang Tugboat Co and Taicang. Cheoy Lee Shipyards also gained newbuilding contracts for its shipyard in Hin Lee Shipyard in Zhuhai, Guangdong province. India's status as a tug-building nation has been bolstered by increased government investment and green port programmes. Adani Group's Ocean Sparkle ordered four harbour tugs from Cochin Shipyard subsidiary Udupi Cochin Shipyard, according to BRL Shipping Consultants. There has been increased interest in newbuild electric-powered tugs in India, with Polestar Maritime ordering two from Udupi Cochin and Shyama Prasad Mukherjee contracting Garden Reach Shipbuilders & Engineering to build battery-electric tugboats for delivery in 2028 and 2029. Cochin is already building four electric-powered TRAnsverse tugs for Svitzer. In the US, Crescent Towing turned to a sister shipbuilding company, Mobile, Alabama-based Blakeley BoatWorks, to construct four tugs, each with 4,475-kW of installed power, for deliveries in the next three years. Green Tug Towing ordered four LNG terminal tugs from C&C Marine and Repair and Bay-Houston Towing exercised a contract extension for another terminal tugboat from Sterling Shipyard. *(Source: Riviera by Martyn Wingrove)*

DELIVERIES ROUND-UP: LATIN AMERICAN OWNERS ENHANCE TOWAGE CAPABILITIES

Shipyards in Turkey, China and Vietnam have delivered harbour tugs to some of the world's largest owners as they expand their operations in Central and South America and in the Caribbean. SAAM Towage has expanded its towage fleets in multiple countries in the Caribbean and South America in the past few months as part of its latest investment drive. Sanmar Shipyards has built a series of harbour tugs in Turkey for the world's third-largest tugboat owner through a long-term relationship and multi-vessel contract. In July, SAAM took delivery of tugs for its fleets in Chile, Guatemala and

Mexico, all built to different naval architecture from British Columbia, Canada-headquartered Robert Allan Ltd. SAAM welcomed **SAAM Carancho** to the Port of Quintero, Chile, in August according to automatic identification system (AIS) data after it was built as a Bigacay-class escort tug, based on Robert Allan's exclusive RAstar 2900SX design. Powered by Caterpillar-manufactured twin Cat 3516E main engines, each producing 2,350 kW, this 29-m tug can

deliver 80 tonnes of bollard pull and achieve a free-running speed of 12 knots; it is equipped with a FiFi1 firefighting capability. Sanmar built **SAAM Kanan** as a Bogacay-class, RAmparts 2400SX-MKII design, tugboat with a FiFi1 firefighting system and two Cat 3516E main engines delivering 2,350 kW each. It was integrated into SAAM's port operations in Veracruz, in eastern Mexico, in August, according to AIS data. SAAM also took delivery of Bogacay-class tugboat **SAAM Hunabku** after its construction by Sanmar to a RAmparts 2400SX-MKII design. Propulsion is compliant with IMO Tier III emissions standards. During August, this 24.4-m tugboat was sailing across the Atlantic Ocean and Caribbean Sea towards Puerto Quetzal, Guatemala. It has a moulded beam of 12 m, a least moulded depth of 4.5 m, a navigational draught of 5.5 m, a bollard pull of 80 tonnes and a free-running speed of 12.5 knots. Its propulsion comes from two Cat 3516E main engines, each producing 2,350 kW and driving two azimuth thrusters on the stern. "**SAAM Hunabku** will deliver more eco-friendly operations at Puerto Quetzal, being the first IMO Tier III tugboat in Guatemala," said SAAM Towage director of newbuilds and innovation, Pablo Caceres. "This fact makes us proud and convinced that we are on the correct path in our decarbonisation strategy," he said. SAAM and Sanmar signed a contract for the construction and delivery of five newbuild tugboats, four to a RAmparts 2400SX-MKII design and one of a RAstar 2900SX design, during the 28th ITS Convention in May 2026, when the Chilean owner said these tugs would be added to its operations in Chile, Columbia, Guatemala and Mexico. SAAM operates more than 200 tugboats in over 90 ports in 12 countries across the Americas. Also in Guatemala. Arrendadora Continental is awaiting arrival of newbuild azimuth stern drive (ASD) tugboat, San Jose, after its construction by Damen Song Cam Shipyard in Vietnam to an ASD 2312 design, with a beam of 12 m and a bollard pull of up to 70 tonnes. Damen gained the contract to deliver this 23-m tugboat to Arrendadora in April 2026 and at that time, the shipbuilder expected to complete the vessel in July and deliver it in Puerto Quetzal in September 2026. Its construction follows the delivery of a similar ASD 2312 tug, Iztapa, to Arrendadora Continental in 2025. Svitzer is renewing its tugboat fleet in the Caribbean with a 497-gt newbuild escort tug, **Manzanillo**, delivered in the Dominican Republic in July to assist gas carriers at an LNG import terminal. This 32-m vessel was built by Sanmar to a RAstar 3200-SX design with a beam of 13 m, a minimum draught of 5 m and a bollard pull of 86 tons. Its propulsion involves two high-speed, four-stroke diesel engines driving two azimuth thrusters on the stern. "This new vessel reflects our confidence in the continued growth of the Dominican maritime sector and our commitment to delivering safe operations and reliable services," said Svitzer Caribbean Dominicana managing director, Felipe Quintana. "As the largest and most capable tug in the country, Svitzer Manzanillo will significantly strengthen our ability to support the increasing demands and the evolving needs of the Dominican market, ensuring we remain ready to serve the next generation of maritime trade and port operations." Boluda Towage is expanding its fleet in Latin America with at

least two tugboats built by Cheoy Lee Shipyards in China to Robert Allan's RAmparts 2500-CL design. These 25-m tugs, **VB Bohemio** and **VB Buhonero**, each have a beam of 12 m, a bollard pull of 70 tonnes and a top speed of 12 knots, coming from twin high-speed four-stroke diesel engines turning two Z-drive azimuth thrusters. Both were sailing across the Pacific Ocean towards Central America from Chinese and Japanese waters in August, under the flag of Saint Vincent and the Grenadines, according to AIS data. In Brazil, Wilson Sons officially named its latest ASD newbuild tug, **WS Ariel**. the final vessel in its latest fleet expansion programme. This 23-m vessel was built by Wilson Sons' own shipyard in Guarujá, São Paulo state. After its launch, **WS Ariel** was mobilised to Pier Mauá, near Rio de Janeiro, for its naming ceremony on 20 August, before being deployed in Niteroi, according to AIS, to assist in handling and docking Panamax ships. *(Source: Riviera by Martyn Wingrove)*

COASTAL ENTERPRISE RETURNS TO DEN HELDER.

After performing work in German waters, the work vessel **Coastal Enterprise** of the French Jifmar Group returned to its home port of Den Helder on Wednesday, August 26. The 36-meter-long ship was launched at the IJsselwerf in Capelle aan den IJssel in 1987. Since then, it has changed owners several times. In 2005, it received its current name. After initially being moored at the quay behind the Moorman Bridge, the work vessel was moved to the Jifmar

shipyard in the Koopvaardersbinnenhaven last Thursday. *(Source: www.maritiemdenhelder.eu; Frits Aalderink)*

BOA SUPPORTS POWER CABLE REPAIRS IN NUUK, GREENLAND.

BOA has just completed its contribution to the record-breaking repair of the Ameralik Fjord power line, helping secure the supply of renewable energy to Nuuk, the capital of Greenland. For this unique operation, carried out by Kraftmontasje, BOA provided mooring analysis and Mooring Master, assist tug Hunter, as well as **BOABARGE 32**, 65 x 17 m flat-top cargo barge. **BOABARGE 32** was used as a working platform and operational base for pulling pilot ropes, wires and finally the conductor cable from the barge at sea level up to the north mast 500m above sea level, and then across the 5657 m fjord span to the south mast, located 1000m above sea level. The 5657 m crossing represents by far the longest free span of its kind in the world - a remarkable engineering and operational achievement. BOA sincerely appreciate the award of this contract and would like to thank Kraftmontasje and Nukissiorfiit for their close cooperation, excellent teamwork, and professional execution throughout this project. We look forward to our continued collaboration. *(PR-BOA)*

FRONT RUNNER YOHAN THE FIRST OF AN INDIAN SHIPYARD

YOHAN : As a front runner in the industry, Shoft became the first Indian shipyard to launch a 30T battery-electric hybrid tug—an initiative aimed at advancing sustainable port operations. Launched on June 30th 2026 and ready to be delivered. Built under yard number 316 and classed under the Indian Register of Shipping unrestricted navigation. the **Yohan** has a length of of 30.00 mtrs a beam of 9.50 mtrs and a depth of 4.70 mtrs. Her propulsion consist of an electric driven twin screw FPP with a battery capacity of 1,260 eKW and two main diesel generators of 880 KW. She performed a free sailing speed

of 12 knots and a bollard pull of 30 ton. *(PR-Shoft Shipyard)*

HERMAN SR'S BOMMEL ENTERING VALLETTA, MALTA

The 2013 Damen built yard number 571667 Shaolbuster 2508 tugboat **BOMMEL** (Imo 9643659) was seen entering Grand Harbour, Malta on Friday 21st August, 2026 coming from Benghazi, Libya. After seeing **ODIN** (Imo 9572824) and **PANDA** (Imo 9807798) from the same company in few weeks it was the turn for the Shoalbuster tug. She has Length of 24.99 mtrs a Beam of 9.00 mtrs a Depth at sides of 3.19 m a Draft aft. of 2.40 mtrs. Her Netto tonnage is 52 ton and her Gross tonnage is 174 ton. The two Caterpillar C32-TTA ACERT diesel engines develops a total output of 1,492 bkW (2000 bhp) at 1800 rpm. She performed a free sailing speed of 11 knots and a bollard pull of 27.6 tons. The basic functions of the tug are Towing, mooring, pushing, anchor handling, dredge support, supply, survey and grapnel. She is classed Bureau Veritas I 3/3 {E}, I HULL MACH Tug Unrestricted navigation, AUT UMS and under the Dutch Shipping Inspection Unrestricted area / continuous service. *(Photo by Capt. Lawrence Dalli - www.maltashipphotos.com)*

