

TUGS & TOWING NEWS.

SAAM TOWAGE CELEBRATES THE CHRISTENING OF THE PETREL IN ARICA, CHILE'S FIRST IMO TIER III TUGBOAT



In a traditional ceremony joined by local authorities and the port community, the state-of-the-art vessel strengthens port operations with an 80-tonne bollard pull capacity. Arica, Chile. September 29, 2026 — Marked by the ceremonial smashing of a bottle against the hull, SAAM Towage officially christened the **SAAM Petrel** in Arica. The state-of-the-art tugboat is set to support ship berthing and unberthing maneuvers across

the region. As one of the maritime industry's most cherished and deeply rooted traditions, the christening ceremony symbolizes wishes of good fortune, protection, and safe passage for the vessel and her crew. The milestone brought together local authorities, port community representatives, and company employees in a warm and traditional setting. The **SAAM Petrel** is the first tugboat in SAAM Towage's Chilean fleet to achieve IMO Tier III certification, which enforces stringent standards to slash nitrogen oxide (NOx) emissions and reinforces the company's commitment to sustainable operations. Staying true to SAAM's tradition of naming vessels after the marine life that defines the waters they navigate, the tug is named after the petrel, a seabird native to the local coastline. Designed by Robert Allan and built by the Sanmar Shipyards in Turkey, the vessel is part of SAAM Towage's regional fleet renewal program. "The christening of the Petrel truly embodies our purpose as a company: driving sustainable global trade that fosters development and well-being for all. Investing in these capabilities enables us to keep connecting Chile to the world through services that are increasingly efficient, reliable, and environmentally responsible," said SAAM CEO Hernán Gómez. Javiera Hevia, Southern Cone Cluster Manager for SAAM Towage, highlighted the significance of the event for both the port and the local team: "Experiencing this tradition in Arica alongside authorities and our people is a great source of pride. The **Petrel** not only brings cutting-edge technology to swiftly meet customer demands, but it also reflects our crews' day-to-day commitment to operating under the highest safety standards." The ceremony also featured Jenny Muñoz, a dedicated SAAM team member for 25 years, who served as the godmother (sponsor) of the **SAAM Petrel**, marking this major company milestone. (PR-SAAM)

Advertisement



**Van Wijngaarden
Marine Services BV**



MAASTROOM • UNDER CONSTRUCTION
EuroCarrier 2712 – DP1 – TIER III

RIJNSTROOM • UNDER CONSTRUCTION
Multi Purpose Workboat 4716 - DP2 - TIER III - Hybrid - ULEV

**The Right
Partner...
all over
the world.**



wijngaarden.com

C&C MARINE DELIVERS CAPT. PETE CIARAMITARO TOWBOAT TO SOUTHERN DEVAL

C&C Marine and Repair, Belle Chasse, La., has delivered the M/V **Capt. Pete Ciaramitaro**, a 2,600-horsepower inland towboat, to Southern Devall in Memphis, Tenn. The vessel is the first delivery from C&C Marine's six-vessel spec towboat program and was delivered just over two months after the contract was signed July 20, 2026. The five remaining vessels are scheduled for delivery beginning in November at approximately two-month intervals.



Because the vessel was built on spec, Southern Devall was able to acquire it on an accelerated schedule while making adjustments to the final design to suit its operations. "The **Capt. Pete Ciaramitaro** was available when we needed to add horsepower to our fleet, and its size and 2,600 horsepower are well suited to our operations," said Brandon Devall, vice president of engineering at Southern Devall. "The vessel gives us the versatility to support both our river and coastal operations." The M/V **Capt. Pete Ciaramitaro** measures 87 feet by 33 feet, 8 inches by 11 feet, 3 inches and is outfitted for Subchapter M service on inland rivers, canals and intracoastal waterways. Two EPA Tier 4 Mitsubishi S12R main engines power the vessel through Reintjes WAF 665 reduction gears supplied by Karl Senner LLC. Laborde Products supplied the main engines and generator sets. The vessel has eight berths and a joiner system from Kern Martin. GMENI Marine Electronics and Supply furnished the navigation and communications package, including Furuno radars, a transducer, satellite compass, AIS, bridge alarm system and loudhailer; a Standard Horizon VHF radio; a Radio Zeeland swingmeter; a Ritchie magnetic compass; and a Young weather sensor. The vessel also carries two Carlisle & Finch 1,000-watt searchlights and two Wintech 40-ton winches. C&C Marine and Repair operates a shipyard on the Intracoastal Waterway in Belle Chasse. The company builds towboats, tugboats, dredges, dredging support vessels, barges, offshore supply vessels and other marine vessels.

(Source: The Waterways Journal)

COAST GUARD EXPANDS CAV CYBERSECURITY PLATFORM FLEETWIDE



The U.S. Coast Guard has expanded its deployment of Cav's cybersecurity compliance platform fleetwide following two pilot projects, including one aboard the icebreaker **Storis**, the company announced Sept. 30. Cav, Falls Church, Va., said its Compliance OS platform reduced the cybersecurity authorization timeline aboard **Storis** by 90%, shortening a process that would have taken years to weeks. The pilot focused

on operational technology aboard the commercial vessel recently acquired for the Coast Guard's expanding icebreaker fleet. A separate pilot addressed enterprise information technology. The expanded contract covers ships, drones, shore installations and aircraft, according to Cav. The platform uses artificial intelligence to automate compliance assessments and continuously monitor cybersecurity controls across cloud, on-premises and air-gapped environments. "Unclassified through Top Secret, we understand firsthand that systems must be mission-ready at all times," said Ish Boyle, Cav's CEO. The company said the platform supports classified systems and air-gapped environments, which operate separately from external networks. Its approach is intended to replace periodic, manual compliance reviews with ongoing monitoring of cybersecurity controls. "Cav makes mission assurance real-time instead of point-in-time," Boyle said. The Coast Guard expansion follows the platform's launch earlier this year and Cav's receipt of FedRAMP High authorization in partnership with the U.S. Department of Health and Human Services. The authorization supports federal adoption of the platform for compliance with cybersecurity controls under NIST Special Publication 800-53. Cav said it executed 14 new contracts with U.S. government and defense technology customers over the past 12 months. Its customers include the Coast Guard, Navy, Air Force, Space Force and Department of Health and Human Services. The company reported annual recurring revenue growth of more than 500% year over year and said it expects to achieve positive cash flow and earnings before interest, taxes, depreciation and amortization in fiscal 2027. The announcement did not disclose the Coast Guard contract's value or a deployment schedule. *(Source: Workboat)*

Advertisement



**MORE THAN 100 YEARS KNOWHOW
IN THE MARITIME INDUSTRY.**

TOWAGE | OFFSHORE | HEAVY TRANSPORT

WEBSITE

Muller.

KOTUG ACQUIRES MAJORITY STAKE IN VORTEX OFFSHORE, ACCELERATING GROWTH IN THE MIDDLE EAST

Acquisition significantly expands KOTUG's regional vessel operations and strengthens its offshore maritime capabilities. KOTUG International B.V. ("KOTUG") has acquired a majority stake in Dubai-based Vortex Offshore, a leading offshore maritime services provider in the Middle East. The acquisition represents a major milestone in KOTUG's long-term growth strategy and significantly strengthens its operational



footprint, vessel fleet and offshore service capabilities across the region. KOTUG has been active in the Middle East from her regional office in Dubai for several years through its regional operations, including subsea services, vessel management activities and the management of maritime operations supporting customers across the Middle East and Africa. Building on this established presence, the acquisition of Vortex Offshore substantially expands KOTUG's vessel operations in the region and creates a strong platform for further growth in one of the world's most important offshore and energy markets. With operations spanning Europe, Australia, Asia, Africa and the Americas, KOTUG continues to strengthen its position as a global maritime services group. The addition of Vortex Offshore enhances the company's regional scale, broadens its service offering and brings additional local expertise, customer relationships and operational capabilities to the Group. Vortex Offshore operates a substantial fleet of 11 offshore vessels in the region and 4 offshore vessels under construction (supporting offshore energy, marine transportation, towage and related maritime activities throughout the Middle East). Together with KOTUG's existing activities in the region, the acquisition creates a powerful platform to deliver safe, reliable and innovative maritime solutions to customers worldwide. *Ard-Jan Kooren, President & CEO of KOTUG International, commented:* "This



acquisition is a significant step in KOTUG's long-term growth strategy. The Middle East has been an important region for KOTUG for many years through our subsea activities, vessel management operations and regional organization in Dubai. By joining forces with Vortex Offshore, we are substantially expanding our operational footprint, fleet and service capabilities in the region. Vortex Offshore has built a strong reputation, an experienced team and an impressive operational

platform. Together, we are creating new opportunities for growth, strengthening our offshore

capabilities and enhancing our ability to support customers across the maritime and energy sectors. Just as importantly, we share the same entrepreneurial spirit, commitment to safety and focus on long-term customer partnerships.” *Edwin Westerhof, Managing Director of Vortex Offshore, commented:* “Joining forces with KOTUG marks an exciting new phase in the development of Vortex Offshore. KOTUG’s global reach, maritime expertise and innovative approach provide a strong foundation for future growth, while allowing us to preserve the regional knowledge, relationships and entrepreneurial culture that define our business. Together, we are well positioned to create additional value for customers and seize new opportunities across the Middle East and beyond.”

