

27th Volume, No. 84 **1963** – “63 years tugboatman” – 2026

Dated 28 October 2026

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

Distribution twice a week 22.900+

MIDWEEK-EDITION

TUGS & TOWING NEWS

NEW TUG DELIVERED TO JAPANESE TOWAGE COMPANY KAMBARA



The tug will tow floating cranes and assist large ships. Her towing winch sits in a roofed, steel-walled room so the crew can work it under cover in rough weather. Japan's Tsuneishi Miho Shipbuilding delivered the 5,000hp (3,700kW) tug **Tenjin Maru** to local operator Kambara Tug Marine Service on Thursday, October 22. The steel tug will tow floating cranes,

assist large vessels during berthing and unberthing, and support mooring operations. During trials, she achieved a bollard pull of 65.8 tonnes and a maximum speed of 14.13 knots. The builder said this towing performance is sufficient for floating-crane towage. **Tenjin Maru** has an LOA of 37.4 metres excluding fenders, a moulded beam of 10.5 metres, a moulded depth of 4.5 metres, and a gross tonnage of 288. The towing winch is housed in a roofed room enclosed by steel walls. This allows the crew to operate and maintain it under cover in rough weather. The deck equipment has been positioned to facilitate towing work, and protection has been fitted where towing ropes rub against the hull. The accommodation is fitted with single-size beds. Two diesel engines drive two azimuthing thrusters with Kort nozzles. *(Source: Baird)*

Advertisement



Winches
for all kinds of
vessels

 **Kraaijeveld**

www.winches.nl

SVITZER: TOWAGE CAN UNLOCK PRODUCTIVITY AS PORTS FACE RECORD CONGESTION LEVELS

The TRAnsverse tug can save port and terminal operators valuable minutes in berthing and arrival times according to Svitzer's new white paper on the TRAnsverse tug, released today. The release of the paper comes as ports face a wave of constraints including congestion at record levels; trade, conflict and climate-related disruptions; and a growing global shipping order book of both larger and more



complex vessel-types. In the document, Svitzer explores how the TRAnsverse tug can ease some of these pressures through its versatile and powerful design. It provides insights based on simulation studies, sea trials and more than 5,000 commercial towage jobs now completed by the tug class in the Netherlands and Australia. In one example, the white paper explores how the TRAnsverse tug offers faster, more predictable shipping movements – factors essential to protecting berth and port call productivity. Using AIS data as a baseline, the white paper shows a TRAnsverse tug could save time of between 5 and 14 minutes for a single vessel arrival segment at a large mediterranean container port (modelled study). “It’s not an easy task for ports today facing maritime gridlock while also trying to build resilience for the future. The good news is our TRAnsverse tug offers a new tool to ease some of these pressures by getting more out of existing infrastructure,” Svitzer CEO Kasper Friis Nilaus said. Recent industry data[i] highlights the scale of the challenge. Global container port congestion reached a record 4.31 million TEU waiting to berth in August 2026, surpassing the previous pandemic-era peak. Around 12.6% of the global container fleet was waiting for a berth during the period. At the same time, schedule reliability remains under pressure. In August 2026, fewer than half of container vessels globally arrived on time, while late vessels arrived at an average of 6.81 days behind schedule. These disruptions create increasingly compressed and unpredictable arrival and departure windows. Climate and weather factors are an additional factor, with nearly 90% of the world's major ports exposed to damaging climate hazards. The incoming “super” El Niño weather event forecast will only intensify these hazards on global trade routes into early 2027. Weather, wind and climate combined with larger and more varied vessel types will demand more of marine assets in ports and corresponding risk mitigations. The white paper shows how two TRAnsverse tugs provide the optimal balance of power and precision for both harbour and escort towage requirements at one of Australia’s largest bulk ports, the Port of Newcastle. The 32m tugs, [Svitzer Nobbys](#) and [Svitzer Barrington](#), have recorded 124 tonnes of escort steering force and 186 tonnes of escort braking force at 10 knots in operations. This consistent force at speed is essential when managing larger, more complex vessel designs that have deeper drafts or are more wind exposed. Importantly, the port loses no harbour towage capability, and the TRAnsverse tug is still able to provide delicate vessel handling capability that larger escort tugs cannot. “Trade flowing as smoothly and reliably as possible through our maritime supply chains is good for communities, economies and the world,” Mr Friis Nilaus said. “The final connection between sea and shore that towage provides is essential to keeping this link strong and the TRAnsverse tug is demonstrating a

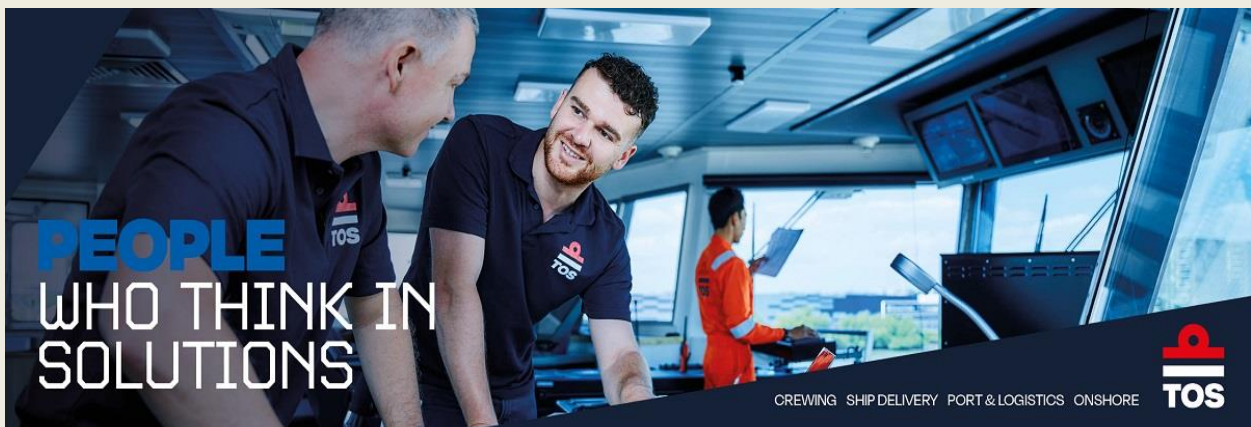
modern solution to today's challenges by unlocking more value from every vessel movement." The



TRAnverse design, developed with Robert Allan Ltd, includes a double-ended hull, inline fore-and-aft thrusters and a patented half-circle staple. Together, these features support highly responsive control and the generation of usable hydrodynamic force in applications not possible with other tugs. Svitzer currently has 24 TRAnverse tugs under build in 26m, 29m and 32m variants – in both electric and conventional diesel (biofuel ready) propulsion

options. (PR-Svitzer)

Advertisement



REGIONAL FOCUS: US OWNERS EXPAND TUGBOAT FLEETS TO HANDLE LARGER SHIPS ENTER PORTS

US tugboat owners, from New York to New Orleans, are investing in their fleets as larger ships visit the nation's harbours and terminals are expanded. Tug owners headquartered in the northeast US are modernising and expanding their fleets in response to port investment and the arrival of ultra-large container ships and the opening of new LNG export terminals.

The expansion of terminals has enabled container ships of more than 15,000 TEU to dock in US harbours, adding to the capability



and power requirements of port tugs and demanding increased co-ordination among tug masters, pilots and line handlers. Rising global demand for LNG and increasing US gas resources is leading to the construction of new export terminals and more gas carriers requiring tug assistance. New port tugs are built to ABS class and have two diesel engines that are compliant with US Environmental Protection Agency (EPA) Tier 4 emissions standards. McAllister Towing took delivery of its latest newbuild harbour tug in Q3 2026 to expand its towage services in US East Coast ports. The New York-headquartered owner welcomed [Mary McAllister](#) after it was built by Washburn & Doughty Associates in Boothbay, Maine, as the sixth of a seven-tug series. It has a bollard pull of 84 tonnes, resulting from two diesel four-stroke Caterpillar-manufactured Cat 3516E engines, connected to aftertreatment units for EPA Tier 4 compliance, driving two azimuth thrusters. [Mary McAllister](#) is the 43rd tractor tug in the fleet, said McAllister Towing, joining recently built sister tugs, 2025-built Gerard McAllister and 2026-built Isabel McAllister. “[Mary McAllister](#) as our latest high-tech, low-emission, firefighting and mission-critical tug,” said McAllister. This ABS-classed tugboat has a FiFi1 firefighting system capable of propelling 12,000 gallons of water per minute through pumps and monitors. McAllister Towing said the tugboat sailed initially to Baltimore to join [Isabel McAllister](#) on an assignment before heading to its new home in Port Everglades, Florida, “where it will be a dynamic force for years to come”. This series of 28-m newbuild tugs has two Schottel azimuth Z-drives of type SRP 490 with fixed pitch propellers, two John Deere 4045 AFM85 generators, each developing 99 kW of electrical power, and a Markey DEPCF-52 class-II escort winch with 56 kW of power and render/recover capabilities for 243 m of 10-inch diameter line. McAllister said its next newbuild, [Cathy McAllister](#), is scheduled to be delivered in mid-2027. Moran Towing named its latest newbuild tugboat, [J Themistoclis Moran](#), in May 2026 in Port Arthur, Texas, after its construction by Master Boat Builders in Coden, Alabama, to Robert Allan’s RAport 2800 design. This 395-gt, 28-m vessel has a beam of 12 m and two Cat 3512E diesel engines, compliant with EPA Tier 4 standards, driving two Kongsberg US 2055 azimuthing Z drives, with a fixed-pitch propeller. It is the fourth vessel in its class, following delivery of [William E Moran](#), [Newt Moran](#), and [Thomas C Moran](#) in the



past two years as part of Moran’s ongoing fleet modernisation programme. Master Boat Builders also delivered tugboat [Jane](#) to Moran in Q2 2026, and it then became part of the Gulf LNG Tugs fleet operating in Texas. Great Lakes Towing returned to its sister company, Great Lakes Shipyard, to build two more ice-class harbour tugs to support vessels in the major lakes of North

America. Great Lakes Shipyard will build, outfit and commission two vessels at its facilities in Cleveland, Ohio. These will be to a Damen design, with hulls able to manage ice in winter months. These contracts are part of the owner’s ongoing fleet renewal and expansion programme that has already seen 10 US-built new Damen tugs enter service in the past decade. Construction is expected to begin later this year; hull 11 is scheduled to be delivered in Q4 2027 and hull 12 in Q1 2028. Great Lakes Towing named its 10th newbuild, [Puerto Rico](#), at a ceremony in Cleveland in Q2 2026. All of these tugs were built to Damen’s Stan Tug 1907 ICE design for ship assistance, towing, berthing, and ice breaking. At 19.5 m, with a beam of 7.3 m and hull depth of 3.3 m, each tug is powered by two Rolls-Royce Power Systems mtu 4000 series V8 diesel engines, rated for US EPA Tier 4 requirements,

with a bollard pull of more than 30 tonnes. Great Lakes Towing operates in almost 50 US ports and in Windsor and Port Colborne in Ontario, Canada, serving lakes Erie, Huron, Michigan and Superior. *West Coast-bound* In Florida, Eastern Shipbuilding Group (ESG) has launched three of four 26-m escort tugs it is building for Seattle, Washington-headquartered Saltchuk Marine. These tugs are being built at ESG's facilities in Allanton and Port St Joe for ship escort and towage across the US West Coast, Hawaii and Alaska, and they are being launched every four months, starting in in December 2025. They are being built to Robert Allan's RAmport 2600 design with a moulded beam of 13 m, a moulded depth of 4 m, a navigation draught of 6 m, a bollard pull of 86 tonnes, a top speed ahead of 12 knots and accommodation for eight crew members. Their propulsion consists of two Caterpillar-manufactured Cat 3516E main diesel engines, each developing 2,610 kW at 1,800 rpm, compliant with EPA Tier 4 regulations, driving two Schottel rudderpropellers of type SRP 510.