OLD TOWBOAT COLUMN

THE SECOND STEAMER J.T. HATFIELD

Last week we looked at the **Str. General Ashburn**. As mentioned, it was one of four steam, sternwheel towboats built by Dubuque Boat & Boiler Company for the Upper Mississippi Barge Line, and in turn leased to the Inland Waterways Corporation (IWC). The first three of these boats were built in 1927, with the initial boat being the **S.S. Thorpe**, named for Samuel S. Thorpe, a Minneapolis realtor, founder of the National Association of Realtors and first chairman of the Upper Mississippi Barge Line Company (UMBLC). The second of the four boats to come out was the **C.C.**

Webber, named for Charles C. Webber, a vice president of Deere & Company and last surviving grandson of John Deere. Webber had long been an advocate of an improved Upper Mississippi River channel and served as president of the UMBLC. The third boat was the **General Ashburn**, and the fourth, which came out in 1928, was the **John W. Weeks**, named for a recently deceased former secretary of war. All four of these boats had steel hulls 130 by 35 by 5 feet with Nordberg condensing engines 15's, 30's with 6.5-foot stroke rated at 600 hp. The water tube boilers were fired by oil. The IWC operated the boats on the Upper Miss, Missouri and Illinois rivers. The S.**S. Thorpe** was sold to the American Rolling Mill Company (Armco Steel) in 1940, and the same firm would also purchase the **John W. Weeks** in 1948. The **General Ashburn** was sold in 1941 to the Hatfield-Campbells Creek Coal Company, which would later purchase the **C.C. Webber** in 1947. Thus, all four sister boats came to the Ohio River and worked in close proximity to each other the remainder of their days. The Hatfield-Campbells Creek Coal Company utilized the **General Ashburn** in towing coal from the Kanawha River to Cincinnati and sometimes Louisville in their Ohio & Kanawha Transportation Company. Capt. Charles M. Young, the master, had begun his career as cabin boy on the **Robert P. Gillham** in 1908, received his mate's license in 1912, later his pilot and master's license and was made master of the **Gillham** when that boat was renamed **Henry C. Yeiser Jr.** in 1925. He remained master of the Yeiser until it broke loose while on layup in a Kanawha River flash flood on August 15, 1940, and was wrecked on a pier of a railroad bridge below Charleston, W.Va. I had the privilege of meeting him when I was a teenager, and as a young pilot worked with his younger brother, Capt. G. Ed Young. (Ed once told me that Capt. Charles Young had retired when Amherst stopped operating the sternwheel steamer **Herbert E. Jones** because he didn't like propeller boats—they steered too fast.) The **General Ashburn** was on lay-up at Reed, W.Va., now Port Amherst on the Kanawha River, when it caught on the bank on a falling river and sank on Christmas Eve 1944. It was raised about a week later and in 1945 was renamed **J.T. Hatfield**. This was the second towboat to carry the name; the first was built at Point Pleasant, W.Va. in 1904 and dismantled in 1930. At some point the boat was converted to burn coal rather than oil, and the **Hatfield** interests were sold to Amherst Coal Company in 1951, with the river equipment operated as Amherst Barge Company. The second **J.T. Hatfield** had her "15 minutes of fame" on April 24, 1956, when a staged race was held at Huntington, W.Va., between it

and the **Weber W. Sebald**, which was a sister vessel, the former **John W. Weeks** then owned by Armco Steel. The NBC TV Today show, starring Dave Garroway, was broadcast live from aboard the **Sebald**, with both Garroway and the chimpanzee J. Fred Muggs on hand. In September 1957, the **Hatfield** was sold to Armco, who renamed it **Charles R. Hook**, replacing another boat of that name that had been built by the Charles Ward Engineering Works in 1922 as the **Destrehan**. In 1959, Armco decommissioned this second **Charles R. Hook**. By 1960 the company would be out of the boat business altogether. According to river historian Keith Norrington, the second **Hook** was partially dismantled and became a floating restaurant at Jeffersonville, Ind., called "**The Riverboat**." It was moored in the backchannel of Six Mile Island when it sank in 1970 and was declared a total loss. *(Source: The Waterways Journal by Capt. David Smith)*

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY –LOYD SHIPYARDS

LOYD Shipyard has been engineering purpose-built workboats from its facility in Tuzla, Istanbul, since 2001. Operating in steel, aluminium and HDPE up to 24 metres, Loyd delivers a complete portfolio for port and coastal operations: harbour and terminal tugboats, pilot boats, patrol craft, fire boats, crew boats, SAR craft, mooring boats and HDPE workboats - all designed and built in-house under Bureau Veritas and any classification. Since its Íirst delivery, LOYD has completed 76+ vessels for operators in 25+ countries, including port authorities, towage companies, navies, coast guards, oil terminals and rescue services. References include pilot boats serving Saudi Arabia, Oman, Georgia and Qatar; tugboats supporting commercial ports across the Mediterranean and Gulf; and fire boats protecting industrial and LNG facilities. What sets LOYD apart in the small-to-mid-tonnage segment is full in-house engineering, allowing every hull to be tailored to the operator's exact mission profile; multi-material capability, with proven HDPE expertise - a low-maintenance alternative redefining auxiliary port craft; and disciplined delivery timelines. ITS 2026 marks LOYD's continued commitment to the global tug, towage and port services community. Visit our stand to discuss your next vessel with our team.

ACCIDENTS – SALVAGE NEWS

TWO BOATS SINK, THIRD AT RISK OFF CAPE GRECO IN ROUGH SEAS; FIVE RESCUED

Five people aboard three boats caught in rough seas off Cape Greco have been rescued, after two of the vessels sank amid bad weather, philenews has confirmed. Police said authorities were placed on alert for the boats in the bay between Agioi Anargyroi and Konnos, near Cape Greco, after strong swells hit the area. One boat broke apart and sank after striking rocks in the rough seas, police said. One person on board was rescued and brought safely to shore. A second boat also sank, according to information published by Kitas Weather and confirmed by philenews. The police's Aerial Unit sent a helicopter to the area to help with the rescue effort. The first boat to sink was registered as a coastal tourist vessel, while the other two were recreational craft, police said. The third boat remains at risk, the Fisheries Department told philenews. Members of the Fisheries Department are due to visit the area tomorrow morning to check for oil pollution, philenews reported. Watch the facebook video. HERE *(Source: en.philenews; Photo: Kitas Weather)*

PASSENGERS KILLED AND MISSING AFTER TURKISH FERRY CAPSIZES OFF CYPRUS

A large search and rescue operation was underway off the north coast of Cyprus after a Turkish ferry began taking on water shortly after it departed and rapidly capsized miles from shore. The last reports said 237 people were rescued, while seven or eight bodies have been recovered, and between 17 and 22 people are still reported as missing. The ferry **Filojet** departed the port of Girne at noon on Sunday for a trip that lasts approximately two hours to the mainland of Turkey. The vessel was a high-speed catamaran ferry, with reports that there were 259 passengers aboard and eight crewmembers. The **Filojet** was 40.5 meters (133 feet) in length. The vessel had begun taking on water shortly after departing, and the captain issued an emergency call. It rolled onto its side while it was approximately four nautical miles off the coast. A government minister has said in an unconfirmed report that the vessel later sank in an area of approximately 514 meters (1,686 feet) in depth. The government of the Turkish community on Cyprus said that rescue crews were able to reach the vessel approximately 15 to 20 minutes after the distress call. Four

vessels from the Coast Guard, along with the passenger ship **Akgunler 3**, were rescuing people from the water and were being joined by five marine vessels and two Coast Guard helicopters from Turkey. Six navy vessels were also joining the search. Some passengers had been able to don lifejackets and jump into the water. Video of the rescue operation appears to show people standing on the mostly submerged vessel. Survivors were being brought to hospitals on Cyprus. A government official said the service had been suspended on Saturday due to adverse weather conditions. They said the sea conditions were still quite rough but that it was acceptable for the trip. Girne is a popular tourist destination on Cyprus for the Turkish community. There is speculation that the ferry might have struck an object in the water, and the minister said they would be looking at this as one possibility. The Turkish authorities were also dispatching a vessel with divers to the site, and the plan is to recover the vessel's "Black Box" as quickly as possible. The captain and seven crewmembers from the ferry have been taken into custody as part of the investigation. Watch the video HERE *(Source: Marex)*