Strategic Rationale The acquisition combines KOTUG’s international maritime expertise and existing regional presence with Vortex Offshore’s established operational platform and strong customer relationships across the Middle East. The transaction reinforces KOTUG’s strategy of combining local market knowledge with global maritime capabilities, further strengthening its position in key energy and offshore markets. Together, the companies create a scalable platform that is well positioned to



support the growing demand for offshore support, marine transportation, towage and integrated maritime services throughout the region. Vortex Offshore will continue to operate under its existing name and management structure, ensuring continuity for customers, employees and business partners. As part of the KOTUG Group, the company will benefit from access to KOTUG’s global network, operational expertise and continued investment in innovation, safety and sustainable maritime solutions. (PR-Kotug)

Advertisement



TRAILER BRIDGE SIGNS THREE-YEAR TUG AGREEMENT WITH CURTIN MARITIME

Trailer Bridge, Jacksonville, Fla., has signed a three-year agreement with Curtin Maritime, Long Beach, Calif., to provide towing services for its two load-on, load-off barges operating between Jacksonville, Fla., and San Juan, Puerto Rico. Curtin’s Corinne C currently tows one of the barges. The **Mabel C** is scheduled to join the trade after completing drydock work in mid-October, placing

both barges under Curtin's towing operation. The agreement, announced Sept. 29, is intended to



improve schedule reliability on Trailer Bridge's Jones Act service. "Our customers have been clear about the importance of schedule integrity, and we know we have work to do to deliver the consistency they expect from Trailer Bridge," Tony Kvasnicka, Trailer Bridge's chief operating officer, said in a statement. "We are already seeing the benefits of working with Curtin, including improved fuel efficiency and

strong operational performance and know this move is an important step in building a more dependable service for our customers." Founded in 1997, Curtin provides marine transportation, towing and other maritime services. The company has previously supported Trailer Bridge operations. "Trailer Bridge takes its commitment to Puerto Rico seriously, and that stood out to us from the start," said Blake Klingeman, Curtin's chief operating officer. "We look for partners who care about the work as much as we do. This is an opportunity to bring the right vessels and crews to a service that matters to the people who depend on it." The tug agreement follows other investments in Trailer Bridge's vessels and Jacksonville terminal operations. The company said it invested approximately \$9 million in scheduled drydock work and upgrades to its two roll-on, roll-off barges in 2026. In August, Trailer Bridge also entered a 10-year partnership with Ports America for its Jacksonville terminal operation. That agreement includes stevedoring services and plans to implement Dockworks terminal operating technology. Trailer Bridge operates weekly Jones Act barge service between Jacksonville and San Juan, carrying containers, vehicles, temperature-controlled cargo and non-containerized freight. *(Source: Workboat)*

THE TUGBOAT "VB ACHAMÁN" FROM BOLUDA TOWAGE REPLACES THE "VB RISBAN" IN THE PORT OF SANTA CRUZ DE LA PALMA

To replace the scheduled dry-docking of the tugboat "VB **Risban**" at Repnaval Zamakona, Boluda Towage has temporarily positioned the tugboat "VB **Achamán**" in the port of Santa Cruz de La Palma, where it is operating for the first time since joining the fleet of the powerful Valencian shipping group. This positioning guarantees the continuity of Boluda Towage's service and fully covers port towing needs during the scheduled maintenance period of the tugboat "VB **Risban**". Since June 2020, the tugboat "VB **Achamán**" has been based in the port of Las Palmas and is assigned to the



auxiliary services of Puerto del Rosario. It also bears a name that is new to the Boluda Towage fleet. Built at the St. Nazaire shipyard in France, it entered service in 1988 named “**Provençal 8**” and in 2000 it was renamed “**Belle Ile**”. With a gross tonnage of 291 and a deadweight tonnage of 356, it measures 31.50 m in length, 9.20 m in beam, and has a draft of 4.70 m. It is powered by two Deutz engines with a combined output of 2,000 kW and has a bollard pull of 38 tons. IMO 8615617. (*Source: Puente de Mando; Photo: Alberto Pérez Fernández*)

Advertisement



MULTRASHIP
TOWAGE & SALVAGE

+31 (0) 115 645000 (24/7)

MARKET ANALYSIS: BULLISH SENTIMENT DRIVES TUGBOAT NEWBUILD ORDERS, DELIVERIES



Owners have contracted shipyards worldwide to produce fleets of tugs with lower emissions and higher power to handle larger ships calling at expanded ports. Shipyards and propulsion manufacturers are riding high on a wave of orders and contracts for tugboats and workboats, as demand surges and fleets are modernised. Development of new terminals and the expansion of existing

ports continue to drive demand for harbour tugs worldwide, while interest in inland waterways transportation and marine construction is rising. These positive market pointers enable owners to invest in their fleets and innovate with propulsion systems, while shipyards can maintain high construction levels and OEMs increase production rates. Several shipyards in China, Turkey and Vietnam are building tugboats for their own stocks and fleets in anticipation of selling newbuilds to owners that are looking for quick deliveries. Global operators, such as Boluda Towage, SAAM Towage and Svitser, can purchase series of tugs for various markets and move these assets where they are needed, gaining efficiencies of scale and price discounts. According to information aggregated by Riviera's International Tug & Salvage (ITS), 177 tugboats, inland pusher tugs and towboats were delivered to owners worldwide in H1 2026. For comparison, ITS identified 173 tugs delivered by shipyards in H1 2025 and 169 in H1 2024, while around 350 were completed in all of 2025. In H1 2026, 20% of delivered tugs came from Chinese shipyards, many built for domestic owners

modernising fleets in growing Chinese ports. Another 17% were produced in Turkey and 12% came from Vietnam, mainly for export markets, while 14% came from the US and 9% came from Indonesia, mostly for domestic owners operating in cabotage markets. Other nations producing multiple tugboats included Brazil, Japan, Malaysia, the Netherlands, Spain and the United Arab Emirates (UAE), while India, Egypt and Greece are emerging as major builders again. More than 100 owners received newbuild tugs in H1 2026, of which Boluda Towage and its



affiliates received the most (16 tugs in total). Other owners adding several tugboats to their fleets included AD Ports, COSCO Shipping, Damen Marine Services, Fairplay Towage, Gulf LNG Tugs, Panama Canal Authority, PSA Marine, Svitzer, Tunisia's Office for Merchant Marine and Ports and Winning Logistics. According to BRL Shipping Consultants, the global orderbook for tugboats of all types stood at 432 in mid-September, up from 397 at the start of 2026, demonstrating rising demand for newbuildings during this year. Orderbooks were buoyed by orders for 105 tugboats in H1 2026, including the Panama Canal Authority ordering another 10 tugboats with hybrid propulsion from Spain's Armon Shipyards, as an extension to a previous 10-tug contract. Other multi-tug orders were received by shipyards in China, Egypt, India, Indonesia, Turkey and the US. Damen Shipyards, which constructs vessels in China, Vietnam and the Netherlands, picked up multiple orders during H1 2026 from several owners including Aegean Tug Shipping, Albayrak, Alfons Håkans, Arrendadora Continental, Boluda Towage, Carmet Tug, HaiSea Marine, Pro Liquid and the Qatari Naval Forces. Turkey remains a considerable tug-building nation, with shipyards in the country winning various contracts from Fairplay Towage, HaiSea Marine, Med Tugs, SAAM Towage, Smit Lamnalco and



Catamaran market

There has been a surge in demand for catamaran-designed workboats during this decade, with Damen Shipyards and Neptune Marine being the main producers of these vessels. Owners require these shallow-draught and multipurpose workboats to support marine construction and offshore energy. Century Marine Services said it was tracking

more than 470 of these vessels, including those built to Multicat, Eurocarrier, Multicraft and Meercat designs. The Kent, UK-headquartered shipbroker found 26% of this fleet are UK owned and operated, 20% are Dutch owned, 7% are UAE owned, 5% are French owned and 4% are Saudi Arabian owned. "UK and Dutch owners operate 46% of the global fleet," said Century Marine. It tracks 181 Damen-designed Multicats (which represents 38% of the global fleet) and 101 Neptune-designed Eurocarriers, 21 Multicraft and 10 Meercats, with the other 160 vessels built to various unidentified designs. *(Source: Riviera by Martyn Wingrove)*

Advertisement

TUGTECHNOLOGY '27

CONFERENCE | EXHIBITION | AWARDS



11TH EDITION

Platinum sponsor



19-20 May 2027
Rotterdam

Media Partner



Group booking discounts available

REGISTER NOW

DMT INVESTS US\$17M IN NEW MANUFACTURING HALL

Investment in manufacturing and testing facilities means DMT Marine Equipment can now build all the components for tugboat towing winches without outsourcing these services at its headquarters in Galati, Romania. DMT Marine Equipment founder and chief executive, Piet ter Schure, has finally achieved his dream of being able to manufacture and test complete



winch systems, including the gears, from one facility in Romania. After 25 years, DMT has opened its fourth production hall in Galati, Romania, with all the equipment required for designing, milling, hobbing, grinding and engineering gears. This hall augments the existing halls for cutting steel, shaping axels, drums, discs, manufacturing structures, winch integration, hardening, painting and testing. DMT also expanded its capabilities in terms of producing hydraulic and electric controls for deck machinery and opened new opportunities for manufacturing with its investment in hall 4. Mr ter Schure said DMT had invested more than €15M (US\$17M) in hall 4, taking its total investment in Romania to between €40M and €45M (US\$45M-52M). “My dream was to build all the components, including gears, for winches, as it was becoming difficult to outsource and there were issues with quality,” said Mr ter Schure. In September 2026, DMT opened hall 4 to produce and test gears to guarantee quality. “Now everything can be produced, integrated and tested in Romania,” said Mr ter Schure. “We have workshops with the latest machining technology to manufacture gears, so everything is in house.” There are three halls and office facilities on the main site and hall 1 is a short drive down the road. Mr ter Schure emphasised the importance of quality control of gears, which he said could only be achieved when DMT manages its production. “Switching from hydraulic control and low rotations to high-speed electric motors is not good on gears, so we needed to make our own full range of gears, for which a lot of money is needed,” he told International Tug & Salvage at the manufacturing centre in Galati. “It was always in our minds to gain the trust of shipowners, operators and tug builders,” said Mr ter Schure. “It is important that they believe in us being able to deliver and guarantee quality. To be reliable, we cannot have issues or breakages of equipment offshore or mid-voyage,” he added. DMT also needed to expand its production capacity to meet rising demand for its winches across various shipping, offshore and ports sectors. Its turnover has shot up from €20M (US\$23M) in 2021 to almost €60M (US\$69M) in 2026. In 2024, DMT opened a new production and supply centre in China to meet rising demand and in 2025 a new office was opened in India to expand into the growth market. “We have seen huge growth,” said Mr ter Schure. “We have capacity in

Romania and China. It is all in our own hands with no subcontracting. We do not need to share our



knowledge on winches and control systems.” Capabilities to manufacture gearboxes will open new opportunities for DMT in offshore and maritime, which it will focus its next investment on. “Hall 5 is in the planning,” said Mr ter Schure. “We can make 2.8-m diameter gears in hall 4, but if we want to go bigger, then we need to subcontract.” DMT’s plans include supplying larger and more

powerful winches of over 70 tonnes in weight for the next generation of anchor-handling tugs, with bollard pulls of 150-180 tonnes for the growing floating windfarm sector. It can currently manufacture winches for anchor-handling tugs with 120 tonnes of bollard pull. “The offshore industry will need larger, more powerful equipment, up to almost 100 tonnes in weight,” said Mr ter Schure. “We plan to have hall 5 ready in 2028.” DMT has started supporting the growing demand for sails on merchant ships, offering automation and control units and onsite testing on a gantry. *Hall 4* Inside hall 4, there is one large computer numerical control (CNC) manufacturing hub for gears and areas for engineering, integrating and testing power and control modules, including hydraulic power units that can supply energy to all deck machinery on a vessel, such as winches, A-frames, tow pins, cranes and thrusters. Stuttgart, Germany-headquartered Gleason supplied six gear manufacturing and testing machinery, while Okuma supplied the cable carousel lathe and Demag the lifting cranes. Manufacture of an internal or external gear begins with milling, hobbing and grinding of a steel ring to get the correct profile and teeth. This is then heat treated to harden before returning to the grinding machine to refine the profile. The first gear in a series then goes to the measurement room for quality control to measure the diameter, profile, lead and pitch. If necessary, this gear ring is refined and retested. Once correct, a series of gears can be produced without further measurements.