Advertisement

The advertisement for DMT Marine Equipment features a black background with a yellow and white logo on the left that reads 'DMT MARINE EQUIPMENT' and '25 YEARS OF BUILDING TRUST'. To the right, a QR code is displayed with the text 'Every challenge on deck has an answer. Scan now to find yours!' above it. Further right, the slogan 'CONTROL UNDER LOAD' is prominently displayed in large white letters, with the website 'www.dmt-winch.com' above it. Below the slogan, it states 'Complete towing winch systems engineered to behave as one under load.' At the bottom, a yellow bar contains the text 'WINCHES | DECK FITTINGS | ELECTRIC & HYDRAULIC CONTROL SYSTEMS'. On the right side of the bottom bar, it lists '3500+ VESSELS EQUIPPED', '25+ YEARS', and '100% IN-HOUSE'. A small text box at the bottom left of the QR code area says 'Book a meeting sales.ro@dmr-winch.com'.

They will feature a Markey Machine single-drum, class II hawser winch, with 56 kW of type DEPGF-52. Saltchuk has also partnered with Harbor Docking & Towing to form the Green Tug Towing (GTT) joint venture to provide towage, escort, and terminal support services at LNG export terminals. GTT has ordered four new RAmport 2800H-design escort tugs from C&C Marine & Repair in Belle Chasse, Louisiana, after winning a 20-year services contract to handle gas carriers from Woodside Energy. GTT will operate a tugboat facility in Lake Charles, Louisiana. In September, Bay-Houston Towing welcomed new ship-escort tugboat **Barbara G** to its fleet, after its delivery by Master Boat Builders. G&H Towing is operating this 30-m, 413-gt tugboat to provide ship-assist and escort operations along the Texas Gulf Coast. It was in Galveston and Houston during September, according to AIS data. It was built to a RAmport 3000 design with a beam of 13 m, a bollard pull of 90 tonnes, a top speed of 13 knots, and accommodation for six crew members. "This vessel adds valuable capability to our operations and further strengthens our ability to provide safe, reliable service to vessels transiting some of the nation's busiest ports," said Bay-Houston Towing president, Philip Kuebler. It has two high-speed, four-stroke Cat 3516 diesel engines with a combined power of 5,220 kW driving two azimuth thrusters and linked to exhaust aftertreatment units to comply with the EPA Tier 4 emissions

rules. Bay-Houston Towing owns 20 tractor tugboats, including **Barbara G**, and five twin-screw tugs for harbour and terminal operations. It has four more tugs under



construction for delivery in the next two years, including two of Z-Tech 30-85 design and two of RAstar 3200-W design, and all ordered from Sterling Shipyard. *Texas expansions* Suderman & Young Towing is introducing tugboat operations in harbours in Brownsville and Isabel, in Texas, as it extends its fleet of more than 20 tugboats and support services. Sterling Shipyard and Master Boat Builders are building EPA Tier 4-compliant tugs for the owner. In Q3 2026, Master Boat Builders launched **Titan**, the third H500 tug of a series of escort tugs it is building for Suderman & Young to ABS class and to Robert Allan Ltd's RAport 3000 design. Another 30-m H500 tug, Saturn, was delivered to the owner in Q2 2026. Each tug has accommodation for six crew members, a beam of 13 m, a bollard pull of more than 90 tonnes, and a top speed of 13 knots, a FiFi1 firefighting system and tankage for more than 44,300 gallons of fuel oil. Propulsion consists of two four-stroke, Tier 4-compliant diesel engines with a combined power of 5,220 kW, driving two Steerprop azimuth thrusters. Suderman & Young describes these newbuild tractor tugs as Z-Tech 30-85 series vessels that are similar to 2024-built **Artemis**. The owner also has two 32-m tugs being built by Sterling Shipyard to Robert Allan's RAstar 3200-W design and with 6,260 kW of installed power for delivery in 2027. All these tugs will have four-stroke, high-speed diesel engines connected to selective catalytic reduction units to lower NOx from their exhaust, and Tier 4 compliance. *New Orleans additions* EN Bisso & Son has added two 2026-built ABS-class harbour tugs to its fleet to support maritime operations in expanding Gulf LNG export terminals. The New Orleans-headquartered owner has welcomed **Titan** and **Marauder** after their construction by Master Boat Builders for investment group Maritime Partners. They are on long-term charter from Maritime Partners, which has built them as part of an eight-tugboat series, starting in August. Maritime Partners said it has invested nearly US\$1Bn in new vessel construction, including towboats and tugs, at 12 US shipyards, since it was founded in 2015. Its fleet of around 1,900 vessels are deployed by charterers and operating subsidiaries throughout US coastal waters, inland waterways and the Great Lakes. Crescent



Towing has ordered four Z-drive tugboats, with 4,475 kW of power, from Blakeley BoatWorks with deliveries scheduled for 2027 to 2029 to operate in the ports of New Orleans, Mobile and Savannah. *Gas carrier support* Gulf LNG Tugs, a joint venture between Suderman & Young, Bay-Houston Towing and Moran Towing, is also expanding its fleet in preparation of the opening of new gas export terminals along the US Gulf

Coast. In July, Gulf LNG Tugs took delivery of **Laguna Gulf** after its construction by Sterling Shipyard to Robert Allan's Z-Tech 30-80 design. This 30-m, ABS-classed tractor tug will be handling LNG carriers at NextDecade Corp's Rio Grande LNG export project in the Port of Brownsville, Texas. **Laguna Gulf** has a beam of 13 m, 5,220 kW of installed power, a FiFi1 firefighting system and 80 tonnes of bollard pull. Its propulsion consists of a pair of Schottel rudderpropellers of type SRP 510, with a 2.8 m fixed-pitch propeller, driven by two Caterpillar 3516E high-speed four-stroke main engines, rated at 2,610 kW at 1,800 rpm, and compliant with EPA Tier 4 emissions rules. Deck machinery includes a Markey DEF-48A, Class III winch, with 75 kW and a dynamic constant-tension control system on the forward deck for ship escort operations. In March, Gulf LNG Tugs of Port

Arthur took delivery of ABS-class, 28-m harbour tug, *Jill*, from Master Boat Builders after it was built to Robert Allan's RAport 2800 design. It has a beam of 12 m, a bollard pull of 85 tonnes, a FiFi1 firefighting system and an escort-class ship-towing winch. (Source: *Riviera by Martyn Wingrove*)

Advertisement



ACL
SHIPBROKERS LTD

Specialist port tug and workboat Brokers
SALE & PURCHASE • CHARTERING • VALUATIONS

10 YEARS OF ACL

+44 131 392 9324 • BROKERS@ACLSHIPBROKERS.COM • WWW.ACLSHIPBROKERS.COM

A BRIEF VISIT FROM MULTRATUG 3.

Last weekend, the **Multratug 3**—operated by Terneuzen-based Multraship Towage & Salvage—was moored briefly at one of the small piers behind the Blue Port Centre. The 32-meter-long tug continues to operate under the flag of the Netherlands Coastguard, which is why it is a frequent sight in Den Helder. It is powered by two Caterpillar diesel engines, which together generate 7,268 hp and provide a bollard pull of nearly 95 tonnes. The twin-screw **Multratug 3** is capable of reaching speeds of nearly 14 knots. The tug can also be deployed as a firefighting vessel; equipped with two monitors, it is capable of discharging approximately 2,400 cubic metres of water per hour. A notable feature of the vessel is the heavy-duty fendering on its bow. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)



SVITZER: TRANSVERSE TUGS SAVE TIME, RAISE PORT PRODUCTIVITY

A study by Svitzer has found that TRANSverse tugs in harbours in Australia and the Netherlands have saved between 26% and 42% of time and 15% fuel for escorting and berthing vessels. TRANSverse-design tugs can save port and terminal operators valuable time in handling and berthing ships and at a time when ports are becoming increasingly congested, said Svitzer. The Copenhagen-headquartered tug owner has discovered its three operating TRANSverse tugs, two in

Australia and one in the Netherlands, have saved between five and 14 minutes, representing 26% to



42% of time, for escorting and berthing vessels - depending on the type of vessel, its size and the berth. 2024-built Svitzer Taurus in Amsterdam and 2025-built **Svitzer Nobbys** and **Svitzer Barrington** in Newcastle have completed more than 5,000 commercial towage jobs since they started operations. Svitzer used automatic identification system (AIS) data to track vessel

movements and found time saved in handling ships was between five and 14 minutes. Its data was backed up by simulation studies of various ports, including a container terminal in the Mediterranean, which indicated the greater time savings came from handling larger vessels during complex port operations. TRANsverse tugs provide towing forces at higher speeds than conventional and azimuth stern drive (ASD) tugs, which means ship-handling and berthing work can be completed more quickly. In the report, Svitzer said TRANsverse tugs in dynamic towage modes have a wider operating envelope to other similar and larger ASD tugs by up to 50%. This is especially prominent at speeds higher than three knots, where the forces are maintained and increasing. "It is not an easy task for ports today facing maritime gridlock while also trying to build resilience for the future," said Svitzer chief executive, Kasper Friis Nilaus. "Our TRANsverse tugs offer a new tool to ease some of these pressures by getting more out of existing infrastructure," he said. Svitzer highlighted recent industry data from various sources that global container port congestion reached a record 4.31M TEU waiting to berth in August 2026, representing 215 ships of 20,000 TEU capacity. Around 12.6% of the global container fleet was waiting for a berth, fewer than half of container vessels globally arrived on time and vessels arrived on an average 6.8 days behind schedule in August 2026. These disruptions create increasingly compressed and unpredictable arrival and departure windows at a time when container shipping is impacted by increasing levels of stormy weather and cargo fires. Svitzer said more than 90% of the world's major ports are exposed to damaging climate hazards and global trade routes are likely to be impacted by the forecast El Nino weather event, expected in Q1 2027. Weather, wind and climate combined with larger and more varied vessel types will demand more of marine assets in ports and corresponding risk mitigations. "Trade flowing as smoothly and reliably as possible through our maritime supply chains is good for communities, economies and the world," Mr Nilaus said. "The final connection between sea and shore that towage provides is essential to keeping this link



strong and the TRANsverse tug is demonstrating a modern solution to today's challenges by unlocking more value from every vessel movement," he said. The TRANsverse design, developed by Svitzer and Robert Allan Ltd, includes a double-ended hull, inline fore-and-aft thrusters and a