TANKER CAROLINE BEZENGI INTACT AND STILL LEAKING CRUDE OIL

The latest imagery, taken on August 27, shows that the wreck of the VLCC **Caroline Bezengi** remains intact. The tanker is still leaking oil, but the leakage appears to be no worse than it was when last seen in imagery on August 22. The **Caroline Bezengi** has been beached on rocks off the southwest tip of Jazirat Al Qibliyyah, one of the Hallaniyat Islands off the coast of Dhofar in the southwest of Oman, since about June 23. On August 22, imagery was taken when seas were high and the top surface of the tanker deck was covered by waves. The latest imagery shows no deformation of the hull, but the tanker is likely to have settled deeper in the water. Ambrey, who is coordinating the salvage effort, has not released a press statement since the first issued on August 13, and there has been no coverage of the state of the wreck from the Oman News Agency, suggesting that for the moment there is no immediate crisis or fear that the tanker will break up. The Oman Meteorology weather forecast for the area is showing Khareef conditions still set in, with rough seas, wave heights from 2 to 4 meters,

and southwesterly wind speeds of about 25m/s (55 mph). There is no sign yet of a break in the weather, and indeed, according to forecasts, wave conditions are likely to worsen from September 3 onwards. Rough seas and strong winds will help with the dispersal of the leaking oil, a plume from which is still visible on surface water, spreading towards the North East. In these conditions therefore, it is not surprising to see no sign of salvage activity either around the stricken tanker itself, or of Ambrey establishing its forward base on the island of Halliniyat, some 20nm to the west, where there is a tactical 1300m runway and a small protected harbor. Better conditions, more favorable for lightering operations and a potential refloat of the tanker, can be expected towards the end of September. The **Caroline Bezengi** was hit by an explosion on June 8 while off the coast of Oman. The tanker had completed a transit of the Suez Canal on May 30 and had left the Maritime Security Transit Corridor when the explosion occurred. The crew was taken off without injury some four days later. The tanker was laden with oil taken on board at Novorossiysk and was destined for Gujarat, India. The tanker is sanctioned by the EU, UK, and US (OFAC), and has a past association with Russian state shipowner Sovcomflot. Ambrey has been called in to coordinate the salvage operation, to lighter off the cargo if feasible, and also to refloat and recover the tanker if its condition allows. Ambrey is also setting up an oil clear-up operation, to activate if this becomes necessary in the event of the tanker breaking up. Although Ambrey has formally been certified as a full member of the International Salvage Union only since May this year, it was responsible for the hugely challenging recovery of the Greek-registered Panamax **Sounion** (IMO 9312145), which was the subject of a sustained attack in the Red Sea by the Houthis in August 2024. After the crew of the **Sounion** had been evacuated by units from the EU's Operation Aspides, the Houthis subsequently raided the tanker and set off fires using explosive charges. The Ambrey-coordinated operation landed a salvage crew back on the **Sounion** while it was still on fire and under Houthi threat, took the tanker under tow northwards, and managed to recover most of the cargo, thereby saving not only its value for the insurers but also averting an environmental catastrophe in the Red Sea. Ambrey therefore has the credentials and confidence to take on a complex and difficult salvage operation, which the recovery of the **Caroline Bezengi** is certainly proving to be. *(Source: Marex)*

A SHIP ATTACKED BY A DRONE IN THE BLACK SEA RAN AGROUND IN SAMSUN.

The vessel M/T **Golden Sapling**, flying the flag of Hong Kong, was attacked by a drone in the Black Sea. While 21 crew members were rescued, the drifting ship ran aground in the Alaçam district of Samsun. Coast Guard and Harbor Master teams have launched an investigation at the scene. The Hong Kong-flagged vessel M/T **Golden Sapling**, which was damaged in a drone attack in the Black Sea, ran aground on the coast of Samsun's Alaçam district after drifting there. *Suffered a drone attack* According to the information obtained, the ship was attacked by a drone at a distance of approximately 90 miles from Sinop Port. Following the attack, all 21 personnel on board were rescued by the ship named Maran Pytha and taken to Novorossiysk Port. After the crew was

evacuated, it was learned that the ship, drifting aimlessly, moved toward the shore also due to the adverse weather conditions in the Black Sea. It was determined that the ship last transmitted data on August 26, 2026, at around 02:10. *Investigation is being conducted at the scene* The ship ran aground at a point very close to the shore in the Geyikkoşan area of Alaçam district, Samsun. Upon the notification, Coast Guard and Harbor Authority teams arrived at the scene. It was reported that the location where the ship would be towed and the procedures regarding its grounding would become clear after the teams' examinations at the scene. HERE *(Source: Habeler.com)*

THE 108-METER CARGO SHIP "OMSKIY-107" RUNS AGROUND ON A TURKISH BEACH: THE BRIDGE CAUGHT FIRE

The Russian ship had previously been attacked by drones off the coast of Novorossiysk. The Russian cargo ship "**Omskiy-107**" ran aground off the coast of Sile, Turkey, after sustaining damage in an attack near Novorossiysk. The 108-meter-long vessel, flying the Russian flag, drifted in the Black Sea and eventually washed ashore on Alakali beach, according to the Turkish news agency DHA. When the cargo ship approached the shore, local residents alerted the authorities. The coast guard was dispatched to the scene, cordoned off the area, and began inspecting the vessel. According to DHA, after drifting, the "**Omskiy-107**" reached the Alacali coast and ran aground. The crew abandoned ship in lifeboats after the attack. During the inspection, the bridge was found to be severely damaged and burned. The DHA report makes no mention of casualties. The exact time of the attack was not specified in the Turkish news agency's report. The 108-meter

Russian cargo ship, after sustaining damage, remained adrift for some time and drifted toward the Turkish coast. The "**Omskiy-107**" is a cargo ship built in 1981 in Romania according to Project 1743, codenamed "Lena." The ship sails under the Russian flag and is approximately 108 meters long. According to ship databases, its home port is Taganrog. *(Source: 1ru)*

INDIAN NAVY COMMISSIONS SECOND DIVING SUPPORT VESSEL

The Indian Navy commissioned **INS Nipun**, the second diving support vessel (DSV) of the Nistar class, at Naval Dockyard, Mumbai, on August 31, 2026. Indigenously designed and constructed by Hindustan Shipyard, **INS Nipun** is a significant addition to the Indian Navy's specialist underwater capability. Its induction demonstrates India's growing capability to design and build technologically complex specialist naval platforms and is another significant step towards Aatmanirbharta in defense shipbuilding. The vessel is a purpose-built platform designed primarily for deep-sea diving and underwater operations. The ship is capable of supporting saturation, air and heliox diving and is equipped with remotely operated underwater systems for inspection and intervention. Its specialized diving complex, dynamic positioning capability and associated life-support and medical facilities enable sustained and complex operations at sea. The unit is also capable of supporting submarine rescue operations, to strengthen the Indian Navy's ability to respond to underwater contingencies. Along with its sister ship **INS Nistar**, the ship substantially enhances the Navy's specialist capability in diving, underwater intervention, salvage and submarine rescue. Admiral Krishna Swaminathan, Chief of the Naval Staff, stated that the induction of **INS Nipun** reflects the seamless synergy between the Indian Navy, Hindustan Shipyard Limited and the domestic industrial network. He added that proving the role-worthiness of all diving systems during sea trials in a single sortie stands as a testament to the nation's technical confidence and engineering prowess. CNS emphasised that combat readiness remains the Indian Navy's highest priority amidst an increasingly contested maritime environment and growing threats to global maritime highways. He noted that, based on the West Coast under the Western Naval Command, **INS Nipun** will be a powerful addition to the specialised underwater capabilities required to sustain multi-domain operations. *(Source: NavalToday)*

CRANE CATCHES FIRE DURING CARGO UNLOADING AT INDIA'S MUMBAI PORT; 2 INJURED

Two crane operators were injured after a crane caught fire during the unloading of a 140-metric-tonne cargo at BPS Port in Mumbai on August 30, 2026. The incident occurred at around 7:30 p.m. while the Barbados-flagged ship **Vienna** was undergoing cargo unloading operations. The cargo was being lifted with two cranes operated by private firm Barkat Company, police said. According to police, the sling attached to the cargo on one of the cranes became imbalanced and came loose during the lifting operation. The entire load then shifted onto the second crane. The sudden change in load lifted the crane off the ground, causing its front telescopic boom to hit the vessel, police said. The impact caused the crane to catch fire. The Mumbai Port fire brigade was alerted after the incident. Fire personnel were dispatched to the site and brought the blaze under control, with the fire extinguished at around 8:30 p.m., according to BPT Sub-Officer Shinde. *Two Operators Injured* Two Barkat Company workers were injured in the accident. They were identified as crane operator Ranjit Singh and his assistant Nishant Singh. Both injured workers were taken to St George Hospital for medical treatment, police said. The incident was reported by the BPT control room and took place at Green Gate, beside the Cruise Terminal in the Ballard Pier Estate area, according to the information provided by port officials. An inquiry has been launched to find out the exact circumstances and cause of the accident. Watch the YouTube video HERE *(Source: Marine Insight)*

OFFSHORE NEWS

STROYLIDERPLUS HAS COMPLETED CONSTRUCTION OF THE FPW1-CLASS SUPPLY VESSEL ALIOT.