Winch manufacturing The process of manufacturing and testing a complete winch is complicated and involves four halls in Galati.

Metal steel is cut, crafted and welded in hall 1 before heading to hall 2 for more precise CNC cutting, machining, welding, milling and drilling. The structure is moved to hall 3 where the gears and control units from hall 4 are mounted and integrated. The whole unit is tested on one of three stands in hall 3, before being painted and shipped to a shipyard.



People investment DMT has also created a dedicated training area for improving the theoretical and practical knowledge and competence of its engineers, whether they are from academies or have long service with the company. It also has a gym, bar and fitness expert on site and a culture enabling feedback to the top managers from employees. “It is about respect and communications and having good working arrangements,” Mr ter Schure said. “It is good for colleagues to provide feedback. This is valuable as it keeps us sharp.” Mr Schure visits each department and hall daily to gain greater understanding of working arrangements and workers’

challenges. “We have a dedicated training area for career development and a fitness expert to improve mindsets. Fitter workers means fewer injuries,” said Mr ter Schure. He started DMT in one room with three partners in 2001 with a vision to build complete winches in Romania, and after 25 years, Mr ter Schure has achieved this milestone. *(Source: Riviera by Martyn Wingove)*

dvertisement



DMT MARINE EQUIPMENT **25 YEARS** OF BUILDING TRUST

www.dmt-winches.com

CONTROL UNDER LOAD

Complete towing winch systems engineered to behave as one under load.

Every challenge on deck has an answer. Scan now to find yours!

WINCHES | DECK FITTINGS | ELECTRIC & HYDRAULIC CONTROL SYSTEMS

3500+ VESSELS EQUIPPED 25+ YEARS 100% IN-HOUSE

Book a meeting: sales.ro@dm-t-winches.com

BRUSSELS ISSUES A NEW WARNING TO ITALY REGARDING THE FLAG REQUIREMENT FOR PORT TOWING VESSELS.



Following the formal notice issued in recent months, the European Commission has sent a reasoned opinion to which the government must respond within two months. After initiating infringement proceedings and sending a letter of formal notice in recent months, the European Commission has taken a further formal step 'against' Italy (as well as France and Spain) regarding the flag requirement for vessels performing towing or mooring services in its ports. The crux of the matter is more specifically the

three countries' imposition of a national flag requirement on vessels performing towing or mooring operations in their ports. This provision, according to Brussels, conflicts with EU legislation on port services (i.e., Regulation 2017/352/EU), which, in paragraphs 3 and 4 of Article 4, establishes that "a Member State which deems it necessary [...] to impose a flag requirement on vessels predominantly used for towing or mooring operations in ports located on its territory" must inform the Commission of its decision before publishing the tender notice or, in any case, before imposing such a requirement. According to the Commission, Spain, France, and Italy imposed this obligation, justifying it by the need to ensure the enforcement of national social laws. In reality, the Commission reiterated, the regulation already grants Member States the power to enforce such regulations regardless of the vessel's flag, so any such obligations can only require the flag of any EU Member State, rather than the national flag of a specific Member State. Noting that Spain, France, and Italy have not yet fulfilled these obligations, the Commission, in its reasoned opinion, calls on the three countries to comply with EU law within two months. Otherwise, the case may be referred to the Court of Justice of the European Union. *(Source: Shipping Italy)*

BOLUDA TOWAGE STRENGTHENS ITS PRESENCE IN LA RÉUNION WITH THE ADDITION OF THE NEW TUG VB AUDACE

The company has expanded its fleet in La Réunion with a new Damen ASD 2811 tug, further enhancing its operational capabilities and reinforcing its commitment to port development in the Indian Ocean. Boluda Towage continues to strengthen its presence in the Indian Ocean with the addition of the new tug **VB AUDACE** to its La Réunion operation. Built in 2026 by Damen Song Cam shipyard and belonging to the ASD 2811 series, the vessel is already in service at the Port of Le



Port, where it has been operating since mid-September. The arrival of **VB AUDACE** represents a significant addition to the fleet operated by Boluda Towage in La Réunion and reflects the company's ongoing commitment to delivering safe, efficient and reliable towage services tailored to the needs of the region's leading ports. According to Christophe CP. Picard, Managing director of Boluda La Réunion, the new tug has been added to "strengthen and complete the fleet in service for the port". With an engine output of 5,102 HP, **VB AUDACE** delivers a bollard pull of 60 tonnes, enabling it to support a wide range of harbour towage operations. Like the rest of Damen's ASD 2811 series, the vessel has been designed to meet the highest standards of safety, manoeuvrability and operational performance. The entry into service of this new unit further enhances Boluda Towage's ability to respond to growing maritime traffic in the region and reinforces the company's commitment to continuously modernising its fleet with state-of-the-art vessels. Just days after arriving on the island, **VB AUDACE** successfully completed its first operations, demonstrating its rapid integration into local port activities. With this latest addition, Boluda Towage reaffirms its commitment to supporting the development of La Réunion's maritime and port sector while further strengthening its position as the world's leading towage operator, with one of the industry's largest fleets and a presence in strategic ports across all five continents. (PR-Boluda)

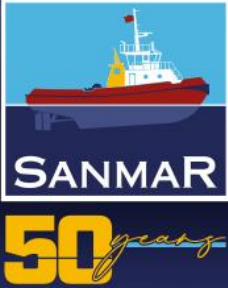
TUGBOAT LINGESTROOM VISITS



On Monday, September 28, the 35-meter-long tugboat ***Lingestroom***—owned by Van Wijngaarden Marine Services of Hardinxveld-Giessendam—moored at the quay behind the Moorman Bridge. The vessel had sailed from Blyth to Den Helder. The ***Lingestroom***, a Damen Shoalbuster 3512, was delivered by the Damen shipyard in Hardinxveld in 2017 and is powered by three Caterpillar diesel engines, each producing 1,319 hp. This

generates a bollard pull of 62 tonnes. A distinctive feature of the **Lingestroom** is the special structure on the bow designed to allow personnel to safely transfer to wind turbine foundations. The tugboat departed for sea again last Wednesday. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

Advertisement



ASD Tugs



RAmparts 2400SX-MKII



RAstar 2900SX



RAstar 3200SX

ALFONS HÅKANS NAMES NEW ICE-CLASS TUG POSEIDON

Powerful new tug **Poseidon** continues Alfons Håkans' long-standing naming tradition, while the fifth newbuild in eight years reinforces the Finnish family-owned company's ongoing fleet renewal programme. Finnish towage and salvage specialist Alfons Håkans has officially named its new harbour tug Poseidon at a ceremony in



Turku, marking the latest addition to the company's growing fleet. According to Alfons Håkans, Poseidon is the most powerful harbour tug ever built for Finland and the Baltic countries, combining high power with a high ice class designed to support operations in demanding Baltic conditions. Flying the Finnish flag, **Poseidon** will be based in the Gulf of Finland, undertaking harbour towage and marine support operations in demanding Baltic conditions. The ASD Tug 3413 ICE is designed for operations in both harbours and open waters, with its ice-strengthened hull enabling the vessel to operate in severe ice conditions. The tug has been built to BV Ice Class 1-A SUPER in accordance with Finnish-Swedish ice class rules. Her hull incorporates Grade E steel and high-tensile steel grades, with plating thicknesses ranging from 10 to 24 millimetres, while ice-protected anodes provide additional protection during operations in heavy ice. The new tug represents both fleet renewal and continued investment for Alfons Håkans, a sixth-generation Finnish family-owned company with more than a century of experience in towage, salvage and icebreaking across the Baltic Sea. Poseidon is the company's fifth newbuild in eight years, reflecting its ongoing investment in modern vessels and expanded operational capabilities. The vessel's name also continues an established tradition within the company. **Poseidon** is the fourth vessel of that name to have operated under the Alfons Håkans banner, referencing the Greek god traditionally associated with the sea. A key feature of the new tug is her icebreaking capability, which Alfons Håkans says will strengthen its ability to operate throughout the challenging Baltic winter season. The company is also exploring opportunities to deploy Poseidon for state icebreaking assignments, building on its long-standing experience providing icebreaking services in

Finland, Estonia and Sweden. The project brought together Damen, Steerprop and other shipbuilding and equipment partners, alongside Alfons Håkans' crew and project team. During the naming ceremony in Turku, Elisa Mikkolainen, Director, Waterways at Finnish Transport Infrastructure Agency, delivered the keynote address, while the vessel was formally named by her godmother, Mari Håkans, continuing maritime naming traditions and marking the start of Poseidon's operational career. With her combination of power, icebreaking capability and harbour manoeuvrability, **Poseidon** is set to strengthen Alfons Håkans' ability to support vessels and maritime infrastructure across the Gulf of Finland and wider Baltic region. (Source: *Workboat365*)

JIANGLONG SHIPBUILDING SIGNED A CONTRACT FOR AN OVERSEAS 26-METER PROFESSIONAL ESCORT TUGBOAT PROJECT.



On October 1, Jianglong Shipbuilding officially signed a contract with an overseas client for the construction of a 26-meter escort tugboat, marking a new breakthrough for the company in the field of high-end special-purpose vessels overseas. This vessel is a **GIANO** 26/75 escort tugboat, classed by RINA (Italian classification society). It is 25.75 meters long and equipped with two high-performance main engines and an azimuth thruster, providing ample power reserves

and excellent maneuverability. It fully meets the stringent requirements of escort tugboats for towing capacity and maneuverability, and is capable of performing tasks such as escorting vessels, towing within harbors, firefighting, and emergency rescue. It is suitable for complex working conditions in overseas ports and nearshore environments. As a leading domestic manufacturer of high-performance vessels, Jianglong Shipbuilding possesses integrated R&D and construction capabilities for vessels made of composite materials, aluminum alloys, and steel. The company continues to deepen its international presence, with products exported to dozens of countries and regions along the Belt and Road Initiative, including Europe, Oceania, Africa, the Middle East, and Southeast Asia. It has already delivered patrol boats, transport boats, and port operation boats in batches overseas. Simultaneously, the company is actively expanding into the high-end special-purpose vessel sector, such as offshore engineering vessels and aquaculture vessels, continuously strengthening its overseas high-end market layout and striving to create new engines for corporate growth. (Source: *iMarine*)