patented half-circle staple. “Together, these features support highly responsive control and the generation of usable hydrodynamic force in applications not possible with other tugs,” said Svitzer. Uzmar-built TRAnverse 32-m tugs **Svitzer Nobbys** and **Svitzer Barrington** in the Port of Newcastle, one of Australia’s largest bulk harbours, have recorded 124 tonnes of escort steering force and 186 tonnes of escort braking force at 10 knots in operations. “This consistent force at speed is essential when managing larger, more complex vessel designs that have deeper draughts or are more wind exposed,” said Svitzer. “Importantly, the port loses no harbour towage capability as the TRAnverse



tug is still able to provide delicate vessel handling capability that larger escort tugs cannot.” TRAnverse tugs also have lower fuel consumption than ASD tugs due to their performance in dynamic conditions. Analysis of **Svitzer Taurus** operating at the Port of IJmuiden, Amsterdam, illustrated 15% fuel-efficiency advantages. Tracking

comparable operations over the same period, **Svitzer Taurus** achieved up to 30–35 jobs on 4,000 litres (approximately 114–133 litres per job), making it among the most fuel-efficient tugs operating in its port. Svitzer’s simulation studies across different port operating environments have demonstrated further decarbonisation benefits through potential reductions in tug working time, of up to 40%, reducing both operational time and fuel consumption. Svitzer currently has 24 TRAnverse tugs under construction or on order in 26 m, 29 m and 32 m variants – in both electric and conventional diesel (biofuel-ready) propulsion options - for delivery in Q4 2026 to 2028. Its latest delivery was **Svitzer Balder**, a battery-electric Transverse tug built by Uzmar with methanol-ready generators, but these have been replaced with diesel generators in Turkey. Svitzer Balder was scheduled to commence operations in the Port of Gothenburg in Q3 2026, but it is still in Turkey according to AIS data. *(Source: Riviera by Martyn Wingrove)*

Advertisement



THE SHALLOW-DRAFT TUG "NAIL YUNUSOV" HAS BEGUN SEA TRIALS.

In the Tomsk Region, the shallow-draft tug "**Nail Yunusov**," a Project RDB50.06 vessel, successfully completed commissioning of its main ship systems and propulsion systems. This was announced on October 26 by the Samus Shipyard. According to the shipyard, during the initial stage of sea trials, the vessel made its first forays into the waters to test its manoeuvrability and performance. Specialists

fully completed the commissioning program for the main propulsion systems (including the diesel-electric transducer) and the steering gear. The tests confirmed that the intended propulsion and steering characteristics fully comply with the design parameters. The "**Nail Yunusov**" is being built by JSC Taimyrgeofizika (a subsidiary of JSC Bashneftegeofizika). The vessel is named after an honorary veteran of Bashneftegeofizika, a man whose name is associated with the history and development of the industry. The launch of the tugboat Nail Yunusov took place on September 11, 2026. The vessel's RKO class is M3.0 (ice 30). *(Source: Sudostroenie; Photo: Samusky Shipyard)*



ROYAL IHC AND NAUPLIUS PARTNER ON NEW WORKBOAT SERIES



The new multi-purpose workboat series will support Royal IHC's Beaver® cutter suction dredgers, with capabilities including towing, anchor handling and personnel transport. Royal IHC and Nauplius Workboats have signed a contract to jointly develop a new portfolio of heavy-duty workboats designed to support dredging operations using Royal IHC's Beaver® cutter suction dredgers. The agreement extends the companies' strategic partnership, combining Royal

IHC's dredging expertise with Nauplius Workboats' experience in the design and construction of workboats for the maritime industry. The new portfolio will comprise versatile, purpose-built workboats designed for shallow inland waters, supporting a range of dredging operations. Capabilities will include pushing and towing, buoy and anchor handling, and the transportation of fuel, goods and personnel, providing vessel owners and operators with flexible support solutions for inland dredging projects. The agreement marks a further step in the strategic partnership between Royal IHC and Nauplius Workboats, bringing together their complementary expertise to develop a dedicated range of heavy-duty vessels for the dredging sector. "We are pleased to be working with Royal IHC to develop a new series of workboats, offering a range of support vessels designed with the highest quality standards," says Gerrit Knol, Technical Director at Nauplius Workboats. Peter Bronsveld, Director Standard Modular Vessels at IHC Dredging, adds: "By extending our partnership with Nauplius Workboats, we can better meet our customers' needs with multi-purpose workboats that help optimise dredging operations worldwide." The agreement marks a further step in the

strategic partnership between Royal IHC and Nauplius Workboats, bringing together their complementary expertise to develop a dedicated range of heavy-duty vessels for the dredging sector. (Source: *Workboat365*)

Advertisement



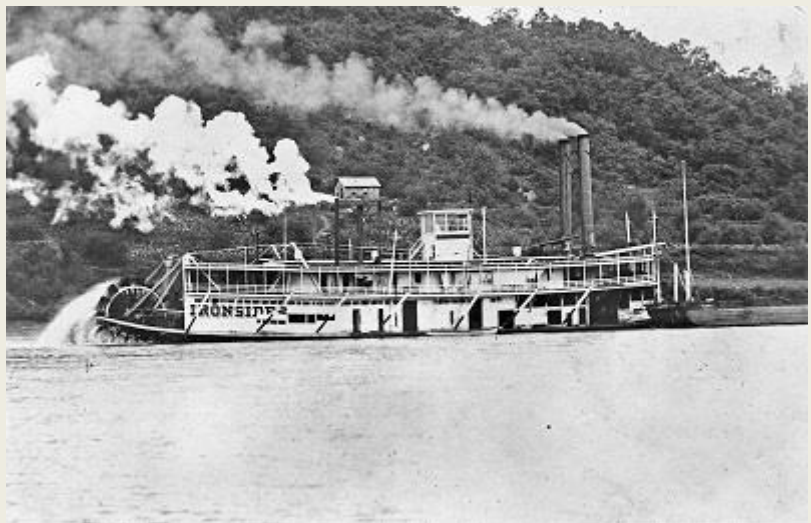
**ENSURING SEAMLESS
LNG OPERATIONS
OFFSHORE**

AHEAD IN MARITIME EXCELLENCE.

OLD TOWBOAT COLUMN

THE W.K. FIELD HAD A LONG LIFE

The subject of this column was prompted after Jeff Wilkes, riverman, realtor and historian from Savannah, Tenn., recently sent this writer a photo of a sunken boat that he had found in a photo album he had bought. The sepia-toned photo was somewhat blurry but was of a steam sternwheel towboat sunk against a riverbank. Even after enlarging the view, the name on the pilothouse couldn't be read, but the last two letters appeared



to be "LD." A few days later, while looking at photos of another boat, the mystery boat became evident. In one view the boat being researched was tied below the sunken **W.K. Field**, and at first glance it was obviously the vessel that was in Jeff's photo. The **W.K. Field** was originally the **Ironsides**, built in 1869 for Gray's Iron Line. Gray's Iron Line dated from 1863, formed by Capt. Richard C. Gray of Pittsburgh. Among the earliest of barge lines, Gray's had a fleet of barges that had hulls somewhat similar to that of a sidewheel packet upon which was a raised cargo box resembling a building. The bow was modeled to a sharp point, and hog chain bracing was installed. These barges were used to bring iron ore and pig iron from the Upper Mississippi to the Pittsburgh area mills. General cargo items including finished iron and steel were shipped back. The **Ironsides** seems to be the first towboat built for Gray's. It was constructed at Pittsburgh on a wood hull 154 by

30 by 5.4 feet. The engines were 20's – 7-foot stroke. According to Way's Steam Towboat Directory, the very first round trip the boat made to St. Louis took seven months due to low water, yet still made a profit of \$3,000. The Ironsides later towed the model barges from Pittsburgh to St. Louis and New Orleans and was reportedly at Nashville, Tenn., in the spring of 1886. Way's says that this boat was the "old favorite" of the Gray's Line, and in 1900 the floating stock of that concern was transferred to the Monongahela River Consolidated Coal & Coke Company. The towboats had a large "R.C." on the sides of the pilothouse, and the barges were similarly marked; the letters stood for "River Coal," but among river interests the conglomerate was known simply as the Combine. The **Ironsides** towed coal for the Combine, and was rebuilt at Elizabeth, Pa., in 1912. Shortly after this it was renamed **W.K. Field**. By 1914 it had the distinction of being the oldest wooden-hulled towboat on the Western Rivers. In 1918 the **Field** was again rebuilt at the Elizabeth Marine Ways, and at this time the pilothouse, which had previously been on the roof, was set down pool-style. In July 1919 it was sold to the Island Creek Coal Company and towed coal from the Kanawha River to Cincinnati. During this time, the **W.K. Field** had some notables working aboard. In July 1922 Capt. J. Emory Edgington was master. He would still be standing watches aboard the Str. Avalon in his upper 80s and stood his last watch aboard the Delta Queen at age 92. Another notable riverman on the Field was Capt. Wilbur Chapman. He came to the boat in 1924 after having worked for the Greene Line, and the W.K. Field was his first towboat work. In 1936, he would bring the new steam sternwheel towboat Omar out of Dravo for The Ohio River Company. He would remain the master



aboard it until 1944, when he was succeeded by Capt. Coleman Lucas. On January 16, 1923, the W.K. Field, with a 12-barge tow, was the first boat to lock through Ohio River Lock 33 at Maysville, Ky. In 1927, it was laid up at the Marietta Manufacturing Company, Point Pleasant, W.Va., and sank there on August 6 of that year. The boat was later raised, moved into the Kanawha River and beached at the Point Pleasant Dry Dock Company.