Construction of the new FPW1-class supply vessel, **Aliot**, has been completed in the Astrakhan

Region. Stroyliderplus is building it for Rosmorport. The RS classification documents were issued for the vessel on August 28. The ceremonial event was preceded by a full cycle of sea and mooring trials, during which the vessel's readiness for operation was confirmed. As a reminder, a total of three vessels are planned for construction under this project. The lead vessel, "**Beryl**," has already begun operations in its operational area. The final vessel in the series, "Antares," is also currently under construction. Project FPW1 vessels are designed to support a variety of operations, including pushing and towing. Onboard cranes with a lifting capacity of 2.5 tons enable handling buoys and raising and lowering anchors to hold dredgers. The vessels are also capable of transporting cargo and personnel, providing fuel and water to other vessels, and performing other auxiliary dredging operations. The vessel design was developed by the Flotproekt design bureau, and construction is being carried out by Stroyliderplus. Technical supervision of the vessel's construction and review of the design documentation for the vessel under construction are being carried out by specialists from the Astrakhan branch of the RS. A total of three vessels are planned for construction under this project. *(Source: Paluba)*

BALTIC EXPLORER NEW IN PORT

Last Thursday, a striking ship docked at the quay behind the Moorman Bridge. It was the nearly 46-meter-long **Baltic Explorer** from Garant Diving in Klaipeda, Lithuania, which had travelled from Poland to Den Helder. Built in 1991, the ship was part of the French Jifmar Group fleet for about 30 years under the name *Jif Explorer*. A notable feature of the ship is the large A-frame on the aft deck, which is used for both survey and diving operations. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

FUNING HEAVY INDUSTRY'S 85-METER SEABED SUPPORT AND MAINTENANCE VESSEL (FN85M-SSMV-9) WAS LAUNCHED.

On August 31, the 85-meter seabed support and maintenance vessel (FN85M-SSMV-9) built by Fujian Shipbuilding Industry Group's subsidiary, Funing Heavy Industry, was launched. The vessel is 85 meters long, 22 meters wide, and 8 meters deep, with a design draft of 6.2 meters, a gross tonnage of approximately 5,200 tons, and a design speed of 12.5 knots. Flying the flag of convenience and classed by ABS, it is a seabed support and maintenance vessel operating in unlimited navigation areas. The vessel is a fully welded steel-framed vessel equipped with two bow thrusters, three main generators, two azimuth rudder propellers, two anchor winches, an unmanned aerial vehicle (UAV) cabin, a helicopter platform, a moon pool, etc., with a crew capacity of 200. *(Source: iMarine)*

GEO FOCUS DEPARTS FOR SWEDEN

The **Geo Focus** departed for sea on Wednesday, August 26, after having been moored at Het Nieuwe Werk; Den Helder, for some time awaiting new work. The 34-meter-long survey vessel works for the Dutch diving company N-Sea. The ship is bound for Visby in Sweden, where it will be deployed for seabed research. *(Source: www.maritiemdenhelder.eu; Photo: Frits Aalderink)*

GOLDEN ENERGY OFFSHORE SERVICES 'CAUTIOUSLY OPTIMISTIC' AFTER BETTER SECOND QUARTER

The chief executive of OSV owner Golden Energy Offshore Services says he is "cautiously optimistic" about the market after rates improved in the second quarter of 2026. Per Ivar Fagervoll said, "In our last report, we described 2025 as a year of two very different halves and outlined the steps we were taking to secure the company's future, including a NKr320M (US$34M) private placement and the sale of vessels. We also expected that prospects for larger PSVs would improve in 2026. "I am pleased to report that during the first half we delivered on the key actions outlined in that report. On the commercial side, the first quarter was characterized by weak North Sea market conditions. However, activity and rates improved materially through the second quarter, and this positive development continued into the third quarter. Subsequent to the balance sheet date, we have secured improved contract coverage for parts of the fleet at attractive commercial terms. "While it is too early to draw firm conclusions about the durability of the recent increase in rates, we remain cautiously optimistic. The combination of a materially strengthened balance sheet, a young fleet and improving fundamentals leaves us positioned to navigate whatever the future brings." Mr Fagervol said the private placement proceeds were received in January as planned, and the company settled all overdue payables, repaid short-term bridge financing in full, and rebuilt its liquidity buffer and working capital position. In April, it followed this with a NKr45M offering. "Together, these two capital raises have fundamentally improved the group's financial position," Mr Fagevoll said, noting that the sale of Energy Empress, Energy Partner and Energy Passion were value-accretive and have left the company with a young and fully dry-docked fleet of four vessels, free of near-term capex requirements and well-matched to current market demand." The proceeds from the sales were used to strengthen the company's balance sheet and reduce leverage. In May 2026, the company confirmed that its largest shareholders had initiated a 'strategic review' of their investment in the company. Recent months have been difficult ones for the company, leading to the forced sale of several vessels after a challenging period towards the end of 2025, when a market downturn weighed heavily on revenue generation and the company's working capital. Golden Energy Offshore Services said Clear Ocean Partners (COP) and Pelagic Partners, its largest shareholders, were evaluating a range of options, including potentially a sale of their shareholding in the company and/or other transactions. In H1 2026, the company reported EBITDA of NKr145.1M (US$15.5M), compared with NKr69.3M (US$7.4M) in H1 2025. The company said the increase related to the sale of the vessels Energy Passion, Energy Partner and Energy Empress, from which the group recognized 'other income' of NKr171.5M (US$18.3M), with a cash effect of NKr794.9M (US$85M), net of transaction costs. Fleet utilization was approximately 93% in H1 2026, compared with 97% in H1 2025 and 80% for the full year 2025. As of publication of the company's H1 report, the group's backlog amounted to NKr88.4M (US$9.5M) in firm contracts and NKr93.4M (US$10M) in options. *(Source: Riviera by David Foxwell)*

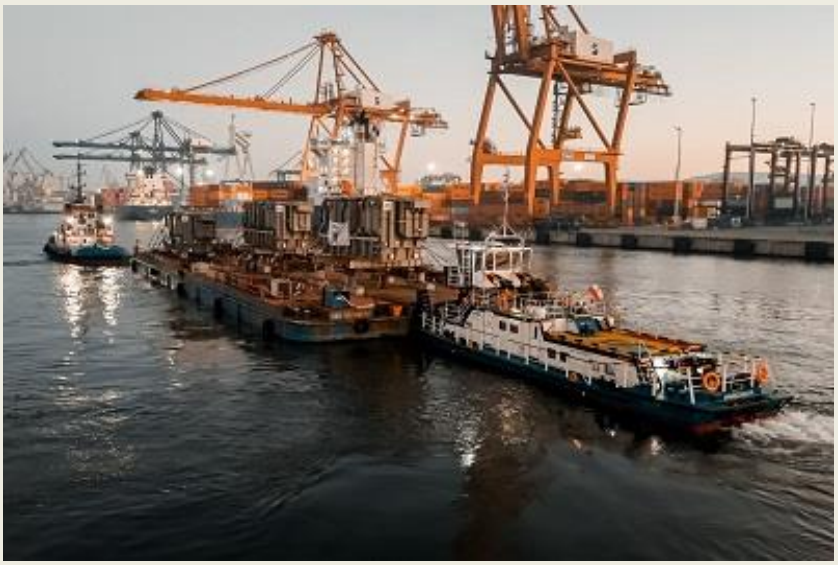
TIDEWATER COMPLETES $500M BRAZIL OSV TAKEOVER

Tidewater has completed its $500m takeover of Wilson Sons Ultratug Offshore, adding 22 platform supply vessels and dramatically scaling up its position in Brazil. The Houston-based OSV giant closed the acquisition of Wilson Sons Ultratug Participações and affiliate Atlantic Offshore Services on August 31, six months after first announcing the all-cash deal. The acquired fleet comprises 22 PSVs, 19 of them built in Brazil. The deal takes Tidewater's Brazilian fleet from six vessels to 28 and, based on figures disclosed when the transaction was announced, lifts the group's global fleet to 231 vessels, including 213 OSVs. The original transaction valued Wilson Sons Ultratug at around $500m including assumed debt. Tidewater said at the end of June that the acquired companies carried approximately $231m of debt, down from about $261m when the takeover was first unveiled. The Brazilian-built ships are an important part of the deal. Locally constructed vessels receive operating preference in Brazil and give Tidewater additional Brazilian Special Registry tonnage rights, potentially allowing it to bring more foreign-flagged vessels into the market. Tidewater also picked up about $441m of contract backlog. When the acquisition was announced, 21 of the 22 vessels were active in Brazil, with the company noting that several were still working at rates materially below current market levels, leaving room for earnings upside as contracts roll over. The takeover had originally been targeted for late in the second quarter but slipped into the third as Tidewater worked through credit documentation. Brazilian antitrust approval and the required change-of-control waivers from lenders had already been secured by the end of June. The latest deal extends a consolidation run that has transformed Tidewater's fleet over the past several years. Splash reported in 2022 on its $190m acquisition of Swire Pacific Offshore, which brought in 50 vessels and significantly expanded Tidewater's West African and Asian footprint. Tidewater followed that in 2023 by buying Solstad Offshore's entire fleet of 37 PSVs for $577m, another major step in building what is now the industry's largest OSV fleet. *(Source: Splash24/7)*

HELIX SHAREHOLDERS APPROVE HORNBECK MERGER.