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – IBERCISA DECK MACHINERY

Designers and manufacturers of marine deck machinery with more than 50 years of experience. Specialising in towing winches, we supply the world's leading towage operators and combine our extensive knowledge in design and manufacturing with strong after-sales support and through-life care of our equipment to



maintain operation at optimum performance

Advertisement



Dick van der Kamp
SHIPSALES

Netherlands
shipsales@vanderkamp.com
www.vanderkamp.com

PRICE
Euro **550.000**

 **Vessel built at Dutch yacht shipyard and in yachtlike condition**



FOR SALE

PATROL 3

- > Steel hull, aluminium superstructure
- > Built 1997 Netherlands
- > ABS Coastal SS 12/ 2028
- > dims 23,93 x 6 x 2,84 m
- > 2 x MTU - 550 kW each - only 4.500 running hours
- > 2 Perkins aux - 6000 running hours
- > Bowthruster - 15 knots
- > launching ramp for rib, swimming platform sb + ps aft
- > crane, full nav aids
- > galley, messroom, 3 benches , optional space for berths
- > 3 fti monitors

ACCIDENTS – SALVAGE NEWS

RESOLVE MARINE TO LEAD SAFE REMOVAL OF MASTS FROM HISTORIC SS RICHARD MONTGOMERY WRECK

The Operation Marks a Key Milestone in Long-Term Management of WWII Shipwreck in Kent, England. Resolve Marine, a global marine solutions provider, has begun work on the mast removal of the **SS Richard Montgomery**, a World War II Liberty ship that sank in 1944 while carrying munitions destined for Allied forces in Europe. Situated in the Thames Estuary, approximately 80 kilometers east of London, the



vessel still contains approximately 1,400 tons of munition. The carefully planned engineering operation, that includes the safe removal of the vessel's three remaining masts, represents a significant milestone in the ongoing management of one of the UK's most closely monitored



shipwreck sites. Working under strict safety and engineering protocols, Resolve Marine engineers and divers will carefully cut and lift the vessel's three steel masts. The operation has been developed following extensive technical assessments and independent expert review to ensure the continued stability of the wreck and the safety of personnel, local communities and maritime traffic. Resolve Marine was selected for its decades of

global experience in complex marine salvage, wreck removal and emergency response projects and has assembled a team of engineers, divers and marine specialists to execute the project safely and efficiently. "The removal of the SS Richard Montgomery's masts is a unique and highly specialized marine engineering project that requires meticulous planning, rigorous risk management and exceptional technical expertise," said Resolve Marine Director of Projects Sam Adams. "Our team has worked closely with stakeholders and U.K. partners to develop an approach that prioritizes safety and helps safeguard the area for future generations." "The [SS Richard Montgomery](#) is one of the most extraordinary wrecks in the world - a piece of wartime history that has rested in the Thames Estuary for over 80 years," said UK Maritime Minister Keir Mather. "Beginning the careful removal of its masts is a hugely significant moment, and every step of this operation has been shaped by rigorous safety and engineering expertise because protecting the public will always come first. Preserving this remarkable part of Anglo-American history also means future generations can learn about the extraordinary risks faced by the merchant sailors during the Allied war effort." The project supports the UK government's long-term strategy for managing the [SS Richard Montgomery](#) wreck site and preserves an important chapter of maritime history while maintaining public safety. (PR-Resolve Marine)

THREE DEAD, TWO MISSING AFTER BOAT CAPSIZES DURING RESCUE ATTEMPT OFF SOUTH AFRICA

Local authorities have opened investigations into the incident, which occurred during an attempt to recover a crewmember who had fallen overboard. Three people are confirmed dead while two others have gone missing after a rescue boat capsized off South Africa's Western Cape province on Wednesday, September 30. The rescue boat had been launched



from [Umkhuseli](#), a rescue tug operated by local company AMSOL, while near an offshore platform some 47 nautical miles south of Mossel Bay. The active search was concluded on Thursday, October 1. The South African Maritime Safety Authority (SAMSA) said preliminary information suggested that a crewmember on the tug fell into the water while carrying out duties on deck. Four crewmembers set out aboard a fast rescue boat from [Umkhuseli](#) to recover the individual. The boat later overturned, leaving all five seafarers in the water. Three bodies were later recovered while the two other individuals have not yet been found. The Maritime Rescue Co-ordination Centre in Cape Town deployed maritime and aviation assets for the search and rescue effort. Vessels nearby were meanwhile redirected to assist, while support has been provided by the National Sea Rescue Institute and South African Police Service water wing and helicopter crews. The search was suspended overnight and resumed at first light on Thursday before being suspended again later that day following SAMSA's review of conditions. "Following a comprehensive assessment of the search and rescue operation and consideration of all available information, the active search and rescue was concluded," SAMSA said. AMSOL's tug Inkanyezi joined the search and remained in the area to continue monitoring, local news outlet Knysna-Plett Herald reported. AMSOL confirmed that all five seafarers involved were its employees. The company said it had launched an internal investigation and that an external investigation involving SAMSA and the Department of Transport had also

begun. SAMSA meanwhile initiated a separate preliminary enquiry. AMSOL Chief Executive Dan Ngakane said that the company, “has been in direct contact with the families of all five affected seafarers...and are providing them with support and regular updates as confirmed information becomes available.” (*Source: Baird*)

Advertisement

GLOBAL SHIP DELIVERY

Because it's not just about getting from Port A to Port B, it's about optimising your asset so your vessel is ready to operate, sooner.

ims.global
commercial@ims.global

IMS.
Always delivering.

A TUNA FISHING VESSEL SINKS IN PUERTO NAOS, TRIGGERING THE PEIN (SPECIAL PLAN FOR NATURAL RESOURCES) DUE TO POLLUTION.

The Security and Emergency Consortium is preparing the declaration of the PEIN (Special Plan for Natural Interest) due to pollution, while resources are being deployed to contain a possible fuel spill after the sinking of the historic tuna fishing vessel. The tuna fishing vessel [Monte Arballu](#) sank Tuesday morning in Puerto Naos after suffering a major leak that caused water to gradually enter the vessel. The resources deployed to try to keep it afloat were ultimately unable to prevent the sinking. The manager of the Lanzarote Safety and Emergency Consortium, Enrique Espinosa, confirmed that Maritime Rescue mobilized all available resources to try to save the fishing vessel. “Maritime Rescue tried to refloat it with all the means at its disposal, but it was impossible because the leak was too significant,” he explained. The situation has triggered various emergency protocols due to the risk of contamination from the fuel remaining inside the vessel. The ship has a 10,000-liter diesel tank, according to information published by Lancelot Digital. [Emergency due to the risk of contamination](#) Following the sinking, the main concern has shifted to the potential oil spill in the waters off Puerto Naos. Espinosa explained that initially it appeared the incident had not caused any pollution, but later a slick consistent with oil or diesel fuel began to appear, the nature of which still needs to be confirmed. “At first it seemed like nothing, but an oil or diesel stain has started to appear, which still needs to be confirmed,” said the manager, who confirmed that containment measures were immediately taken to prevent the possible spill from spreading throughout the port area. The Port Authority has activated the corresponding maritime plan and the National Marine Pollution Response Plan, with the aim of preventing the spill from reaching external waters. According to Espinosa, for the moment the pollution has not spread beyond the Puerto Naos port area. The head of the Consortium also announced that the island body will activate its emergency planning in the pre-alert phase to reinforce the surveillance and control of the area, while the Government of the Canary Islands plans to activate its corresponding plan in a situation of alert for marine pollution. These measures are in addition to the pollution barriers deployed around [Mount Arballu](#). According

to information released by Lancelot Digital, a slick measuring approximately 30 by 15 meters was



subsequently reported. *Four engines could not prevent the sinking* The efforts to keep the tuna fishing vessel afloat were intense. Enrique Espinosa explained that Maritime Rescue used four engines to try to pump out the water and refloat the vessel, although the volume of water entering the boat ultimately exceeded the operation's capacity. "Even with the four engines that Maritime Rescue has put in place, they haven't been able to refloat it, so it has remained sunk," the Consortium manager said. According to information available to Emergency Services, the problem may have originated from a leak the vessel had been carrying for some time and which had not been repaired. Espinosa indicated that this opening had gradually increased until it reached a point where it became impossible to control the inflow of water. "It had a leak that had been there for a long time and wasn't repaired. [...] That leak kept getting bigger and was the reason why, when it

overflowed, it was impossible to rescue it," Espinosa explained, making it clear that this is the initial hypothesis regarding the cause of the collapse. The manager also noted that the **Monte Arballu** was a vessel still in operation and was being used by a company involved in tuna fishing. According to the information available at this time, there was no one on board when the incident occurred. *A historic ship from the tuna fleet* The sinking also affects one of the representatives of the historic tuna fleet linked to Lanzarote. The **Monte Arballu** was moored alongside other vessels associated with this fishing tradition, such as the Cima de Oro, the Iza Ralde, and the Nuevo Ave María, according to information published by Lancelot Digital. The scene thus leaves two fronts open in Puerto Naos: controlling the possible environmental consequences caused by the fuel and preparing an intervention to remove from the water a vessel that has become submerged within the port area. *Divers, flotation devices, and a crane to recover the ship* The removal of **Mount Arballu** will not be immediate. Enrique Espinosa explained that the Port Authority has already marked the area and that the next step will require hiring specialized companies capable of carrying out a refloating operation. The planned procedure involves first sending diving teams to locate and seal the leak, preventing the ship from flooding again during the operation. Subsequently, flotation systems will be installed to gradually raise the vessel until it can be lifted to the surface. "We have to send divers, cover the track, and then use balloons to refloat it and lift it with a crane, so I don't think that will be so simple," Espinosa warned about the technical complexity of the intervention that now lies ahead. The shallow depth in this area of Puerto Naos may facilitate certain operations, although the presence of fuel requires that any movement of the wreck be carried out with extreme environmental prevention measures. *The immediate priority: to prevent pollution from leaving the port.* While the refloating operation is being organized, the priority of the emergency services is to contain any hydrocarbon leaks and prevent them from reaching the outside of Puerto Naos. Espinosa emphasized that the actions taken by the Port Authority have precisely that objective and confirmed that, at the time of his statements, the possible contamination was still contained within

the port area. The pollution control barriers will remain deployed while the condition of the deposits is assessed and the nature and extent of the spill detected on the water's surface is verified. The sinking now opens a second phase of the emergency, much more complex from a technical point of view. It is no longer simply a matter of removing the **Monte Arballu** from the seabed of Puerto Naos, but of doing so without causing a fuel release that could spread pollution beyond the port. (Source: *Informa Lanzarote*)

Advertisement



Nav-Light®

The bright spot in the marine world | www.wkmcornelisse.com | +31 (0)34 55 17 122

TWO CREWMEMBERS HOSPITALIZED FROM TANKER FIRE IN THE PHILIPPINES

The Philippine Coast Guard is still on the scene of a fire aboard a tanker carrying molasses that was docked in Calaca, south of Manila. The vessel was alongside the Balayan Distillery when the fire broke out. The Coast Guard reports that the city disaster management office and the local fire teams responded to the fire, which was thought to



have begun in the engine room of the tanker **Gindara**. Pictures from the scene show the fire spread into the accommodation block and reached the bridge of the vessel. There were 22 crewmembers aboard the ship when the fire began. The Coast Guard said 20 were accounted for and reported safe, while two sustained injuries and were taken to local hospitals. There was no update on their conditions. The Coast Guard dispatched its 144-foot multi-role response vessel BRP **Malapascua** to the scene to assist with the firefighting. As of Thursday during the day, the Coast Guard was reporting that no additional fire was visible on the bridge or in the superstructure of the vessel, although smoke remained visible. There was no indication of what caused the fire. The Coast Guard was planning to conduct an investigation once the firefighting efforts were completed.

(Source: *Marex*)

2 SHIP COLLISIONS REPORTED AT CTG PORT ANCHORAGES

3 vessels sustain damage in separate collisions. Two separate ship collisions at Kutubdia anchorage and Chittagong Port's outer anchorage today partially damaged three vessels. Chittagong Port

Authority (CPA) officials said no casualties or marine pollution had been reported. In the first



incident, a lighter vessel was caught between two bulk carriers when they collided at Kutubdia anchorage around 8:30am. According to CPA officials and shipping agents, Panama-flagged bulk carrier “**APJ Shirin**”, which arrived from Indonesia a week ago carrying around 55,000 tonnes of coal, was anchored at Kutubdia. A lighter vessel was moored

alongside it to unload the coal. The incident occurred when Liberia-flagged MV “**HG Sydney**”, carrying around 51,000 tonnes of soybean from Brazil, came into contact with **APJ Shirin** while shifting position after weighing anchor. As **HG Sydney** moved close to **APJ Shirin**, it struck the latter’s side, with the lighter vessel caught between the two bulk carriers. Video footage of the incident, collected by The Daily Star, shows the lighter vessel being hit by **HG Sydney** and sustaining damage to its port hull. The empty lighter vessel, however, moved away immediately after the impact, preventing it from becoming trapped between the two larger vessels, said Belayet Hossain, director of Litmond Shipping, the local agent for **HG Sydney**. He said MV **HG Sydney** sustained slight damage to its port hull. CPA Secretary Syed Refayet Hamim said both foreign vessels were now in safe positions and that no casualties or pollution had been reported. Meanwhile, Bangladeshi-flagged bulk carrier MV **Akij Wave**, anchored at the Alpha Anchorage area of Chittagong port’s outer anchorage, dragged its anchor due to a strong current around 11:30am, a CPA official said. Despite efforts, the vessel could not maintain control against the current and came into contact with bulk carrier MV **Sea Alison**, causing slight damage to the latter’s port bow. CPA secretary said it was a minor contact and that both vessels were in safe positions. *(Source: The Daily Star; Image: Screengrab)*

OFFSHORE NEWS

VESSEL DUO'S APAC DRILLING SUPPORT JOBS BOOST SOLSTAD'S BACKLOG BY UP TO \$30 MILLION

Norwegian shipping firm has locked in a multimillion-dollar backlog boost through deals for its AHTS vessel pair in the APAC region. Norway’s Solstad Maritime (SOMA) has strengthened its operational footprint in the Asia-Pacific (APAC) region after securing assignments for two anchor-handling tug supply (AHTS) vessels. These firm contracts for the **Normand Scorpion** and **Normand Saracen** AHTS vessels have a combined



duration of 475 days. The sister vessels, measuring 87.4 meters in length with a 21-meter beam, were built in 2009 and 2010, respectively. The AHTS pair will perform drilling support activities in the APAC region, but Solstad Maritime did not disclose the name of the company that hired them. The deals, which are expected to begin in Q2 or Q3 2027, include 400 days of options beyond the firm periods. The combined value of the firm contracts, which is between \$10 and \$30 million, is estimated at the upper end of the interval, according to SOMA. The latest deals come over a month after Solstad Maritime secured a letter of intent (LoI) for a construction support vessel (CSV) in West Africa. *(Source: Offshore Energy; Photo: Matthew Rockliff)*

advertisement



ITELYUM SEA FVG LAUNCHES THE ECO TRIESTE HYBRID VESSEL IN MUGGIA



The new low-emission vessel for the collection, collection and transport of ship waste enters service in Trieste and Monfalcone. 'Eco Trieste', **Itelyum Sea Fvg's** new vessel dedicated to the collection, pickup, and transportation of ship-generated waste, was launched at Porto San Rocco Marina Resort in Muggia (TS). The ceremony marked the

operational debut of the first hybrid-powered vessel deployed in the Adriatic Sea for this specific type of service. It is expected to enter service in the Trieste and Monfalcone basins shortly, operating under the concession granted by the Eastern Adriatic Sea Port Authority, including the associated harbours. At 24 meters long, 8 meters wide, and displaced 58 tons, the vessel exceeds national industry standards. Its naval architecture has been optimized to ensure full operation in all-weather conditions; its cargo capacity is 60 tons and 120 cubic meters divided into four distinct compartments—three times the volume of traditional vessels used in Italian ports—allowing the crew to complete collection operations throughout the port in a single session. The need for intermediate trips for unloading is thus eliminated, resulting in a drastic reduction in maritime traffic within the port areas. The vessel features an advanced digital tracking system that uses holds specifically designed for rigorous waste separation at sea and special weighing cells that transmit real-time data on each individual delivery to shore. The dedicated software was developed to ensure full transparency of operations and immediate compliance with environmental regulations. Regarding its engines, Eco Trieste adopts an intelligent hybrid system that recovers energy produced during peak power to automatically recharge the onboard batteries. Maneuvers and navigation

within the docks are conducted in purely electric mode, eliminating direct emissions and noise impact. The two internal combustion engines, certified IMO Tier II and Eiapp, are powered entirely by HVO (Hydrotreated Vegetable Oil) biofuel: a technical choice that allows for up to 90% reduction in carbon dioxide emissions compared to standard fossil fuels. The addition of the new vessel to the fleet is part of **Itelyum Sea Fvg**'s broad investment plan for 2026. As CEO Alessandro Bullo noted, this year has already seen the activation of the country's first mobile ballast water treatment plant and the renovation of the L. Magadi barge for bilge water management. This industrial vision is shared by Itelyum Group CEO Marco Codognola, who emphasized the company's commitment to supporting port authorities with cutting-edge solutions for the integrated management and recovery of



waste, supporting European maritime logistics. This approach was welcomed by Marco Consalvo, President of the Port Authority of Trieste (Adsp Mao), who stated: "The sustainability of a port is measured by its ability to translate environmental objectives into concrete solutions. Following the activation of Italy's first mobile ballast water treatment plant in Trieste, this new unit enhances the environmental services available in the ports of Trieste and Monfalcone. Our commitment is to create the conditions for operators to invest in technologies capable of reducing emissions and making port operations more efficient." (*Source: Shipping Italy*)

AFTER FUGRO, TDI-BROOKS SELECTED FOR SURVEYS OFFSHORE TIMOR-LESTE



Timor-Leste's Ministry of Petroleum and Mineral Resources (MPRM) has selected TDI-Brooks, in partnership with Taka Hydrocore Indonesia (THI), to carry out a light geotechnical and environmental baseline survey program in the country's waters. TDI-Brooks' DP2 research vessel **Nautilus** will be deployed for the program that will provide data to support the routing of the gas export pipeline from the Greater Sunrise field to Natarbora on

the south coast, as well as the Bayu-Undan Pipeline Highway to Natarbora, as part of the planned TLNG development. According to the U.S.-headquartered firm, the survey will deliver critical geotechnical data to support pipeline routing, engineering design, and geohazard assessment for offshore development activities. The geotechnical scope will include approximately 508 seabed tests,

consisting of gravity CPTs (gCPT), piston cores, box cores, and cyclic T-bar measurements, while the environmental baseline study will cover 16 provisional stations, including the collection of 40 sediment samples and 40 water samples. Field operations are expected to start in mid-January 2027. (Source: *Offshore Energy*; Photo: *TDI Brooks*)

Advertisement

NJORD

SHIPBROKERS

SALE & PURCHASE
CHARTERING



info@njordshipbrokers.com
+31 (0) 6 5333 1724
www.njordshipbrokers.com

HANGTONG SHIPBUILDING DELIVERS 85-METER UNDERWATER SUPPORT AND MAINTENANCE VESSEL

On September 29, the 85-meter underwater support and maintenance vessel built by CCCC Fourth Harbor Engineering Co., Ltd. Jiangmen Hangtong Shipbuilding Co., Ltd. was successfully delivered. The vessel is 85 meters long, 22 meters wide, and 8 meters deep, with a design draft of 6.2 meters and a speed of 12.6 knots. It is



classed by ABS and meets the requirements for unlimited navigation areas. The vessel is equipped with twin rudder propellers, an unmanned aerial vehicle (UAV) cabin, and a DP-2 dynamic positioning system. It also has comprehensive functions including helicopter transport, lifting of hundreds of tons, external firefighting, supplying materials, underwater diving services, and active anti-heeling. After delivery, the vessel will be deployed to Saudi Arabia to begin operations, serving deep-sea exploration, seabed facility maintenance, and emergency rescue, becoming an important support force in the field of marine engineering. (Source: *iMarine*)

TGS ADVANCES SEISMIC WORK IN MALAYSIA AND GABON

Energy data group TGS is advancing offshore exploration work in Asia and Africa through a seismic reprocessing project over Petronas's Megah discovery offshore Malaysia and a new 10-year data partnership with Gabon's Ministry of Oil and Gas. In Malaysia, TGS is reprocessing 514 sq km of 3D seismic data over the 2025 Megah discovery in Block SB-3K, offshore Sabah. The work will use the company's 2017 Geostreamer Sabah multi-client 3D Phase 2 survey and apply elastic multi-parameter full-waveform inversion and depth-imaging techniques. The project began in July and is scheduled to deliver final products in April 2027. TGS aims to produce a higher-resolution velocity model and improved diffraction imaging across the Megah field to assist geological interpretation,

prospect assessment and future appraisal-well planning. “The Megah discovery has reinforced the



exploration potential of this area, and advanced reprocessing can play an important role in reducing subsurface uncertainty,” said David Hajovsky, EVP of multi-client at TGS. “This project highlights TGS’s ability to apply leading imaging workflows where improved subsurface definition can directly support exploration and appraisal decisions.” Megah-1 confirmed a significant oil column in

Oligocene carbonates and has upgraded the wider Sabah Basin play, according to TGS technical material. Separately, TGS has signed a 10-year partnership agreement with Gabon’s Ministry of Oil and Gas covering the full offshore-data cycle. The arrangement extends the company’s more than two-decade relationship with the Gabonese government and includes data brokerage, enhancement of legacy surveys and potential new data acquisition. The programme will cover shallow-water areas as well as much of Gabon’s deepwater acreage. TGS said the agreement is designed to make more data available to companies assessing exploration opportunities in the Central African country’s offshore basins. (Source: *Splash24/7*)