That was the end of this venerable 58-year-old wooden towboat, built a mere four years after President Abraham Lincoln was assassinated, and a pioneer of barge line service on the rivers. (Source: *The Waterways Journal* by Capt. David Smith; Photo: Thornton Barrette, David Smith collection)

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – KRAAIJEVELD WINCHES

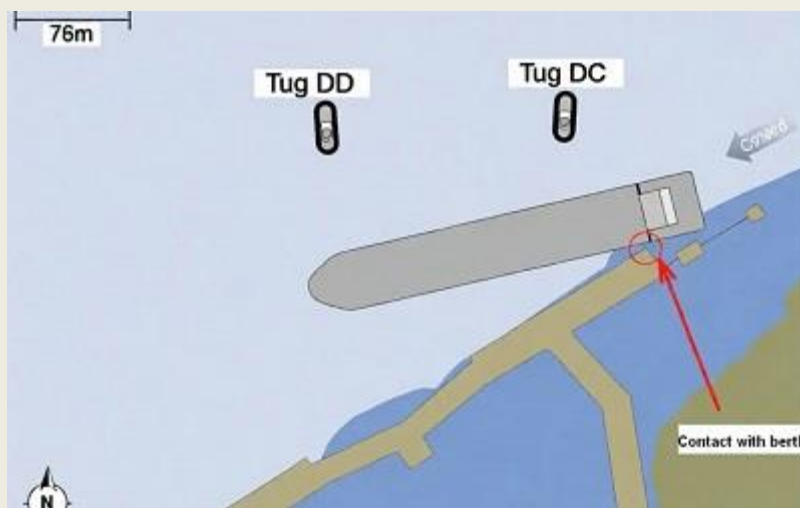
Kraaijeveld Winches, based in the Netherlands, designs and manufactures robust winches and related equipment for towing and tugs. Known for reliability and customisation, Kraaijeveld has brought high-quality systems and trusted technology to tug and towing clients across the globe since 1927



*Advertisement***YSM + Partners - Tug Boat Ropes, Main Lines, Pennants & Stretchers - Splicing On & Offshore**Sales • Service • Rope Splicing • Repairs • Deliveries to all European Ports • Contact us: www.ysm.com.pl • office@ysm.com.pl

ACCIDENTS – SALVAGE NEWS

TUG NAME MIX-UP RESULTS IN VESSEL HITTING PIER



After transposing the names of two assisting tugs during a departure, a pilot was giving wrong instructions to the tugs, resulting in a collision with a pier. The Nautical Institute describes the incident in a new Mars Report. The Nautical Institute gathers reports of maritime accidents and near-misses. It then publishes these so-called Mars (Mariners' Alerting and Reporting Scheme)

Reports (anonymously) to prevent other accidents from happening. This is one of these reports. A tanker was preparing for departure at night, with light winds and two tugs alongside to help leave the berth. The master and pilot had exchanged information on the manoeuvre, including the placement and use of the tugs. The plan was to use two tugs: one with a line forward near the bow and one with a line aft. The pilot expected the current to be running at about 1.9 knots from stern to bow. Given this, the plan was to have both tugs pull the vessel off the pier together, but with the aft tug pulling faster than the forward tug to open up the stern and have the current help push them off. Once the tugs had pulled the tanker far enough off the pier to allow a safe departure, the tugs would be released. In his notebook and on the mooring plan diagram of the master/pilot exchange form, the pilot wrote down the placement and names of each of the two tugs. As was his practice, he also wrote down the names and placement of each tug on a "radio card" (reference card), which he would have with him on the bridge wing for quick reference. Tug DD was at the bow, with tug DC at the stern. It was discovered in the subsequent investigation that he had transposed the name of the two tugs on the radio card. *Instructions to the wrong tugs* At 0400, the pilot directed both tugs to push on the starboard side of the ship to hold it against the pier while the mooring lines were let go forward and aft. When all mooring lines were on deck, the pilot, using the tug's names, ordered tug DD to pull dead slow away, followed by half away, and then 'three-quarters away' (meaning pull at 75 per cent power away from the pier). He ordered tug DC to pull 'minimum away' (meaning to pull at minimum power away from the pier). About the same time, in anticipation of the ebb

current, the pilot ordered the tanker's main propulsion to dead slow astern. As the vessel came off the berth, the pilot ordered tug DC to stop. Seconds later, the pilot radioed DD and asked the operator to be on a 90° angle to the tanker with the tug line. The operator responded that he was 'pretty darn close'. The pilot replied, 'You are at a 45 [degree angle] and you should be forward of the line'. Seconds afterward, the master announced to the pilot that the 'aft is too close'. The pilot ordered the main propulsion of the vessel stopped. The pilot then ordered tug DD to pull 'full away' and ordered the rudder hard to port. Seconds later the vessel contacted the northeastern corner of the pier. The pilot asked the master if the rudder was hard to port, which the master confirmed. The pilot then ordered the tanker's propulsion to dead slow ahead and asked tug DC if they were stopped. The tug operator confirmed he was. The master asked the pilot, 'What is going on?' At this point, the pilot thought there had to be a miscommunication with the tugboats, but as the vessel was now coming away from the berth the tugs were released. Damage to the port side of the vessel was important while the berth was also somewhat damaged. *Investigation findings* The official investigation found, among other things, that the pilot had transposed the names of the tugs on his 'radio card'. As such, orders intended for the tug aft were given to the tug on the bow and vice versa. The result was the bow being rapidly pulled away from the pier, causing the stern of the ship to move toward the pier in a 1.9-knot quartering current. This was contrary to the plan to pull the vessel's stern off the pier quicker than the bow. *Advice from The Nautical Institute* Every member of the bridge team should have the same mental model of the manoeuvre so that an inconsistency can be detected early enough to avoid negative consequences. While the manoeuvre was understood by all, the vessel's officers did not detect the pilot's error in tug orders. This may have been due to the use of tug names as opposed to tug position (fore and aft) or number (tug 1, tug 2, usually from forward). Using tug names for vessel manoeuvres introduces a weak link in a multi-person operation. Everyone on the assisted vessel's bridge must remember what tug, by its name, is where to have a correct mental model of the developing situation. *Mars Reports* This accident was covered in the Mars Reports, originally published as Mars 202631. A selection of the Mars Reports are also published in the SWZ|Maritime magazine. The Nautical Institute compiles these reports to help prevent maritime accidents. That is why they are also published (in full) on SWZ|Maritime's website. More reports are needed to keep the scheme interesting and informative. All reports are read only by the Mars coordinator and are treated in the strictest confidence. To submit a report, please use the Mars report form. (Source: SWZ|Maritime by Mariska Buitendijk)



RIG INCIDENT: 110 RESCUED, 5 STILL MISSING AFTER BORR DRILLING'S JACK-UP SINKS OFF GABON COAST

The search is ongoing for offshore workers, who remain unaccounted for following a punch-through incident at a 2014-built rig offshore Gabon. After the **Prospector 5** jack-up drilling rig lost stability and sank off the coast of Gabon late Saturday night, triggering an extensive search and rescue operation for the 115 offshore workers on board, 110 personnel have been safely accounted for. The fate of the remaining five is still unknown, leaving families and colleagues anxiously awaiting news

as the search continues. Borr Drilling has disclosed that an incident occurred at approximately 20:37



local time on October 24, 2026, involving the 2014-built **Prospector 5** rig while conducting jacking operations offshore Gabon in preparation for a planned campaign to support BW Energy's drilling operations at the Dussafu license. Based on the preliminary information, the jack-up experienced a punch through event during preload activities, resulting in loss of stability and the subsequent sinking of the rig. The **Prospector 5** is a Friede & Goldman (F&G) JU-2000E class, self-elevating jack-up drilling unit designed to operate in water depths of up to 400 feet and capable of drilling down to 35,000 feet. At the time of the incident, there were 115 personnel on board the rig. Both Borr Drilling and BW Energy have confirmed that a total of 110 individuals have been safely accounted for; however, five workers remain unaccounted for, with extensive search and rescue operations ongoing. The rig owner's onshore emergency response team is working with local authorities and

BW Energy to respond to the incident, support those affected, and search for missing personnel. "Borr Drilling's immediate and overriding priority is the safety and wellbeing of all personnel affected by this incident. Family members who are still seeking information or assistance may contact the team at +44 (0)1224 087026," emphasized the company. BW Energy has also underlined that its overriding priority is the safety of all personnel, as it continues to support the ongoing search and rescue operations in close coordination with the drilling contractor, relevant authorities, and emergency responders. While explaining that the production at the MaBoMo facility is shut down in accordance with standard procedure during ongoing drilling preparations, the company stresses that there has been no reported damage to the facility or related equipment, nor any accidental discharge of harmful substances to the sea from the facility. Bruno Morand, CEO of Borr Drilling, highlighted: "We are deeply concerned for those who remain unaccounted for and everyone affected by this incident. Our immediate priority is supporting the ongoing search and rescue efforts and the welfare of all personnel involved." *(Source: Offshore Energy)*

Advertisement



WWW.CFBV.COM

SOV's DP Gezina & DP Galyna

This is what clients say:

- Good vessel, good crew.
- We recommend both!
- I believe Chevalier Floatels is doing a great job in the industry



CARGO SHIP THAT HAD GONE ADRIFT NORTH OF SCHIERMONNIKOOG IS

MOVING AGAIN; RESCUE BOATS TURN BACK

The heavy-lift cargo ship ***UHL Freedom***, which became virtually unmaneuverability north of Schiermonnikoog this afternoon, is moving again—though only with "limited engine power," according to the Coast Guard. The vessel became effectively unmaneuverability around 1:30 PM after its anchor failed to hold the seabed, subsequently leading to engine trouble. Three of the 25 crew



members sustained injuries. "Where the ship is heading now is up to the shipping company," the Coast Guard stated, adding that they continue to monitor the situation closely. The ***UHL Freedom*** is currently located approximately 29 kilometers north of Schiermonnikoog. A Coast Guard spokesperson indicated that the cargo ship may be carrying wind turbine blades. Sea conditions include waves exceeding 4.5 meters in height. *Emergency responders on-site* Emergency personnel are present at the scene. A Coast Guard helicopter has deployed an ambulance nurse onto the vessel, and several lifeboats from the Royal Netherlands Sea Rescue Institution (KNRM) are also in the vicinity. Two emergency tugs are en route, including the German tug ***Nordic***; they are expected to reach the ship in a few hours. *Injured crew transported to UMCG* Two of the three injured crew members are being transported by a Coast Guard helicopter to the University Medical Center Groningen (UMCG). (Source: RTV Noord)

SALVAGE OPERATION HAS CLEARED MORE THAN TWO-THIRDS OF MSC BALTIC III



When the **'Mein Schiff 3'** embarked on a 20-day voyage to the Canary Islands from Bremerhaven on Oct 25 at around 5 p.m., with 2,428 guests and 922 crew members on board despite stormy weather conditions with wind gusts of 35 knots, assisted by tugs, the vessel ran into difficulties near the container terminal. Strong gusts of wind caught the **'Mein Schiff**

3', making it impossible for the ship to maintain its course. While it still managed to pass the **'MSC Anne F'** (IMO: 9347803) at the Strom Quay, short time later it allided with the **'MSC Victorine'** (IMO: 946867), which was also berthed at the MSC Gate. The assistance tug **'Fairplay 91'** (IMO 9932177) retreated in the last moment in the space between the two container ships, along with the tugs **'Svitzer Rota'** (IMO (IMO 9760859) and **'VB Evolution'** (IMO: 9691357), which was connected to the bow of the **'MSC Victorine'** which was berthed at the MSC Gate. On the starboard side, the

forward boat davits were torn off, and four lifeboats were destroyed. Their numbers were 1, 3, 5, and 7. Deck 5 and 6 as well as the bridge suffered damages too. A crack approximately ten meters long was torn into the hull of the container ship at the Strom Quay, and a cell guide was damaged at port side. Following the impact, the '[Mein Schiff 3](#)' returned to the Columbus Quay, where a thorough assessment of the damage to the cruise ship began. No one was injured in the accident. The cruise line has not yet disclosed the full extent of the damage. TUI Cruises stated that further information would be provided as soon as more definitive details were available. The Canary Islands cruise scheduled for Oct 25 to Nov 14 would not be able to take place, as the cruise ship no longer had a full complement of lifesaving equipment at its disposal. The vessel first had to undergo inspection and repairs, and subsequently receive clearance from both a classification society and the flag state. The destruction of the lifeboats was expected to present particular challenges. Both ships were banned from sailing. The Bremerhaven water police and the Federal Bureau of Maritime Casualty Investigation (BSU) have begun their investigation into the cause. Watch the YouTube video [HERE](#) (Source: *Vesseltracker*)