Helix Energy Solutions Group shareholders on Monday approved the proposals needed to complete the company's all-stock combination with Hornbeck Offshore Services, clearing the final corporate hurdle for a deal the two companies now expect to close Sept. 1. The vote came at a special meeting of Helix shareholders held Aug. 31. Final voting results, as certified by an independent inspector of election, will be filed on a Form 8-K with the Securities and Exchange Commission. When the transaction closes, Hornbeck securityholders will own roughly 55% of the combined company and Helix shareholders roughly 45% on a fully diluted basis. The merged company will operate under the Hornbeck Offshore Services Inc. name and trade on the New York Stock Exchange under the ticker symbol HOS. Helix currently trades on the NYSE as HLX. "We thank our shareholders for their support of our transaction with Hornbeck," Owen Kratz, president and CEO of Houston-based Helix, said in a statement. "We believe this combination establishes an integrated offshore services company with enhanced scale, expanded capabilities and opportunities for growth across the deepwater energy, defense and renewables industries." Todd M. Hornbeck, chairman, president and CEO of Covington, La.-based Hornbeck, called the vote "an important milestone in bringing together two industry leaders." "We appreciate the support of Helix's shareholders and look forward to creating a global offshore services leader, one with the innovative, high-quality and value-added business solutions, global reach, advanced technology and financial strength necessary to better serve our customers and drive long-term shareholder value," he said. The companies announced the definitive agreement April 23. Under its terms, Hornbeck shareholders receive a fixed exchange ratio of 10.27167 Helix shares for each Hornbeck share. The merger is expected to be tax-free to shareholders of both companies. Ares Management funds, which hold a significant portion of Hornbeck's ownership, delivered written consent approving the transaction at the time of the announcement. The combined company will keep dual headquarters in Covington and Houston. Todd Hornbeck will serve as president and CEO, with a seven-member board made up of four Hornbeck directors and three from Helix. William L. Transier will serve as chairman. The deal joins Helix's well intervention assets and subsea robotics work with Hornbeck's specialty and ultra-high specification offshore support vessel fleet, along with trenching of subsea pipelines and cables. Helix operates in West Africa, the Asia Pacific, the North Sea, the U.S. and Brazil; Hornbeck's operations are concentrated in the Americas, including Brazil and Mexico. The companies have projected $75 million or more in annual revenue and cost synergies within three years of closing, from integrated service offerings, fleet optimization, less reliance on third-party vessel charters, and maintenance, procurement and operations efficiencies. Goldman Sachs & Co. LLC served as financial advisor to Helix, with Veriten LLC as independent strategic advisor, Baker Botts L.L.P. as legal counsel and Joele Frank, Wilkinson Brimmer Katcher as strategic communications advisor. Barclays, Piper Sandler & Co. and J.P. Morgan advised Hornbeck, with Kirkland & Ellis LLP serving as legal counsel. *(Source: Workboat by Eric Haun)*

COLI GROUP SUCCESSFULLY DELIVERS TRANSPORT OF 14 TRANSFORMERS FOR GE VERNOVA AND POLAND'S BALTICA 2 OFFSHORE WIND FARM



● Six-month project overcame logistical, legal, and technical obstacles, incl. adapting bridges. COLI Group has recently completed a six-month transport project for GE Vernova, moving 14 large power transformers from GE Vernova's Turkish factory to a job site in Poland supporting the Baltica 2 offshore wind farm. The cargo was shipped across three voyages on three separately chartered vessels, and the project marks the second collaboration between COLI and GE Vernova's team in Poland. The transformers were picked up at GE Vernova's factory and loaded at Safiport in Derince, Türkiye. Ten units, ranging from 110 to 170 tonnes each, were offloaded at the port of Gdynia and transported onward by land to the job site. The remaining four transformers, each weighing 361 tonnes, were barged to Władysławowo, where a complex roro operation had to be carried out. Also, a temporary storage area was set up at Władysławowo while the job site itself was being prepared to receive the units. *Challenges* The onward land transport of the heavy transformers presented a series of legal, technical and logistical challenges. Several existing bridges along the route were unable to carry the weight of the cargo, requiring a temporary flyover structure to be mounted on top of the existing infrastructure. The operation also had to be coordinated closely with multiple local Polish authorities, and carried out through harsh winter conditions, with temperatures dropping to -15°C. Can Yılbaşı, Business Development Manager, COLI Istanbul, says: "We are very proud of our team and partners to have concluded this special and complex in a successful manner and I want to thank GE Vernova's team for their trust. Thanks to the flexibility and close cooperation on both sides, we

were able to overcome every obstacle along the way and deliver, as we say, a solution beyond the ordinary." Felix Peinemann, Managing Director of COLI Group, says: "I am very proud of our team and this project. Moving 14 large and heavy units to the same site in 3 months in challeging conditions is not something any freight forwarder does every day. A key reason that the project came to a succesful conclusion can be found in the combined efforts of people and locations in the COLI Group; that really brings out the value for our clients". *A milestone project* For COLI, the project represents a significant milestone: it's the second time working directly with GE Vernova's team in Poland, and a contribution to Baltica 2: a 1.5 GW offshore wind farm being developed by PGE Group and Ørsted in the Polish Baltic Sea. Scheduled for commissioning in 2027, Baltica 2 will be Poland's largest-ever renewable energy investment, featuring 107 wind turbines with the capacity to power over 2.4 million households. *(PR-Coli Group)*

MUSEUM NEWS

ZATERDAG 12 SEPTEMBER JAARLIJKSE FUNCTIONERINGSSLUITING MAESLANTKERING

Op zaterdag 12 september sluiten de enorme deuren van de Maeslant- en Hartelkering weer voor de jaarlijkse functioneringssluiting. Een spectaculaire ervaring dat je van dichtbij kunt meemaken! Het sluitmoment van de Maeslantkering wordt verwacht rond 15.30 uur. Het Keringhuis opent deze dag de deuren van 11.00 tot 18.00 uur met een vol en interactief programma voor jong en oud. (Let op: de buitenactiviteiten zijn weersafhankelijk). *Wat is er te beleven?* Onthulling nieuwe wand 'Samen Leven met Water': Binnen in het Keringhuis onthullen we met trots onze gloednieuwe wand Samen Leven met Water, waarin we laten zien hoe we ons land klaarmaken voor het klimaat van de toekomst en hoe we dit samen voor elkaar kunnen krijgen. Interactieve watertafels & spellen: Experimenteer zelf met stromend water, dijken en sluizen. Buiten op het terrein vind je het Rijkswaterstaat-watertafelspel, de watertafel van Hoogheemraadschap van Delfland én de populaire LEGO-watertafel van het Keringhuis. Veiligheidsregio Rotterdam: Vanuit de Veiligheidsregio Rotterdam-Rijnmond is tijdens de functioneringssluiting aandacht voor voorbereiding op een noodsituatie. In lijn met de landelijke Denk Vooruit campagne geeft Veiligheidsregio Rotterdam-Rijnmond via hun regionale platform Rijnmondveilig advies over voorbereiding op risico's in deze regio en wat je kunt doen tijdens een incident. Hierbij ligt de nadruk op het samenstellen van een noodpakket, het maken van afspraken in een noodplan en erover praten met buren, familie en vrienden. Horeca geopend: Zin in een koffie, lunch of lekkernij met uitzicht op de Nieuwe Waterweg? Ons restaurant is de hele dag geopend. *Rondleidingen* Vanaf 11.20 uur starten er doorlopend rondleidingen waarvoor je je kunt inschrijven. Alleen vlak voor, tijdens en net na het officiële sluitmoment vinden er geen rondleidingen plaats. Een rondleiding duurt 60 minuten en start bij de balie in het Keringhuis. Vervolgens neemt de gids je mee naar het buitenterrein van de Maeslantkering. Hier krijg je een zeer uitgebreide uitleg over de indrukwekkende techniek en werking van "de grootste robot ter

wereld". *Inschrijven voor een rondleiding:* Schrijf je vooraf in via de volgende link: https://www.keringhuis.nl/activiteiten *Bereikbaarheid* Het Keringhuis is deze dag niet per auto bereikbaar. Om je toch voor de deur uit te laten stappen, rijden er gedurende de dag gratis pendelbussen van en naar het Keringhuis. Opstaplocaties: Er zijn 2 opstaplocaties ingericht: bij metrostation Hoek van Holland Haven en bij de Kulkweg in Hoek van Holland. De locaties worden ter plekke duidelijk aangegeven met informatieborden. Tijden: De pendeldienst rijdt tussen 11.00 en 18.30 uur. Fiets of scooter: Uiteraard zijn we wel gewoon direct bereikbaar per fiets of scooter. Kom langs, ervaar de kracht van waterveiligheid van dichtbij en geniet van een inspirerende dag uit aan het water! Kijk naar de YouTube video HIER

WINDFARM NEWS - RENEWABLES

JACKET FOR TENNET'S IJMUIDEN VER BETA PLATFORM STARTS TAKING SHAPE

Heerema Fabrication Group has completed the first structural element for the jacket foundation for TenneT's 2 GW IJmuiden Ver Beta transformer platform at its yard in Vlissingen. During the first so-called roll-up, the 1,700-tonne steel element was lifted from a horizontal position into a controlled vertical position by two large cranes. The structure forms one half of one of the two towers which will create the jacket foundation, with roll-ups of the remaining structural elements to follow in the coming period. The elements will then be placed in position and welded together. IJmuiden Ver Beta in the Netherlands will be the first in a series of new 2 GW connections that TenneT is realising in the Dutch and German North Sea. For the construction of the offshore converter platforms for IJmuiden Ver Beta, IJmuiden Ver Gamma, and Nederwiek 2, TenneT has contracted the GE Vernova–Seatrium consortium, which has outsourced the construction of the three jackets to Heerema

