

TUGS & TOWING NEWS.

OCEAN ALLIANCE & OCEAN MYSTIQUE – INDIA'S OCEAN SPARKLE WELCOMES LOCALLY BUILT ASD HARBOUR TUGS INTO SERVICE



The first two vessels of an 11-tug programme at Udupi Cochin Shipyard bring Robert Allan Ltd-designed ASD tugs to Indian ports, with one already on a seven-year hire at Tuticorin. India's Udupi Cochin Shipyard (Udupi CSL) has placed the first two tugs of an 11-vessel programme for local customer Ocean Sparkle (OSL), a company under the Adani Group, into

service on India's coasts. **Ocean Alliance**, delivered on December 11, 2025, is working at VO Chidambaranar Port in Tuticorin under a seven-year hire, while sister **Ocean Mystique**, built in 2026, was recorded at New Mangalore on September 19 following a week alongside at Malpe. The two vessels measure 33 metres (110 feet) in length and are harbour tugs propelled by azimuth stern drives. They were designed by Canadian naval architecture firm Robert Allan Ltd (RAL) and built in accordance with India's Approved Standard Tug Design and Specifications. Udupi CSL, a wholly owned subsidiary of Cochin Shipyard, contracted an initial batch of three 70-tonne bollard pull tugs in 2022 and announced a follow-on order for eight more in December 2024. *Proven diesel propulsion for heavy duty use* **Ocean Alliance** was launched in October 2025 and handed over 16 days ahead of its contractual date. The tugs have lengths between perpendiculars of 31.25 metres (102.5 feet), moulded beams of 12.2 metres (40 feet), moulded depths of 5.52 metres (18.1 feet), and maximum draughts of 4.2 metres (14 feet). Gross and net tonnage are both recorded as 498, keeping the vessel below the 500GT threshold. Displacement is 913.39 tonnes, lightship weight 676.98 tonnes and deadweight is 236. Propulsion on the 70-tonne series comes from two IHI Power Systems Niigata 6L28HX diesel engines, each rated at 1,838 kW (2,465 hp). Each engine drives an IHI azimuthing thruster fitted with a nozzle-housed propeller. The Indian Register of Shipping record gives a speed of 12.5 knots and a fuel capacity of 175 tonnes. Electrical power is supplied by three 415V, 50Hz alternators: one rated at 69 kW and two at 166 kW. *Part of an existing series optimised for operation at Indian ports* The class notation for **Ocean Alliance** reads +SUL, TUG, INWATER SURVEY, INDIAN COASTAL VESSEL for the hull, with machinery notation + IY and AGNI 1 (2,400 cubic metres per hour). The AGNI 1 notation records the vessel's external firefighting capability of FiFi1 rated at 2,800 cubic metres (620,000 gallons) per hour. Deck equipment listed by the shipyard comprises forward and aft towing winches and a three-tonne deck crane. **Ocean Alliance** made its

maiden call at VO Chidambaranar Port Authority on December 18, 2025, a week after delivery. The port hired the tug from OSL for seven years, taking its fleet to four vessels: one port-owned tug of 45 tonnes bollard pull, two hired tugs of 50 tonnes each and the new arrival. UCSL's tug work for Ocean Sparkle forms part of a parallel programme for Polestar Maritime, for which the yard has delivered two 70-tonne ASD tugs to the same RAL design and Niigata machinery package, with a third under construction. The first Polestar vessel, **Konna Star**, entered service at Deendayal Port in Kandla.

Ocean Alliance specifications Type of vessel: Harbour tugs; Classification: Indian Register of

Shipping; +SUL, TUG, INWATER SURVEY, INDIAN COASTAL VESSEL; + IY, AGNI 1 (2,400 m³/hr); Flag: India; Owner: Ocean Sparkle, India; Designer: Robert Allan Ltd, Canada; Builder: Udupi Cochin Shipyard, India; Length overall: 33 metres (110 feet); Beam: 31.25 metres (102.5 feet); Draught: 4.2 metres (14 feet); Depth: 5.52 metres (18.1 feet); Displacement: 913.39 tonnes;



Deadweight tonnage: 236; Gross tonnage: 498; Net tonnage: 498; Main engines: 2 x IHI Power Systems Niigata 6L28HX, each 1,838 kW (2,465 hp); Propulsion: 2 x IHI Power Systems propellers; Generators: 69 kW; 2 x 166 kW; Maximum speed: 12.5 knots; Bollard pull: 70 tonnes; Firefighting equipment: Pump; monitors; Type of fuel: Diesel; Fuel capacity: 175 tonnes; Operational area: India (Source: Baird)

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RUSSIAN TUGBOATS TRIGGERED CRISIS RESPONSE ON LÆSØ

Suspicious sailing by two Russian tugboats close to undersea supply cables caused Læsø Municipality to activate its crisis response on Friday, September 18th. The two Russian tugboats **Sarmat** and **Ajax** caused concern after they sailed in the area between Skagen and Læsø and stayed close to cables that supply the island with electricity and internet. The alarm was triggered by a citizen who had observed one of the vessels sailing in a shuttle service between Skagen and Læsø. The municipality's crisis management group was subsequently assembled, and Naval Station Frederikshavn, North Jutland Emergency Services and North Jutland Police were contacted. According to the mayor of Læsø, Niels Odgaard, the vessels were sailing at about two knots over the supply cables. "It's clear that when they tie two knots over those cables, we think: 'Why are they doing that?' And there is pressure on security mobilization in general. Whether the intention is harassment or attention, we

are of course obliged to respond to it," he tells TV2 Nord. According to the mayor, naval vessels from



Frederikshavn also followed the Russian tugboats, which have since left the area heading towards Murmansk. Læsø is particularly vulnerable because the island's power and internet supply is dependent on submarine cables. The area has previously been in focus after the Chinese cargo ship Yi Peng 3 sailed over several submarine cables in 2024. The municipality has now put the crisis response on hold again after the Russian vessels have left the area. (Source: *Maritime Danmark*)

RAYADOR PLOUGHS TESO HARBOURS

Last Saturday, the ***Rayador***—owned by Baggerbedrijf de Boer/Dutch Dredging of Sliedrecht—was spotted levelling the seabed at the TESO ferry terminal in Den Helder. For this task, the 25-metre-long tug was equipped with a large underwater plough. Work had to be briefly interrupted whenever the ***Texelstroom*** or ***Dokter Wagemaker*** entered the ferry terminal. Later that day, the ***Rayador*** was also active at the TESO terminal on Texel. Built in



1997, the tug has a bollard pull of 18.5 tonnes and can be deployed as a survey vessel and pusher tug in addition to performing ploughing and towing operations. (Source: www.maritiendenhelder.eu; Photo: Paul Schaap)

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ARD-JAN KOOREN RECEIVES ROYAL DECORATION IN RECOGNITION OF HIS CONTRIBUTION TO THE MARITIME INDUSTRY AND SOCIETY



Ard-Jan Kooren, President & CEO of KOTUG INTERNATIONAL, has been awarded a Royal Decoration, Koninklijke onderscheiding tot Ridder in de Orde van Oranje-Nassau, in recognition of his longstanding contribution to the Dutch and international maritime industry, the Port of Rotterdam and wider society. The decoration was presented during a special celebration at KOTUG's headquarters in Rotterdam,

surrounded by colleagues and Rotterdam Municipality Representatives marking Ard-Jan's 60th birthday and three decades as a member of KOTUG's management. Born in Rotterdam in 1966, Ard-Jan grew up closely connected to the family business and the maritime industry. After holding several operational and commercial positions, he became Commercial Director and Vice President of KOTUG INTERNATIONAL in 1996 and has served as President & CEO since 2002. Under his leadership, KOTUG developed from a Rotterdam family business with deep roots in the port into an international maritime services provider. Ard-Jan is a natural connector and people-oriented leader who excels at building strong relationships, fostering collaboration, and bringing people together around a common purpose. Throughout his journey, he has maintained a steadfast focus on entrepreneurship, operational excellence, innovation, and, above all, the people who are at the heart of the company's success. Innovation has been a defining element of his leadership. He played an important role in further developing and bringing the RotorTug® concept to the international market and supported the introduction of new maritime technologies, including hybrid and electric vessels and digital solutions for maritime operations. The Royal Decoration nomination specifically highlights KOTUG's introduction of hybrid tugs in Rotterdam from 2012 and the subsequent development of emission-free push boats. His contribution extends beyond KOTUG. Over the years, Ard-Jan has held several positions supporting the development of the Dutch maritime sector and Rotterdam maritime community.

These include the Rotterdam Maritime Board, the Regional Selection Committee of the King Willem I Award, the Supervisory Board of the National Tugboat Museum, the Lloyd's Register Benelux Committee and the Supervisory Board of Waalhaven Beheer B.V. His contribution to Rotterdam has also been recognised by the Port of Rotterdam. In its letter supporting the nomination, the Port highlighted Ard-Jan's entrepreneurship, commitment and continued investment in the port, as



well as his contribution to economic opportunities, sustainable cooperation and innovations including the introduction of hybrid tugboats. Alongside his business career, Ard-Jan has maintained a strong commitment to social initiatives. In 2016, the Kooren family established the Kooren Foundation, supporting projects that promote equal opportunities and contribute to communities connected to KOTUG. Initiatives supported over the years include the Razzia Monument in Rotterdam, projects involving Rotterdam sporting icons, activities for vulnerable young people and collaborations with the Dutch Marines. Osman Munir, Vice President & CCO of KOTUG INTERNATIONAL, said: “Ard-Jan’s contribution goes far beyond the growth of KOTUG. For decades, he has brought together entrepreneurship, innovation and a genuine commitment to people and the maritime community. His no-nonsense leadership has shaped who we are as a company and inspired generations of Kotuggers around the world. This Royal Decoration is a very special recognition of everything he has contributed to KOTUG, Rotterdam and the maritime industry.” Throughout his career, Ard-Jan has previously received several industry recognitions, including Port Personality of the Year in 2012, the King Willem I Award in 2014, the KVNRR Shipping Award in 2015, the Maritime Innovation Award in 2017 and the Marine Propulsion Award in 2019 for autonomous and remote operations. For KOTUG colleagues, the occasion represents both a national recognition and a personal milestone for a leader whose career has remained closely connected to the company, its people and its Rotterdam roots. *(PR-Kotug)*