GOLDEN ENERGY’S PSV GETS TWO NEW CHARTERS

Golden Energy Offshore Services (GEOS) has secured two new charter contracts for its large platform supply vessel (PSV) **Energy Swan** with a combined estimated firm value of about \$8.7 million. The first contract has a firm duration of about one month, with additional options, and is scheduled to start in October 2026. The second will deploy **Energy Swan** on the Norwegian Continental Shelf for



an estimated firm period of 290 days, with options for about another 500 days. The charter is expected to start in January 2027. If all options under the two new contracts are exercised, their combined estimated value would rise to about \$23.5 million. The contracts are with two different international charterers, which were not identified. Following revenue earned in September, GEOS’ estimated remaining firm contract backlog for **Energy Pace**, **Energy Paradise** and **Energy Swan** stood at about \$17.9 million as of October 1. The estimated remaining contract value for the three vessels would rise to about \$42.2 million if all outstanding options are exercised. GEOS’ fleet recorded an average working dayrate of \$24,464 in September, with fleet utilisation of 94.3%. (Source: *MarineLink*)

Advertisement



DOF GETS 'LARGE' BOOKING FOR ITS VESSEL TO UNDERTAKE UNDISCLOSED SUBSEA CAMPAIGN



DOF bags a new letter of intent (LoI) for an undisclosed subsea campaign, locking in I-class vessel work for 2028. DOF Group, a Norwegian operator and owner of a fleet of advanced vessels for the energy and marine sectors, is tightening its grip on the subsea calendar, as a multimillion-dollar letter of intent sets the stage to keep one of its I-class vessels busy in 2028. DOF has disclosed the receipt of a letter of intent for what it describes as a "large" contract with a value between \$50 and \$100 million that will keep one of its I-class vessels busy in H1 2028. While the shipowner did not disclose any information

about the company that sent the LoI or the name of the project its I-class vessel is being booked to work on, the job entails its in-house project management, engineering, procurement, and logistics support services. This scope of work is the industry standard toolkit for executing complex subsea infrastructure, subsea umbilicals, risers, and flowlines (SURF), or seabed intervention projects. The full contract award is expected to be confirmed by mid-November 2026. DOF's I-class fleet includes ships such as **Skandi Implementer**, **Skandi Installer**, **Skandi Inventor**, and **Skandi Involver**. These are high-specification subsea construction vessels (CSVs) specifically designed for subsea construction, inspection, maintenance, repair (IMR), and remote-operated vehicle (ROV) services in deepwater depths up to 3,000 meters. With operators committing to multimillion-dollar subsea scopes years ahead of execution, this trend points to a tightening market where access to high-end assets and integrated engineering teams is getting more competitive. DOF has been busy securing new assignments lately, as illustrated by the jobs it recently won for two anchor handling tug supply (AHTS) vessels in the Caribbean Community (CARICOM) region. *(Source: Offshore Energy)*

“SHEN DA HAO”, THE LARGEST CHINESE-FLAGGED OSV VESSEL, RETURNS TO THE PORT OF LAS PALMAS AS AN ASTICAN CUSTOMER

The Chinese-flagged OSV vessel “**Shen Da Hao**” (IMO 9870537), the largest and newest of its class registered in the Asian giant, is in the port of Las Palmas, where it is making a repeat stop after two previous occasions in October and June 2025. On this occasion, it is carrying out technical work docked at the ASTICAN outfitting pier. Chartered by the multinational Saipem, the vessel is owned by COES Shanghai Salvage. Designed for pipeline laying and built by the Wuchuan Group, a



subsidiary of the China State Shipbuilding Corporation, it is equipped with a high-capacity laying system, an 800-ton active wave-compensating crane, a DP3 system, and ice sorting capabilities. Due to its capabilities, it is especially suited for ultra-deepwater field development projects and for the flexible laying of high-speed umbilical systems, as well as for laying reels in harsh environments. With a gross tonnage of 29,272, it measures 184.10 m in length, 33 m in beam, and has a maximum draft of 8.80 m. It has a main deck area of 1,800 square meters and accommodation for 180 people. The propulsion system, consisting of six 4630 kW generators, drives two azimuth thrusters to maintain a top speed of 15 knots, a cruising speed of 12 knots and a range of more than 10,000 nautical miles, which translates to a maximum autonomy of 60 days. (Source: *Puente de Mando*; Photo: *Nicolás Arocha*)

WINDFARM NEWS - RENEWABLES

BOSKALIS AWARDED CONTRACT FOR INTER-ARRAY CABLE INSTALLATION AT ZEEVONK OFFSHORE WIND FARM PHASE 1



Boskalis has been awarded a contract by Zeevonk, the joint venture between Vattenfall and Copenhagen Infrastructure Partners, for the transport and offshore installation of the inter-array cable system for phase 1 of the Zeevonk Offshore Wind Farm in the Dutch North Sea. The contract represents a value that is considered to be sizable. The contract scope includes the transport and installation of

approximately 149 kilometers of 66 kV inter-array cables, connecting 69 wind turbines within the offshore wind farm, cable testing and termination activities, as well as the installation of the cable protection systems. The transport of the cable from the manufacturing facility in Eemshaven, the Netherlands, to the wind farm, along with the offshore installation campaign, is planned to be executed using Boskalis' state-of-the-art cable-laying vessel **BOKA Ocean**. In addition, survey activities as well as seabed intervention works will be carried out. For the latter, Boskalis will deploy one of its subsea rock installation vessels. Engineering activities are expected to commence shortly, with offshore installation currently planned for 2029. The Zeevonk Offshore Wind Farm is located approximately 45 nautical miles northwest of IJmuiden, the Netherlands. Upon completion, the wind farm will have a total installed capacity of approximately 2 gigawatts (GW), making it one of the largest offshore renewable energy developments in the Netherlands. The project will be developed in two phases of approximately 1 GW each. The Boskalis scope relates to phase 1, which has a planned commercial operation date in 2029. Boskalis' strategy is aimed at leveraging on key macro-economic factors, which drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This project is related to the development of generating renewable energy due to climate change and increasing energy consumption. *(PR-Boskalis)*

Advertisement



OVER 950 VESSELS DELIVERED

PROUD SHIPBUILDERS







PURUS APACHE & PURUS PHANTOM – CATAMARAN DAUGHTERCRAFT/CREWBOATS FOR EUROPEAN WINDFARM SUPPORT DUTIES

Built by Diverse Marine to a Chartwell Marine design, the sister catamarans pair twin engines with single-point lifting and a step-free working deck for deployment from commissioning service operation vessels. UK marine services provider Purus has added the catamaran daughtercraft **Purus Apache** and **Purus Phantom** to its offshore wind support fleet. Designed by



Chartwell Marine and built by Diverse Marine through a Vard project, the craft can carry technicians from larger commissioning service operation vessels (CSOVs) to offshore inspection and

maintenance assignments. Diverse Marine announced **Purus Phantom's** handover on May 19, 2026, and reported that it joined the CSOV **Purus Coriolis** for the first time on June 15. The first craft, **Purus Apache**, had been installed aboard **Purus Chinook** by May 26, 2025. Diverse Marine also markets the underlying design for nearshore crew transfer duties, giving it an operating role beyond deployment from a mothership. *Low-emission propulsion coupled with comfort-enhancing features* Diverse Marine's published design specification listed each aluminium daughtercraft as having an overall length of 12.2 metres (40 feet) and a hull length of 12 metres (39 feet). Overall beam is 4.1 metres (13 feet) while depth amidships is only 1.3 metres (4.3 feet). The specified lightship displacement is 12.1 tonnes, rising to a maximum laden displacement of 15 tonnes. Maximum draught is listed as 0.8 metre (2.6 feet). The vessels' launch and recovery are done using a single-point lifting arrangement, with a Henriksen HMKRHB-15 hook included in the lifting specification. Diverse Marine said the hull was assessed using CFD analysis and scale model tank testing. The



design incorporates a high bow and low propulsor arrangement intended to support access at transfer points, together with motion dampening features intended to improve passenger comfort underway. The vessel-specific announcements identified twin Volvo Penta D6-IPS500 engines on both **Purus Apache** and **Purus Phantom**. Diverse Marine said the

installations comply with IMO Tier III NOx emissions requirements. The Chartwell design specification listed a service speed of 23 knots and a sprint speed of 28 knots. Diverse Marine also identified low passenger saloon noise as a benefit of the IPS installation, alongside the hull's motion dampening provisions. The inboard propulsion arrangement is paired with exhaust aftertreatment. The design's tank specification meanwhile provides 0.85 cubic metre (187 gallons) of MGO capacity and 0.1 cubic metre (22 gallons) of urea capacity. Freshwater and blackwater capacities are also each 0.1 cubic metre. Although the wider design is offered with alternative propulsion arrangements and optional hybrid solutions, the announcements for the Purus sistercraft identify the twin D6-IPS500 fit. The published seating arrangement provides 12 Grammer suspension passenger seats and two crew seats. Air conditioning and reverse-cycle heating are included in the accommodation specification, together with heads and an emergency shower. The enclosed saloon provides the passenger space for transit, while the working deck accommodates personnel movements and

equipment needed for turbine inspection or maintenance. Protected steps connect the saloon to the flush main deck. The working deck itself is stepless, and deck equipment is mounted beneath it to reduce trip hazards. Stowage for kit bags and maintenance components is accessible through hatches that sit flush with the deck and are assisted by struts, keeping those items out of the transfer route. At the bow, the design specifies a full-beam Buoyant Works cupped



fender. Diverse Marine said the fender configuration is intended to provide grip during transfers. *Full electronics suite optimised for offshore operations* The design specification provides 24 V DC and 230 V, 50 Hz AC electrical systems, supported by a Fischer Panda 5000i generator rated at five kVA. Anchoring equipment comprises a 25kg delta-type anchor and a Maxwell HRC10-10 anchor winch. The navigation package includes a Raymarine Axiom 12 multi-function display paired with an 18-inch radar. A Raymarine AIS and DGPS are also specified. A Furuno NX900 Navtex receiver and an LH-5000 loudhailer meanwhile support onboard communications. An Iridium LT3100S satellite telephone provides GMDSS communications. The specified camera installation comprises four IP67-rated high-definition CCTV cameras with a network video recorder, providing coverage alongside the helm's navigation equipment. (Source: Baird)

Advertisement



120 YEARS OF SHIP DELIVERY **Redwise**

— 1906 - 2026

120 YEARS OF SHIP DELIVERY

A maritime journey that began in 1906 and continues around the world today.

Read more at redwise120.com

IWS FLEET ORDERS FOUR MORE SKYWALKER-CLASS CSOV NEWBUILDS



Integrated Wind Solutions (IWS) says its subsidiary, IWS Fleet, has entered into contracts for the construction of four new Skywalker-class commissioning service operation vessels (CSOVs). In addition to the four firm newbuildings, IWS Fleet has secured options for four additional vessels at the same firm prices with scheduled delivery in 2030 and 2031, subject to certain adjustment

factors for changes in foreign exchange rates and key sub-suppliers. On delivery, the four newbuildings will increase IWS Fleet's owned fleet from six to 10 CSOVs, further strengthening the company's position in the offshore wind service vessel market and expanding its capacity to serve customers across the installation and commissioning phases of offshore wind projects. IWS chief executive Lars-Henrik Røren said, "We are excited to grow IWS Fleet from six to 10 CSOVs, taking a leading role in the dedicated CSOV market, together with our strategic partner Sumitomo Corporation. "This growth will strengthen our earnings potential for the benefit of all shareholders. Our current business plan is to double the EPS when the full fleet is in operation, and to finance the expansion without raising additional equity, while continuing to pay an ordinary quarterly dividend

to shareholders. “This newbuilding order is the next step towards our ambition of providing efficient vessel and other services to the offshore wind industry.” IWS Fleet managing director Christopher Andersen Heidenreich said, “Building on the success of our Skywalker-class vessels, we are expanding the proven platform that has been highly valued by our customers since the introduction of IWS Skywalker in 2024. “This expansion from six to 10 vessels enables us to bring the quality, reliability and performance that IWS Fleet is known for to a broader range of projects, while growing alongside our clients. “We look forward to working closely with the experienced team at Nantong Rainbow Offshore & Engineering Equipment Co Ltd shipyard to ensure the vessels are delivered on time and on budget.” The newbuilds will be based on a Kongsberg Maritime design and equipped with three-dimensional motion-compensated cranes and gangway systems supplied by MacGregor Norway. The company said the new vessels “will continue to raise the bar for performance, safety and reliability. “The expanded fleet of 10 Skywalker-class vessels will enhance the operational and commercial flexibility to meet client demand, while IWS Fleet will leverage the benefits of having a fleet of interchangeable and similar vessels,” said IWS. The vessels are due for delivery in 2029 and 2030 under fixed price turnkey contracts with Nantong Rainbow. The company said the delivery schedule “aligns well with the fundamentals of the offshore wind industry, where vessel demand is expected to experience strong growth.” Apart from IWS Fleet’s four-vessel order, only one CSOV has been ordered for delivery in 2029 or later. IWS Fleet said it already has visibility through 2029, excluding options, through its strategic agreement for the European region with an existing client, and further opportunities to engage in projects across the Asia Pacific region. “These newbuildings will be a strategic enabler to continue to grow with our clients and follow them into new markets,” the company stated. “The firm yard price is around €65M per vessel, corresponding to an aggregate firm yard price of around €260M for the four vessels.” IWS said it intends to finance the vessels without raising additional equity whilst maintaining its ordinary quarterly dividend in line with the dividend policy. The company expects to fund the newbuilding programme through a combination of cash generated from operations and additional debt. The payment terms follow customary industry standards, with instalments paid during construction and the remaining 50% payable upon delivery. The final financing structure will depend on, among other factors, market conditions, available liquidity, operating cash flow and debt capacity. *(Source: Riviera by David Foxwell)*

CSL OWL SRI LAUNCHES FIRST SUBSEA ROCK INSTALLATION VESSEL

CSL OWL SRI, a partnership between The CSL Group and Offshore Wind Logistics (OWL), has announced the launch of the methanol dual-fuel MV **Rock Star**. This is the first of two purpose-built subsea rock installation (SRI) vessels designed to serve the offshore renewable energy sector. MV **Rock Star** is built to transport and precisely place rock on the seabed, supporting the construction and maintenance of offshore wind



projects. *17,500 metric tonnes and MGO-methanol dual-fuel* With a rock carrying capacity of 17,500 metric tonnes and DP2 dynamic positioning, the vessel will deliver cost-effective, high-precision rock installation in water depths of up to 100 metres. The vessel can operate on marine gas oil

(MGO) and methanol, providing a pathway toward zero-emission operations. Purpose-built for operational flexibility, MV **Rock Star** features a tremie pipe with active motion compensation for precise rock placement and transport belts capable of handling 60-300 kg grading (with the heaviest rock weighing 450 kg), along with additional capabilities for installing larger armour rock. *Greater flexibility and cost efficiency* 'The launch of MV Rock Star is an exciting moment for CSL OWL SRI and brings us one step closer to putting this new purpose-built capacity to work for the offshore renewable energy sector,' says Maarten van der Giessen, CEO of CSL OWL SRI. 'Our vessels are designed to bring greater flexibility and cost efficiency to subsea rock installation in and around bottom-fixed wind farms and associated cables. By optimising offshore renewable energy logistics, we aim to help make green energy more affordable.' MV **Rock Star** and its sister vessel will support a range of offshore wind applications, including scour protection, cable burial and protection, and other subsea rock installation work. (Source: SWZ by Mariska Buitendijk)

Advertisement



SIEMENS ENERGY SELECTS EST-FLOATTECH TO SUPPLY OCTOPUS HIGH ENERGY BATTERY SYSTEM FOR MARCO POLO MARINE'S CSOV PLUS



First CSOV designed for both offshore wind and oil & gas work; EST-Floattech's first project in Singapore and Taiwan. Siemens Energy has contracted EST-Floattech to supply the battery system for a 'CSOV Plus', a new Commissioning Service Operation Vessel for Marco Polo Marine that it is building at its own shipyard in Batam, Indonesia. Siemens Energy acts

as system integrator for the vessel's hybrid power plant. EST-Floattech will deliver a package of Octopus HE modules with a capacity of more than 1 MWh, supporting the vessel's hybrid and dynamic positioning (DP) operations. This is EST-Floattech's first project in Singapore and Taiwan. *Designed for two sectors* The CSOV Plus, designed by Salt Ship Design (Norway), is the first CSOV developed from the outset for operations in both offshore wind and oil & gas. It combines a 100-tonne active heave compensated crane and a motion-compensated gangway for walk-to-work transfers in significant wave heights of up to 3.0 metres with a hull and propulsion configuration optimised for station-keeping. Construction started in Batam in the second quarter of 2026; delivery is scheduled for the second quarter of 2028. *Battery support for hybrid and DP operations.* On board,

the Octopus High Energy system works alongside the vessel's generator sets and Siemens Energy's BlueDrive PlusC. During DP operations the batteries provide spinning reserve and absorb load variations, so fewer generators need to run and those that do run operate closer to their optimum load. *Prepared for full-electric sailing* Sustainability was a design requirement from the start. The CSOV Plus has been laid out so that its battery capacity can later be extended to a 20 MWh package, allowing the vessel to sail fully electric. The modular architecture of the Octopus Series makes that upgrade possible on the same platform: additional modules are added to the existing battery management system, in the space reserved in the design. According to EST-Floattech, it was their proven track record in maritime electrification (with systems operating at sea for more than ten years), and the fact the Octopus High Energy system fits the operational profile of the CSOV Plus, that convinced Siemens Energy. The package delivers what the vessel needs for DP and hybrid operations today, and can grow with the vessel later, proving the company's ability to integrate a power system that can perform for the full life of a charter. *At work in Taiwanese offshore wind* Once delivered, the CSOV Plus will be operated by PKR Offshore (PKRO), Marco Polo Marine's Taiwan-based subsidiary, which supports the offshore wind market in Taiwan with a fleet of offshore vessels. PKRO will deploy the vessel for Siemens Gamesa under a multi-year framework agreement covering offshore wind projects in Taiwanese waters. PKR Offshore's first CSOV, MP Wind Archer, is already in service in Taiwan since 2025. "We are grateful for the trust that Siemens Energy and Marco Polo Marine have placed in us. Furthermore, we thank our partner Durapower for their role in bringing about our first project together in Singapore. Offshore wind support vessels in Asia-Pacific have demanding operating profiles: long periods on DP, constant load changes and multi-year charters. A battery system that supports those operations reliably, and that can be extended when the operator is ready to go fully electric, is exactly what the Octopus Series was designed for. We look forward to seeing the CSOV Plus at work in Taiwanese waters." — Walter van der Pennen, Chief Commercial Officer, EST-Floattech. (*PR-Floattech*)

ACTA MARINE CELEBRATES CHRISTENING OF ACTA HERCULES AND CONTINUED FLEET EXPANSION

Acta Marine proudly celebrated the christening of *Acta Hercules* yesterday during a festive ceremony attended by its stakeholders, clients, business partners, and colleagues of the company. The event marked an important milestone in Acta Marine's ongoing fleet expansion programme and its continued commitment to supporting the offshore wind and wider energy sectors. The ceremony brought together many of the people and



organisations involved in the development, construction, and delivery of *Acta Hercules*. Guests gathered in IJmuiden to witness the traditional christening and official naming of the vessel, celebrating the collaboration and expertise that contributed to bringing the project to life. As godmother of the vessel, Mrs. Marina van Oord performed the christening and wished the vessel, her crew and everyone working on board fair winds, following seas and safe operations throughout the years ahead. The ceremony honoured a longstanding maritime tradition that symbolises

protection and prosperity for the vessel and those who sail aboard her. “Today marks a proud milestone for everyone at Acta Marine,” said Rob Boer, CEO of Acta Marine. “Although Acta Hercules is already successfully supporting our client Vestas, this christening provides an opportunity to recognise the many people, partners and organisations who contributed to her development, construction and delivery. **Acta Hercules** strengthens our ability to support clients in



the rapidly growing offshore wind market”. Delivered earlier this year as the second vessel in Acta Marine’s four-vessel newbuild CSOV programme, **Acta Hercules** is currently deployed under a long-term charter supporting offshore wind operations for Vestas. The vessel has been designed to meet the evolving demands of the energy transition, combining operational performance, safety and crew comfort with technologies that support lower-emission operations. Equipped

with methanol dual-fuel engines and an advanced battery energy storage system, Acta Hercules reflects Acta Marine’s ambition to continuously improve the sustainability and efficiency of its fleet. The christening of **Acta Hercules** is another important step in Acta Marine’s long-term growth strategy. Following the deliveries of **Acta Pegasus**, **Acta Hercules** and most recently **Acta Gemini**, the company expects to take delivery of the fourth and final vessel in the series, **Acta Aquarius**, later this year. Upon delivery of **Acta Aquarius**, Acta Marine’s fleet will comprise seven dedicated Walk-to-Work and Construction Service Operation Vessels, further strengthening the company’s position as a leading provider of offshore support solutions for the offshore wind industry. Together, these vessels form the foundation of a modern, scalable and increasingly sustainable fleet, enabling Acta Marine to support clients throughout the full lifecycle of offshore energy projects across Europe.

(PR-Acta Marine)

Advertisement



FFS
Fire Fighting Systems

**Leader in the global
firefighting market**

fifisystems.com

WINDWARD OFFSHORE HOLDS NAMING CEREMONY FOR ANOTHER CSOV

Windward Offshore celebrated the naming of its commissioning service operation vessel (CSOV) **Windward Munich** on 22 September. **Windward Munich** is the third vessel in the Windward

offshore fleet. Built by Vard Vung Tau in Vietnam, the vessel is the first of two vessels in the fleet to have a helicopter landing deck. **Windward Munich** follows **Windward Athens**, delivered in September 2025, and **Windward Paris**, delivered in January 2026. All three vessels commenced charters shortly after delivery. With the delivery of the fourth sister vessel, **Windward Hamburg**, in August, Windward Offshore has now taken delivery of four CSOVs in 12 months.



Windward Hamburg is on its way to Europe and will enter service shortly after arrival. The vessels combine advanced offshore technology with a focus on efficient and lower-emission operations. Key features include a height-adjustable motion-compensated gangway with integrated elevator, an electric motion-compensated crane, a height-adjustable boat landing system and a battery-hybrid propulsion system prepared for future operation on green methanol. (Source: Riviera by David Foxwell)

DREDGING NEWS

GATOR DREDGING NABS BANANA RIVER DREDGING DEAL



The USACE Jacksonville District recently awarded a contract for ~\$7.9 million to Waterfront Property Services, LLC (doing business as Gator Dredging) to perform operations and maintenance dredging along the Banana River. The work will be undertaken in support of the National Aeronautics and Space Administration (NASA) at Kennedy Space Center (KSC) and the U.S. Space Force

(USSF) at Cape Canaveral Space Force Station (CCSFS). Under this contract, approximately 524,000 cubic yards of shoaled material will be removed from Banana River and adjacent waterways that serve both KSC and CCSFS. Dredging operations are anticipated begin in December 2026 and conclude by June 2027. These waterways are vital to Government and commercial spaceflight operations, serving as transportation routes for launch vehicles and critical components, USACE concluded. (Source: Dredging Today)

MASIRAH EXPANDS ITS DREDGING FLEET WITH NEW DAMEN CSD

Masirah International Technical and Marine Services is expanding its dredging fleet with a new Damen CSD500 cutter suction dredger. "CSD Masirah" has joined the Masirah Marine fleet,

strengthening our marine construction capabilities and expanding our operational capacity," the company said. Designed for demanding dredging operations, **CSD Masirah** will add further capability to support works such as channel dredging and land reclamation; helping shape coastlines from the seabed up. Masirah International Technical and Marine Services is one of the leading marine construction and diving services companies in the Sultanate of Oman. *(Source: Dredging Today)*



Advertisement

PowerCaptain

By **LionRock Maritime**

Performance management application for minimizing fuel consumption in Tugboat Operations

LionRock
maritime

PORTS EXPLORED

DOCA DOS BACALHOEIROS DREDGING KICKS OFF



The Port of Figueira da Foz, Portugal, has kicked off the dredging operations on the Doca dos Bacalhoeiros' access channel. In total, approximately 20,000 m³ of sediment will be dredged and subsequently transported for deposition in the Cova-Gala authorized area. The cleanup program, to be carried out by the hopper dredger **Desterro**, is set to last about 40 days. This EUR 240,000 dredging work will be conducted by Teixeira Duarte -

Engenharia e Construções, S.A.. *(Source: Dredging Today)*

YARD NEWS

FIRST IN DECADES: PHNSY & IMF WELCOMES A NEW HEAVY-LIFT CRANE TO BOLSTER SUBMARINE READINESS

Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) marked a major infrastructure milestone with the arrival of a new 175-ton heavy-lift portal crane, **P-82**, on Sept. 2, 2026. A new powerhouse has arrived at the waterfront. Marking the shipyard's first crane delivery since April 18, 2002, the arrival of the 1.9-million-pound portal crane expands the facility's operational flexibility and heavy-lift capacity. The added capability, a direct result of the Navy's



multibillion-dollar Shipyard Infrastructure Optimization Program to update legacy dry docks, facilities and industrial plant equipment, enables the shipyard to conduct concurrent complex overhauls, accelerate ship-to-fleet turnaround times and maintain an uninterrupted submarine presence throughout the Indo-Pacific. "Part of a \$349 million NAVFAC Atlantic contract, this crane is a major component of SIOP's line of effort to modernize industrial plant equipment at the Navy's four government-owned and -operated shipyards," said Bill Couch, director of public and congressional affairs for SIOP. "It will lift parts and materials that are critical for returning ships and submarines to the fleet, including lifts at extreme elevations and at the lowest levels of the dry dock." The arrival of **P-82** was the culmination of a complex, 9,000-mile logistical journey that began on May 29, when it left the manufacturer's facility in Manitowoc, Wisconsin, on a barge towed by a tugboat. Fabricated and preassembled hundreds of miles from the nearest ocean, the crane traversed the Great Lakes waterways to the Atlantic Ocean, went through the Panama Canal, and crossed the Pacific Ocean to Hawaii, arriving at a commercial harbor on Oahu Aug. 27 just ahead of Hurricane Lala. Once here, moving the massive, 1.9-million-pound crane from the transport barge onto the pier was a highly delicate operation. To get the job done, crews parked the crane on top of four heavy-duty, multi-wheeled robotic trailers. Because the crane needed to clear a steep ramp as it rolled off the barge, technicians installed custom 18-inch-high metal "booster blocks" on the trailers to lift the crane higher off the ground. Once the crane was safely on the pier and rolled onto its temporary tracks, crews removed the booster blocks to gently lower the crane onto its permanent pier rails. "Standing on the pier watching thousands of tons of steel roll off a floating barge on an array of computer-controlled wheels was just incredible," said Kirk Gosnell, PHNSY & IMF crane maintenance division head. "The contractor's crew had to actively ballast the barge with every foot of movement against the tide. Seeing that monster safely touch down on our pier was an unbelievable sight." **P-82** joins a diverse fleet of eight portal cranes that traverse specialized rail tracks lining the shipyard's waterfront, bridge cranes that are used inside the shipyards machine shops and floating cranes that are mounted on specialized barges. These cranes serve as the logistical backbone for ship and submarine maintenance. The arrival of this heavy-lift asset is timed with the Navy's historic construction of Dry Dock 5 — the yard's first new graving dock built since World War II. **P-82's** unique, adjustable rail-base allows it to transit different track layouts, positioning it to play a vital role in servicing all future submarines slated for PHNSY & IMF. "This

crane is more than just a massive piece of heavy equipment; it is a vital enabler for our national defense strategy," said Capt. McCrillis, commanding officer of PHNSY & IMF. "As the operational tempo for our Virginia-class submarines increases, **P-82** guarantees we have the modernized infrastructure required to return combat-ready ships to the fleet on time, every time. This investment directly translates to sustained deterrence in the Indo-Pacific." Over the coming months, **P-82** will undergo rigorous inspections and testing ahead of its scheduled shipyard acceptance in December. Among the first to master the new asset will be Crane Operator Supervisor Richard Nishida and Jacob Eusebio, the Code 724 training leader responsible for licensing shipyard crane operators. This rigorous licensing process—which mandates written exams, physical evaluations, and hands-on testing under Navy weight-handling regulations—ensures operators can flawlessly execute the micro-precise movements required to lift massive submarine components without a single millimeter of error. PHNSY & IMF's mission is to keep the Navy's fleet "Fit to Fight" by repairing, maintaining, and modernizing the Navy's fast-attack submarines and surface ships. Strategically located in the heart of the Pacific, it is the most comprehensive fleet repair and maintenance facility between the U.S. West Coast and the Far East. *(Source: Dvids by Michael Wilson)*

Advertisement



FUEL FLEXIBLE TUGS
**Keeping the door open
for the right solution
at the right time**



DAMEN UNDERSIGNS EUROPEAN MARITIME INNOVATION AGENDA 2050



Nine Technology Roadmaps set out how research can move towards scaling and market deployment Yesterday evening, Damen Shipyards Group and other representatives of the European waterborne sector signed nine Technology Roadmaps at the Waterborne Leadership Event in Brussels. The roadmaps provide a shared framework for maritime research, development and innovation, as well as the scale-up and market deployment of

technologies, with decarbonisation targets for 2035, 2040 and 2050. The Waterborne Technology Platform is the European cooperation platform for research, development and innovation (RD&I) in waterborne transport. It brings together shipbuilders, shipowners, ports, maritime suppliers, infrastructure and service providers, universities, research institutes and other maritime stakeholders

from across Europe to work with the European Commission on a shared innovation agenda. Yesterday's event brought together representatives from industry and the European Commission. Nineteen senior leaders from across the sector, including Damen Vice-President Martin Bloem, signed the Technology Roadmaps and formally presented them to Apostolos Tzitzikostas, European Commissioner for Sustainable Transport and Tourism. *From research to deployment* The Technology Roadmaps respond to the need to strengthen Europe's technological leadership and competitiveness while supporting a resilient and sustainable waterborne sector. They also contribute to the objectives of the recently published EU Industrial Maritime Strategy and EU Ports Strategy. Europe's competitiveness, resilience and strategic autonomy depend on a strong waterborne sector. Deploying European technologies strengthens Europe's global position, while resilient supply chains and a connected, innovative trans-European network underpin a competitive European value chain. "Europe has strong expertise and promising maritime innovations. The next step is to ensure that proven technologies are scaled up and brought to market more quickly. Through these roadmaps, public and private parties set out which technologies, financing, regulatory frameworks, and skills are needed to make that happen," stated Pieter Huyskens, Damen Group Director RD&I. *Importance for the Netherlands* A strong European innovation policy for the maritime sector is particularly important for the Netherlands. The Dutch Government also underlines the importance of innovation in its Dutch Maritime Manufacturing Agenda. Dutch maritime companies and knowledge organisations, including Delft University of Technology, TNO and MARIN, participate in the Zero-Emission Waterborne Transport partnership. They help define the roadmaps and join forces in European research and innovation projects. Damen works at international, national and regional level on technologies for decarbonisation, digitalisation, circularity and autonomous shipping. The publication of the roadmaps coincides with the European debate on the budget and innovation programmes for the next Multiannual Financial Framework for 2028–2034. Damen strongly advocates the continuation of a European Waterborne innovation partnership, which is key to decarbonising the maritime sector and meeting Europe's climate targets. "The Netherlands is a maritime nation. To maintain that position, we must continue to invest in research, development and innovation, while also accelerating the demonstration, financing and deployment of new technologies. Damen is therefore actively contributing to the development of a successor to the European Waterborne Partnership and is counting on political support from the Netherlands," said Pieter Huyskens. (PR-Damen)

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

**ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER.
PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE**

Last week there have been new updates posted:

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

- *[Saam-Towage-celebrates-the-christening-of-the-Petrel-in-Arica-Chile's-first-imo-tier-III-tugboat](#)*
 - *[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*

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*

- *Wilson Sons - Brazilie by Jasiu van Haarlem (new)*
- *McKeil Marine - Burlington Ontario by Jasiu van Haarlem*
- *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*

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

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

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

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense howsoever caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.