Fabrication Group. The jacket foundation for the 2 GW IJmuiden Ver Beta platform is different from the substructures for TenneT's 700 MW grid connections in the North Sea, which stand on a single central tower. The new jacket consists of two large towers which are connected, with the complete substructure measuring approximately 100 metres in length, 55 metres in width, and 46 metres in height, and weighing about 10,000 tonnes. The Ijmuiden Ver Beta topside, currently being built in Singapore, will be placed on top of the jacket and will house the power electronics that convert the alternating current from the wind farm, with a voltage of 66 kV, into direct current with a voltage of 525 kV for efficient transport to land. Construction of the jacket for IJmuiden Ver Beta began in September 2025 with the first steel cut. The complete jacket is expected to leave the shipyard in Vlissingen in the summer of 2027. Heerema Marine Contractors will install the foundation in the North Sea next year using its crane vessel Sleipnir, with the installation of the topside to follow in the second half of 2028. In June 2024, a joint venture between Vattenfall and Copenhagen Infrastructure Partners (CIP), Zeevonk II, was awarded development permits for the 2 GW IJmuiden Ver Beta offshore wind site in the Netherlands. As part of the project, the developers plan to build a 2 GW offshore wind farm and a 50 MW floating offshore solar farm, as well as a 1 GW electrolyser plant. Last year, Vattenfall and CIP said they would build the offshore wind farm in two phases, with the first 1 GW scheduled for completion in 2029 and the second 1 GW to be added in 2032. According to their announcement from August 2025, this is due to the delayed completion of the Delta Rhine Corridor (DRC), through which green hydrogen produced at Maasvlakte could be transported to customers in the Netherlands, Belgium, and Germany. *(Source: Offshore Wind)*

HALF OF TURBINES UP AT NORDSEECLUSTER A

Twenty-two wind turbines are in place at the Nordseecluster A offshore wind farm site, around 50 kilometres north of the German island of Juist, where 44 Vestas V236-15.0 MW turbines are being installed by DEME's vessel **Norse Wind**. The wind turbine installation vessel (WTIV), which is capable of transporting and installing up to five turbine sets per cycle, installed the first turbine in June and Nordseecluster A fed first power into the German grid the following month. All 44 Vestas turbines at Nordseecluster A are expected to be in place by the end of 2026. The first, 660 MW phase of the 1.6 GW Nordseecluster project is scheduled to be fully connected to the grid at the beginning of 2027. The second phase of the Nordseecluster development, Nordseecluster B, will add a further 900 MW of capacity. According to RWE, production of foundations for Nordseecluster B has already begun, with their installation scheduled to begin in 2027. The 60 Vestas wind turbines for the second Nordseecluster phase are planned to be installed in 2028, with commercial operations expected to begin in early 2029. Once fully operational, the 1.6 GW Nordseecluster A & B are expected to generate around 6.5 TWh of electricity annually. Nordseecluster is jointly owned by RWE, which holds a 51 per cent stake and is responsible for construction and operation, and Norges Bank

Investment Management (NBIM), which owns the remaining 49 per cent. *(Source: Offshore Wind)*

AMBITIOUS TARGETS LIKELY TO REMAIN A CHALLENGE FOR INSTALLATION VESSEL FLEET

Concern has been expressed on many occasions that there will not be enough installation vessels to install all of the foundations and wind turbines needed to meet ambitious offshore wind targets. Now, a study by the Kuehne Climate Center in Germany suggests that existing wind turbine installation vessels and heavy-lift vessels, and those on order, could be sufficient to install an additional 320 GW of offshore wind by 2030, driving global installed capacity up to 400 GW – but only if broader market conditions align and a number of significant challenges are overcome. The study, suggests that the Chinese fleet could install around 225 GW by 2030. With sufficient investment in new vessels – in the order of €2.5-4.0Bn (US$2.9-4.6Bn) – the rest of the world, led by European contractors, could install approximately 175 GW by 2030. “But without significant investment, the rest-of-the-world fleet might at best achieve about 140 GW of installed capacity by 2030,” state the authors of the report. The study also illustrates how a mismatch between supply and demand could constrain installation, and that the actual level of installation achieved will depend heavily on the size of the wind turbines installed and on vessels’ ability to transport and erect them. Kuehne Climate Center transport and climate advisor, Stefanie Sohm, who led the study, said: “Wind turbine installation vessels are large assets and have long lead times. Mobilising the right investments early on requires market visibility and coherent supply chain development across the industry.” Panticon chief executive, Thomas Poulsen, who contributed to the report, highlighted the need for what he described as “efficient vessel deployment strategies” and “potential efficiency gains from smart coordination of vessel allocation across projects and regions.” The authors of the report also suggest that, in future, targets set by politicians should be informed by supply chain capacity assessments, backed up by supply chain development targets. “While setting output targets in the form of installed capacity is essential to guide the market, these targets must remain credible to sustain confidence,” the report states. “They should be

complemented by corresponding value chain targets that reflect realistic growth in turbine manufacturing, port and vessel capacity, and grid integration capability. “Defining such targets requires coordinated effort, combining policy direction from governments with input from industry associations. They need to be informed by full supply chain assessments that can evaluate delivery capability, and identify investments and support needed early on, in order to turn ambition into reality.” As the authors of the report also highlight, over recent years, offshore wind turbines have grown significantly in size, a trend that is expected to continue. “While larger, more powerful turbines offer greater energy production and maintenance efficiency, the complexity of transporting and handling them increases with size because larger turbines have heavier components,” said Kuehne Climate Center. “Of the vessels required to build an offshore windfarm, heavy-lift vessels and wind turbine installation vessels are particularly affected by increasing turbine sizes: their cranes must have greater lifting capacities and working heights; their decks need more space and loadbearing capacity. Whereas heavy-lift vessels are more versatile across a range of offshore construction activities, purpose-built wind turbine installation vessels are more specialised and hence highly sensitive to changes in demand.” In addition to their sensitivity to growth in the size and weight of wind turbine components, there are a number of other challenges involving heavy-lift vessels and wind turbine installation vessels that the report also highlights. “Vessels of this type are built by a limited number of shipyards, with a strong regional concentration in Asia, particularly in China,” said the authors of the report. “75% of the existing wind turbine installation vessel fleet originates from Chinese shipyards but only eight of these yards have demonstrated experience in building wind turbine installation vessels for the international market, as our analysis, based on work by Clarksons Renewables Intelligence Network, demonstrates. Since orders for wind installation vessels compete with orders for other vessel types, lead times from order to delivery can by four or even five years. “Secondly, vessels of this type require significant investment, ranging up to as much as US$600M for larger, high-specification vessels. Vessel owners naturally strive to mitigate financial risk in a fast-changing market, only ordering new vessels once they have a contract for its use. “In this way,” says the report, “delivery times have an outsize influence on the growth of the value chain.” Another issue is that because of the growth in the size of offshore wind turbines – and the effect that has on vessel design – many wind turbine installation vessels are unique, one-off designs, limiting opportunities to achieve economies of scale. “With standardised designs slowly emerging, and shipyards gaining experience, vessel delivery times and cost could both be reduced, provided that broader conditions in the shipbuilding market remain favourable,” the report states. Kuehne Climate Center also questions whether shipyard capacity will be sufficient to deliver the unprecedented number of wind turbine installation vessels that will be required if targets are to be met. Quoting figure from Clarksons Research, the report states that shipyards delivered a record 20 wind turbine installation vessels in 2023, of which 16 were built by and for China. In 2025, 15 vessels were due to enter the market, with nine destined for the rest of the world. Deliveries of heavy-lift vessels for the offshore wind market have been significantly lower, making it more difficult to draw conclusions about shipyard capacity. However, Kuehne Climate Center notes that, in response to such intense demand,

shipbuilding prices could continue to increase, potentially creating new obstacles to the rapid scale-up of offshore wind. It also notes that vessels of this type need highly specialised crews. It said it seems "unlikely" that crews capable of operating scores of additional vessels will easily be found. "Recruiting and training them... will be another significant task," it said. In response to the challenges that the industry faces, new installation concepts are emerging, but as Kuehne Climate Center notes, they have yet to be adopted widely, and are unsuitable for use in every part of the world. "New logistics strategies are being explored," said the report. "Traditionally, installation vessels also transport components from port to site, which is a lower-value task that does not require their specialised capabilities. "The use of dedicated feeder vessels to shuttle components to a windfarm while the installation vessel remains on site installing turbines is expected to reduce costs and accelerate operations, but safe vessel-to-vessel lifting operations require advanced onboard equipment, tightly synchronised logistics managed by specialised crews, and calm sea conditions. "Although feeder models are attracting growing interest, because they are more efficient and because of cabotage rules that restrict foreign-flagged installation vessels from transporting components, their feasibility remains constrained, notably by weather and sea states, which vary significantly by season and region." *(Source: Riviera by David Foxwell)*