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THE MARY McALLISTER: McALLISTER’S LATEST HIGH-TECH LOW-EMISSION TUG ARRIVES



McAllister Towing is proud to announce our newest arrival! Welcome tug **MARY McALLISTER**. As our customer's vessels grow larger and services for these behemoths become increasingly demanding, McAllister continues to meet their needs with modern and environmentally conscious equipment. American-built at Washburn & Doughty Associates, Inc. in Maine, **MARY** is the sixth in a seven-tug series of American Bureau of Shipping classed and certified 84-metric-ton

bollard pull, low-emission tractor tugs. The **MARY** is powered by CAT Tier IV engines producing 6,770 horsepower. She is classed with the following certifications and endorsements from ABS: +A-1 Towing, +AMS, Fire Fighting (FiFi 1), Escort, Low Emissions Vessel. Her firefighting prowess includes pumps and monitors capable of producing 12,000 gallons of water and foam per minute. The **MARY** is eventually bound for sunny Florida, but she'll get a little tour of the US East Coast before she gets there. The **MARY** left Washburn & Doughty just in time to ride out the approaching nor'easter. She will navigate her first North Atlantic storm in Portland before heading south. Joining her sister vessel, **ISABEL**, in Baltimore, **MARY** will receive her first work order as part of the McAllister fleet. After her Baltimore hitch, the **MARY** will



proceed to her homeport in Port Everglades where she will be a dynamic force for years to come. We welcome the **MARY** as our latest high-tech, low-emission, firefighting and mission-critical tug to global trade. From 1864 to today, we've stayed family-owned for five generations and are still investing in new, American-built, state-of-the-art tugs — with another coming in 2027. (*PR-McAllister*)

MED MARINE | AUGUST 2026 - SOME VESSELS LEAVE THE SHIPYARD. OTHERS LEAVE THEIR MARK.



August was a month of movement at Med Marine, with new Ramparts 2500-W tugboats making their way from Ereğli Shipyard into the water and into active harbour service. For us, these moments are about more than construction milestones. They are where months of engineering, craftsmanship and teamwork finally meet the real work these vessels were built to

do. From a new tugboat taking its first step towards service to two sister vessels joining the Yakamoz Joint Venture fleet, here's what August looked like at Med Marine. *From Ereğli Shipyard to Yakamoz* Two new Ramparts 2500-W tugboats have officially left the shipyard behind. **MED İskenderun** and **MED Ceyhan**, built at Ereğli Shipyard, have joined the Yakamoz Joint Venture between Med Marine and Marin Tug and entered service across two key operational areas. **MED İskenderun** is now serving

the Gulf of İskenderun, while **MED Ceyhan** has joined the Aliğa-2 operational area. At 25.40 metres in length and with a minimum bollard pull of 80 tonnes, the sister tugboats are built for the everyday demands of harbour operations, from towing and pushing to ship handling and mooring. But perhaps the most important part of their story is what comes next. After months of construction at Ereğli Shipyard, the two vessels are now where they were always meant to be: at work. *Another RAmports 2500-W Takes to the Water* And there's another one on the way. At the end of July, a new RAmports 2500-W tugboat slipped into the water at Ereğli Shipyard, marking another step towards joining the Med Marine fleet. There is something different about watching a vessel built for your own fleet leave the slipway. Every plate, system and detail that comes together at the shipyard is ultimately designed for one purpose: the work waiting beyond the shipyard gates. The 25-metre harbour tug is designed for a wide range of operations, including ship handling, towing, pushing, mooring and firefighting, with approximately 65 tonnes of bollard pull and Class FiFi-1 capability. For now, she has left the slipway. Next stop: service. *Hamburg, Good to See You Again* A few busy days, a lot of familiar faces and more conversations than we could fit into our schedules. We spent the week at SMM 2026, catching up with partners and friends from around the world, meeting new people and talking about everything happening in maritime, from the vessels on our drawing boards to the ones already at sea. There was a lot to talk about, a lot to catch up on, and, as always, not quite enough time for all of it. Thank you to everyone who came by and made the week what it was. *Until the next one.* That was August at Med Marine. Two tugboats started their working lives. Another took its first step towards hers. From steel and systems to vessels ready for the real world, August was a reminder that at a shipyard, every launch is really a beginning. *See you next month.* (PR-Med Marine)

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WISCONSIN SUES TO FORCE REMOVAL OF GROUNDED TUG DONNY S.

The state of Wisconsin has filed a civil lawsuit seeking the removal of the tug **Donny S.**, which has remained aground in Baileys Harbor on Lake Michigan for roughly four years. The complaint, filed in Door County Circuit Court, names Jeremy Schultz, Michael Cole, Iron Works Construction LLC and Sarter Marine Towing Co. as defendants, along with unidentified insurers. The state is asking the court to declare the



vessel a public nuisance and order its removal. If the defendants do not remove it, the state is seeking

authorization for the Wisconsin Department of Natural Resources (DNR) to do so at their expense. According to the complaint, Schultz acquired the steel tug in 2021 after it had been permanently laid up. A previous survey had described the vessel as being in unsatisfactory condition because hull repairs had not been completed, with its remaining value largely tied to scrap, deck equipment and fittings. Sarter Marine contacted the Coast Guard in March 2021 regarding plans to tow the disabled vessel from Sturgeon Bay to Baileys Harbor, according to the complaint. The Coast Guard approved the tow the following month under specified weather conditions. The tug was subsequently brought to a dock associated with Cole and Iron Works Construction in Baileys Harbor. Plans for the vessel changed over time, according to the state, with possible destinations including scrapyards in Manitowoc, Wis., or Escanaba, Mich. Later correspondence cited in the complaint also referenced the possibility of converting the vessel into a floating restaurant and kayak-rental operation. Sometime between November 2021 and May 2022, the **Donny S.** broke free from its mooring and drifted west



before grounding approximately 580' from shore in what was then about 4' of water, the complaint states. The DNR subsequently sought to have the vessel removed and began issuing Schultz citations for unlawful obstruction of navigable waters in October 2022. The complaint says at least 33 citations were issued through February 2024, totaling more than \$20,000. The state also cites potential environmental concerns associated with the aging vessel, including asbestos-coated piping, residual fuels and greases, lead- or

cadmium-based paints, PCBs and tributyltin-based antifouling compounds. The complaint does not establish that those materials are currently leaking from the vessel. Questions about the tug's condition and environmental risk have persisted locally. Door County officials this year approved a resolution urging state authorities to inspect the vessel for hazardous materials, evaluate its structural and environmental risks and take steps toward its removal. The DNR also began holding stakeholder meetings in 2025 as officials sought a solution for the vessel. The Town of Baileys Harbor has said the lakebed is outside its jurisdiction and has directed questions about removal to the DNR. "Despite four years' time and ample notice, Defendants have failed to remove the **Donny S.** and remedy its existence as a public nuisance," the state alleges in the complaint. WorkBoat attempted to reach Cole through publicly listed telephone numbers but was unable to contact him. One number was disconnected, while a second reached an automated message stating that the recipient was unavailable and did not provide an option to leave a message. WorkBoat was also unable to locate current contact information for Schultz or Sarter Marine Towing. The DNR did not immediately respond to a request from WorkBoat for additional information on the vessel's current condition and the state's plans for its removal. *(Source: Workboat by Steve Mosco; Photo top from 2022 by Rachel Lukas.; Photo below by Chuck Germain)*

IN ROUEN, THE QUI QU'EN GROGNE BAPTIZED

On Thursday, September 24, 2026, the multi-purpose vessel **Qui qu'en Grogne** was christened at the pontoon of honor, Quai Jean-Ango in Rouen. Acquired by HAROPA PORT for just over €11 million

from the Neptune Marine shipyard based in the Netherlands, it has been operational since early 2025.

Blessing and bottle of champagne

Around Benoît Rochet, Chairman of the Board of HAROPA PORT, and Dominique Ritz, Deputy Managing Director in charge of the Rouen territorial management, the crew members, the HAROPA PORT employees most involved in the activity of this ship and the port stakeholders were present to attend the blessing of the ship by



Father Bertrand Laurent, parish priest of Saint-Jacques de Mont-Saint-Aignan. After the speeches, the godmother, Julie Carron, head of the Purchasing and Markets department, and Philippe Aujoulet, head of the Operations and Dredging division, both based at the Port of Rouen, together launched the traditional bottle of champagne against the hull. Anthony Nasset, captain of the **Qui qu'en Grogne**, and Julian Agostini, director of business development at the Neptune Marine shipyard, were presented with medals by Dominique Ritz and Benoît Rochet, respectively. A multi-purpose vessel 27 meters long and 13 meters wide, the **Qui qu'en Grogne** is specially equipped to accompany the dredging and lifting operations needed along the 120 km of channel that connect Rouen to the sea in the Seine. Subject to the accumulation of sediments brought by tides and river currents, the channel is constantly maintained to preserve the depths necessary to accommodate ships with a deep draft. Replacing the obsolete Bigue Brotonne, the **Qui qu'en Grogne** performs seabed leveling functions, thanks to a water and air injection bar system, and lifting functions, thanks to a powerful crane to remove, in particular, debris that could pose a threat to navigation. The **Qui qu'en Grogne**, which levels the bottom, intervenes after the dredging operations carried out by the Jean-Ango and the Daniel-Laval, the two dredgers which suck up the sediments deposited at the bottom of the Seine. (Source: Haropa Port)

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EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – HAMPIDJAN ADVANT

Hampidjan Advant develops high-performance fibre rope solutions that enhance safety and reliability

in modern towage. At ITS 20i6, the company presents its latest innovations, including Safeline, a hybrid towing concept created with KOTUG that maintains connection even after polyester failure-through staged load sharing between polyester and HMPE. This ensures predictable elongation, clear failure indication, and fail-safe redundancy during demanding operations. Hairpidjan Advant is also proud that its Safe Tow rope has been shortlisted for the ITS Safety Award, recognising its advanced anti-snap-back design and energy absorbing performance. Visitors are invited to explore how these technologies support safer, more resilient towage operations



ACCIDENTS – SALVAGE NEWS

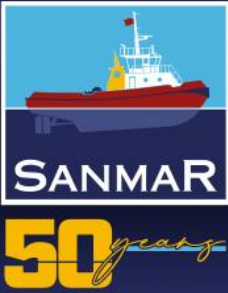
CREW RESCUED AFTER ABANDONING SMALL MSC BOXSHIP OFF VIETNAM



Singapore's Maritime Rescue Coordination Center is reporting that the crew of an MSC containership was rescued on September 22 after abandoning their vessel. The report indicates there were no injuries to the crew, but no details were provided on the circumstances that caused the crew to abandon ship. The distress call was made around 08:45 local time in Singapore on

September 22 from the [MSC Hermes III](#). The 38,193 dwt vessel, which was built in 2006, was acquired by MSC in 2020. It is 212 meters (695 feet) in length with a capacity of 2,490 TEU. The ship had a crew of 25 aboard. The ship had been sailing from Shanghai to Jakarta before returning to Singapore, according to MSC's onlien schedule. It was operating a regional feeder service. The authorities in Singapore broadcast a request for nearby vessels to assist. The [MSC Hermes III](#) was in a busy shipping lane, approximately 160 nautical miles (300 km) east of Vietnam in a position north of Ho Chi Minh City. The Singapore MRCC said three vessels responded to the call, and the [MSC Ruby](#), a larger 13,000 TEU vessel, was able to reach the area. The crew of [MSC Hermes III](#) had abandoned the vessel to its lifeboat. They were recovered by the [MSC Ruby](#), and the Singapore MRCC says arrangements are being made with the Vietnamese MRCC to land the crew. The [MSC Hermes III](#) showed no significant issues on recent Port State inspections. Last year it was cited mostly for paperwork issues during an inspection in Le Havre, but otherwise has not been cited for issues on several recent inspections. AIS signals appear to indicate that the vessel has remained afloat on Tuesday, and the [MSC Ruby](#) appears to be standing by. At least two other MSC containerships had been in the vicinity as well. Later, a maritime warning was issued saying the vessel is derelict and adrift. MSC has been contacted for a statement on the incident. It is unclear if a salvage effort is being launched. There were several high-profile incidents with MSC vessels in 2025. The [MSC Baltic III](#) blacked out in February 2025 off Newfoundland, Canada, and the crew had to be airlifted off the ship. The vessel was driven ashore in a strong winter storm, and salvage efforts are still underway in Canada. Three months later, in May 2025, [MSC Elsa 3](#) took on a list off the west coast of India. The crew was rescued from the vessel before it sank. (Source: *Marex*)

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ASD Tugs



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SATTAHIP FISHING BOAT SINKING LEAVES 3 DEAD, 4 MISSING

Three people have died, and four remain missing after a fishing boat sank off Sattahip in Chon Buri, prompting the Thai navy to deploy a patrol vessel, helicopter and special operations personnel in an ongoing search. The fishing boat involved was the **Sor Kanchanawaree 888**, which had 22 people aboard. Fifteen were rescued, while seven were



initially reported missing. Amarin TV reported at 12.56pm today, September 22, that search teams had recovered three bodies, leaving four people still unaccounted for. The identities of the three deceased had not yet been officially confirmed, though reports indicated that the captain was among the deceased. The First Naval Area Command operations centre was alerted by the Thai Maritime Enforcement Command Centre Region 1 earlier this morning. The vessel was reported to have sunk around 40 nautical miles from Laem Pu Chao. At 7.15am, the navy ordered patrol vessel T.112 to join the search. A Type 1 anti-submarine helicopter was deployed at 8.30am, along with special operations personnel and maritime rescue equipment. Fishing boats already operating in the area also joined the effort to locate the missing crew. The exact cause of the sinking has not yet been established. Earlier reports described strong winds and waves in the Samae San area at the time of the incident, while officials continue to verify details surrounding the vessel's loss. Marine



conditions in the upper Gulf of Thailand had already been unsettled. A Thai Meteorological Department (TMD) forecast issued yesterday afternoon predicted waves of around 2 metres, rising above 2 metres during thunderstorms, and advised vessels to proceed with caution and avoid storm areas. Conditions are forecast to deteriorate further from tomorrow through September 27 as the southwest monsoon strengthens. TMD expects waves of 2 to 3 metres in the upper Gulf, exceeding 3 metres during

thunderstorms, and has advised small boats to remain ashore during that period. The search for the four remaining crew members continued this afternoon by sea and air, with the navy stressing that the reported death toll remained preliminary while identities and further details were being verified. (Source: *Thaiger*)

SALVAGE OPERATION UNDER WAY AT TANKER WRECK SITE OFF OMAN

Pictures obtained by the Maritime Executive show that the salvage operation to recover the cargo of crude still on board the **Caroline Bezengi**, stranded on rocks off the southwest tip of Jazirat Al Qibliyyah, is well underway. Al Qibliyyah is the easternmost of the Hallaniyat Islands off the Omani coast of Dhofar. The operation appears to have commenced within the last few days, as recent satellite imagery of the wreck showed no other vessels in the vicinity. Pictures show that the high winds and



rough seas common during the Khareef period in this area off the southern coast of Oman have now abated, allowing the salvage operation to proceed. Featuring prominently in the operations underway is the Multi-Purpose Offshore Vessel EDT Kennedy (IMO 9671400), which has the logo of its owners EDT Offshore on its bow. EDT Offshore normally provisions offshore support vessels for the oil and gas industry, and is headquartered in Limassol, Cyprus. AIS tracking service VesselFinder also shows the offshore supply tug Astro Sculptor (IMO 1091599) off Al Qibliyyah as well, a vessel associated with Mola Marine Services LLC, an Omani diving and underwater services based in Shinas. Both vessels are likely to be involved in the salvage operation. A salvor can be seen operating on the deck of the **Caroline Bezengi**, which has a pronounced list to starboard, with the salvor having to work on the deck of the ship whilst being washed with waves. Also shown is floating heavy gauge rubber pipe



being hauled from the EDT Kennedy towards the Caroline Bezengi, in line with the original salvage plan to run a 1,000-meter line to a tanker moored in the island's sheltered northwestern lee. No tanker for receiving the oil can yet be seen in the area. The salvor's main initial priority may be to move oil from one tank to another on board the ship to stabilize it, protect the hull and prevent further listing. An NH90 provided by the Royal Air Force

of Oman is assisting with the lift of pumps from the EDT Kennedy onto the Caroline Bezengi, and there is possibly a second civilian helicopter assisting with operations as well. Although there

originally had been an intention to establish a forward operating base on the small port and airfield of the main Halliniyat Island which lies 25 nautical miles to the west of Al Qibliyyah, the mainland port of Duqm now appears to be the principal base for the operation ashore, based on vessel movements. Weather at the end of the Khareef monsoon season can be variable, and the operation could be delayed if squalls comes in, but the forecast for the next week shows that average wind speeds will rarely exceed 20 knots - an improvement over the rough conditions on scene during the past month. In other good news, imagery of the oil plume leaking from the [Caroline Bezengi](#) over the last week appears to show a reduced flow of oil, suggesting that previously breached tanks are now leaking at a lower rate. The operation is not yet over, but appears to have been an endorsement of the Omani Ministry of Transport, Communications and Information Technology's patient approach, plus a tribute to the resourcefulness of the salvage partners involved. (Source: *Marex*)

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JACUAR RUNS AGROUND OFF SOMALIA AFTER TAKING ON WATER, CREW SAFELY RESCUED

The 1998-built cargo vessel [JACUAR](#) (IMO 9181821) has run aground off the Somali coast after suffering significant water ingress while sailing from Mozambique to Egypt. The vessel, flying the flag of Saint Kitts and Nevis, was carrying about 7,008 tonnes of cargo and had 18 crew members aboard when the



incident occurred, according to Somalia's Ministry of Ports and Marine Transport. All 18 crew members, comprising nationals of India, Syria and Egypt, have been rescued and reported safe. The Somali ministry said the vessel suffered water ingress in an interior section before subsequently running aground. Further reports indicate that the incident occurred approximately 12 nautical miles north of Mogadishu, after the vessel had initially reported an emergency while in the Mogadishu port anchorage area. The Mogadishu Port Authority reportedly instructed [JACUAR](#) to

move away from the port area before it subsequently grounded to the north. The Somali Navy rescued all 18 crew members and transported them to Mogadishu. Maritime authorities have also taken steps to secure the vessel and its cargo. No marine pollution has so far been reported. There are conflicting reports over the vessel's final condition. Somali media have reported that **JACUAR** capsized following the water ingress and grounding, while maritime specialist reporting has described the vessel as possibly having capsized but noted that this has not yet been independently confirmed. **JACUAR** is a 100-metre-long general cargo/dry bulk vessel of 8,556 dwt, built in 1998. Maritime databases identify its registered owner as Brothers Maritime Trading Co and its manager as Sonar Shipping & Management, both associated with Turkey. The vessel's recent port-call history shows calls at Beira and Nacala in Mozambique before its northbound voyage. Somali authorities identified Nacala as the departure port for its voyage to Adabiya (Al Adabiyah), Egypt. *Previous deficiencies* The casualty also comes against a background of previous port-state-control interventions involving **JACUAR**. The vessel was detained in Jordan in September 2024 and again in April 2025, according to maritime inspection records. More recently, Egyptian port-state-control authorities recorded deficiencies during an inspection in December 2025, including problems relating to deck corrosion and engine-room gauges. These findings do not establish a connection with the present casualty, and there is currently no evidence that any of the previously recorded deficiencies contributed to the water ingress, grounding or reported capsizing. They do, however, form part of the vessel's documented inspection history and will presumably be among the records examined as the circumstances of the incident are investigated. The cause of the water ingress and the extent of damage to **JACUAR** remain unclear. Salvage operations are reported to have been initiated. For now, the immediate outcome is that all 18 seafarers have survived the incident. The condition of the vessel, and whether it has in fact fully capsized, should become clearer as salvage and maritime authorities gain access to the casualty. (Source: *Africa Ports & Ships*)

BULKER COMES FREE ON HIGH TIDE AFTER BEING AGROUND FOR A WEEK OFF AUSTRALIA



The grounded bulker **Cape Falcon** (182,066 dwt) came free Thursday morning, September 24, in an earlier-than-planned effort. A salvage attempt had been scheduled to start during the evening tide for the vessel, which grounded on September 18. Maritime Safety Queensland (Australia) reported the vessel had been refloated on the morning high tide after several

previous efforts over the past week had failed to free the Capesize bulker. The vessel is reported to be fully laden and was aground approximately six nautical miles off Gladstone, located in the northeast of Australia. The Regional Harbour Master had approved a salvage plan yesterday. They said a refloating effort was planned for 1900 on Thursday local time when the high tide was expected to reach around 3.6 meters (nearly 12 feet). The effort was dependent on favorable weather conditions, the sea state, and tidal conditions. Cape Falcon was maneuvering at slow speeds, according to Maritime Safety Queensland, while attempting to anchor in the bunkering anchorage off the Port of Gladstone. It was declared aground at 1524 local time on September 18. Maritime Safety Queensland was enforcing a one-nautical-mile exclusion zone around the vessel and said that

while it was outside the port shipping channel, there would still be some impact to the shipping schedule. Tugs were being used from the port to support the recovery effort, but attempts to pull the vessel free over the weekend failed. The ship, which was built in 2022 and is approximately 292 meters (958 feet) in length, is managed by Japan's Shoei Kisen Kaisha and registered in Liberia. The Australian Transport Safety Bureau advises there are no reports of injury to the crew and no pollution reported, while media reports said it grounded near the edge of the dredge spoil ground. **Cape Falcon** was directed after being refloated to anchor pending a further investigation. The Australian Maritime Safety Authority detained the ship to ensure all safety and regulatory requirements are met before the vessel resumes service. The Australian Transport Safety Bureau said it would launch a short investigation, including conducting interviews and collecting evidence and data, and it had ordered the ship's voyage data recorder preserved. Investigators will be looking at the ship's tracking data, weather, the crew and operator, and its maintenance records. Gladstone is one of Australia's large dry bulk ports and a major export location. Port officials note it handles more than 30 commodities, including coal and minerals. *(Source: Marex)*

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A SUNKEN SHIP WAS RAISED FOR THE FIRST TIME IN THE TIKSI SEAPORT IN YAKUTIA.

The region plans to raise and dispose of another 11 vessels by 2030. A sunken vessel was raised for the first time in the Tiksi seaport in Yakutia as part of the "General Cleanup" project, Rosmorrechflot reported. "Work has been completed at the Tiksi seaport. This is the first sunken vessel removed in the Republic of Sakha (Yakutia) as part of the federal project. Eleven more vessels are planned to be raised and disposed of in the region by



2030," the statement said. In total, the project aims to remove 17 sunken ships in six regions of the Far East by the end of 2026. Rosmorrechflot, together with the regions, is the main contractor for the project. The agency clarified that priority is given to lifting vessels that interfere with shipping and fishing, negatively impact the environment, and hinder the development of coastal infrastructure. The "General Cleanup" program has been extended until 2030 and is part of the

"Environmental Well-Being" national project. (Source: Tass)

OFFSHORE NEWS

BOSKALIS' WHITE MARLIN TRANSPORTS THREE VESSELS FROM NIGERIA TO ARGENTINA



Boskalis' semi-submersible heavy transport vessel **White Marlin** recently completed another successful transport. This time, the vessel made a voyage between West Africa and South America. Recently, two tugs and Micoperi's pipe-laying vessel **Seminole** were loaded in Bonny, Nigeria. The vessel recently arrived with its triple cargo at the port of Bahía Blanca in Argentina. The transport vessels of Boskalis' Heavy Marine Transport division are often used to transport a single large, heavy

cargo from one location to another. However, sometimes a project requires the transport of multiple (smaller) cargoes with a single voyage. The challenge in such cases lies in the float-on operation, during which the multiple cargoes are positioned above the heavy transport vessel's submerged deck. The subsequent challenge is to keep everything in position whilst the heavy transport vessel refloats before the cargo takes position on the pre-installed cribbing wood. Boskalis thank the crew of the **White Marlin** and our project team for another successful transport. (Source: Boskalis)

FUGRO WINS SURVEY AND INSPECTION WORK OFFSHORE AUSTRALIA

Dutch surveyor Fugro has secured a marine asset integrity contract with an undisclosed client in Australia. Fugro will replace critical subsea infrastructure to support the long-term reliability and performance of our client's offshore assets. In addition to the replacement works, Fugro will provide subsea survey and inspection services using remote operations capabilities. Offshore operations will be executed from



Fugro's multipurpose support vessel **Fugro Etive**, with project management, engineering, and operational support services being delivered from Fugro's regional operations teams. The contract follows an initial phase of engineering and planning activities, with detailed engineering to commence in the coming weeks. Offshore operations are expected to commence towards the end of

2027. (Source: *Splash24/7*)

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SANCO SAILOR – RESEARCH VESSEL REBUILT FOR SEISMIC SOURCE WORK



Six months at a Norwegian yard changed a ten-streamer 3D acquisition ship into a dedicated source vessel. Sanco Shipping's updated specification shows what was kept, what was added and where the 2010-built hull now sits in the seismic fleet. Sanco Shipping's **Sanco Sailor**, the former **PGS Apollo**, entered service in February 2026 as a seismic source vessel after a six-month conversion at Vard

Langsten in Norway. The work added a DP2 system and reworked the seismic spread of a hull that PGS had commissioned in 2010 to tow ten streamers. Sanco took over the ship on July 31, 2025, renamed it and sailed it to Vard Langsten, where it arrived in August. The seller was the Norwegian group TGS, which had previously absorbed the PGS fleet. The conversion began with a purpose-built 3D seismic ship. Factorias Vulcano in Vigo, Spain, built the vessel to a Skipsteknisk design in 2010. PGS placed it in the medium-capacity segment, and its equipment included ten full-length streamers and twelve reels in a central arrangement, along with processing nodes, disk storage and tape drives for full onboard data processing. *Structural modifications and installation of an improved DP2 system*

A low-resistance hull and an 18-knot transit speed were intended to cut steaming time between projects. Skipsteknisk said the original ship was 102 metres (335 feet) in length, with 19.2 metres (63 feet) in moulded beam and eight metres (26 feet) depth to main deck, with accommodation for 60 people plus a hospital. Vard said the work involved substantial changes to the vessel's structure and improvements to the existing seismic equipment, together with installation of a DP2 system to enhance operational capability. The resulting **Sanco Sailor** is flagged in the Bahamas with Nassau as port of registry. Principal dimensions are 106.8 metres (350.4 feet) length overall, 92.1 metres (302 feet) between perpendiculars, a 19.2-metre beam at the waterline, 22.2 metres (72.8 feet) maximum beam and 6.5 metres (21 feet) maximum draught. Class notation is I +HULL +MACH, HABITABILITY, COMF-VIB 2, +AUT-UMS, SYS-NEQ, MON-SHAFT, HEL, INWATERSURVEY,

MANOVR, + DYNAPOS AM/AT R, AVM-DPS (RP), SPS IMO A.534(13). Navigation is unrestricted. The DP system itself is a Kongsberg KPOS DP2, paired with Kongsberg track steering running dedicated software for line-keeping during acquisition. Electrical distribution is at 690V, 440V and 230V, all at 60 Hz, and emergency and auxiliary generation comprises one 250kW unit and one 1,190kW unit. The propulsion plant is the original diesel-mechanical arrangement. Four MAN 32/40 engines, two of 4,500 kW (6,000 hp) and two of 3,000 kW (4,000 hp), drive two controllable-pitch propellers through two Flender twin-in, single-out gearboxes, giving 7,500 kW (10,000 hp) per shaft and 15,000 kW (20,000 hp) in total. Station-keeping and manoeuvring rely on three thrusters: a retractable, fixed-rpm, controllable-pitch bow unit of 1,500 kW, a Rolls-Royce (now Kongsberg) tunnel bow thruster of 1,250 kW and a Rolls-Royce tunnel stern thruster of 750 kW. The specification gives a bollard pull of 216 tonnes. Maximum speed is approximately 18 knots at 65 cubic metres (15,000 gallons) of fuel a day, service speed is 12 to 14 knots at 30 cubic metres (6,600 gallons) a day and economic speed is 10 knots at 23 cubic metres (5,100 gallons) a day. Seismic shooting is 4.5 knots and 20 cubic metres (4,400 gallons) a day, a figure that includes the load from the compressor plant. MGO capacity is 1,840 cubic metres (405,000 gallons) at 90 per cent filling, with 80 cubic metres (18,000 gallons) of lubricating oil, 174 cubic metres (38,300 gallons) of freshwater and 1,105 cubic metres (243,100 gallons) of ballast. Two Alfa Laval freshwater generators produce 30 cubic metres a day each, and an Optimarin ballast water treatment system is rated at 167 cubic metres (36,700 gallons) an hour. *Full equipment fit enabling different source modes* The source spread defines the vessel's new role. It comprises Bolt 1900 LLXT air guns arranged in six sub-arrays, each with six gun positions in use and a maximum of seven, at 2.5-metre (8.2-foot) spacing. The spread can be flown as a single, dual or triple source. In dual-source mode, three sub-arrays are assigned to each source for a maximum tow width of 200 metres (660 feet). Each gun plate carries two near-field hydrophones, one pressure transducer and one depth transducer. Compressed air comes from five compressors: three LMF 48/138-207 E60 units of 1,800 cubic feet per minute (cfm) each and two Neumann and Esser SAPS 62 units of 2,200 cfm each, for 9,800 cfm in total at a working pressure of 2,000 psi. All run on frequency drives with automatic rpm control. An Evotec high-flow air manifold with non-return valves was installed in 2026. Firing control is Gunlink 4000 and quality control runs on RadExPro. The tow system uses Baro Flex 18-foot floats with deflectors, the deflectors are Baro C 680-4000 and Baro DT500-2000, and door steering is handled by Ulmatec's Mini Defcon system. Umbilical cables run to 800 metres (2,600 feet). Deck machinery on the gun and streamer decks comprises ten seismic gun winches of 950 metres (3,100 feet) each, two seismic cable winches of 12,000 metres (39,000 feet) each and 18 auxiliary winches, served by two hydraulic power packs at 280 bar. Two deck cranes are rated at 12 tonnes at 17 metres (56 feet)



outreach. The retention of two long cable winches means the vessel keeps some streamer-handling capacity despite its designation as a source ship. Positioning of the source is handled by a Fugro suite. Primary navigation is Fugro Starfix XP3/G4+, with Fugro StarPack 2 and Starfix X5 receivers. The gun array tracking uses Fugro StarTrack 2 relative GNSS, two units per sub-array. Post-processing is FGPS SeisPos and the online navigation system is ION Gator II. Two 350mm bottom valves are fitted for acoustic transducers. Survey heading comes from a Kongsberg MGC R3 gyro compass, separate from the two Kongsberg MGC R2 units serving the bridge, and two Nortek VMCP

acoustic current profilers are installed. A Simrad EA600 echosounder operates at 18, 38 and 200 kHz alongside the JRC JFE 380 bridge sounder. *Comprehensive electronics selection* Radars are Raytheon Anschütz Synapsis NB45-014 units in X-band and S-band, the autopilot is an MT Bridge Mate Navitron NT999G integrated with K-Pos, electronic charts run on MT Bridge Mate ECDIS, the speed log is a Skipper DL 850 Doppler and the voyage data recorder is a Danelec DM100. Communications include a Marlink Ku-band VSAT with Starlink, a Cobham TT-3672A FleetBroadband terminal, two JRC JUE-85 Inmarsat C terminals, a Sailor 6301 MF/HF set at 150 W, four fixed and three handheld JRC VHF radios, and five fixed and eight portable Motorola UHF units. Internal telephony is via Innovaphone IP system. *Extensive safety systems coupled with ample accommodation* Accommodation matches the original 60-person design. There are 36 single cabins and 12 two-berth



cabins, all with bathrooms, plus a hospital with bathroom. Lifesaving capacity is 60 persons, provided by two 60-person lifeboats and six 20-person inflatable rafts, with 65 survival suits, 15 lifebuoys, three JRC JHS-7 emergency radios and three Jotron Tron SART 20 transponders. The rescue craft is a Mare Safety FRB-700 unit for ten people, launched from a Vestdavit

davit with a 12-tonne safe working load. Safety manning is ten persons. The mess seats 36 and the vessel has two day rooms, a conference room and a gymnasium, with air conditioning from Teknotherm Marine and Aeron. Specialist spaces include an air-conditioned instrument room, an air-conditioned gun shack, two air-conditioned workshops and three seismic stores. The helideck is rated for a Sikorsky S-92 in daylight, with a D-value of two metres and a 14.6-tonne limit. Fire protection comprises Autronica detection, two Itur fire pumps of 132 cubic metres per hour each and a Heien Larssen CO2 system. Waste handling uses a Gertsen and Olufsen BR-011100 BVG sewage plant, a Delitek DT-500 MC compactor and a Team Tec GS 500 CS incinerator. (Source: Baird)

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LD ARMATEURS WELCOMES MULTIPURPOSE SUPPORT VESSEL TO ITS FLEET

LD TravOcean, a subsidiary of Louis Dreyfus Armateurs (LD Armateurs) specialized in subsea cable installation and protection, has taken delivery of the DP2 multipurpose support vessel **TVO Mariner**,

previously known as **SIDDIS Mariner**, following the acquisition announced in April. The 88.3-meter vessel, built in 2011 to Norwegian design standards, features a payload capacity of around 2,500 tons, a 950-square-meter working deck, advanced dynamic positioning, and accommodation for up to 70 personnel. **TVO Mariner** was delivered to LD Armateurs in mid-September and will support a range of activities, including telecommunications cables, cable



repair projects and offshore wind projects. The vessel will operate under the French International Register (RIF) and be crewed by seafarers from LD Armateurs. Technical and ship management activities will be overseen by LD Armateurs, while subsea operations will be conducted by LD TravOcean's specialist teams. "The **TVO Mariner** gives us full ownership on project execution for submarine cable installation and repairs, trenching services and deep water ROV operations. Thanks to this new vessel, we are well positioned to create more added value for our clients in terms of performance, agility and reliability," said Olivier Le Nagard, Managing Director of LD TravOcean. *(Source: Offshore Energy)*

FUGRO SECURES ADDITIONAL SURVEY CONTRACTS FOR GREATER SUNRISE TLNG AND BAYU UNDAN PIPELINE HIGHWAY PROJECTS IN TIMOR-LESTE



In addition to the geophysical survey contract announced on 17 July 2026, Fugro has secured two further awards from Timor-Leste's Ministry of Petroleum and Mineral Resources (MPRM) in support of the Greater Sunrise TLNG development and Bayu-Undan Pipeline Highway projects. The awards comprise a major heavy geotechnical survey and a metocean survey as part of the wider survey campaign for the proposed pipeline routes. The campaign will support the Greater Sunrise Gas Export

Pipeline from the Greater Sunrise field to Timor-Leste for the TLNG development planned at Natarbora on the south coast of Timor-Leste, and the Bayu-Undan Pipeline Highway to Natarbora. Together, the surveys will provide a comprehensive understanding of seabed and subsurface conditions along the proposed corridors to inform route selection and future engineering. The six-month geotechnical and the twelve-month metocean survey field work is planned to commence in the first quarter of 2027, following the geophysical work in the third quarter of 2026. The programme combines Fugro's technology with the geotechnical Seafloor Drill and SeaScout 35 MKII

Cone Penetration Testing (CPT) systems to collect critical ground intelligence in the challenging ultra-deepwater environment of the Timor Trough, where water depths reach up to 3,000 metres. The project will be supported by Fugro's Remote Operations Centre in Kuala Lumpur, enabling real-time collaboration between offshore and onshore experts to enhance operational efficiency, quality assurance and safe project delivery. Safri Drahan, APAC Regional Business Line Director, said: "Winning the geophysical, geotechnical and metocean contracts reflects our ability to deliver fully integrated site characterisation solutions for complex deepwater developments. By combining our expertise with deepwater technologies, we can provide high-quality Geo-data and engineering insights to support informed decision-making, reduce project risk, and advance the Greater Sunrise and Bayu Undan developments in Timor-Leste." (*PR-Fugro*)

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OMEGA SUBSEA TO MOBILIZE ROV SYSTEMS ON TWO NKT CABLE LAYERS

Omega Subsea has secured a five-year agreement with NKT to provide a remotely operated vehicle (ROV) system for the newbuild cable-laying vessel (CLV) **NKT Eleonora**, following the contract for **NKT Victoria** reported last June. The agreements are part of a wider investment program as part of which Omega Subsea's total ROV fleet is set to exceed 30 systems by mid-2028.



Of the eight new Kystdesign systems scheduled for delivery in 2026, four will be deployed on NKT projects. Mobilization activities for **NKT Victoria** and **NKT Eleonora** are currently underway at shipyards in Ulsteinvik and Brattvåg. Operations on **NKT Victoria** are scheduled to begin before year-end, while mobilization of ROV systems on NKT Eleonora is expected in January. For **NKT Victoria**, Omega Subsea will also supply two launch and recovery systems (LARS) from Ulmatec, installed in the vessel's hangar and configured to support operations with the company's two new ROVs. "NKT is one of the leading players in the cable installation industry, and being selected to support two of their modern cable-laying vessels is a strong vote of confidence. We are expanding both our equipment base and organisation to support long-term operations and multiple projects simultaneously," said Trond Berge, CEO of Omega Subsea. "Cable installation is a market characterised by long-term demand and significant growth potential. We will continue to be a broad subsea service provider, while strengthening our position in areas where we see sustained activity and long-term

opportunities.” Omega Subsea said it plans to recruit between six and twelve new employees for offshore and onshore positions, while also expanding warehouse and logistics capacity at its Hilleren facility. “We are currently experiencing a period of significant growth. As we take on greater responsibility within our projects, it is essential that we have the right people, equipment and infrastructure in place. The NKT agreements are a good example of how long-term partnerships enable us to invest confidently and build for future growth,” said Berge. *(Source: Offshore Energy)*

GLOMAR PATRIOT BRIEFLY BACK HOME



GloMar Offshore’s ***Glomar Patriot***, nearly 60 meters in length, is rarely seen in its home port of Den Helder. The vessel is constantly active at sea, but last Saturday morning, following a job in the British Tiffany field, it was spotted at the 'Het Nieuwe Werk' quay. Since its delivery in 1975 by the Amels/Welgelegen shipyard in Makkum, the ***Glomar Patriot*** has served various owners as a supply vessel.

In 2023, the ship was acquired by GloMar Offshore, which first commissioned an extensive conversion to enable its deployment as an emergency response and rescue vessel (ERRV). The Panama-flagged ***Glomar Patriot*** has since departed for Eemshaven. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

WINDFARM NEWS - RENEWABLES

CADELER AND VATTENFALL JOIN FORCES TO SHAPE THE NEXT GENERATION OF OFFSHORE WIND MAINTENANCE SOLUTIONS

Cadeler A/S ("Cadeler"), through Nexra, its dedicated offshore wind service platform, and Vattenfall Vindkraft AB have entered into a memorandum of understanding (MoU) for a strategic collaboration to explore the development of next-generation operations & maintenance (O&M) solutions for the offshore wind industry. The collaboration will focus on advancing innovative Major Component Exchange (MCE) capabilities, combining operational expertise, service methodologies, and long-term



planning to explore more efficient and scalable approaches to offshore wind maintenance and support

the evolving needs of offshore wind asset owners and operators. As the global installed base of offshore wind turbines continues to grow and mature, efficient maintenance strategies and access to specialised MCE capabilities are becoming increasingly important to ensuring long-term asset performance, reliability and availability. Through the collaboration, Nexra and Vattenfall will explore concepts and solutions designed to improve the efficiency, safety and scalability of offshore wind maintenance activities across multiple turbine platforms, with the ambition of supporting more predictable and effective maintenance of offshore wind assets. Jacob Christian Gregersen, Chief Growth Officer at Cadeler, commented: "The offshore wind industry is entering a new phase, with a growing installed base and increasingly complex maintenance needs. This collaboration gives us an opportunity to combine complementary expertise and explore new approaches to Main Component Exchange, helping shape more efficient and scalable O&M solutions for the assets of tomorrow." Pavlo Malysenko, Head of Generation, Offshore Wind at Vattenfall, commented: "The long-term competitiveness of offshore wind will depend not only on how we build projects, but also on how effectively and efficiently we operate and maintain them over decades. Every major component exchange comes with significant cost, complexity and lost generation. Through this collaboration, we want to explore smarter approaches that support safe and reliable operations, improve long-term asset performance and reduce lifecycle costs, helping to keep offshore wind an affordable source of fossil-free electricity." (PR-Cadeler)

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VAN OORD UNVEILS NAMES OF NEXT-GENERATION FLEXIBLE FALLPIPE VESSELS



During WindEnergy Hamburg, Van Oord officially revealed the names of its two next-generation flexible fallpipe vessels: **Vindnes** and **Vestnes**. Scheduled for delivery in 2028 and 2029, the purpose-built vessels will strengthen Van Oord's subsea rock installation capabilities and support the continued growth of offshore wind, interconnector and critical energy infrastructure

projects worldwide. As offshore wind farms move further from shore and increase in scale, demand for reliable seabed intervention solutions continues to grow. Subsea rock installation, pioneered by Van Oord since the 1970s, is vital for protecting and stabilising offshore energy infrastructure.

Building on more than 50 years of operational experience and the industry's most extensive dedicated flexible fallpipe fleet, Van Oord continues to set the benchmark in seabed intervention. Maurits den Broeder 'The need for secure and sustainable energy infrastructure has never been more important. With **Vindnes** and **Vestnes**, we are investing not only in additional capacity, but in a new generation of purpose-built subsea rock installation vessels designed around productivity, efficiency and sustainability. As offshore projects become larger and more complex, our customers increasingly require solutions that minimise project duration, reduce emissions and deliver the lowest total installation cost. These vessels reflect our confidence in the continued growth of offshore energy, and reinforce Van Oord's commitment to remaining at the forefront of seabed intervention.' Maurits den Broeder, Managing Director Offshore Energy at Van Oord. *Names that connect heritage and future* The names **Vindnes** and **Vestnes** continue the naming tradition of Van Oord's subsea rock installation fleet, complementing existing vessels such as Nordnes, Stornes and Bravenes. Inspired by wind and the west, the names reflect both the fleet's maritime character and the future of offshore energy. They symbolise the connection between Van Oord's longstanding expertise in seabed intervention and its continued commitment to supporting the energy transition. *Maximum productivity, minimum environmental impact* Unlike many recent market additions developed through vessel conversions, Vindnes and Vestnes have been designed from the keel up as dedicated subsea rock installation vessels. This purpose-built approach enables Van Oord to incorporate the latest lessons learned from decades of operations, resulting in enhanced safety, operational efficiency, installation performance and future fuel flexibility. With a loading capacity of 35,000 tonnes, Vindnes and Vestnes have been optimised to deliver maximum project productivity while minimising environmental impact. Rather than focusing solely on vessel size, the design balances carrying capacity, installation rates, fuel efficiency and offshore workability to reduce the total cost and emissions per tonne of rock installed. Advanced automation, smart sensors and a DP2 positioning system enable highly accurate rock placement, while multi-fuel engines, battery storage and an energy-efficient design contribute to lower-emission operations. **Vindnes** and **Vestnes** are currently being constructed by Yantai CIMC Raffles Offshore in China. The first vessel is expected to be delivered in 2028, followed by the second in 2029. Together, they will help Van Oord meet the offshore challenges of the future and further strengthen its position in subsea rock installation. (PR-Van Oord)

DEEPOCEAN AND TFKABLE PLAN NEW OFFSHORE WIND CABLE VESSEL

Norwegian ocean services contractor DeepOcean and TFKable Group are planning a purpose-built cable-laying vessel for the offshore wind market as part of a proposed joint venture targeting inter-array cable projects. The vessel would be owned by a separate company involving Poland's state-owned industrial development agency, ARP, together with DeepOcean and TFKable Group's controlling



entity. No shipyard, technical specification, contract value, or delivery date has been disclosed. The planned cable-lay ship would support an integrated EPCI offer for the cables that connect turbines within offshore wind farms. The proposed joint venture would combine TFKable subsidiaries Tele-

Fonika Kable and JDR Cable Systems' manufacturing capacity with DeepOcean's engineering, installation, trenching, and seabed-intervention experience. The intended scope runs from route and seabed surveys through cable design, manufacture, and transport to installation, burial, and protection. The companies expect to introduce capabilities progressively under a development programme with major milestones extending to 2029. "Offshore wind developers are increasingly looking for greater collaboration and integration across the supply chain," said DeepOcean chief executive Øyvind Mikaelson. "By combining complementary cable manufacturing and offshore installation capabilities, we intend to create a more efficient delivery model." The new venture remains subject to competition clearance and customary closing conditions. In the meantime, DeepOcean and TFKable Group will continue to bid separately for installation and cable-supply work. (Source: *Splash24/7*)

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SIEMENS GAMESA CHARTERS PURUS SOV FOR NORTH SEA O&M WORK



Siemens Gamesa and Purus have signed a long-term charter agreement for the service operation vessel (SOV) **Purus Horizon**. The vessel will commence work under the agreement in early 2027, supporting offshore wind operations and maintenance (O&M) activities in the North Sea. This is the second long-term charter for **Purus Horizon** during its operational life, following its original deployment as one of the

first-generation SOVs, according to Purus, which left the offshore wind farms on which the SOV will be deployed undisclosed. The company acquired the SOV, formerly known as **Edda Passat**, from Edda Wind in 2024. The SOV's first charter was for Ørsted's Race Bank offshore wind farm in the UK, where the vessel started its five-year contract in 2018. Earlier this year, Purus secured a five-year charter agreement with OranjeWind, the joint venture between RWE and TotalEnergies, for the deployment of its construction service operation vessel (CSOV) **Purus Power** at the OranjeWind offshore wind farm in the Netherlands. Under the agreement, which includes an extension option,

the vessel will support both planned and unplanned operations and maintenance (O&M) activities at the offshore wind farm. (*Source: Offshore Wind*)

SOV NEWBUILD: PAXOCEAN GROUP AND ULSTEIN SIGN DESIGN CONTRACT FOR ULSTEIN SX222 OFFSHORE WIND VESSEL

PaxOcean Group, a member of Kuok Maritime Group, and Ulstein Design & Solutions AS have signed a contract for the design of an ULSTEIN SX222 service operation vessel (SOV) for NYK Line (Nippon Yusen Kabushiki Kaisha). PaxOcean will construct the vessel at its Graha yard in Batam, Indonesia. The vessel will



support offshore wind construction, operations and maintenance activities, providing accommodation and logistical support for personnel working offshore. The new SOV will be based on the proven SX222 design and will accommodate up to 120 people. The vessel will have a length of 89.6 metres and a beam of 19.2 metres. Featuring Ulstein's TWIN X-STERN hull design, the vessel is designed for high manoeuvrability, efficient station-keeping and reduced energy consumption. The symmetrical hull shape and propulsion arrangement allow the vessel to operate efficiently in either direction. This reduces the need to turn when weather conditions change and supports a wider operational window. The vessel will be prepared for methanol and fully electric operations, providing flexibility to adopt lower-emission energy solutions. It will have double classification from DNV and CR and sail under the Taiwan flag. PaxOcean expands its position in specialised offshore wind vessel construction. "This contract is an important project for PaxOcean Group as we strengthen our capabilities in specialised vessel construction. Together with NYK and Ulstein, we have worked closely and purposefully over time to develop a vessel that meets the customer's operational requirements and the evolving needs of the offshore wind industry," says Sidat Senanayake, Group Head of Commercial at PaxOcean. "For PaxOcean, it is also significant that we are establishing a strong foothold in a segment of tonnage that directly contributes to and enables sustainable solutions. This is an important step in our continued development and in positioning ourselves for the green transition taking place across the maritime industry." *Comprehensive design and equipment scope* "We look forward to working closely with PaxOcean and NYK on the realisation of this vessel. This contract represents an important milestone for Ulstein and demonstrates the relevance of our vessel designs and system solutions in the growing offshore wind market in Asia," says Rolf Petter Almli, sales manager at Ulstein Design & Solutions AS. Ulstein Design & Solutions AS will provide the vessel design and engineering package, while Ulstein Power & Control AS will deliver a fully integrated DC-based hybrid power and automation system, ensuring seamless integration between the vessel design, power generation, energy storage, propulsion, and control systems. By combining ship design, engineering, system integration, and main equipment into a single delivery, Ulstein will contribute to a coordinated and efficient shipbuilding process. Ulstein's multidisciplinary teams will work closely with the shipyard and shipowner to optimise the vessel as a complete system. The vessel is scheduled for delivery in 2029. (*PR-Ulstein*)

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BIBBY MARINE SAYS BATTERY-FIRST ECSOV CAN CUT FUEL CONSUMPTION BY 40 PCT BEFORE OFFSHORE CHARGING BECOMES AVAILABLE



Bibby Marine says its battery-first electric commissioning service operation vessel (eCSOV) can reduce fuel consumption by around 40 per cent compared with a traditional CSOV “from day one”, while providing a pathway to zero-fuel operation as offshore charging infrastructure becomes available. The eCSOV is currently under construction at Armon Shipyard

in Vigo, Spain, and is expected to enter service in 2027. The vessel will operate on a battery-first, self-charging basis, supported by dual-fuel methanol/MGO generator sets. “One of the biggest misconceptions surrounding vessel electrification is that it only delivers value once offshore charging infrastructure is in place. That’s simply not the case”, said Kevin Brown, Commercial Director at Bibby Marine. In a press release on 24 September, Bibby Marine highlighted that the eCSOV design still uses fuel, but its battery-first design allows onboard generators to operate at a more consistent and efficient load rather than continuously responding to changing power demand, reducing fuel dependency. This contributes to lower operating costs and emissions, the company noted. While equipped with self-charging capability, the new vessel is also ready to make use of onshore and offshore charging infrastructure as it becomes available, eventually enabling zero-fuel operation. “Our battery-first design has been developed to deliver meaningful commercial benefits from day one. The batteries provide the primary source of power, while onboard generators recharge the system at a steady, efficient load. That significantly reduces operating costs compared with conventional propulsion, while giving operators the flexibility they need today”, said Brown.

(Source: Offshore Wind)

DREDGING NEWS

USACE WRAPS UP MCGREGOR LAKE RESTORATION PROJECT

The U.S. Army Corps of Engineers, St. Paul District, marked the completion of its \$25 million McGregor Lake habitat rehabilitation and enhancement project yesterday. McGregor Lake is a 200-acre backwater lake in Pool 10 of the Mississippi River near Prairie du Chien, Wisconsin. The lake

lies within the Upper Mississippi River National Wildlife and Fish Refuge. Construction on the restoration project began in 2020. For this work, USACE used 500,000 cubic yards of clean river sand dredged from the Mississippi River to construct seven Islands. Dredging the main channel ensures navigation continues on the Mississippi River. Thirty-five acres of backwater fisheries habitat were dredged, which created overwintering habitat for fish and the



material was used on top of the islands for growing vegetation. In addition to creating islands, USACE constructed five rock features, and stabilized over a mile of shoreline. This project improved over 270 acres of aquatic habitat, enhanced over 45 acres of floodplain forest, and protected 22 acres of wetlands, USACE concluded. *(Source: Dredging Today)*

MIKE HOOKS WINS PORT NECHES DREDGING CONTRACT



Mike Hooks LLC, from Westlake, Louisiana, has won a firm-fixed-price contract to perform a maintenance dredging project in Texas. "The amount of this action is \$22,146,860 with a total cumulative face value of \$31,233,110," the U.S. Department of War (DoW) said. Bids were solicited via the internet with six received. Work under this contract will be performed in Port Neches, Texas, with an estimated

completion date of December 14, 2027. Fiscal 2026 operation and maintenance, Army funds in the amount of \$22,146,860 were obligated at the time of the award, DoW said. The U.S. Army Corps of Engineers, Galveston District, is the contracting activity. *(Source: Dredging Today)*

VAN OORD'S RIJN GEARS UP FOR SOUTH-WEST INDIA DOCK ENTRANCE JOB

The Port of London Authority said that the dredging operations will take place at South-West India Dock Entrance on or about September 28. "These dredging operations will be carried out by vessel [Rijn](#) using the water injection dredging method and will be conducted during ebb tides only. An alternate vessel may be substituted for Rijn if necessary," the Authority said. Water injection dredging is a dredging technique that removes sediment 'the natural way'. It is an environmentally

friendly way of maintaining the navigable depth of ports and waterways. A water injection dredger can work very close to embankments and quay walls because of the maneuverability of the vessel. Van Oord's dredger Rijn is equipped with hybrid energy management systems. This diesel-electric water injection dredger complies with the IMO TIER III legislation for reducing harmful NOx emissions and take into account the EU STAGE V legislation. (Source: *Dredging Today*)



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MANSON NABS \$17.3 MILLION BELLE CHASSE DREDGING DEAL



Manson Construction Co., from Seattle, Washington, has won a \$17.3 million firm-fixed-price contract to dredge shoal material and dispose of the dredged material at designated disposal sites in Louisiana. Bids for this project were solicited via the internet with six received. Work will be performed in Belle Chasse, Louisiana, with an estimated completion date of October 20, 2027. "Fiscal 2026 civil

construction, funds in the amount of \$17,316,250 were obligated at the time of award," the U.S. Department of War (DoW) said. The U.S. Army Corps of Engineers, New Orleans District, is the contracting activity. (Source: *Dredging Today*)

HØJ NORDIC COMPLETES ASAA HARBOR DREDGING

Høj Nordic Marine Contractor carried out an extensive maintenance dredging project at the

entrance channel to Asaa Harbor in the Northern part of Jutland recently. The works involved removing significant volumes of sediment from the navigation channel for disposal at an approved offshore disposal site, while part of the dredged material was relocated to a designated bypass area. Also, the project required the relocation of large volumes of sediment to restore the required navigational depths in the entrance channel and ensure safe and reliable access to the harbor. According to the company, the works were carried out through close coordination between the excavator dredger Elisabeth Høj and a local contractor operating a specially modified excavator designed for very shallow-water conditions. While Elisabeth Høj performed the maintenance dredging within the navigation channel, the excavator continuously relocated the dredged material away from the work area. (Source: *Dredging Today*)



LAUNCH OF TSHD 1000 FOR PORT OTAGO AND NAPIER PORT



At Damen partner yard 189 Shipyard in Vietnam, a Trailing Suction Hopper Dredger (TSHD) 1000 for Port Otago and Napier Port has been successfully launched. The launch marks a major milestone in the construction of the new state-of-the-art dredger, which is being built to support harbour maintenance dredging operations in the two New Zealand ports. The TSHD is a fit-for-purpose dredger

combining the latest technology with excellent manoeuvring properties for harbour maintenance dredging. Scheduled for delivery later this year, the almost 60-metre-long vessel is based on a proven Damen design and has been customised to meet the operational requirements of both ports. Combining the latest monitoring equipment with outstanding manoeuvrability thanks to azimuth thrusters and a bow thruster, the TSHD 1000 is particularly suited to maintaining safe and accessible harbour approaches and waterways. Dredged material can be discharged quickly through the hopper's bottom doors, while the spacious accommodation, located aft, offers a comfortable working and living environment for the crew, isolated from operational areas on board. The new dredger will be jointly operated by Napier Port on New Zealand's North Island and Port Otago on the South Island. Through a joint venture, the two port authorities have secured long-term access to dedicated dredging capacity for their respective harbour maintenance programmes. The arrangement enables both ports to plan dredging campaigns independently of third-party

contractors while ensuring the continuous availability of a modern dredging asset in the region. The 40-year-old TSHD **New Era**, currently working in the area, will in due course be replaced by its larger and more efficient successor. Damen's Regional Sales Director Asia Pacific, Rabien Bahadoer, said, "We are honoured to support both Port Otago and Napier Port with this important investment in their long-term dredging capabilities. The successful launch of the **TSHD 1000** represents another milestone in a strong collaboration between all parties involved. We look forward to delivering a modern, reliable, and efficient dredging solution that will support the safe and sustainable operation of both ports for decades to come." Following the successful launch, the vessel has entered its final outfitting, testing, and commissioning phase alongside the quay. (PR-Damen)

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YARD NEWS

CONSTRUCTION STARTS ON 'WORLD'S MOST POWERFUL' TRENCHING SUPPORT VESSEL

China Merchants Heavy Industry (CMHI) has started the construction of the first of two Asso.subsea's trenching support vessels (TSVs), described as the most powerful TSV ever built. Asso.subsea reported on 23 September that the steel-cutting ceremony was held for the **TSV Avra** at the CMHI Shenzhen shipyard, one year after the shipbuilding contract was announced. This March, the partners signed the shipbuilding contract for the construction of



the second TSV, named **Andromeda**, sister to **Avra**. The vessels will have 24 MW hybrid power and over 180 tonnes bollard pull, a 4,000-tonne under-deck cable carousel capability and twin working decks and will be able to support a wide range of projects including dynamic cable spreads, floating wind installations, inter-array and export cable operations. In the announcement for the first unit, Asso.subsea said it would be methanol- and biofuel-ready, featuring a large battery hybrid system, equipped with cold-ironing capability, and featuring a 150-tonne offshore/subsea crane and dual heavy-duty A-frames. **Avra** is expected to be delivered at the end of 2027, with Andromeda

following in the second quarter of 2028. CMHI is also building Asso.subsea's new cable-laying vessel (CLV) [Althea](#). The keel-laying was held in April. Delivery is expected next year, when the vessel will join [Ariadne](#) and [Atalanti](#) in the company's cable-laying fleet. (*Source: Offshore Wind*)

BATAVIA ARRIVES AT DAMEN SHIPREPAIR AMSTERDAM FOR HISTORIC PRESERVATION PROJECT



DSAm and Niron Staal proudly play part in preserving 17th-century replica. On 19 September, the Batavia – a 56-metre replica of the original 17th-century vessel of the same name, arrived at Damen Shiprepair Amsterdam (DSAm). In the coming days, the vessel will be positioned in the yard's Dock 4 and lowered into a cradle, purpose-built by DSAm's sister company, Niron Staal, in

which she will be displayed at the Museum Batavialand in Lelystad. *Keeping tradition alive* The vessel was constructed between 1985 and 1995 by Willem Vos, based on the original Batavia, a Dutch East India Company (VOC) ship from 1628. In constructing the vessel, Willem Vos employed traditional techniques and materials. The project had a strong social element, providing young people with an opportunity to learn traditional woodworking and shipbuilding techniques. *Full circle* The Batavia's arrival at DSAm brings the vessel's story full circle; it was from Dock 4 that the vessel was first lowered into the water on 10 April 1995. Following the launch, the vessel was towed to the museum in Lelystad, where she has served as a living monument to craftsmanship for the past 31 years. Now, in order to preserve this important piece of Dutch maritime heritage for future generations, the vessel is being brought ashore. To enable this, the museum contracted Niron Staal to construct a cradle, comprising 90 tonnes of steel. *Bespoke cradle* The company constructed the cradle at its location at DSAm over a period of two months. Following this, the purpose-built cradle was blasted and painted with support from local industrial surface treatment specialist, Braspenning. With the steel work completed, Museum Batavialand then added timber to the cradle in order to provide the vessel with a cushioned landing. In preparation for the vessel's arrival, DSAm lifted the cradle onto a transport pontoon, which was then submerged in the yard's 450 x 39 metre Dock 4 – from where the Batavia was originally introduced to the water in 1995. The dock's 8-metre draught makes it one of the few locations in the Netherlands able to facilitate such a project, due to the combined draught of the pontoon and the ship. *Soft, slow landing* In the coming days, the Batavia will be towed into the dock and positioned above the cradle. DSAm will then pump the dock dry, slowly lowering the Batavia into her cradle. At this point, the yard will pump the water from the pontoon's ballast tanks before refloating it, together with the vessel, ready for her voyage back to Lelystad. Before this, however, the Batavia will be positioned alongside the jetty at DSAm. Over a period of several days, a team of volunteers, on behalf of the Museum Batavialand, will remove the 20-kilogramme lead ballast pigs that were required to stabilise the vessel when she was positioned in the water. Once the ballast has been removed, the Batavia will be towed to the museum, where she is scheduled to be brought ashore on 1 October using SPMTs. *Shared vision for maritime heritage* DSAm Commercial Manager Paul van de Craats said, "When I joined the team at DSAm in 2000, I heard many stories about the vessel's launch from my colleagues – many of whom continue to feel a

strong personal connection to the Batavia, and who will be involved in this project. As a student of naval architecture back in the 1990s, I also followed the construction of the vessel closely. We are delighted to welcome the Batavia back – and proud to play our part in preserving this special example of Dutch maritime heritage. “This project represents a unique blending of old and new craftsmanship. When he constructed the vessel, Willem Vos not only brought a Dutch Golden Age ship back to life, he also provided an opportunity for scores of young people to learn the traditional arts of shipbuilding and woodworking. “This vision is closely aligned with our own. Today, DSAm, with its in-house educational programmes, aims to provide a new generation of young people with the opportunity to develop the skills they will require for a successful career in ship repair, thereby helping to preserve our vital maritime industry for the future.” *(PR-Damen)*

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SEATECH AND CRIST DEVELOP SE-103 UXO VESSEL FOR BALTIC SEA

Seatech Engineering and CRIST are developing the SE-103 UXO, a 95 m vessel concept for seabed operations involving unexploded ordnance and hazardous materials in the Baltic Sea. The vessel is planned with diesel-electric propulsion, dynamic positioning capability and a large working deck. Its equipment package is expected to include specialised ROV, sonar, launch and recovery, and UXO handling systems. The concept is intended to support seabed clearance work in areas designated for offshore wind farms, subsea cables and other marine infrastructure. The project is being developed as Poland expands work related to hazardous materials on the seabed. A government-approved action plan for 2027 covers the identification, monitoring and removal of hazardous materials from Polish maritime areas, including legacy chemical munitions. The plan also covers monitoring of UXO-related activity linked to offshore wind development. *(Source: Ocean Energi Resources)*



CSL OWL LAUNCHES FIRST SUBSEA ROCK INSTALLATION VESSEL

CSL OWL has launched the first of two purpose-built subsea rock installation vessels designed for offshore wind construction and maintenance projects. The vessel, named Rock Star, is the first in CSL OWL's two-ship newbuilding program and is designed to carry up to 17,500 tonnes of rock and install material at rates of up to 2,000 tonnes per hour in water depths of up to 100 metres.

Measuring 166.8 meters long and 40 meters wide, the vessel has a deadweight of about 21,000



tonnes and will operate under the Netherlands flag with Bureau Veritas classification. “The launch of the first of CSL OWL’s two new subsea rock installation vessels brings us one step closer to delivering a new level of capability to the offshore renewable energy sector,” the company said on social media. It is equipped with DP2 dynamic positioning

and a positioning suite comprising Differential Global Positioning System, High Precision Acoustic Positioning and laser-based sensors for precise rock placement. The vessel's dual-fuel engines can operate on marine gas oil or methanol. It has a maximum sailing speed of 12 knots and an economical speed of 10 knots. Accommodation is provided for 45 people, with capacity temporarily expandable to 60 through temporary living quarters. Construction began with a steel-cutting ceremony on September 12, 2025. The vessel is the first of two purpose-built SRI newbuilds being developed by CSL OWL for subsea rock installation work in the offshore wind sector. Rotterdam-based CSL OWL is an independent marine contractor specializing in subsea rock installation and is backed by Canada-based The CSL Group and Dutch Offshore Wind Logistics. Watch the video [HERE](#) (Source: *MarineLink*)

THE KEEL LAYING FOR THE JIANGLONG SHIPBUILDING SPA65 AHTS MULTI-PURPOSE WORKBOAT PROJECT HAS BEEN SUCCESSFULLY COMPLETED.

Recently, the keel-laying ceremony for the SPA65 AHTS multi-purpose workboat project undertaken by Jianglong Shipbuilding was held. This vessel is a high-end offshore support vessel adapted to operations in complex sea areas worldwide, and is also a milestone project for the transformation and upgrading of Jianglong Shipbuilding's offshore vessel business. The SPA65 AHTS



multi-purpose workboat boasts industry-leading performance indicators. With an overall length of 64.0 meters and a beam of 16.8 meters, it has a design speed of no less than 13 knots and a maximum sustained bollard pulling force of no less than 68 metric tons. Equipped with an advanced electric propulsion system, a fully azimuth-rotating rudder propeller, and a DP-2 dynamic positioning system, it offers stable power, precise handling, energy efficiency, and noise reduction. The vessel is equipped with professional anchor winch equipment, enabling efficient anchoring and towing operations at sea. Combined with a large working deck and comprehensive fire-fighting and life-saving facilities, it comprehensively meets the diverse needs of offshore platform operations, including material transport, operational support, and emergency protection, demonstrating outstanding overall

operational capabilities. Since the project commenced, Jianglong Shipbuilding has collaborated closely with the SPEC technical team and ABS classification society, optimizing design and construction plans through multi-disciplinary coordination. Adhering to international high-end marine engineering equipment standards, the company has strictly maintained construction quality, safety, and schedule, meticulously managing all professional processes including hull construction, engine, electrical, outfitting, and dynamic positioning. The company is committed to creating a world-class benchmark marine engineering vessel and ensuring timely and high-quality delivery. In recent years, Jianglong Shipbuilding has adhered to technology innovation-driven development, continued to cultivate the high-end marine engineering vessel market, enriched its special operation vessel product matrix, and continuously enhanced its core competitiveness in the international market, promoting the upgrading of the company's industrial structure towards high-end and high-value-added directions. (Source: iMarine)

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DFO SELECTS VARD TO DELIVER NEXT-GENERATION COMMISSIONING SERVICE OPERATION VESSEL



ARD, one of the world's leading designers and shipbuilders of specialized vessels and part of the Fincantieri Group, is proud to announce a new contract with Taiwan-based Dong Fang Offshore (DFO) for the design and construction of a state-of-the-art Commissioning Service Operation vessel. Developed from the VARD 4 39 design, the vessel will further strengthen DFO's

offshore capabilities across the wind, energy and power cable markets. The contract value is between EUR 66m and 75m. *Built to support future offshore wind ambitions* The order underlines the growing strategic partnership between the two companies and follows the two Commissioning Service Operations vessels contracted in May 2024, and the additional two, one of them an Offshore Construction Subsea vessel, in 2025 (April and May). This fifth new build contract demonstrates once again that VARD is a trusted partner with high reliability for designing, constructing and delivering vessels on time and of world-class quality. The new vessel will be a highly versatile offshore platform, engineered to deliver subsea operations, offshore wind installation and maintenance operations, as well as cable installation and repair scopes in the offshore wind and power cable sectors. Combining an optimized hull form with a powerful propulsion configuration, the vessel is designed for excellent

seakeeping, reduced motions and accelerations, and strong station-keeping performance. Its efficient machinery and battery-hybrid propulsion setup support improved workability, operational reliability and a reduced environmental footprint in line with VARD's and owner Fincantieri's ambitions of leading the technological and environmental development in the maritime industry. With significant design flexibility the vessel is equipped for demanding offshore assignments. The vessel will feature an option for 70 MT active heave compensated offshore crane for subsea operations, a 700 m² work deck prepared for cable-lay and repair spread and an ROV Launch and recovery system (LARS). In addition, the vessel is prepared for the integration of a helideck. Altogether, this provides DFO with a scalable platform for long-term market opportunities. Designed with comfort, productivity and efficient onboard operations in mind, the vessel will include 90 cabins with accommodation for 120 people. Operational areas such as offices, briefing rooms, conference room/cinema, and dayrooms are designed to a high market standard, with premium interior solutions delivered by Vard Interiors. We are very happy to make a repeat order with VARD for a new CSOV that has the option for subsea capability, allowing DFO to deliver more comprehensive subsea solutions for our regional offshore wind and energy customers across the lifecycle of their projects. We have been impressed by the quality and capability of Vard Vung Tau and look forward to receiving another newbuild that will meet the high levels of comfort and quality required by our customers, says Polin Chen, CEO of DFO.

Powered by VARD's integrated value chain VARD will deliver the full project through its integrated value chain, covering design, hull construction, outfitting, integration, commissioning and delivery, ensuring quality, coordination and execution from concept to completed vessel. Vard Electro will deliver a fully integrated power and automation system designed to enhance total system efficiency and support optimal environmental performance. The system will be monitored by SeaQ Green Pilot, enabling digital vessel data to be collected and made accessible through Vard Electro's cloud service for office-based insight and follow-up. The vessel will also feature the market-leading SeaQ Bridge, giving operators comprehensive oversight and control of onboard systems from one location. By supporting more digital and streamlined ship operations, SeaQ Bridge helps enhance safety, efficiency and decision-making on board. For this vessel, Vard Interiors will provide a complete package of HVAC-R, piping, and interior solutions. The delivery includes systems and spaces designed to meet the demands of modern maritime operations, combining functionality, quality, and comfort. The delivery will support operational efficiency and create attractive, practical onboard environments tailored to the vessel's mission and end users. This contract is another strong confirmation of VARD's ability and proven track record in delivering advanced vessels on time and on budget. Together with our owner Fincantieri, we work with customers worldwide to develop tailor-made vessels that meet their specific ambitions, operational needs and market opportunities. This vessel has been developed through a close and constructive process with DFO. We are proud that DFO has once again chosen VARD as its partner and look forward to continuing our strong collaboration in the years to come.

Overall technical information: Length of 102.5 meters and a beam of 19.5 meters; 32m ECMC Gangway System (W2W); 3D Motion Compensated ECMC Crane (C25); Option for 70 MT active heave compensated Offshore Crane; 700 m² work deck; Prepared for Cable Repair and Installation spread; Prepared for ROV Launch and Recovery operations; Stern boat landing and in addition a mobilizational side landing. Boat landing cranes; Max speed 14 knots; DP2 dynamic positioning system. (PR-Vard)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:

- [The-Mary-McAllister-McAllister's-latest-high-tech-low-emission-tug-arrives](#)
- [Sanmar-strengthens-long-standing-partnership-with-h-schramm-towage-with-seventh-tug-delivery](#)
- [Master-boat-builders-delivers-barbara-g-first-rapport-3000-escort-tug-in-series-of-two-for-bay-houston-towing](#)
- [Yakamoz-continues-to-expand-its-fleet-with-state-of-the-art-tugboats-med-gemlik-and-med-aliaga-ready-for-duty](#)
- [Svitzer signs contract with Cheoy Lee Shipyards for six additional 29-metre TRAnverse tugs](#)

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)

3. 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

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