Advertisement



YOUR PROPULSION EXPERTS

SCHOTTEL

**SCHOTTEL CONTROLLABLE PITCH PROPELLER SCP:
EFFICIENT, RELIABLE, FLEXIBLE**

www.schottel.com | sales@schottel.de

MMEA: 19 CREW RESCUED AFTER DREDGER SINKS OFF KUALA KURAU

Perak Malaysian Maritime Enforcement Agency (MMEA) said that 19 crew members of a sand dredger were rescued after the vessel sank about 25 nautical miles northwest of Pulau Pasir Hitam near Kuala Kurau yesterday. According to MMEA director, Maritime Captain Zainudin Mohd Zuki, the Kuala Kurau Maritime Zone Headquarters Operations Centre received an emergency call via the 999 hotline at 5.53am, prompting the activation of a search and rescue (SAR) operation



at 6.30am. He said that the operation involved MMEA assets [KM GAGAH](#) and [PERKASA 1238](#), with assistance from the maritime community in the vicinity. With all 19 crew members accounted for and rescued, the SAR operation was officially called off at 4.30pm, MMEA concluded. (Source: *Dredging Today*)

FIRE ON CARGO SHIP IN OBERSCHÖNEWEIDE: FIRE BRIGADE WITH AROUND 80 PERSONNEL DEPLOYED



A fire broke out on a cargo ship on the Spree River in Oberschöneweide this morning, 25th October 2026. Around 80 emergency personnel from the Berlin Fire Department and the German Life Saving Association (DLRG) responded. According to current information, no one was injured, as there were no people on board. The operation affected shipping traffic on the Spree river as well as the BVG bus line 170. *Heavy smoke development at the rear* The fire department

was alerted around 7 a.m. According to the fire department, the fire broke out in the stern of the ship and caused heavy smoke. Firefighters initially searched the cargo vessel for any possible occupants. Only after confirming that no one was on board did they focus on fighting the fire. Firefighters managed to bring the flames under control using two C-hoses. In addition to the Berlin Fire Department, the German Life Saving Association (DLRG) was also on site, supporting the efforts on the water. During the operation, navigation on the Spree River was restricted in the affected section. Bus services were also impacted : BVG line 170 was temporarily unable to serve the Baumschulenstraße/Fähre stop. Passengers had to use nearby stops during this time. *Cause of fire still unclear* The cause of the fire on the cargo ship is still unknown. Information regarding the extent of the damage is not yet available. (Source: Marzahn Hellersdorf; Photo: District Media)

SEVEN PANICKED CREW JUMP FROM LISTING CARGO SHIP OFF LEBANON

A chaotic situation aboard a cargo ship off the coast of Lebanon led to seven crewmembers jumping into the ocean and requiring a rescue overnight. Lebanese authorities are saying the ship has now been stabilized, reducing the risk of the ship capsizing. The cargo ship *Seahorse* (9,483 dwt) was traveling from Turkey with a load of timber when it began listing on Sunday, October 25, as it approached the port of Sidon, Lebanon. Built in 1997, the cargo ship is 100 meters (328 feet) in length and registered in Panama. It is managed by a Lebanese company. Initial reports said the cargo had shifted on the vessel, causing the list. When the authorities contacted the captain, he said the situation was under control and that they did not



listing on Sunday, October 25, as it approached the port of Sidon, Lebanon. Built in 1997, the cargo ship is 100 meters (328 feet) in length and registered in Panama. It is managed by a Lebanese company. Initial reports said the cargo had shifted on the vessel, causing the list. When the authorities contacted the captain, he said the situation was under control and that they did not

require assistance. However, later reports said the ship had possibly grounded as it was approaching Sidon. The port has a maximum draft of 8 meters, but the ship was reported to be at 9 meters due to water ingress and the shifting cargo. When the list became severe, seven of the crewmembers chose to jump into the water, panicking and fearing the ship was in imminent danger of capsizing. The authorities report the captain called for assistance, and they rescued the seven crewmembers from the water. Nine other crewmembers, including the captain, remained aboard the vessel. The authorities are now saying the vessel had malfunctioned and the crew failed to detect water ingress, primarily in the number 5 cargo hold. When they boarded the vessel, they reported it was nearly impossible to walk due to the angles, and they detected 3.5 to 4 meters (11.5 to 13 feet) of water in the hold. An emergency pumping operation commenced, and they were able to lower the water level to between 50 and 60 centimeters (1.6 to 2 feet). While the vessel was still listing, the report said it was determined to be stable enough to move the vessel to the Port of Beirut. The ship is now anchored at Beirut, and the plan was calling for offloading the cargo to further stabilize the ship. The authorities did not indicate what had malfunctioned on the vessel. Databases indicate the ship has a long history of deficiencies reported during port state inspections going back to 2013. It had listed deficiencies on its last six inspections dating back to December 2025. (*Source: Marex*)

Advertisement



SANMAR



ElectRA 2200SX



ElectRA 2300SX



ElectRA 2800SX

50

years

Fully Electric Tug

TECHNICAL DEFECT: "NORDLICHT II" PUSHED AGAINST PIER IN EMDEN



Catamaran slightly damaged – replacement timetable until Thursday. A technical defect on the catamaran "**Nordlicht II**" caused a difficult docking maneuver in Emden's outer harbor on Sunday evening (October 25). As the shipping company AG "EMS" announced, a technical problem occurred with one of the water jet propulsion systems during the last voyage from Borkum to Emden. Catamaran pushed against pier by gust of wind. The fast ferry was able to continue its

crossing using its remaining engine. Due to strong gusts of wind and the existing storm surge warning, a tugboat was called in as a precaution to ensure safe docking. According to the shipping

company, after the tow line was established, the "**Nordlicht II**" was pushed against the pier by a gust of wind and sustained minor damage. The 56 passengers on board were unharmed. *Difficult maneuvers in stormy weather*: Photos and footage from Sunday evening show the catamaran in Emden harbor basin and several tugboats assisting the vessel during the challenging maneuvers. The unusual ship movements were also visible on position charts from various ship tracking services. (Source: *Borkum News*)

NORTH VANCOUVER GRAD CRUISE ENDS WITH HOVERCRAFT VOYAGE AFTER PARTY BOAT RUNS AGROUND

Grads navigate wet sand in formal wear after **Pride of Vancouver** runs aground at Maplewood Flats. A boatload of celebrating North Vancouver grad students had their festivities cut short Friday evening after their party boat ran aground on Maplewood Flats. Students from Sutherland Secondary who were on what was intended to be a three-hour cruise ended their



night of celebrating with a ride across Burrard Inlet on a Coast Guard hovercraft after their boat the **Pride of Vancouver** got stuck on a sand bar at the flats around 9 p.m. The cruise, organized by parents of the graduating class, had left Coal Harbour earlier in the evening but ran aground on the mud flats on the return leg of the journey, about one kilometre east of the Ironworkers Memorial Second Narrows Crossing. "We just felt a big stop in the ground," said Sutherland grad council president Catie Craven. As the boat crew tried to get off the sandbar, "the motor started smoking and digging us farther into the ground," she said. "Eventually our boat kind of tipped to the side and was on an angle, so that's when people kind of really started freaking out." Nobody was hurt in the incident and the vessel wasn't taking on water. However, the Coast Guard was called in to help get students off the stranded vessel and back to shore. The Coast Guard hovercraft Siyay, which can operate safely in very shallow water, was dispatched to get the students back to the Harbour Green dock in Coal Harbour where they were met by their parents. Students put lifejackets on over their formal wear and had to walk across the wet sand between the party boat and the hovercraft. "We had to climb down a ladder to get off of the boat," said Craven. (Source: *NSNews*)

OFFSHORE NEWS

REACH SUBSEA AND EIDESVIK'S 2009-BUILT IMR VESSEL DELIVERED TO NEW OWNERS

A joint venture of Reach Subsea and Eidesvik Offshore has delivered the 2009-built, 85-meter-long inspection, maintenance and repair (IMR) vessel **Viking Reach** to its new owners. Eidesvik Reach, in which Eidesvik holds a 50.1% ownership interest and Reach Subsea 49.9%, entered into a memorandum of agreement (MoA) in August with an undisclosed buyer for the sale of the vessel it acquired at the beginning of 2023 for a purchase price of about €25.5 million. It was reported today,

October 26, that **Viking Reach**, previously known as **Edda Sun**, had been delivered to the new owners and that the transaction had been completed in accordance with previously communicated terms. The work-class remotely operated vehicle (WROV) onboard the vessel was also part of the transaction. "The sale is officially closed, and **Viking Reach** is setting sail for the Mediterranean and a new chapter. Thank you for the journey with Eidesvik, and fair winds ahead!" Eidesvik Offshore said on social media. To remind, in August Reach Subsea revealed it was expecting to recognize an accounting gain of approximately NOK 30 million (around €2.9 million) related to the WROV sale upon completion of the transaction and approximately NOK 40 million related to its ownership interest in Eidesvik Reach. In a separate announcement, Eidesvik Offshore reported it was expecting a gain from the transaction of approximately NOK 80 million. (*Source: Offshore Energy*)



Advertisement

+31 10 8208905

MARINE STEEL
WORKS & SUPPLY BV - ROTTERDAM

info@marinesteel.nl

FERROUS & NON FERROUS WHOLESALER

We can offer hydraulic pipes and fittings in stainless steel and steel etc.

Also for tailor made products, according to your drawing.

WWW.MARINESTEEL.NL

STIM STAR ANGOLA RETURNS TO PORT

A notable offshore vessel that has been calling at our port regularly since the beginning of August is the ***Stim Star Angola***, operated by Seacor, based in Morgan City, United States. Over the past few weeks, this 73-meter-long "well stimulation vessel" has been carrying out maintenance work on production wells in the Dutch sector of the North Sea. This week, the vessel arrived in Den Helder from IJmuiden and is now being mobilized at the Nieuwediepquade quay for a new project. (*Source: www.maritiemdenhelder.eu*)



Photo: Paul Schaap)

SOUTHEAST SHIPBUILDING'S 75-METER PLATFORM SUPPLY VESSEL (DN647-1) LAUNCHED



On October 26, a 75-meter platform supply vessel (DN647-1) built by Southeast Shipbuilding, a subsidiary of Fujian Shipbuilding Industry Group, was launched. This type of vessel is 75 meters long, 18.4 meters wide, and 8 meters deep, with a deck area of 720 square meters and a dry bulk cargo hold capacity of 250 cubic meters. It has multiple functions such as oil

spill recovery and maritime rescue. It is equipped with two 800 kWh ESS battery systems and is powered by electric propulsion. It is classed by ABS classification society. The successful launch of the vessel is a comprehensive verification of the design scheme, construction technology and project organization capabilities, laying the foundation for subsequent sea trials and on-time delivery. It also further consolidates Southeast Shipbuilding's delivery reputation and order-taking advantages in the same type of ship market. *(Source: iMarine)*

CHOUDEST GROUP ACQUIRES CANADA'S HORIZON MARITIME IN MAJOR EXPANSION

The Louisiana-based Chouest Group has acquired Canadian marine and offshore services provider Horizon Maritime, expanding its presence across Canada's East and West coasts and into the Arctic. The deal, announced Monday, brings together Chouest's global offshore support fleet, subsea capabilities, shipbuilding



operations and marine technology businesses with Horizon Maritime's established Canadian operations and expertise in harsh-environment offshore services. Horizon Maritime, based in St. John's, Newfoundland and Labrador, was acquired from CFFI and its lender, HPS, through a strategic partnership with the company's founders. Financial terms were not disclosed. The acquisition gives Chouest a stronger foothold in Canada's offshore energy, Arctic and marine sectors, while providing Horizon access to a much larger fleet and range of specialized services. "We are excited to welcome Horizon Maritime to the Chouest Group," said Dino Chouest. "We see immense value in Horizon's team, leadership and operational excellence." "Combining Chouest's global fleet expertise and technology with Horizon's local footprint across Canada's vast coastlines opens up

incredible growth potential across Canada's East Coast, West Coast and Arctic regions," he added. Horizon Maritime specializes in marine operations in challenging environments, with experience supporting offshore energy projects, Arctic operations and other specialized maritime activities. The company has also developed relationships with Indigenous communities and organizations across Canada. Under the agreement, Horizon will retain its existing management team and leadership structure. Steve Widmeyer will continue as CEO, while Widmeyer and co-founder Sean Leet will join the company's board of directors. The companies said the arrangement will ensure continuity for existing customers, ongoing projects and crewing operations while opening the door to expanded services across the country. For Horizon, the deal also comes as Canada looks to strengthen its maritime capabilities, particularly in the Arctic, where commercial activity, infrastructure development and national security interests are increasingly overlapping. "This is an opportunity to build on what we have created and take Horizon Maritime into its next phase of growth," said Leet. "The Chouest Group brings significant marine experience, assets and capabilities that will help us scale Horizon Maritime's offerings to provide increased services and support to our valued customers, while increasing dual-use capacity at a key moment in time for our region and our country." Widmeyer emphasized the opportunities the partnership creates for Horizon's employees, including career development and long-term growth. The companies also said they remain committed to expanding Indigenous participation in Canada's marine economy. The acquisition extends the reach of the privately held, family-owned Chouest Group, which operates across offshore vessel ownership and operations, shipbuilding, subsea services, specialized engineering and advanced technology manufacturing. For Horizon Maritime, the combination provides access to Chouest's global resources while maintaining its Canadian management and established customer relationships. *(Source: gCaptain)*

Advertisement



TELFORD OFFSHORE REVISES FULL-YEAR EDITDA GUIDANCE

Telford Finco (Telford Offshore) has announced unaudited financial results for the third quarter of 2026, a quarter in which vessels were in transit between projects and in dry dock. Telford Offshore chief executive Robert Duncan said, "Q3 2026 was a transitional period for our business. A scheduled dry-docking, combined with two vessels moving between contracts, resulted in total utilisation of 71% in the quarter. "All vessels are expected to be on hire from mid-November, with backlog standing at US\$293 million and net leverage at 1.4x. "We remain focused on maintaining a strong backlog and delivering safe, reliable and efficient operations for our blue-chip customers across our core regions." The company reported revenue of US\$43M in the third quarter of 2026 and US\$135M in the year to date, compared to US\$51M in the third quarter of 2025 and US\$138M in 2025. It reported adjusted EBITDA of US\$21M in the third quarter of 2026 and US\$66M year-to-date, compared to US\$30M in the third quarter of 2025 and US\$78M in 2025. Total utilisation of

71% in the third quarter of 2026 and 77% year-to-date in 2026 compared to 89% in the third quarter



of 2025 and 85% in 2025. Backlog as of 16 October 2026 of US\$293M compared to US\$344 million as of 1 July 2026. The company has revised full year 2026 EBITDA guidance from US\$90M to US\$100M to US\$85M to US\$90M and reconfirmed total capital expenditure guidance for the full year at US\$25M. Telford Offshore said three of its four

Middle East vessels were on hire in the quarter; the fourth was in a shipyard undergoing scheduled maintenance and contract preparation work. All of the company's vessels are expected to be on hire from mid-November. Two mobilisations were deferred to 2027 due to Strait of Hormuz transit constraints affecting one of Telford Offshore's clients. Interim contracts are in place or being finalised for both vessels until the deferred charters start, partially offsetting the utilisation and revenue impact. The company does not have exposure in Saudi Arabia currently, following completion of a campaign by Telford 34. "Recent developments do not directly affect our operations, with no backlog currently secured there," the company said in a presentation. Telford Offshore said the operational outlook remains positive despite the geopolitical situation in the Middle East, and is monitoring events closely. It said contract exposure is indirect, and no further material impact is expected on secured contracts. *(Source: Riviera by David Foxwell)*

FUGRO'S 18-METER USV ON SURVEY DUTY AT 'WORLD'S LONGEST INTERCONNECTOR'

Fugro's 18-meter **Blue Eclipse** uncrewed surface vessel (USV) is carrying out an environmental survey for the 1.4 GW Viking Link high-voltage direct current (DC) electricity link between the British and Danish transmission systems, said to be the world's longest interconnector. According to the National Grid's Notice to Mariners (NtM) issued on October 8, **Blue Eclipse** was



scheduled to start the operations on October 22 and continue until November 10, subject to prevailing weather conditions and work progress. The environmental camera survey is being performed in the North Sea from the nearshore limit north of the Viking Link cable, northeast of Mablethorpe, Lincolnshire, and extending offshore to the UK/Netherlands border. The survey works shall provide seabed imagery along 193 selected 100m transects along the route. Blue Eclipse is being operated from a remote operations center (ROC) in Aberdeen. Viking Link is approximately 765 kilometers long and connects the Bicker Fen substation in Lincolnshire and the Revsing substation in southern Jutland, Denmark. The interconnector was officially inaugurated in April 2024. *(Source:*

BRITOIL POWER MAIDEN CALL AT MALTA

The 2007 built platform supply vessel **Britoil Power** entering Grand Harbour, Malta from Vinaros Oilfield on Saturday 24th October, 2026 during her maiden call. **Britoil Power** (Imo: 9384461) is a Multi Purpose Offshore Vessel and is sailing under the flag of Luxembourg with call sign LXBA4. Her length overall (LOA) is 73.4 meters

and her width is 16.6 meters. Design VS 470 MkII - Vik Sandvik and build by STX Europe (Vard).

(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)

advertisement



CHEOY LEE SHIPYARDS

www.cheoylee.com





Premium builder of tugs and commercial vessels

MUSEUM NEWS**TENTOONSTELLING ‘ZIJ HIELDEN KOERS – VAREN VOOR VRIJHEID’ IN MUZEEAQUARIUM DELFZIJL**

Dankzij de Stichting Koopvaardijpersoneel 1940-1945, gastconservator en schrijver Harold de Jong, Gemeente Delfzijl, subsidiegevers, fondsen en bruikleengevers werd het mogelijk om de tentoonstelling in het MuzeeAquarium te Delfzijl te bezoeken. **Waarom:** onderbelicht deel van de WO II historie, maar met sterke binding met Delfzijl, Groningen en ook met het MuzeeAquarium, dat een maritieme collectie herbergt en een bunker uit WO II. **Aanleiding:** Het was Ben Visser, de burgemeester van Eemdelta zelf, die bij het MuzeeAquarium aanklopte met de vraag: ‘In Katwijk staat een indrukwekkende tentoonstelling over koopvaardij tijdens WO II, kunnen we die naar Delfzijl halen?’ Zo togen directeur Cynthia Heinen en schrijver Harold de Jong (Oorlog aan de dijk, Verzetsgroep Zwaantje) naar Katwijk en de conclusie was direct: dit (inter)nationale verhaal moet een plek krijgen in Delfzijl, uitgebreid met de verhalen die op Delfzijlster en Groninger schepen en schippers betrekking hebben. De Stichting Koopvaardijpersoneel 1940-1945 heeft haar tentoonstelling in zijn geheel uitgeleend aan Delfzijl: zij zijn blij dat het verhaal na Katwijk een

vervolg krijgt in het noorden. De erkenning voor de zeevarenden heeft lang op zich laten wachten: er is altijd meer aandacht geweest voor de oorlog op het land dan op zee. Zij die na de oorlog terugkeerden werden niet opgevangen: slachtofferhulp of PTSS-begeleiding was niet bekend en bovendien moesten ze direct weer aan het werk: er moest toch brood op de plank komen. Onderdeel van de tentoonstelling is de toegang tot de uitgebreide database van de Stichting Koopvaardijpersoneel 1940-1945, waarin je op naam van een schip of een bemanningslid heel veel informatie over de koopvaardij tijdens WO II terug kunt vinden. Ook het verhaal van de schepen die voor de Duitsers op Zweden moesten krijgen aandacht op deze tentoonstelling: verscheidene bekende Delfzijlster namen komen hierin voor. De Groninger coasters en hun opvarenden hebben een niet te onderschatten rol gespeeld in geallieerde operaties, zoals Dynamo (evacuatie vanuit Duinkerken) en Neptune (landing op Normandische kust). Voor het MuzeeAquarium is dit de grootste tentoonstelling tot nu toe.



WINDFARM NEWS - RENEWABLES

CBED ACQUIRES CSOV FROM SEAWAY7



The newly acquired CSOV becomes the fourth vessel in CBED's fleet, strengthening its offshore wind support capabilities. CBED has expanded its offshore wind support fleet with the acquisition of the Commissioning Service Operation Vessel (CSOV) **Wind Dedication**, formerly **Seaway Moxie**, from international offshore wind contractor Seaway7. The vessel has already been delivered to CBED, becoming the fourth vessel in the

company's fleet alongside **Wind Innovation**, **Wind Creation** and **Wind Evolution**. Following the acquisition, **Wind Dedication** will initially feature CBED branding and operate under its new name, with a full repaint into the company's fleet livery scheduled for its next dry-docking survey. Under the agreement, the vessel will be chartered back to Seaway7, allowing it to continue supporting existing offshore wind project commitments until early 2028. Daniel Alon, General Manager, CBED: – "We are very pleased to be able to expand our fleet with a fourth vessel. **Seaway Moxie** – soon to

be **Wind Dedication** – has a strong reputation in the market and is well-known for her high operational capabilities. We look forward to building on this track-record together with the crew and in close cooperation with Seaway7. We have been looking to add a new vessel for some time, and Seaway Moxie’s high operational performance combined with her ability to work at significant wave heights up to three meters makes it a very good addition to our current fleet of walk-to-work vessels.” Wind Dedication has room to accommodate up to 60 persons living comfortably onboard. The customised walk-to-work vessel has an Uptime motion compensated gangway and DP2 system, allowing for safe transfers to and from offshore installations in significant wave heights up to 3 meters. The vessel also includes onboard offices and meeting rooms allowing for seamless operations, and offers onboard well-being facilities such as a fitness room, cinema and lounge area with TV and gaming facilities. **Wind Dedication** Year built: 2014; Flag: UK; IMO: 9676216; Type: DP2 walk-to-work accommodation vessel; Class: DNV, Comfort Class III; Accommodation: 60 beds incl. crew. (Source: Workboat365; Photo: Jan Plug)

Advertisement



SEAWAY7 COMPLETES INTER-ARRAY CABLE INSTALLATION AT EAST ANGLIA THREE OFFSHORE WIND FARM

Seaway7 has completed the final inner-array cable lay at the 1.4 GW East Anglia Three offshore wind farm in the UK. Seaway7's teams installed 95 inner-array cables, totalling more than 240 kilometres of cable loaded, laid and pulled into the foundations at the site. The achievement forms part of Seaway7's wider scope on East Anglia Three, encompassing the foundations and inner-array cables for the project, and follows the



completion of installation of all 95 monopile foundations and transition pieces earlier this year. With cable lay now complete, testing, termination and trenching activities continue as we progress the remaining work towards completion of Seaway7's full project scope. The GBP 4 billion (around EUR 4.7 billion) East Anglia Three project, owned and developed by ScottishPower Renewables and Masdar, will comprise 95 Siemens Gamesa 14+ MW wind turbines and is the first UK offshore wind project to feature 115-metre blades. Wind turbine installation, which started in April, is also under way and is expected to be completed this year, with East Anglia Three scheduled to become fully

operational by the end of 2026. *(Source: Offshore Wind)*

WIND APEX, CADELER'S THIRD A-CLASS INSTALLATION VESSEL, LAUNCHED



A launching ceremony took place on 26 October 2026 for Cadeler's third A-class offshore wind installation vessel, **Wind Apex**. The ceremony took place at COSCO Qidong shipyard in China. **Wind Apex** will now move into outfitting and commissioning, with sea trials to follow. Due to be delivered to the company in H1 2027, **Wind Apex** will cater for some of the largest foundations in

the offshore wind industry. The A-class vessels have a deck space of 5,600 m², payload capacity of more than 17,000 tonnes, and a hybrid design that allows seamless conversion between foundation and turbine installation. Once in service, the vessel will be Cadeler's 12th vessel. *(Source: Riviera by David Foxwell)*

FUGRO TO CLEAR THE WAY FOR 50HERTZ'S LANWIN3 AND LANWIN6 OFFSHORE GRID CONNECTIONS

Fugro has been awarded a contract by 50Hertz to deliver unexploded ordnance (UXO) survey, identification and clearance services for the LanWin3 and LanWin6 offshore grid connection projects in the German sector of the North Sea. By identifying and addressing potential hazards, the work will help 50Hertz prepare the routes for the safe installation of high-voltage direct current (HVDC) cables connecting offshore wind



farms to Germany's electricity network. LanWin3 and LanWin6 form part of Germany's ongoing expansion of its offshore wind energy infrastructure. Once completed, each grid connection is designed to transmit up to 2 GW of offshore wind power, providing a combined transmission capacity of 4 GW and helping bring more renewable electricity from the North Sea into the national grid to build energy security and meet climate targets. With an estimated 1.3 million tonnes of unexploded munitions remaining in marine environments worldwide, thorough UXO survey and clearance activities play a critical role in enabling the safe development of offshore infrastructure. Starting in the second quarter of 2027, the UXO survey will cover 200 m-wide corridors along the

LanWin3 and LanWin6 routes. The work will be carried out using two Geowing® systems, Fugro's fixed magnetic gradiometer arrays, each fitted with ten magnetic sensors to detect potential UXO and other objects on or beneath the seabed. The survey will provide the Geo-data needed to map potential targets and create a master target list for further investigation. Follow-on inspection and identification activities will take place in 2028, using remotely operated vehicle technology and specialist detection systems to investigate selected targets and remove debris where required. Fugro will also support the safe removal and disposal of any confirmed UXO in accordance with regulatory requirements, helping prepare the cable corridors for installation. Ronny Bøhn, Fugro's Director of Marine Geophysics for Europe and Africa, said: "On a project of this scale, the challenge is that the number and nature of potential UXO can only be known once the survey is complete. Building a reliable picture of the seabed at an early stage will allow 50Hertz to plan the next steps with greater certainty and manage safety throughout the cable installation programme." *(PR-Fugro)*

Advertisement

		 Tug & Workboat company Herman Senior b.v. Shoalbusters & Multicats for charter on a worldwide basis
chartering@hermansr.com	+31(0)78 619 25 07	www.hermansr.com

WINDWARD MUNICH KEEPS RETURNING



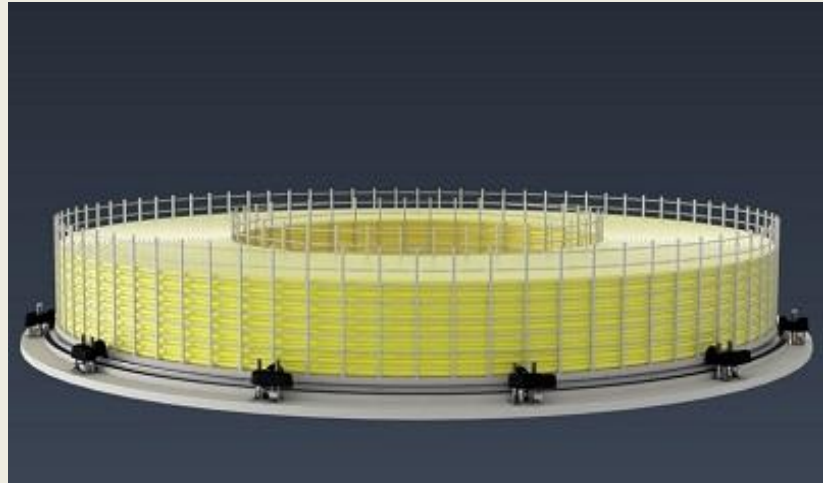
The brand-new ***Windward Munich***, owned by Hamburg-based Windward Offshore, has called at Den Helder several times recently—most recently this past weekend. The nearly 88-meter-long multifunctional work vessel first arrived in Den Helder in early September, having traveled from Vietnam, where it was delivered by the VARD shipyard. It then sailed—under the Maltese flag—to

Hamburg for its christening on September 22. Following another brief stop in Den Helder, the ***Windward Munich*** began operations at the IJmuiden Ver offshore wind farm. The vessel features accommodation for 120 people, and its hybrid propulsion system is designed to eventually run on green methanol. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

FIRST 'FLOATING' CABLE CAROUSEL SOLD TO SUBSEA COMPANY

Norway-based Almek Hydraulic Services (AHS) has been awarded a contract by what it described as

a 'leading international subsea technology' company for a 'HydroTable' cable carousel with a payload capacity of 3,500 tonnes and a diameter of 32 m. AHS's scope includes design, manufacture, delivery and installation. The complete HydroTable will have an approximate total weight of 170 tonnes and is due for completion and delivery in February 2027. The company said the contract is a significant milestone for AHS "and provides a strong reference for



its patented hydrostatic technology for large-scale cable carousels." AHS is also engaged in dialogue with leading international cable manufacturers, offshore installation contractors, naval architects and vessel designers regarding future onshore and offshore applications of HydroTable. The HydroTable uses a fundamentally different design philosophy for large cable carousels. Rather than relying on conventional mechanical support systems, it uses a pressurised water film to support the rotating structure. "This approach simplifies overall design while substantially reducing the amount of steel required," said AHS. "Under comparable design conditions and with the same cable capacity, a HydroTable can be significantly lighter than a conventional cable carousel. "The HydroTable design uses approximately 90% fewer rotating components than a comparable conventional carousel. This removes many of the wear points and maintenance-intensive components associated with conventional systems, making HydroTable simpler to operate, inspect and maintain. "For offshore installation vessels, the lower height between the deck and the cable-supporting surface allows the cable payload to be positioned closer to the deck. This can significantly lower the centre of gravity of the loaded carousel and provide more headroom for cable storage within the same installation height. "Combined with reduced structural weight, these advantages give naval architects and vessel designers greater flexibility when developing future cable installation vessels," AHS said. AHS chief executive Ole-Fredrik Sembsaid, "It is rewarding to see this long-term development now being applied in a major project. This contract represents an important step in bringing HydroTable into commercial application at scale." "This delivery demonstrates what hydrostatic support can make possible at industrial scale and represents another important step in establishing AHS as a recognised international technology supplier to the offshore cable-handling industry," said Bard André Solberg AHS VP sales and marketing. "As cable carousel capacity increases, conventional designs have typically become heavier and mechanically more complex. HydroTable challenges that established approach. We believe the technology has the potential to transform how future cable-handling systems are designed, built and operated, both onshore and offshore." *(Source: Riviera by David Foxwell)*

DREDGING NEWS

WOORIM BEACH NOURISHMENT PROJECT BEGINS

The City of Moreton Bay (formerly the Moreton Bay Regional Council) is restoring sand levels at Woorim Beach ahead of the upcoming 2026-27 summer season. The work will be carried out between Eighth Avenue and Lowry Street, Woorim, and will begin in the following days. During

the project, about 175,000 cubic meters of offshore sand will be pumped into shallow water. Waves



and tides will then move it onto the beach and into the dune system naturally. Erosion from weather events in recent years has narrowed the beach, eroded dunes and exposed vegetation roots. This reduces the natural buffer that helps protect nearby public and private property. This project is part of City of Moreton Bay's broader Coastal Hazard Adaption Strategy to ensure the safety and protection of our community and the environment from natural hazards. (Source:

Dredging Today)

Advertisement

Landfall
Marine Contractors bv

Anchor handling tugs & workboats | Multi-purpose & Flat top pontoons | Ship management
Contact us: +31 (0)180-769033 or info@landfall.nl

CHINA'S MEGA TSHD XIN HAI JING 1 DELIVERED

The **Xin Hai Jing 1**, China's first extra-large self-propelled trailing suction hopper dredger (TSHD) designed with distributed in-hold dredge pumps, built by Shanghai Zhenhua Port Machinery (ZPMC) for CCCC Shanghai Dredging, was officially delivered at ZPMC Qidong Offshore Engineering base yesterday. Designed by the China State Shipbuilding Corporation's 708 Research Institute, the TSHD



Xin Hai Jing can dredge to depths of up to 120 meters and has a hopper capacity of approximately 27,580 cubic meters. Also, the new TSHD has an overall length of 180 meters, a beam of 36 meters, and a draft of 17.2 meters. Breaking away from the traditional centralized layout of mud pumps on cutter-suction dredgers, it is the first vessel to install two in-hold mud pumps in separate forward

and aft pump compartments at the front and rear of the mud hold, respectively. Once put into service, the vessel will be widely deployed for major projects such as deep-sea sand dredging, deep-water port and channel dredging, land reclamation and coastal protection works. *(Source: Dredging Today)*

TORCROSS BEACH COASTAL PROTECTION PROJECT ON THE WAY



Foyle & Marine Dredging said that the Devon coastal protection project is getting underway. "We've mobilized to Glensanda Quarry on Scotland's west coast, where we're currently loading approximately 6,000 tons of rock armor between our rock carrier **ALANNA M** and one of our flat-top barges," Foyle said. "This project highlights our ability to provide a complete quarry-to-site marine logistics and rock placement service,

using our own vessels, equipment and experienced crews." The stone is destined for Torcross Beach in Devon, where it will be placed to provide vital coastal protection against the forces of the sea. *(Source: Dredging Today)*

WORK ON USACE'S NEWEST HOPPER DREDGER DONNELLY IN FULL SWING

The USACE's newest hopper dredger **Donnelly** is taking shape at Eastern Shipbuilding Group's Allanton Shipyard in Panama City, Florida. A couple of days ago, Eastern Shipbuilding hosted U.S. Army Corps of Engineers Philadelphia District Commander Lieutenant Colonel Ryan A. Baum. "During the visit to our Allanton facility, LTC Baum observed firsthand the significant progress made on the dredger Donnelly since its keel laying earlier this year. Close coordination with our USACE



partners keeps this sophisticated vessel on a clear path toward completion, built with the highest standards of safety, quality, and precision performance," Eastern Shipbuilding said. Built to replace

the nearly 60-year-old dredger **McFarland**, the **Donnelly** is a ready reserve vessel designed to carry forward the USACE' navigation mission and help keep America's shipping channels open and safe. In April 2025, USACE joined contractors Eastern Shipbuilding and Royal IHC on April 4, 2025, in Panama City, FL for a steel cutting ceremony, kicking off construction. Since then, modular construction has been progressing steadily, with unit builds underway and fabrication and assembly of various key components. Work is being carried out in close coordination with the USACE Marine Design Center, Eastern Shipbuilding Group and Royal IHC. *(Source: Dredging Today)*

Advertisement

ANY CREW TRANSFER VESSEL ANYTIME



VESSEL OF THE DAY:
A CTV for transporting your crew and spare parts offshore & to wind parks!

Your benefits:

- High Transfer Speed
- Fender for Safe Boarding
- Transfer System

CHECK ALL TODAY VESSEL AVAILABILITIES ON OUR WEBPAGE



www.grs.group | T +49 40 411 60 68 0

ROSATOM'S FIRST DREDGING VESSEL HAS COMPLETED ITS PRODUCTION ASSIGNMENT IN FULL.



Rosatom summarized the performance of its first dredging vessel, the self-propelled hopper dredger **Darya**, at the Sabetta seaport. Following work on the approach channel, the vessel dredged 688,000 cubic meters of soil. As reported on October 27 by the Nuclear Industry Media Center, the Darya's operational assignment for the 2026 navigation season was fully completed. The dredger demonstrated high efficiency and

confirmed its readiness to operate in challenging Arctic conditions. According to the state corporation, during the 2026 maintenance dredging at the Sabetta seaport, the total volume of soil dredged in the terminal's waters, using third-party vessels, amounted to over 2.3 million cubic meters. Operational measurements confirmed that the target seabed marks were reached, and the design dimensions and depth of the approach channel were fully restored. Upon completion of its production cycle, the **STZ Darya** departed Sabetta for its home port for inter-navigational layup and scheduled maintenance in preparation for the next season. As a reminder, the STZ Darya, acquired by the Hydrographic Enterprise (a subsidiary of Rosatom State Corporation), began operations at the Sabetta seaport in September 2026. The company's plans included acquiring nine more units of dredging equipment, which will allow it to carry out all repair dredging work in the Gulf of Ob and on the approaches to shippers' terminals entirely on its own. *(Source: Sudostroenie; Photo: Arctic Directorate of Rosatom State Corporation)*

YARD NEWS

PAINTING WORK IS UNDERWAY ON THE PAVEL MIKHALENKO VESSEL BEING BUILT FOR ROSATOM.

Specialists from Volga Shipyard JSC are painting the hull and interior of the lead Arc7 ice-class hydrographic buoy vessel, the **Pavel Mikhalenko**, a Project HSV05. As reported to Sudostroenie.info on October 26 by the company's press service, Volga Shipyard's shipbuilders are also installing utility systems, insulating, and preparing equipment for delivery to the Russian Maritime Register of Shipping (RS). Painting work is simultaneously underway in the



double-bottom spaces, internal compartments, and on the outer surface of the hull. At the same time, specialists have begun insulating the main deck. Before this began, outfitting parts were installed and welded, and the necessary surface painting was completed. The next step will be installing fasteners for the sheathing panels, after which the builders will be able to begin decorative finishing of the vessel's interior. In the engine room, the installation of general ship systems is nearing completion. At the same time, the fitting out of the living area continues: specialists are laying pipelines. Water supply, drainage system, and ventilation are being installed. Another important milestone was the completion of commissioning work on the 20-ton crane supplied by Izhorskie Gidrosistemy LLC. The equipment is ready for presentation to the RS inspector. While production work continues at the Volga Shipyard site, a two-day working meeting was held with representatives of the Rosatom State Corporation's management, as well as the Hydrographic Enterprise Federal State Unitary Enterprise and RASU JSC (both companies are part of Rosatom State Corporation), and the shipyard's management. The meeting participants boarded the vessel under construction and inspected all the key areas where work is underway. Representatives of the organizations personally inspected the construction progress, assessed the readiness of key components and equipment, and discussed the further implementation of the project. During the meeting, Yevgeny Semenov, CEO of Volga Shipyard, outlined key issues requiring joint solutions with the customer and the state contractor. These primarily relate to the contract duration and financing of further construction. Volga Shipyard is currently continuing to perform the technological operations envisaged for construction. Further project implementation will require coordinated decisions from all stakeholders regarding the schedule and financing of the work, the shipyard emphasizes. The Pavel Mikhalenko vessel, being built for Rosatom State Corporation, is designed to conduct hydrographic surveys, maintain navigational equipment, and transport specialists and cargo to Arctic regions. (Source: Sudostroenie; Photo: Volga Shipyard)

SIEM INDUSTRIES ORDERS TWO OFFSHORE SUPPORT AND CONSTRUCTION VESSELS AT MAWEI SHIPYARD, WITH OPTIONS FOR

TWO MORE



Shipbroker Fearnley Offshore Supply reports that Norwegian shipowner Siem Industries has placed an order with Mawei Shipyard, a subsidiary of Fujian Shipbuilding Industry Group, for two offshore support and construction vessels (OSCVs). Delivery is expected in 2029 and 2030, though the construction cost of the new vessels has not been disclosed.

According to Clarksons data, the order includes options for two additional vessels. Reports indicate that Norway's Sirius Design & Integration is responsible for the conceptual design and complete basic design of this OSCV class. Based on Sirius's construction support vessel design, the OSCVs will have an overall length of 144 meters and prioritize operational flexibility, energy efficiency, and future-proof systems; they will be equipped with a 400-ton crane. Recently, Mawei Shipyard has secured contracts for several new vessels in the offshore engineering sector. In addition to the 2+2 OSCVs from Siem Industries, Union Vega Offshore—a joint venture formed by the British shipowner Union Maritime and the Norwegian shipowner Vega Maritime—has placed an order with the shipyard for 2+4 platform supply vessels (PSVs), with delivery expected to begin in 2028. Designed by Breeze Ship Design, this PSV measures 84 meters in overall length and features a battery-hybrid propulsion system, a moon pool, 900 square meters of deck space, and accommodation for 44 crew members. The design includes provisions for the future installation of a 50-ton Active Heave Compensation (AHC) crane, thereby enhancing its operational flexibility and capabilities. The official website states that Mawei Shipyard, formerly known as the Fujian Mawei Shipyard, was founded in 1866 under the name Fujian Shipbuilding Bureau and was China's first mechanized shipbuilder. In 2016, Mawei Shipyard relocated to Culu Island in Lianjiang. The facility covers an area of approximately 1,060 mu and features a medium-sized offshore engineering dry dock (280 meters long, 82 meters wide, and 13.5 meters deep), equipped with one 700-ton gantry crane, three outfitting piers, and 1,326 meters of berthing line. (Source: *iMarine*)

Advertisement



aksisfire



MARINE FIRE PROTECTION SYSTEMS

Clean Gas

Deep Fat Fryer

External FI-FI

Gas Detection

Fire Detection & Alarm

Dry Powder

CO2 System

Watermist

www.aksisfire.com

THE NAMING CEREMONY FOR DALIAN SHIPBUILDING INDUSTRY'S AJ46-2 SELF-ELEVATING LIVING PLATFORM WAS HELD.

On October 23, the naming ceremony for the AJ46-2 self-elevating living platform, constructed by Dalian Shipbuilding & Offshore Engineering Co., Ltd., was held. Representatives from Van Es Holding, Jack-up Barge, ABS, Dalian Shipbuilding & Offshore Engineering Co., Ltd. shareholders, partners, and the project team attended the ceremony. The platform was officially named "JB 121". The JB 121 self-elevating living platform operates in water depths exceeding 350 feet, has a capacity of 354 people, and is equipped with a 200-ton main crane. The platform adopts the AJ46-360-C model developed by the globally renowned offshore engineering design company GustoMSC. It has a triangular hull structure, equipped with three triangular truss-type legs and a V-shaped living area. The living area is equipped with a cinema, game room, gym, sauna, coffee shop, smoking room, billiards room, table tennis room, and individual apartment rooms, which can fully meet the accommodation and diversified living needs of personnel at sea under moderate sea conditions. The platform is adaptable to various offshore operations such as offshore renewable energy development, decommissioning and dismantling of marine facilities, and offshore infrastructure construction, and has excellent operational reliability and environmental adaptability. The JB 121 self-elevating living platform is a continued construction project, and its successful naming marks a new stage in the cooperation between Jack-up Barge and Dalian Shipbuilding Industry Co., Ltd. The platform will subsequently be deployed overseas to provide stable and reliable personnel support for various offshore engineering projects. (Source: iMarine)



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:
 - [*Boluda-Towage-names-Damen-asd-tug-2813-VB-Marte-in-Genoa-ceremony*](#)
 - [*Sanmar-delivers-18th-tug-to-Saam-Towage-strengthening-partnership-across-the-america*](#)
 - [*Sanmar-delivers-powerful-escort-tug-for-Med-Tugs*](#)
 - [*Fairplay-Towage-group-orders-six-new-tugs-from-Sanmar-Shipyards*](#)
 - [*Saam-Towage-celebrates-the-christening-of-the-Petrel-in-Arica-Chile-s-first-imo-tier-iii-tugboat*](#)

2. *Several updates on the Broker Sales page posted last week.*

(New page on the website. If you are interested to have your sales on the website)

(pls contact jvds@towingline.com)

3. *Several updates on the Newsletter – Fleetlist page posted last week*

- *McKeil Marine - Burlington Ontario* by Jasiu van Haarlem *(new)*
- *Ocean Group - Triest* by Jasiu van Haarlem
- *The Great Lakes Towing Company Ltd.* by Jasiu van Haarlem
- *Britoil Offshore Services Pte. Ltd.* by Jasiu van Haarlem
- *Remolques Unidos S.A.* by Jasiu van Haarlem

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

[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.