IBERDROLA'S NEW GERMAN OFFSHORE WIND FARM FEEDING ELECTRICITY INTO GRID

The Windanker offshore wind farm has started feeding electricity into the German grid, according to the transmission system operator (TSO) 50Hertz, which built the Ostwind 3 grid connection that links Iberdrola's Baltic Sea offshore wind farm to the grid. 50Hertz said on 31 August that in coordination with Iberdrola, the TSO had completed the final commissioning tests and that the majority of the wind farm's 21 turbines are already feeding electricity into the German high-voltage grid via the Jasmund offshore platform, a roughly 100-kilometre-long subsea and land cable connection, and the new Stilow substation near Greifswald. The Jasmund offshore substation (OSS), built by the HSI joint venture between HSM Offshore Energy, Smulders and Iv, was installed at its designated location in the Baltic Sea at the beginning of this year by Heerema Marine Contractors. The binding completion date for the Ostwind 3 connection is the end of September, according to 50Hertz, and the Windanker offshore wind farm is scheduled to be commissioned in the last quarter of 2026, according to information Iberdrola shared about the project on its website. The 315 MW Windanker will comprise 21 Siemens Gamesa SG 14-236 DD wind turbines, each equipped with

Siemens Gamesa's Power Boost, enabling each turbine to deliver approximately 15 MW. Wind

turbine components started arriving at the Mukran Port on the German Baltic Sea coast earlier this year, where they were pre-assembled before offshore installation. In May this year, DEME said its new jack-up vessel Norse Energi was preparing for work on offshore wind projects in the Baltic Sea and North Sea, with its first assignment on Windanker scheduled to start in June 2026. DEME has been installing the Windanker turbines as the company acquired Havfram, which was awarded the installation contract in 2024. The 315 MW offshore wind farm, being built northeast of the island of Rügen, is part of Iberdrola's Baltic Hub, an offshore wind farm cluster with a combined installed capacity of around 1.1 GW that also includes the company's Wikinger and Baltic Eagle offshore wind farms. *(Source: Offshore Wind)*

TAIWAN-BOUND SUBSEA CONSTRUCTION VESSEL ON ITS WAY TO NORWAY FOR FINAL OUTFITTING

An offshore subsea construction vessel (OSCV) that Norwegian shipbuilder Vard is building for Taiwan-based Dong Fang Offshore (DFO) has been launched in Romania and will now go to Norway for final outfitting. The 121.3-metre-long vessel of Vard 3 39 design is said to be a highly versatile platform designed and equipped for subsea operation duties, offshore wind operations & maintenance (O&M) activities, as well as cable installation and repair scopes. Vard announced that the launch of the vessel's hull, marked as NB 988, was celebrated on 21 August at its shipyard in Brăila, Romania. The vessel will now travel to Vard Søviknes in Norway, where the final outfitting, commissioning, and delivery will take place. Delivery is scheduled for Q2 2027. "The launching is a big milestone for VARD bringing together colleagues from both Romania and Norway. They have again demonstrated the strength of the VARD integrated value chain and the importance of working together as OneTeam", Vard reported. Vard cut the first steel for the vessel in September 2025, with the keel-laying ceremony following in November. This OSCV will have the capacity to accommodate up to 130 people. Brunvoll will deliver an extensive propulsion and manoeuvring system for the vessel. It will be fitted with a 250 MT active heave compensated offshore crane, two deck/boat landing cranes, a 1,200 m2 work deck

prepared for a cable repair or cable lay spread, and remotely operated vehicle (ROV) hangars prepared for built-in ROVs on both sides, and will be prepared for the installation of a motion compensated gangway, an under-deck carousel, a large trencher, as well as a helideck. *(Source: Offshore Wind)*

FIRST MONOPILE INSTALLED AT RWE AND TOTALENERGIES' DUTCH OFFSHORE WIND FARM

Foundation installation has started at the 795 MW OranjeWind offshore wind farm in the Dutch North Sea, with the first of 53 monopiles now in place. The foundations are being supplied by Sif and installed by Jan De Nul's heavy-lift vessel **Les Alizés**. The installation campaign is expected to be completed by early 2027. The project uses transition-piece-less (TP-less) monopiles, meaning the turbines will be bolted directly to the top flange of the monopiles, which are approximately 90 metres long and measure 8 metres in diameter. Secondary steel components such as the main access platform, internal cassette and boat landings will be mounted directly onto the monopiles in a separate installation campaign. **Les Alizés** is loading the foundations at Sif's terminal at Maasvlakte near Rotterdam and transporting them to the offshore site, where the monopiles are driven into the seabed with a hydraulic impact hammer. To limit the impact of piling noise on marine life, Jan De Nul is using a bubble curtain around the installation site. The project will also carry out noise measurements outside the curtain to verify that sound levels remain within applicable limits, according to the developer, a joint venture between RWE and TotalEnergies. The 795 MW OranjeWind (Hollandse Kust West VII) offshore wind farm is located 53 kilometres west of IJmuiden, in the Economic Exclusion Zone (EEZ) of the Netherlands in the North Sea and will consist of 53 Vestas V236-15 MW turbines. Inter-array cable installation is scheduled to take place at the end of 2026, and wind turbine installation is planned for 2027. Jan De Nul's jack-up installation vessel **Voltaire** will install the turbines, while the inter-array cables will be installed by DEME,

which will also mount the secondary steel on the monopiles. Once fully commissioned in 2028, OranjeWind is expected to generate enough electricity to supply the equivalent of approximately one million Dutch households annually. *(Source: Offshore Wind)*

LD ARMATEURS LAUNCHES THE WIND OF OCEAN, THE FIRST OF TWO SOVS DESTINED FOR VATTENFALL

LD Armateurs has reached a new milestone in the development of its offshore wind fleet with the launch of the **Wind of Ocean** , the first of two Service Operation Vessels (SOVs) built for Vattenfall. This milestone, achieved on August 30th at the ZPMC shipyard in China, marks the completion of the vessel's hull and the start of the outfitting, equipment integration, and sea trials phase prior to its scheduled delivery in 2027. Following the laying of the keel last March, this launch represents a major step forward for this strategic project. The **Wind of Ocean** will operate at the DanTysk and Sandbank offshore wind farms in the North Sea, where it will provide accommodation for maintenance teams and facilitate the daily transport of technicians and their equipment to the wind turbines. Measuring 90 meters long and 19.60 meters wide, the vessel will be able to accommodate up to 96 people on board, including crews and technicians working on offshore installations. A true floating living quarters, it will offer workspaces and living areas designed to allow teams to carry out missions lasting several weeks in optimal comfort and safety. A new generation of Service Operation Vessel Developed in partnership with SALT Ship design in Norway, the **Wind of Ocean** incorporates several innovations designed to improve operational performance and reduce its environmental footprint. The vessel is equipped with a hybrid electric propulsion system combining generators and next-generation batteries. Thanks to significantly increased energy storage capacity compared to LD Armateurs' previous SOVs, this architecture optimizes fuel consumption, limits emissions, and reduces noise pollution on board. Another major innovation: the **Wind of Ocean** adopts a double-ended design , a first for LD Armateurs on this type of vessel. Thanks to a symmetrical hull at the bow and stern and four identical azimuth thrusters, this simpler and more flexible architecture improves dynamic positioning (DP) performance, simplifies maintenance operations, and enhances the vessel's manoeuvrability during wind turbine approaches, while reducing noise and vibration in the accommodations. The vessel also benefits from a new-generation compensated access gangway,

enabling the safe transfer of technicians and equipment to the wind turbines, even in demanding sea conditions. This equipment is central to offshore maintenance operations and represents one of the key elements of the vessel's design. *Next step: arming the ship* The launch marks the start of a new phase in the construction project. The teams will now continue installing the electrical systems, propulsion equipment, interior fittings, and various onboard systems before sea trials, scheduled for the coming months. *(PR-LD Armateurs)*

DREDGING NEWS

DAMEN TSHD KAPUKA GEARS UP FOR SEA TRIALS

Key personnel from Otago and Napier port's marine teams have been keeping a close eye on the **Kapuka** build and were on site at Damen shipbuilder's Yard 189 in Hai Phong, Vietnam, last week. This is the new $36 million trailing suction hopper dredger (TSHD), owned by Napier Port and Port Otago and due to arrive in New Zealand in December. The name **Kapuka** means "to scoop out with both hands together". According to Napier Port, the sheer scale of the **Kapuka** is such that she has taken almost two years to build. Commissioning will begin next month, followed by sea trials. The new dredger is expected to reach Port Chalmers in December, with a Damen crew undertaking the 32 to 38 day journey from Vietnam. The TSHD has a capacity of 1000m3, a deadweight of 1400 tons with pump performance of approximately 2000m3/hour. Watch the YouTube video HERE *(Source: Dredging Today)*

VAN OORD'S DREDGER UTRECHT RETURNS TO ITAJAÍ

Dredging work has resumed in the access channel to the Itajaí port complex after the hopper dredger **Utrecht** returned to the Port of Itajaí on August 30, following an improvement in hydrological conditions in the Itajaí-Açu River basin. Operated by Van Oord, the **Utrecht** had suspended operations amid heavy rainfall and high flows in the Itajaí-Açu River basin. According to local media, those conditions increased the movement of sediment and suspended material toward the access channel, reducing the effectiveness of dredging at that time. With hydrological conditions improving and river flows declining, the dredger returned to Itajaí and resumed removal of sediment deposited on the channel bed. The **Utrecht** is expected to remain in operation at the Itajaí port complex until the planned depths of the access channel are fully restored. *(Source: Dredging Today)*

ANAKLIA DREDGING PROJECT ACCELERATES WITH TWO JAN DE NUL TSHDS IN THE AREA

Jan De Nul said that the dredging works for the construction of a breakwater, access channel and turning basin in Anaklia, Georgia, are underway. "The development of the Anaklia Deep Sea Port is a project of strategic importance for Georgia. The port should become one of the key maritime gateways of the Middle Corridor, a trade route connecting Europe with Central Asia and beyond," Jan De Nul said. Under the project, Jan De Nul's dredging vessels **Tristão da Cunha** and **Al-Idrisi** are deepening the access channel to 17.5 meters, allowing the port to accommodate large Panamax and Post-Panamax vessels. The works also include the construction of a turning basin, giving these large vessels sufficient space to safely manoeuvre within the port. In a joint venture with local company Prime Concrete, Jan De Nul will also construct a breakwater of 1,380 meters. The structure will protect the port from waves, creating a sheltered area where vessels can safely enter, manoeuvre and berth. Located on Georgia's Black Sea coast, Anaklia Deep Sea Port is set to increase the country's capacity to handle large container vessels and create additional capacity for dry and bulk cargo. The port will boost the development of the Middle Corridor. According to Jan De Nul, this trade route through the Caspian and Black Seas is considered a reliable

alternative to the northern route through Russia, or the southern route via the Suez Canal. *(Source: Dredging Today)*

LONDON GATEWAY BERTH 5 EXPANSION: DREDGING CAMPAIGN UNDERWAY

McLaughlin & Harvey Ltd said that a major milestone has been reached at the London Gateway Berth 5 expansion works for DP World. The main dredging campaign is now underway, following significant progress across the project, including the new quay wall, permanent anchoring system and backfilling work. McLaughlin & Harvey Ltd said that a major milestone has been reached at the London Gateway Berth 5 expansion works for DP World. The main dredging campaign is now underway, following significant progress across the project, including the new quay wall, permanent anchoring system and backfilling works. Using a specialist backhoe dredger, material is being excavated from the riverbed in front of the quay wall to create the required depth and profile for the future deep-water berth. Once complete, Berth 5 will establish London Gateway as the UK's largest container port, increasing capacity to support the continued growth of UK trade. *(Source: Dredging Today)*

DREDGING PROGRAMME IN LERWICK NEARS COMPLETION

A major dredging programme in Lerwick Harbour has entered its final weeks, with vessels authorised to operate around the clock as contractors push toward completion. According to the Lerwick Port Authority, the works moved into their final phase in June 2026 and are expected to finish by early September, marking the end of a large-scale operation designed to deepen and widen key harbour channels. The final stage involves specialist vessels from Boskalis Westminster, including the drill barge **Rock Mate**, backhoe dredgers **Manu Pekka** and **Odin**, hopper barges **George** and **Hans**, and support craft such as **Jenny D** and **Shetland Trader**. The vessels are removing rock and

seabed material and transporting it to an offshore disposal site. The dredging is being carried out in carefully controlled stages to ensure safe navigation and compliance with environmental requirements. When complete, the North Ness Channel will be deepened and widened, improving access to Mair's Pier, Gremista Quay, and Dales Voe, with depths increased to support larger fishing, cruise, and energy-sector vessels. Although the port authority has stated that dredging vessels have flexibility to work at any hour, in practice most operations take place during the morning and early evening. Even so, residents in the Staney Hill area have occasionally reported being woken early by noise and vibrations from the dredging activity. These concerns echo wider issues raised locally about construction impacts in the Staney Hill area, where residents have previously complained about dust and disruption from other major infrastructure works. The dredging programme represents one of Lerwick's most significant harbour upgrades in recent years. By increasing water depths and improving access across multiple berths, the project is intended to enhance the port's ability to handle larger vessels and support future growth across fishing, cruise tourism, and maritime industries. *(Source: Ships Monthly)*

YARD NEWS

NAVSHIP'S CONSTRUCTION PORTFOLIO INCLUDES 10 SUPPORT VESSELS

In addition to 6 new PSVs/OSRVs for the fleet of its subsidiary Bram, the Chouest group shipyard will build 4 OSRVs for DOF. The vessels will be chartered to Petrobras. The Chouest Group announced at Navalshore 2026 that it is in the process of building 10 new offshore support vessels at its shipyard in Navegantes (SC). In addition to the six PSVs/OSRVs for the fleet of its shipping subsidiary, Bram Offshore, four RSVs (robotic vessels) will be built for DOF. The PSVs are supply transport vessels equipped for oil spill recovery, pollution control, and firefighting. The RSVs will be used to support underwater inspection, maintenance, and repair activities in deepwater operations. These vessels will be chartered to Petrobras. "For the first time, we will be building for third parties. Our Navship shipyard in Navegantes will also build four RSVs for a new client. With this, we seek to add greater

local content," said Lilian Schaefer, director of institutional relations for the Edison Chouest group, during the panel on maritime support on the second day of the event in Rio de Janeiro. DOF's vessels will be equipped with offshore submersible cranes, designed for deep-water operations, and will have accommodations for up to 58 people and two ROVs. According to DOF, the boats will be of the DP2 type, with a length of 98 meters, a width of 20 meters, and a draft of 6.3 meters. Furthermore, they will feature hybrid propulsion (ethanol and diesel) and batteries, and will be considered green vessels. Lilian highlighted that the new vessels already come with a decarbonization footprint, reducing greenhouse gas (GHG) emissions by approximately 30%. According to the executive, the technology is dynamic. "Possibly by the end of all these constructions, we may achieve even greater reductions in these emissions. We are adhering to the BNDES Azul program, which offers incentives for those who intend to build in Brazil," the director emphasized. She added that Bram has a very diverse fleet, which has been built and brought to Brazil to serve the sector's main contractor, Petrobras, and accounts for more than 90% of operational contracts. "Petrobras begins exploration in Brazil in shallow waters, moves to deep waters, and today we have reached deep waters. Obviously, the support vessels have to follow the same trend. They have to best meet the needs of Petrobras," commented the executive. *(Source: Sinaval)*

ZF UNVEILS HIGHER-POWER TRANSMISSION AND THRUSTER

New ZF 9200 A/V PTI transmission and AT 110 thruster extend the company's marine portfolio into higher power classes. ZF is using SMM to showcase its latest marine propulsion technologies, including new higher-power transmission and thruster solutions designed for larger, more complex and increasingly hybridised commercial vessels. The company is highlighting its integrated propulsion systems, broad application coverage and global service network, with a focus on helping shipbuilders and operators simplify vessel integration and maintain reliable performance throughout the lifecycle. "Shipping is evolving fast – vessels are becoming larger, more complex and, due to new regulations, increasingly hybridized. Our

role is to support customers with scalable propulsion solutions for intelligent system integration across all vessel classes," says Markus Gross, who will take on responsibility for Product Line Commercial & Fast Craft as of October, alongside his leadership of Product Line Rail Drive Systems at ZF. With the ZF 9200 A/V PTI transmission and ZF AT 110 thruster, ZF is extending its driveline portfolio into higher power classes. The ZF 9200 A/V PTI is the latest variant of the company's established ZF 9000 transmission series. The transmission can be installed in both V and A (down angle) positions, which grants shipbuilders additional design freedom. It accommodates a maximum main drive power of up to 3,903 kW, while the integrated power take-in (PTI) supports hybrid operation with up to approximately 700 kW. This enables electric locally exhaust emission-free boosts in dynamic situations and low-noise maneuvering, e.g. during nighttime or in harbors. The ZF 9200 A/V PTI features a modular design and wide ratio spread (main engine: i=2,300 to i=4,241; PTI: i=2,085 to i=16,103), allowing it to be tailored to different vessel types, electric motor sizes and thus, hybrid propulsion concepts. Its lightweight aluminum housing contributes to a compact overall design, while full classification approval ensures integration into a wide range of vessel classes. Optional accessories such as PTO units, an integrated shaft brake and flexible mounting solutions further increase adaptability. Meanwhile, the ZF AT 110 represents the largest thruster ZF has developed to date. Compatible with engine outputs of up to 2,944 kW, it extends the portfolio into more powerful vessel segments beyond today's standards, in line with ongoing trends toward more demanding offshore and harbor operations. Designed for applications such as modern tugboats, the unit enables bollard pull values of around 100 tons, meeting current market requirements in this power class and allowing operators to handle increasingly large merchant vessels. At the same time, the ZF AT 110 is designed with installation efficiency in mind. With center-to-center dimensions of around 3,700 mm (3,825 mm with optional seal monitoring), the thruster features a more compact design compared to many current market alternatives. This allows easier integration into vessel designs where available space is limited and supports more flexible ship layouts. A revised lubrication concept reduces the overall oil volume by supplying critical components in a targeted manner rather than using fully oil-filled housing. This improves efficiency and reduces operating costs while maintaining reliable performance. Optional features such as a tilted nozzle further enhance propulsion efficiency and allow shipbuilders more flexibility in hull designs. *(Source: Workboat365)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *SANMAR Delivers Sixth Newbuild Tug to SAAM Towage in Under a Year*
   - *Wilson Sons launches another new high-powered tugboat*
   - *Tuzla Tugboat Service is at work*
   - *SAAM presents Biodiversity Plan focused on protection of marine ecosystems*
   - *Svitzer signs contract with Swan Defence and Heavy Industries for four 32 metre TRAnsverse tugs*

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)

2. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *McKeil Marine - Burlington Ontario by Jasiu van Haarlem (new)*
   - *Ocean Group - Triest by Jasiu van Haarlem*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*

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

mailto: *jvds@towingline.com*

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER