

27th Volume, No. 71 **1963 – “63 years tugboatman” - 2026** Dated 13 September 2026

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

Distribution twice a week 22.750+

TUGS & TOWING NEWS.

CORPS LAUNCHES NEW TOWBOAT FOR UPPER MISS OPERATIONS



The U.S. Army Corps of Engineers' St. Paul District launched its new maintenance and repair towboat, **Fountain City**, Aug. 26 at Steiner Construction Co. Inc., Bayou La Batre, Ala. The vessel will support the district's maintenance and repair section by moving floating plants and other equipment along the Upper Mississippi River. It will be based at the Corps' Fountain City Service Base in Fountain City, Wis. Construction will continue following the launch, with the shipyard scheduled to install the engines, finish the interior, add navigation systems and conduct testing. Government acceptance is expected Oct. 13. "This new

towboat is very important to our mission and crew who keep the river system running," Kristin Moe, navigation chief, said in a statement. "It's a source of pride for our team. It represents a major step forward in modernization and safety, giving our crews a state-of-the-art, reliable platform to do their jobs." The towboat will accommodate as many as eight crewmembers in six staterooms. Other features include a full galley, crew lounge, four toilets, four showers and onboard laundry facilities. The new **Fountain City** will replace a towboat of the same name that was more than 50 years old when the Corps determined it was no longer serviceable. The Corps said in a statement that it awarded TAI Holdings Inc., Pensacola, Fla., a \$13.9 million contract for the vessel. The project uses an existing inland river towboat design modified to meet the district's safety and operational requirements. The Fountain City Service Base has supported the Corps' Upper Mississippi River navigation work for more than a century. The facility constructs, repairs and maintains vessels and equipment used for river improvement projects. *(Source: Workboat)*

MULTRATUG 36 ALSO ENTERS SERVICE FOR THE COAST GUARD

We previously reported that the tug ***Multratug 3***, operated by Multraship Towage & Salvage of Terneuzen, was temporarily serving as an emergency response tug for the Coast Guard, occupying

the **Guardian**'s berth at Harssens. In addition to that tug, the nearly 33-meter-long **Multratug 36** was also chartered. Although the vessel was intended to remain offshore, it has frequently been spotted off the coast of North Holland recently. Occasionally, the tug would slip into our harbor, where it was photographed for the first time last Monday. The **Multratug 36** was delivered in 2024 by the Damen Song Cam shipyard in Vietnam; with a bollard pull of 90 tonnes, it is almost as powerful as the **Multratug 3**, which has a pulling capacity of nearly 95 tonnes. (Source: www.maritiemdenhelder.eu; Photo: Wim Albers)



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AFTER THE DAMIETTA ATTACK, MINISTRY OF TRANSPORT PLANS EGP 7B TUGBOAT DEAL



The Ministry of Transport plans to buy five locally built marine tugboats for up to 7 billion Egyptian pounds (\$140 million) as it moves to strengthen Egyptian ports' ability to respond quickly to emergencies like last month's attack on Damietta Port, a source familiar with the ministry's contracting told Al Manassa. The source, who requested anonymity, said the Damietta attack

underscored the need for the new tugboats after four tugs towed a burning vessel 10 kilometers away from the port. On July 29, British maritime security firm Ambrey said fires had started aboard two vessels at Damietta Port, the US-owned **Energos Winter** and **GasLog Salem**, before the government confirmed 14 hours later that they were caused by a drone attack “for which no party has yet claimed responsibility.” The source said the new tugboats will be second-generation vessels with a bollard pull of 80 to 90 tons, compared with 60 to 70 tons for first-generation tugs. Deliveries are expected to begin in 2028 and continue for six years, with the vessels used for towing, pilotage, and maneuvering large ships. “The new tugboats will be supplied by the Misr Tugboat Factory, owned by the Suez Canal Authority, and the South Red Sea Shipyard, as part of a clear push to localize tugboat manufacturing in Egypt,” the source said. In April 2025, the Suez Canal Authority received the first two second-generation tugboats, **Azm 1** and **Azm 2**, from the Misr Tugboat Factory, which was established in 2024. They were part of a deal to acquire 10 tugboats with a 90-ton bollard pull from the factory. The new deal is intended to broaden local manufacturing of marine equipment and support operations involving large ships inside and outside ports, the source explained to Al Manassa. From 2014 through the end of 2025, the Ministry of Transport expanded partnerships with local and foreign investors by awarding the operation of new terminals and berths to consortia that include major global shipping companies alongside Egyptian firms under concession agreements lasting up to 30 years. The expansion followed a comprehensive seaport development plan involving more than 129 billion pounds (\$2.58 billion) in investment, including the construction of more than 70 kilometers of new berths with depths ranging from 18 to 25 meters. The fleet of marine units operating at ports under the ministry currently includes about 80 tugboats and launches. Of those, 68 operate at Alexandria and Dekheila ports, while the rest are distributed between Damietta Port and Red Sea ports, according to the source. *(Source: Manassa News)*

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INLAND WATERWAYS TRANSPORTATION UNDER CHRONIC CLIMATE RISK

Cargo owners need to factor into their risk calculations that increasing periods of draught are putting greater strain on tug-barge operations and supply chains on the world’s main rivers. Global and regional inland waterway transportation and logistics are increasingly being impacted by regular low-water restrictions, due to lengthy



droughts across continents. Vessel and barge operations have been affected on major corridors such as the Rhine, Danube, Mississippi, Yangtze and Paraná rivers. Recurrent droughts and low rainfall periods are increasing operational pressure through vessel loading restrictions, reduced draughts, navigation bottlenecks, delays, grounding incidents and rising freight costs. Logistics insurer TT Club has warned that the frequency of these restrictions means they are becoming “a business continuity risk, rather than an occasional environmental disruption.” Such restrictions impact tugboat, towboat and barge operations, reducing carrying capacity, disrupting port throughputs, creating inventory imbalances at warehouses and generating sudden demand for alternative transportation capacity, with disruptions cascading through interconnected supply chains. Low water levels can be exacerbated by national and regional authorities having to allocate resources and balance the requirements of navigation with those of critical infrastructure, including energy generation. “As climate pressures intensify, governments may increasingly need to balance water use between drinking supplies, agriculture, energy production and transportation,” said the TT Club. Businesses dependent on inland waterway transport could be affected long-term by low water levels and by broader societal decisions when water becomes scarce. “Inland waterways remain an essential component of efficient, lower-emission freight transport,” said TT Club risk assessment manager, Neil Dalus. “However, the assumption that these corridors will always provide a dependable alternative to road and rail must now be challenged,” he said. Operators should ensure they have the visibility, flexibility and contingency arrangements required to manage challenges from restricted inland transportation. “Drought should no longer be considered a rare environmental issue. It is a business continuity risk with the potential to affect vessel capacity, route availability, port operations and the wider transport network,” said Mr Dalus. These challenges are particularly significant as supply-chain strategies increasingly seek to shift cargo towards inland waterways from road and rail to support decarbonisation objectives, as barges can transport more cargo in convoys pushed by just one vessel. TT Club said sustainable transport selections must also be resilient transport choices; decisions should incorporate climate information, water-level data, identified vulnerable transport corridors and drought forecasts. Supply chains should be stress-tested against prolonged periods of reduced vessel

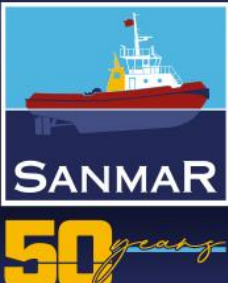


carrying capacity and alternatives established in risk planning. Real-time data, remote sensing, predictive analytics and operational intelligence should support companies' decisions to prevent business losses. “The most resilient organisations will be those that understand their dependencies, can activate alternative transport options quickly and have already

considered how their supply chains will perform under persistently constrained conditions,” said Mr Dalus. TT Club, operating under the stewardship of Thomas Miller, supports more than 1,400 member organisations, including ports, terminals, shipping lines and logistics companies worldwide. “Drought should no longer be considered a rare environmental issue” Europe’s busiest waterways, the Rhine and Danube, saw water levels fall to record lows in 2026, as prolonged heatwaves swept across the continent. Drought conditions remained stable and critical in most of Europe and worsened in central-western Europe in Q3 2026, according to the EU’s Drought Observatories. Decreasing water levels sparked concerns about the economic fallout of having to limit inland waterway navigation and shipping. The Rhine Waterways and Shipping Authority took precautions, including spreading out cargo among more vessels to make them lighter, to meet draught restrictions. Water levels on the

Danube were at a 30-year low in several countries, causing disruption to vessel and barge transportation and to power station supplies. Water levels of the Paraná river, which runs through Brazil, Paraguay and Argentina for some 4,880 km, have been below 3 m this year and lower than 3.5 m since mid-2024 in several places. But levels have not been as low as below 2.5 m, which occurred for most of 2020 to 2022 due to multi-year droughts which dropped levels to historic lows not seen since 1944. On the Paraguay river, there were draught restrictions during August and September this year and before that, from October 2025 to May 2026 due to water levels being below 3 m. *US market* In North America, low water levels on parts of the Mississippi river system led to concerns over barge transportation of agricultural and bulk products in Q3 and Q4 2026. Tug and barge operators are preparing for draught limitations and lower cargo transportation. However, the inland marine market in the US remains positive due to strong refinery utilisation, rising demand for bulk cargoes and improving prices for goods and barge hire. According to the chief executive of one of the largest barge and towboat owners, Kirby Corp's David Grzebinski, pricing improvements across term contract renewals and spot market activity have out-paced rising fuel costs during 2026. "Customer demand remains healthy and overall marine transportation conditions are constructive," said Mr Grzebinski. Kirby's barge utilisation in Q2 2026 was in the low-90% range and term contract renewals were higher than in 2025. "Inland operating margins were in the high-teens range, reflecting the impact of fuel costs," said Mr Grzebinski. "However, cost escalators and rate recovery mechanisms are expected to reverse this margin headwind in Q3 2026," he said. "Market fundamentals remain constructive, supported by strong refinery utilisation and healthy petrochemical activity. Spot pricing and term contract renewal rates are expected to improve further during H2 2026. Operating margins are expected to be in the high-10% to low-20% range for the full year." (Source: Riviera by Martyn Wingrove)

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RINA SUPERVISED 70-TONNE TUG BUILD FOR EGYPT'S DAMIETTA PORT

RINA supervised construction and approved plans for **Fahmy**, a 70-tonne bollard pull tug delivered to Egypt's Damietta Port Authority, according to a company statement. The vessel was built by Egyptian Ship Repair & Building Company (ESRBC) for the port authority and is intended to strengthen Damietta's towage capacity and vessel-assistance operations. RINA's scope covered construction supervision and plan approval to



ensure the tug complied with applicable RINA Rules and international standards for safety, quality and operational reliability. The project involved technical requirements associated with the 70-tonne bollard pull and the vessel's tractor tug propulsion system. The addition of **Fahmy** expands Damietta Port's marine fleet and forms part of RINA's continuing work in Egypt's maritime sector. (Source: *PortNews*)

NEW RUSSIAN INLAND BUOY TENDER ENTERS SERVICE



The Russian Federal Agency for Maritime and River Transportation (Rosmorrechflot) has commenced operations of a newly delivered buoy tender. Like her sisters under Project 3050.1A, **Leonid Komarov** (Леонид Комаров) was built by Kingisepp Machine-Building Plant of Saint Petersburg. Design work was undertaken by R-Flot subsidiary Gorky Central Design Bureau.

The vessel will be used primarily for maintenance of buoys and other aids to navigation in inland waterways. Her secondary duties will include monitoring of water depths and handling of non-self-propelled barges of 400 tonnes displacement or lower via towing or pushing. The vessel has a steel hull, an aluminium superstructure, a length of 26.8 metres, a beam of 4.2 metres, a draught of only one metre, a main diesel engine with an output of 220 kW, and a crew of six. For maintenance duties, the vessel is fitted with a deck crane with a one-tonne maximum lifting capacity. **Leonid Komarov** was built in compliance with Russian Classification Society requirements including those that cover vessels operating in ice 20 navigation areas. The vessel recently joined the fleet of Rosmorrechflot's Kama Basin Administration. (Source: *Baird*)

TOWAGE OF SHEERLEG CRANE HEBO CB1



While awaiting better weather, the tugs ***VB Bever*** (photo 1) and ***Fairplay-33*** (photo 2) towed the large floating sheerleg crane ***Hebo CB1*** to the Den Helder roadstead last Monday. The crane anchored there. Afterward, the tugs proceeded to Den Helder, where the ***VB Bever*** moored at the entrance to the Zeedoksluis lock and the ***Fairplay-33*** at one of the small jetties behind the Blue Port Centre. Both the crane and the two tugs are currently being deployed for the decommissioning of the Halfweg platform in block Q1 of the Dutch sector of the North Sea. The convoy departed again on Thursday morning to resume this work. (Source: www.maritiemdenhelder.eu; Photo's: *Wim Albers*)

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“WE GAVE PEOPLE A WAY OUT”: TUGBOAT CAPTAIN REMEMBERS 9/11

Twenty-five years ago, as smoke and debris engulfed Lower Manhattan and thousands searched for a way off the island, New York Harbor's working waterfront became an unexpected lifeline. Tugboats, ferries and other commercial vessels converged on Manhattan, taking aboard people fleeing the devastation of the September 11, 2001, terrorist attacks and carrying them across the harbor to safety. In the uncertainty and chaos that followed the collapse of the World Trade Center



towers, mariners did what they knew how to do: They went to the water, pulled alongside and helped. Among them was Capt. Ralph Gundersen, then a 21-year-old deckhand aboard the M/V **Dory**, a tug owned by Barker Marine Limited. Built in 1978 by Rayco Shipbuilders and Repair Inc. in Bourg, La., the **Dory** was heading toward the city with a stone barge when Gundersen, who was off watch and asleep, was awakened by a crewmember reaching for his video camera. Gundersen is now a captain for The Vane Brothers. “I said, ‘What are you doing, Eddie?’” Gundersen recently recalled in an interview with Marine Log’s Editor in Chief Heather Ervin. “He said, ‘Ralph, you’re not going to believe it. The Twin Towers are on fire.’” By the time Gundersen stepped outside, both towers were burning. He grabbed his video camera and began filming as the **Dory** continued toward the city. As the tug passed the Brooklyn Bridge, Gundersen recalled papers floating through the air overhead. Then the first tower collapsed. “By the time we got to the other side of Governors Island, the whole city had disappeared in smoke,” he said. “It was just crazy.” Gundersen went below deck to find out what was happening on television. While he was there, the second tower collapsed. After dropping

off its barge, the **Dory** headed for Lower Manhattan and joined what would become known as the Great Boatlift, the massive waterborne evacuation that moved an estimated 500,000 people from Manhattan. “We knew the people needed a way to get out, and we gave them a way out,” Gundersen said. A way off Manhattan. The **Dory** pulled alongside Manhattan and began taking aboard evacuees, carrying them across the Hudson River to Jersey City before returning for more. Gundersen remembers crowds, smoke and an urgent need to leave, but not widespread panic. “There wasn’t really panic in the people that I saw, but you could tell they needed — they wanted to get out of there, obviously,” he said. “There were definitely a lot of people when we first got there.” Police officers on the water helped direct vessels where to take passengers, Gundersen said. The **Dory** loaded people until it was full, crossed to Jersey City, unloaded and returned to Manhattan. The crew made several trips before more vessels arrived to assist. Despite the extraordinary circumstances and the number of vessels converging on the waterfront, Gundersen remembers the maritime response as remarkably orderly. “As far as navigating safely, that’s just what we do,” he said. “We weren’t going to crash into each other like a bunch of lunatics. It was pretty organized.” One memory from those trips has remained especially vivid. As evacuees climbed aboard the tug, parents began handing their small children down to Gundersen. “The thing I remember the most was some people were handing me small children — small children with no life jacket — and I’ve got one foot on the boat, one foot on the wall, and I have to assure somebody it’s okay for them to hand me that baby,” he said. “To be able to look somebody in the eyes and convince them that it’s okay — that was the thing that stuck with me the most. They trusted me, a complete stranger, with their baby in that situation.” Twenty-five years later, the enormity of that trust can still choke him up. “I think back on that, and that’s the one that sticks with me the most,” Gundersen said. “It’s hard to even think about.” The waterborne evacuation filled a critical gap as normal transportation out of Lower Manhattan was disrupted and thousands of people reached the waterfront looking for another way out. “People always ask me if I saved anybody. I’m like, ‘I don’t think so,’” Gundersen said. “But we gave people a way out when they needed one.” For those reaching the waterfront, he said, the vessels became their connection to safety. “We just created a bridge for them, I guess.” *From evacuations to helping first responders* As the crowds began to thin, Gundersen turned his attention to the firefighters and other first responders working amid the destruction. He remembers seeing firefighters sharing a small bottle of water and noticing that street vendors had abandoned their stands, leaving drinks behind. “In my head, I’m like, how can I help these guys?” he said. Gundersen and others began gathering drinks. After initially trying to carry them, they found wheelbarrows at a nearby construction site and



loaded three of them with beverages to take toward first responders. On one trip, Gundersen encountered a firefighter who appeared deeply shaken. “He wasn’t physically hurt, but you could tell he was not there,” Gundersen recalled. Gundersen offered him a drink. The firefighter declined. As Gundersen continued toward the area where he had promised to deliver the drinks, the firefighter warned him not to go farther. “He goes, ‘I wouldn’t go there,’” Gundersen said. “I said, ‘It’s okay. I told these guys I’d bring the drinks back.’” Then came a more direct warning: “That building is going to fall down.” Gundersen took another route and eventually reached the location where he had planned to leave the drinks,

only to find it deserted. He left the wheelbarrow there. It was years later, he said, before he understood why no one had been waiting for him: First responders had been ordered to clear the area because of concerns about the stability of 7 World Trade Center. By the time the building collapsed later that day, the **Dory** was leaving the area. Gundersen remembers the sun going down as the tug traveled back through the East River. Smoke again covered the city, while fighter jets flew overhead. For much of the day, there had been little opportunity to absorb what was happening. He had simply reacted. That changed as the **Dory** headed away. "That's when I broke down," Gundersen said. "I was like, 'What the hell just happened?'" Gundersen's uncle, Robert J. Langer was on scene that day, too. He was a 27-year volunteer firefighter with the Westbury Fire Department who rushed to Ground Zero to aid in rescue and recovery efforts following the attacks. He later died in 2015 after a long battle with cancer caused by his work during 9/11. There is now a street named after him on Long Island. *Returning to Ground Zero* Gundersen's involvement did not end on September 11. He returned to the site several days later with his brother, who worked for the U.S. Army Corps of Engineers, and helped with cleanup work around a marina and park area. The exposure would have lasting consequences. "The next day, I woke up and had to cough up stuff to breathe," Gundersen said. "I've never been the same ever since." Gundersen said he subsequently developed asthma and lost some lung function. Illnesses, such as the flu, can exacerbate his respiratory problems enough that he has at times needed hospital treatment. He also has seen the longer-term consequences of 9/11 exposure within his family. An uncle who was a firefighter later died from a 9/11-related illness, Gundersen said, while his father, himself a tugboat captain, died from lung cancer that Gundersen said was linked to his exposure. Gundersen continues to undergo medical monitoring. *"Everybody worked as one unit"* Today, Gundersen is a captain and remains on the waters where his maritime career began. During his interview with Marine Log, he was aboard a vessel in New York Harbor, looking toward One World Trade Center. Many years have passed, but he said he has never again experienced anything quite like the collective response he witnessed on September 11 and in the days that followed. "The most amazing thing that I never experienced before or after ... was everybody worked as one unit," he said. "The unity was something that I wish we still had." There was little need for instruction, he recalled. People simply recognized what needed to be done and did it. "You saw something that had to be done, you did it," Gundersen said. He remembers the same unspoken cooperation when he later helped at the site. Workers would fill buckets, hand them off and immediately find empty ones ready to be filled again. "Nobody even spoke and everything got done," he said. "It didn't even matter if we spoke the same language. Everybody was so united that everything just got done." Amid the loss and devastation of that day, Gundersen still views the maritime response as one source of light. "There's obviously a lot of sadness with that," he said, "but I feel like the boatlift was one of the bright spots in that dark day." (Source: *MarineLog*)

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JDI and JPM GTG are pleased to announce the acquisition by JPM GTG of Atlantic Towing's Offshore Division, to be renamed Sterling Atlantic Offshore ("Sterling"). The transaction is subject to Canadian regulatory approval and is expected to close in September 2026. Sterling comprises a fleet of five Offshore Support Vessels. The offshore management



team, led by Sheldon Lace, will lead Sterling going forward and provide the local expertise that has been the hallmark of the group's historical success. Sheldon Lace, stated: "We are thrilled to have J.P. Morgan GTG's deep maritime industry experience and transportation-asset focus, supporting the growth of Sterling Atlantic Offshore. Sterling has a great foundation for the future and with J.P. Morgan's backing, we will continue to meet the needs of our clients, with the highest service levels." "We look forward to working with Sheldon and the management team at Sterling in further developing its offshore business and being involved in broader Canadian flag opportunities, as they arise. We are highly confident in the future growth opportunities for Sterling under its local leadership team" says Andrian Dacy, Global Head of Transportation at J.P. Morgan Asset Management. "After over 25 years, our first-class team has built its reputation in the offshore industry, and we're proud and appreciative of their dedication and professionalism," said Jim Irving, CEO of J.D. Irving, Limited. "We know that JPMorgan GTG brings great credibility in the marine industry, and the team will be well positioned into the future." (*PR-Sterling; Photo: John Pitcher*)

EXHIBITORS DURING ITS 2026 GOTHENBURG

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ACCIDENTS – SALVAGE NEWS

KOREAN COAST GUARD RAIDS SHIPPING COMPANY OFFICE IN TUGBOAT INVESTIGATION.



Nearly a week after the loss of a tugboat while working a containership off the Port of Busan, the Coast Guard raided the offices of multiple companies in the ongoing investigation. The search for six crewmembers resumed after bad weather had limited the efforts, with both the Coast Guard and Navy working a broad search area. The Busan Coast Guard reports it went to

the offices of six companies and a shipping association, as well as inspecting the containership involved in the incident. They reported a “search and seizure” at the offices but did not say what type of information they might have been looking for and how the other companies were related to the incident. The tug **TNS Catcher**, built in 2007 and 444 gross tons, was one of three assigned on September 2 to assist in maneuvering the containership MSC Ikaria VI (67,164 dwt). The tug was 34 meters (110 feet) in length with a crew of eight. One crewmember, the cook, was able to scramble over the side and climb on top of the tug after it capsized. The crew on the containership spotted him and lowered a ladder. The body of a second crewmember was recovered from the water and was pronounced deceased at a local hospital. The other six aboard remain missing. The Coast Guard reports it deployed a team of 41 investigators to search for information. It has position data and the AIS and will be reviewing the voice data recorder and other information. It also obtained CCTV images of the incident. *(Source: Maritime Monster)*

ASSISTANCE OPERATION FOR A CONTAINER SHIP OFF THE COAST OF FINISTÈRE

On Tuesday, September 8, 2026, at 01:36, the container ship **Amalthea**, located approximately 58Nq (107 kilometers) off the coast of Ouessant (29), informed the Regional Operational Surveillance and Rescue Center (CROSS) CORSEN that it was experiencing a propulsion failure and drifting towards the southeast. After a series of investigations related to the crew, the ship indicated to CROSS CORSEN that it was not maneuverable. In conjunction with the Atlantic Maritime Prefecture, the

shipowner then studied a solution for towing the vessel within the framework of a commercial agreement; it was then that a towing contract was concluded between the shipowner and the **VB Abeille Bretagne** company. Around 4:00 pm the Intervention, Assistance and Rescue Tug (RIAS) **VB Abeille Bretagne** informs the CROSS to begin towing maneuvers for the benefit of the container ship before heading towards the bay of Douarnenez (29) to shelter the Amalthea. (Source: *Mer et Marine; Marc Ottini*)



FIRE ON RO-RO VESSEL MIN JIANG KOU: AMP COORDINATES SALVAGE OPERATIONS



The Panama Maritime Authority (AMP) is responding to an emergency on the vessel **Min Jiang Kou**, which reported a fire 600 nautical miles from Panama. On the night of September 7, an increase in temperature was detected on the decks, which was controlled by cooling the hull. Three tugboats are participating in the stabilization operations, with coordination from a specialized salvage company for its subsequent transfer to a

shipyard in Asia. The Panama Maritime Authority (AMP) reported that it continues to respond to an emergency on the vessel **Min Jiang Kou**, where a fire was registered while it was approximately 600 nautical miles from the Central American country. In this regard, the AMP communicated that "following the incident, the specialized company in charge of salvage requested the vessel's entry into Panamanian waters to carry out the necessary work for its stabilization and to guarantee the safety conditions that will allow its subsequent transfer to a shipyard in Asia." "On the night of September 7, an increase in temperature was registered in certain areas of the vessel's decks, a situation that is being addressed through hull cooling efforts," the statement added. Furthermore, it was detailed that "the circumstances related to this increase remain under technical evaluation. Currently, three tugboats are participating in the operations to attend to and stabilize the vessel." "The AMP continues to monitor the salvage operations and the safety conditions of the vessel, in coordination with the specialized company responsible for handling the incident," the statement concluded. The **Min Jiang Kou** vessel sails under the flag of the Marshall Islands and was heading towards the Port of Manta (Ecuador). (Source: *DataPortuaria*)

FIRE DESTROYS PHILIPPINE FERRY, KILLING FIVE AND LEAVING DOZENS MISSING

A fire aboard a passenger ferry off the coast of the Philippines has killed at least five people, according to the Philippine Coast Guard, and search and recovery efforts continue for missing passengers. On Wednesday, the ferry **June Aster** left Manila and got under way for the port of Coron, Busuanga Island, just south of Mindoro. Based on early indications, it is believed that there were 117 passengers and 17 crewmembers aboard. At about 1845 hours Wednesday night, the Aster caught fire at a position about one nautical mile off the town of Marcilla, on the east side of Busuanga. Multiple PCG units and other government agencies responded to the scene, aided by commercial vessels



from the port of Coron. Video released by the Philippine Coast Guard showed that the fire was burning vigorously throughout the ship by the time that first responders arrived on scene. Visible against the dark night, areas of the hull glowed red-hot from the heat of the blaze. Five bodies were retrieved from the scene and 42 people were rescued. The authorities are still working to determine the exact number of missing persons from the accident, but the number could be

significant based on the initial manifest. Search operations continued overnight, the PCG said. The cause of the casualty remains under investigation. (Source: Marex)

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MSC BALTIC III WRECK PULLED TOWARD SHORE AS REMOVAL ADVANCES

Wreck removal crews have now pulled the grounded containership **MSC Baltic III** about 53 meters toward shore in Newfoundland and Labrador as salvage teams continue dismantling the vessel and removing steel from the wreck. The Canadian Coast Guard said Resolve Marine plans to continue pulling the vessel during high tides, when added buoyancy can help move the wreck closer to shore. Cutting and lightering



operations are continuing aboard the vessel. Crews have removed about 4,200 tonnes of material so far, equal to roughly 40% of the wreck's total tonnage, according to the Coast Guard. The operation marks further progress in a lengthy salvage effort near Wild Cove on Newfoundland's west coast, where the **MSC Baltic III** grounded in February 2025 after losing power during severe weather. Resolve Marine began pulling the wreck toward shore on July 31 after months of cargo removal, site preparation and dismantling work. The vessel is being deconstructed as it is brought ashore rather than refloated. Of the 472 containers originally aboard, 471 were previously removed. One badly damaged container that could not be safely extracted is expected to remain with the wreck until it reaches shore. Crews are also changing how workers access the vessel. A cableway system built earlier in the operation is now being dismantled, with personnel instead using a temporary gangway from shore. A scrap pad has also been completed along the shoreline to support a crane being used for lightering operations. Pollution monitoring remains a major part of the response. The Coast Guard said limited numbers of tar balls and oily coatings continue to be found during daily shoreline inspections and are being cleaned up as conditions allow. A slight sheen has also recently been observed outside the wreck. Authorities said some pollution is expected during dismantling because



residual fuel remains inside the vessel's holds even though its bulk fuel was removed earlier in the response. Absorbent boom has been placed inside the holds to help contain any releases, while pollution-response equipment and personnel will remain in place throughout the wreck-removal operation. Earlier phases of the salvage also encountered hydrogen sulfide associated with submerged containers, requiring additional

monitoring and safety measures for workers. Officials previously said the hazard did not pose a threat to the public. The **MSC Baltic III** became firmly lodged against the shoreline after grounding and suffered extensive structural damage, eventually turning the response from a potential refloating

operation into a large-scale wreck removal project. All 20 crew members were safely evacuated by helicopter following the grounding. The Canadian Coast Guard continues to oversee the response, including environmental monitoring and review of the wreck-removal work. Authorities are again warning the public to stay away from the site while pulling, cutting and heavy-lifting operations continue. "The safety of workers and the protection of the marine environment continue to be the main priorities," the Coast Guard said. *(Source: gCaptain)*

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TWENTY-FIVE DEAD AFTER FIRE ON CARGO SHIP IN EASTERN CHINA

Twenty-five people have been killed in a fire on a foreign-flagged cargo ship docked at a port in eastern China, according to Chinese state broadcaster CCTV. Of the 42 people on board, 17 were evacuated of which five are in hospital in stable condition, CCTV reports. The vessel was undergoing maintenance at a shipyard in the city of Qingdao when the blaze



erupted at around 11:15 local time (03:15 GMT). It was put out just over three hours later, according to CCTV. Photos released by state media showed the vessel to be the [Ocean Melody](#), a 190m (623ft) long Liberia-flagged carrier which arrived in Qingdao on 31 August, according to tracking site MarineTraffic. Qingdao is a major trading hub and ranks among the world's busiest ports. It is unclear what caused the fire. An eyewitness told the AFP news agency there was thick smoke rising from the ship, but he heard no explosion. The country's leader Xi Jinping earlier called for "all-out" search and rescue efforts while Premier Li Qiang stressed the need to "prevent secondary disasters". The fire comes nearly a month after a shipyard explosion in the south-eastern Chinese province of Fujian killed a rescue worker and injured 12 others. *(Source: BBC; Photo: AP)*

AGROUND OFF TAKSEOM ISLAND

On the night of September 8, the 2.89 ton fishing vessel (name not disclosed) ran aground in the Korea Strait approximately 0.2 nautical miles west of Takseom Island, Yepo, Tongyeong, South Korea. The fishing vessel had departed from Dang-dong for fishing when it ran up onto a reef. The

South Korea coast Guard was alerted and dispatched a vessel to the scene. When the Coast Guard



arrived on site the master, the sole person onboard the fishing vessel, complained of chest pains. He would be taken ashore to a nearby hospital for treatment. An alcohol test was taken and it found the master to have a blood alcohol reading of 0.12 which over the legal limit. Authorities have detained the master and revoked his license. An investigation has

been launched into the incident. Reports state the fishing vessel was refloated. The extent of damage or if any pollution was released was not disclosed. (Source: *Shipwreck Log*)

ATTACK ON TURKISH-OWNED TUGBOAT IN THE BLACK SEA: 2 DEAD.

The tugboat **Tedy**, owned by Aras Salvage, was attacked by two drones in quick succession near the port of Odessa in Ukraine. Two sailors lost their lives in the attack. Two Azerbaijani Turks lost their lives when the tugboat **Tedy** was attacked by a drone near Odessa. The tugboat **Tedy**, owned by Istanbul-based Aras Salvage, was attacked twice in quick succession by drones near the port of Odessa in Ukraine. Two Turkish



(Azerbaijani) sailors, Aslan Aliyev and Asim Gasimov, were reportedly killed in attacks on a tugboat that was said to be heading to Constanta Port in Romania. It was learned that the ship had seven Turkish sailors on board, four of whom were from Azerbaijan, two from Germany, and one from Ukraine, while two Azerbaijani Turks who suffered burns in the attack were also taken to the hospital. **Tedy** was last seen towing the **Anna S**, a bulk carrier that was also struck in the Black Sea, through the Bosphorus strait in Istanbul. *Statement from Aras Marine* On the other hand, Aras Marine also issued a statement regarding the attack. The statement said that the **TEDY** tugboat, which was on duty in our ship rescue operation in the Black Sea, was subjected to multiple drone attacks during the operation. As a result of these attacks, we are deeply saddened to have lost two valuable colleagues. "We pray to God for mercy upon our deceased colleagues; and we offer our condolences and prayers for strength to their families, loved ones, and all our colleagues," the statement said. (Source: *Deniz Haber*)

TWO SAILORS KILLED IN DRONE ATTACK ON SHIP IN BLACK SEA

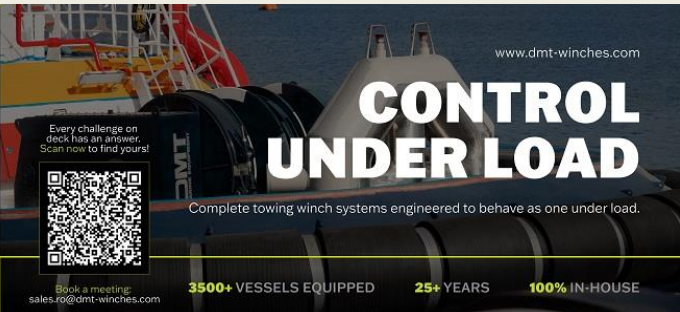
Two Azerbaijani citizens were killed Wednesday in a drone attack on a cargo ship in the Black Sea, the Foreign Ministry in Baku announced Thursday. It did not specify who attacked the vessel. Two other Azerbaijani citizens were injured in the attack and taken to hospital in Chornomorsk, Ukraine, the statement added. Drones attacked the ship off the coast of Odessa in southern Ukraine, the vessel later headed towards the port of Constanta in Romania, and was the target of two more drone strikes along the way, the AzerNews portal added. The Azerbaijani Foreign Ministry said it was conducting actions regarding the shelling in coordination "with the competent authorities of the relevant countries." Since the beginning of Russia's full-scale war against Ukraine, both countries have been conducting attacks on each other's military targets and infrastructure in the Black Sea region. Recent escalation has further escalated, and the threat to navigation in this waterway is at its highest since the war erupted on February 24, 2022, Reuters reported. *(Source: PortalMorski)*



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OFFSHORE NEWS

MULTI-CLIENT SURVEY STARTS OFFSHORE BRAZIL'S AMAPÁ FOLLOWING RECENT DISCOVERY

Shearwater Geoservices and SLB have launched a 3D multi-client seismic survey offshore Amapá in Brazil, said to address critical data needs as exploration interest grows following Petrobras' Morpho hydrocarbon discovery. The survey area is located approximately 130 kilometers from the Morpho well in northern Brazil's Equatorial Margin, with the project designed to address critical subsurface data needs, improve geological understanding and prospect evaluation across the survey area, Shearwater said. "The Morpho discovery has brought new attention to exploration offshore Amapá," said Andrea Lovatini, Vice President Exploration Data and Geosolutions, SLB. "As customers assess opportunities across the area, Amapá 3D will provide a clearer picture of the subsurface to help them evaluate prospectivity and make better-informed investment decisions." According to this Norwegian company, the project represents one of its most significant multi-client investments and will expand

high-quality 3D seismic coverage in an underexplored area of the basin. High-density broadband data will be acquired using Shearwater's Isometrix marine seismic technology aboard the [Amazon Warrior](#), while SLB will process and image the data using advanced workflows, including elastic full-waveform inversion. The collected data will support future exploration and licensing opportunities across Brazil's Equatorial Margin. Irene Waage Basili, CEO of Shearwater, said: "By combining Shearwater's leading Isometrix acquisition technology, operational expertise and track record in complex marine environments with SLB's advanced imaging workflows, we are creating a premium regional dataset that will play an important role in supporting exploration and future licensing activity across Brazil's Equatorial Margin." (Source: *Offshore Energy*)



ANJI OCEAN – RESEARCH AND TEST VESSEL WITH ELECTRIC PROPULSION AND DP2 CAPABILITY



Zhejiang Anji Ocean Technology's new 73-metre survey vessel pairs twin 2,000kW generator sets with rudderless azimuthing propulsion, a bow thruster and dynamic positioning, with space for 40 people on 60-day deployments in China's offshore waters. Zhejiang Anji Ocean Technology has been operating the marine research and test vessel [Anji Ocean](#) (安极海洋; Anji Haiyang) since mid-2024.

The vessel was built by Zhoushan H&H Ship Engineering to a design by Zhejiang Xinhai Ship Design and Research Institute, launched in Zhoushan in June 2024, and put through sea trials the following month before entering marine survey and test duties. China Classification Society (CCS), which carried out construction inspection, described [Anji Ocean](#) as Zhejiang province's first privately owned 2,000-ton-class marine research and test vessel with fully electric propulsion. The newbuild has an LOA of 72.66 metres (238.4 feet), a length between perpendiculars of 66.95 metres (219.7 feet), a moulded depth of 5.8 metres (19 feet) and a mean draught of 4.3 metres (14 feet), according to the CCS register. She has a gross tonnage of 2,089, a net tonnage of 626, and a deadweight of 80. The vessel can achieve a maximum speed of 14.5 knots and a range of 10,000 nautical miles. She can accommodate 40 people for 60 days of living and research operations and can work under wind conditions of up to Beaufort Force 10. *Capable of accurate station-keeping essential for survey work* Powermaster supplied the vessel's electric propulsion and azimuthing thruster package. The company lists the main azimuthing rudder-propellers, a bow side thruster, propulsion motors, active front end propulsion frequency converters, the electrical distribution system, the control system and a DP2 system within its scope of supply.

Electrical power comes from two 2,000kW generator sets feeding the propulsion motors. The vessel is generator-fed rather than battery-electric. The propulsion arrangement consists of two rudderless azimuthing propulsion units that rotate through 360 degrees. Combined with the bow thruster and the DP2 system, this gives the vessel station-keeping capability for survey work without conventional rudders. The CCS register gives the hull class notation as ★CSA with Ice Class B and the machinery notation as ★CSM with the additional mark BRC. It does not list a DP class notation, redundancy arrangement or station-keeping limits. *Multi-disciplinary platform boasting comfortable accommodation* CCS attributed four operating characteristics to the electric propulsion and azimuthing arrangement: high propulsion efficiency, low energy consumption, flexible handling and low noise. CCS linked the noise performance directly to the vessel's research role, saying the arrangement is favourable to the underwater acoustic environment during scientific operations. The society also said the configuration gave a more stable working environment on deck and improved accommodation comfort for crew and researchers (though no measured underwater radiated noise figures have been released). For scientific work, the vessel carries a meteorological laboratory and a data analysis laboratory, along with dedicated constant-temperature and low-temperature sample storage rooms. CCS said the vessel can support research in marine geology, geophysics, marine energy exploration and meteorology, and describes it as a diversified, intelligent integrated research platform. The electric propulsion system and the specialist scientific outfit made the build more demanding than a conventional commercial newbuild, according to the shipyard. "The highlight of this vessel is the use of fully electric propulsion," Xia A-Ping, General Manager of Zhoushan H&H Ship Engineering, told Zhejiang Online. "Because the equipment carried differs from that of an ordinary merchant vessel, it placed higher and more stringent demands on our construction processes and technology." The same report said the project went through substantial changes during construction to meet the owner's customised research requirements. The yard worked with the design institute on continuing modifications while integrating a large number of equipment items and commissioning the systems, work that the builder said was undertaken with limited prior experience of the configuration. *(Source: Baird)*



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AKOFS OFFSHORE SECURES \$300M CREDIT FACILITY AND EXERCISES VESSEL OPTION



Subsea well construction and intervention provider AKOFS Offshore has concluded a \$300 million reducing revolving credit facility agreement with DNB Bank and Sparebank 1 Sør-Norge. The loan arrangement carries a tenor of four years, is non-recourse to shareholders, and will refinance existing borrowings for the vessels [AKOFS Seafarer](#)

and [AKOFS Santos](#). AKOFS Offshore confirmed the facility also supplies funding to exercise a purchase option for Aker Wayfarer, an offshore vessel currently leased from Ocean Yield. A formal notification has been issued to complete the acquisition at the conclusion of the lease period in the third quarter of 2027 for \$57.7 million. Currently operating in Brazil under contract with Petrobras, Aker Wayfarer was awarded a four-year contract in the first quarter of 2026 that the company stated is expected to commence in the third quarter of 2027. Owned by Akastor and Japan's Mitsui OSK Lines, AKOFS Offshore operates three specialised offshore vessels. (*Source: Baird; Photo: AKOFS Offshore*)

ALAM MARITIM HEAD FACES FRAUD CHARGES TIED TO VESSEL RATES

Chief executive of Malaysia's OSV owner Alam Maritim Resources, Azmi Ahmad, has been charged with two counts of fraud linked to offshore vessel charter agreements involving companies connected to Lembaga Tabung Haji. Azmi pleaded not guilty to both charges, which relate to alleged discrepancies between charter rates stated in work orders and rates contained in subsequent BIMCO



Supplytime 2017 contracts. The first charge concerns a work order dated August 24, 2023, which prosecutors allege carried a daily charter rate of RM80,500 (around \$19,800). Azmi is accused of inducing TH Alam Management principal officer Iskandar Mohd Zaffa to sign a charter agreement between Alam-JV DP2 and Alam Maritim at a lower rate of RM70,000 (\$17,200) per day. The second charge relates to a January 15, 2024, work order with a stated charter rate of RM110,000 (\$27,000) per day. Prosecutors claim a subsequent BIMCO contract between TH Alam Management and Alam Maritim was signed at RM78,000 (\$19,300) per day. The court reports have not identified the vessel involved in the charges or the petroleum company connected to the underlying work orders. The Alam Maritim Resources CEO was charged under Section 417 of Malaysia's Penal Code, which carries a maximum prison term of five years, a fine, or both if convicted. The court granted him bail of RM300,000 (\$74,000). The court ordered him to report to the Malaysian Anti-Corruption

Commission every three months. The case is scheduled for further mention on November 18. The charges follow a MACC investigation linked to Lembaga Tabung Haji, the country's Muslim pilgrimage fund. Azmi was among seven people the anti-graft agency detained in August as part of investigations into matters raised by the inquiry. Alam Maritim later said he had been released from remand and returned to his duties. Alam Maritim and Tabung Haji have been partners in the offshore vessel sector since 2009. Their interests include TH-Alam Holdings and TH Alam Management, while Alam-JV DP2 forms part of the shipowning structure established through the partnership. Last week, Alam Maritim Resources announced it will add a fifth offshore support vessel in a \$19.8m deal to service a subsea orderbook that has grown to RM1.55bn (\$368m). (*Source: Splash24/7*)

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CHINA'S FIRST PRIVATELY BUILT SCIENTIFIC RESEARCH VESSEL, THE "HAIYING JIAKO," IS ABOUT TO UNDERGO ITS SEA TRIAL.



According to China News Service, the "**Haiying Jiake**," China's first 3,500-ton oceanographic research vessel fully funded by private capital, is currently in the final stages of outfitting and equipment commissioning, and is expected to begin sea trials by the end of September. After obtaining

all necessary legal certificates for the vessel and crew, this privately-owned research vessel will officially commence market-oriented oceanographic research operations. The vessel was successfully launched in Wenling City, Taizhou, Zhejiang Province in May 2026. It is reported that the "**Haiying Jiake**" was built by Tenglong Shipyard. It is 82 meters long, 15.2 meters wide, and 6.8 meters deep, with a design draft of 4.0 meters. It has a full-load displacement of approximately 3,500 tons, a range of 10,000 nautical miles, and an endurance of over 60 days. The ship features a long forecastle, a reverse wave-piercing bow, and a square stern. It has an open working deck at the stern and a concealed working area amidships. It can carry multidisciplinary scientific research and operational equipment covering sea, air, and underwater applications. It uses a fully electric propulsion system and a DP-2 dynamic positioning system, and is equipped with a moon pool, a 75-ton large A-frame, and various deep-sea exploration equipment. It can accommodate 48 researchers. Currently, the

research vessel "**Haiying Jiako**" is docked at Ruoshan Fishing Port in Wenling. Construction is underway inside the ship, with interior decoration and painting work progressing simultaneously. The ship's living and research facilities, such as the conference room, crew quarters, and scientific research cold storage, are basically in place. High-precision scientific research equipment, such as deep-sea robotic arms and high-definition detection and monitoring systems, are all in place, and technicians are systematically conducting individual machine debugging and system integration testing. Jia Xuanrong, the technical director of the Wenling marine comprehensive scientific research vessel construction project and a fisherman shareholder, said, "Currently, all the high-precision equipment on board is basically in place and installed, and various tests are being carried out one after another. Only minor adjustments remain, and the trial voyage is not far away." In addition to the advanced scientific research equipment, the ship's logistical support facilities are also nearing completion. The ship's dedicated kitchen renovation is almost finished and is expected to be operational within a week. It is understood that the kitchen is equipped with a full set of commercial equipment, including steamers, ovens, dough mixers, and noodle presses, capable of meeting diverse catering needs such as steaming, baking, pastry making, and stir-frying, providing a stable and sufficient food supply for long-term oceanographic research missions. As the overall construction accelerates, several research institutions have proactively reached out and discussed ship-related cooperation. The project team adheres to the principle of "certification first, delivery later," strictly maintaining compliance and refraining from formal commercial cooperation until all legal certificates are obtained, effectively mitigating operational risks. After obtaining certification and being put into operation, the "**Haiying Jiako**" will be fully open to the national marine scientific research market, without being tied to fixed projects or users. It will undertake oceanographic research tasks such as seabed mapping, marine resource exploration, and marine biological surveys on a market-oriented basis, and be tested by the industry and the market. (Source: *iMarine*)

NORWEGIAN PSV TO CONTINUE CURRENT CHARTER FOR ADDITIONAL 100 DAYS

The 2015-built platform supply vessel (PSV) **Energy Paradise**, owned by Norwegian Golden Energy Offshore Services (GEOS), is set to continue working for Peterson Den Helder as the company has exercised a further well option. The newly exercised option will begin immediately in direct continuation of the existing well program that the vessel is currently operating under, expected to be completed around



mid-October. This additional work is anticipated to have a duration of approximately 100 days, representing an estimated contract value of approximately \$3.4 million. The option exercise secures firm employment for the PSV until approximately the end of January or early February 2027. Charterers retain one additional well option, with an estimated potential contract value of approximately \$2.5 million. The firm contracts for **Energy Pace**, announced in July, and **Energy Paradise** represent a combined estimated contract value of approximately \$10.3 million. If all remaining options under both contracts are exercised, the total estimated contract value for the two

vessels would increase to approximately \$19.8 million. *(Source: Offshore Energy)*

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AESEN UNVEILS NEXT-GENERATION HYBRID CREWBOAT FOR INFIELD OPERATIONS



Singapore-based marine and offshore group says its new hybrid-powered crewboat will achieve an estimated 30 to 40% reduction in fuel consumption compared with conventionally powered vessels. Singapore's Aesen Pte Ltd has unveiled **Aesen 116H**, a next-generation hybrid crewboat developed specifically for offshore oil and gas infield operations. Purpose-

built for the evolving demands of offshore logistics, **Aesen 116H** combines hybrid propulsion, intelligent energy management, advanced navigational awareness, and multiple layers of power redundancy to deliver a safer, more efficient, and highly resilient transportation solution for offshore personnel. The Singapore-based marine and offshore marine group says the vessel has been engineered to achieve an estimated 30 to 40% reduction in fuel consumption compared with conventionally powered crewboats operating under similar infield duty cycles. By integrating hybrid technology and energy storage systems, the vessel optimises engine loading and power utilisation, reducing fuel consumption and emissions while maintaining the performance required for demanding offshore operations. Beyond efficiency, **Aesen 116H** has been designed with operational resilience at its core. Its multiple redundancy philosophy helps safeguard essential vessel functions and maintain operational continuity across a range of system contingencies, enhancing reliability and supporting safer offshore operations. A key onboard innovation is Smart Window technology, which enhances situational awareness for bridge personnel by improving visibility of critical operating areas around the vessel. The technology complements conventional navigation and detection systems, supporting safer decision-making in complex offshore environments. Presenting at Offshore Support Journal Conference Asia 2026 in Singapore on 9 September, Aesen chief operating officer Tan Wee How highlighted that the vessel represents more than an incremental improvement in crewboat design. "The objective was never to build just another crewboat. We challenged conventional thinking by reimagining what an offshore personnel transfer vessel could achieve. **Aesen 116H** combines efficiency, safety, resilience and operational intelligence in a single platform, providing operators with a practical solution that addresses both today's operational needs

and tomorrow's expectations," he said. Designed for high-frequency personnel transportation and offshore support activities, **Aesen 116H** is well suited for infield operations with short transits, variable power demands and standby periods, where hybrid technologies can deliver meaningful operational and environmental benefits. The introduction of **Aesen 116H** reflects the company's commitment to advancing practical innovation within the offshore marine sector. By combining proven maritime engineering principles with emerging technologies, Aesen aims to support energy operators in improving operational efficiency, enhancing safety and reducing environmental impact. The hybrid-powered vessel is expected to commence pilot trials with selected national oil companies and international oil companies across Southeast Asia, supporting offshore personnel transfer and infield logistics operations. *(Source: Riviera by John Snyder)*

SAIPEM-JAN DE NUL CONSORTIUM JOINS MOZAMBIQUE'S LNG PROJECT

A consortium of Saipem and Jan De Nul has signed a letter of intent (LoI) with ExxonMobil for a liquefied natural gas (LNG) development in Mozambique. The LoI, signed for the first phase of the Rovuma LNG project, includes limited preliminary engineering and procurement and other technical services, aimed at advancing project definition and execution



planning, for an initial value of approximately €11 million. The deal was signed with ExxonMobil Moçambique Limitada, on behalf of the operator Mozambique Rovuma Venture (MRV), representing Area 4 partners Empresa Nacional de Hidrocarbonetos (ENH), China National Petroleum Corporation (CNPC), Eni, KOGAS and ADNOC's XRG. The final award of the engineering, procurement, construction and installation (EPCI) contract is subject to the final investment decision (FID) by the Area 4 partners and necessary government and regulatory approvals, expected this year. The Rovuma LNG Project includes the development of upstream facilities which will deliver gas from the offshore Area 4 resources to the onshore Rovuma LNG liquefaction plant from 18 subsea wells through a network of subsea pipelines and manifolds. Its planned production capacity is 18.6 million tons of LNG per year. Last month, ExxonMobil awarded \$1.1 billion in pre-investment contracts for the engineering, procurement and manufacturing of subsea production systems, large-bore production valves and offshore line pipe for the development. *(Source: Offshore Energy)*

OTSU HEAVY INDUSTRIES: THE FIRST TWO 65-METER AHTS SERIES VESSELS WERE SUCCESSFULLY COMMISSIONED.

Recently, the 65-meter anchor tug supply vessels (AHTS) **DJHC8101** and **DJHC8102**, built by Jiangsu Dajin Heavy Industry Co., Ltd., a wholly-owned subsidiary of Tianhai Fusion Defense Equipment Technology Co., Ltd., for the shipowner, were successfully commissioned at the Nantong base of Jiangsu Dajin Heavy Industry on September 7 and September 9, respectively. This series of vessels was designed and developed by Shanghai Jiahao Marine Engineering Research and Design Co., Ltd., a subsidiary of Tianhai Defense, and is classed by ABS. The vessels are 65 meters long, 16 meters

wide, and 6.8 meters deep, with a design draft of 5.1 meters and a structural draft of 5.8 meters; a



bollard pulling force of 90 tons, an endurance of 35 days, and a range of 8,500 nautical miles. As an unlimited navigation area maritime support vessel, it possesses comprehensive operational capabilities including anchoring, towing services, supply, firefighting, and pollution prevention, making it a true "all-rounder" at sea. It is reported that a total of 10 65-meter AHTS series vessels have

been commissioned, with 6 currently under construction. The successful commissioning of these two vessels marks the project's transition from the sectional construction phase to the underwater outfitting and commissioning phase, laying a solid foundation for subsequent batch delivery. Daikin Heavy Industries possesses mature construction experience in the field of offshore support vessels, having successfully delivered 8000HP multi-purpose workboats, and has established stable capabilities in the design transformation, construction organization, and project management of AHTS vessels. (Source: iMarine)

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EVENT NEWS

FURIEADE MAASSLUIS 30 SEPTEMBER T/M 4 OKTOBER

Dit jaar wordt de 45e editie van de Furieade gehouden in en rond de historische binnenstad van Maassluis. Dit mooie stadsfeest van Maassluis vindt plaats van woensdag 30 september tot en met zondag 4 oktober 2026. *De historie van de Furieade* 110 jaar geleden in 1916 werd de stoomzeesleepboot De **Furie** te water gelaten. Na jaren trouwe dienst in de Zweedse wateren keerde de Furie in 1976 terug naar Nederland. Zij ging toen fungeren als decor in de tv serie 'Hollands Glorie' naar het



gelijknamige boek van Jan de Hartog. Na afloop van die opnamen haalden in 1978 een aantal vrijwilligers de **Furie** naar Maassluis en begonnen zij met de restauratie. In het eerste weekend van



oktober 1980 stelde acteur Hugo Metsers, die in de tv-serie de hoofdpersoon Jan Wandelaar speelde, de **Furie** officieel in dienst. *Een maritiem festijn* Rond die ingebruikname werd een klein maritiem festijn georganiseerd dat de naam Furieade kreeg. Het jaar daarop is de Stichting Maassluis Maritiem opgericht. Zij kreeg als doel 'het bevorderen van maritieme activiteiten in en nabij de haven van Maassluis. *Het stadsfeest van Maassluis* Nu na ruim 45 jaar hebben wij van de Furieade, zonder onze maritieme opdracht te vergeten, een stadspromotiefest gemaakt dat inmiddels uniek mag worden genoemd. Het is een meerdaags

gratis toegankelijk evenement rond de Binnenhaven en in de Binnenstad van Maassluis met jaarlijks tegen de 60.000 bezoekers.

WINDFARM NEWS - RENEWABLES

VOS TO PROVIDE ERRV SERVICES FOR EAST ANGLIA TWO AND THREE

Vroon Offshore Services (VOS) has been selected by ScottishPower Renewables to provide emergency response and rescue vessel (ERRV) services for the East Anglia TWO and East Anglia THREE offshore windfarms. The contract, valued at more than £7M, will see VOS provide on-site ERRV services in the event of an emergency. The response vessel **VOS Traveller**



will operate out of Lowestoft and provide 24/7 continuous standby, safety cover and search and rescue support. The vessel has specialised recovery equipment including two fast rescue craft, a Dacon scoop and a heavy-duty rescue basket. The vessel also has onboard medical treatment facilities. Built in Stellendam, The Netherlands in 2008, **VOS Traveller** is a purpose-built Class B ERRV. (Source: *Riviera by David Foxwell*)

BOSKALIS' WINDPIPER STARTS MAIDEN JOB AT POLISH WIND FARMS



Boskalis' recently commissioned **Windpiper** subsea rock installation vessel has started its maiden project at the Bałtyk 2 and Bałtyk 3 offshore wind farms in the Baltic Sea, placing its first rocks to protect the projects' export cables. The 227-meter-long vessel loaded nearly 45,000 tons of rock in Norway following its christening in July before sailing for the installation

campaign. Boskalis said the load represents a record cargo, with no single subsea rock installation vessel previously carrying such a large volume of rock for one installation project. **Windpiper** is using its inclined fallpipe to place rock to protect the export cables running from the offshore wind farms to the Polish mainland. The Bałtyk 2 and Bałtyk 3 projects are being developed by Equinor and Polenergia Offshore Wind Poland, while Boskalis is collaborating with Van Oord on the offshore wind projects. **Windpiper** was christened on July 3 following an 18-month conversion project carried out under Boskalis' supervision. The vessel measures 227 meters long and 40 meters wide and has a total rock cargo capacity of 45,500 tons across two holds. The vessel, which Boskalis describes as the world's largest subsea rock installation vessel, has more than 31,000 kW of installed power, seven thrusters and DP2 certification. In addition to its inclined fallpipe, **Windpiper** has a moonpool for fallpipe installation and is designed for subsea rock installation work including protection of offshore structures and wind turbine foundations. (Source: *MarineLink*)

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GONDAN CELEBRATES THE LAUNCH OF THE C513 OESV, THE LARGEST VESSEL IN ITS HISTORY, FOR ØSTENSJØ REDERI

With 120 meters in length and designed by Salt Ship Design, it is the largest vessel in the shipyard's history and the 23rd vessel built for the shipowner, consolidating a shared history spanning more than two decades. GONDAN Shipbuilders has reached a new historic milestone today at its Figueras facility with the successful launching of the new "**513 OESV**" for the Norwegian shipowner Østensjø Rederi A/S. This is the largest vessel ever built by the shipyard, solidifying its position as an international leader in the construction of technologically advanced vessels for the marine energy sector. The vessel, designed by the prestigious Norwegian firm Salt Ship Design, stands out for its advanced engineering and operational optimization. The ceremony was attended by representatives of the shipowner company, a key client of the utmost importance to GONDAN. With this new

vessel, the total number of ships built for this Nordic shipowner now stands at 23; the shipyard has maintained a close and fruitful relationship with the company for more than 20 years. We at GONDAN would like to express our sincere gratitude to Østensjø Rederi for its continued trust over the past two decades—a partnership that has enabled both companies to lead innovation in the offshore maritime sector. Innovation and Versatility for the Offshore Market The “513 OESV” (Ocean Energy Support Vessel), with a length of 120 meters and a beam



of 23 meters, has been designed to excel in a wide range of complex operations from a single operational platform. Among its many capabilities, the vessel is equipped for the safe transport of personnel (W2W), support for CSOV wind energy operations, offshore construction, subsea installations, inspection operations using ROVs (Remotely Operated Vehicles), and cable laying and repair. Built of steel to the classification standards of the prestigious DNV, the vessel stands out for its high levels of sustainability and technological performance:

- Efficient propulsion: Equipped with a diesel-electric system featuring 6 variable-speed main engines and PM Brunvoll azimuth thrusters.
- Ready for alternative fuels: It features advanced decarbonization solutions, including battery



- systems (Battery Power), Shore Power and the Fuel Ready notation, which will allow it to operate in the future with clean fuels such as methanol (MeOH).
- Cargo capacity and accommodation: It has 1,400 m² of open deck space (including the hangar) and first class accommodation capable of housing up to 173 people on board. Following the launch, the vessel will undergo its final phase of outfitting at sea and subsequent sea trials in the coming months, in

preparation for its scheduled delivery in late 2027. This launch reaffirms GONDAN's robust workload and its ability to undertake large-scale projects to the highest quality standards. (PR-Gondan)

HALF OF TURBINES AT DIEPPE–LE TRÉPORT OFFSHORE WIND FARM IN PLACE

OW Ocean Winds' Dieppe–Le Tréport offshore wind farm has reached the halfway point in turbine installation, with 31 out of the 62 Siemens Gamesa 8 MW turbines now installed at the site located 15 kilometres off the city of Le Tréport and 17 kilometres off the city of Dieppe, France. The 500

MW offshore wind farm is owned by Eoliennes en Mer Dieppe Le Tréport (EMDT), a consortium comprising Ocean Winds, Sumitomo Corporation, and Banque des Territoires. "The 500 MW project continues to progress through the strong collaboration between Ocean Winds, our project partners Sumitomo Corporation and Banque des Territoires, and the many suppliers, partners and local companies contributing to the project." The first turbine was installed at the wind farm by Jan De Nul's vessel **Vole au Vent** back in June. (Source: Offshore Wind)



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PORTS EXPLORED

CADELER UPGRADES AFTER BILLION-DOLLAR ACQUISITION



The Danish offshore wind company Cadeler is raising its expectations for both revenue and earnings in 2026. The upward adjustment comes, among other things, after the acquisition of the German offshore specialist Menck. Cadeler now expects revenue of between 910 million and 1 billion euros in 2026, compared to previously 854-944 million euros, according to a stock exchange announcement. At the same time, the expectation for operating profit before depreciation and amortization, EBITDA, is raised to EUR 435-525 million from EUR 420-510 million previously. This does not include costs related to the acquisition and integration of Menck. The upward adjustment reflects, among other things, the effect of Menck from the acquisition on August 11, as well as an expected sale of a hammer for installing offshore foundations in December. Cadeler paid 501 million euros, equivalent to around 3.7 billion kroner, for Menck. The acquisition is intended to strengthen Cadeler's position within the transport and installation of foundations for offshore wind

turbines. As recently as August, Cadeler maintained its previous expectations after a first half-year in which revenue increased to 408 million euros and EBITDA to 208 million euros. *(Source: Maritime Denmark)*

KONGSBERG MARINE WILL PROVIDE EQUIPMENT FOR CADELER'S TWO BRAND-NEW T-CLASS WIND TURBINE INSTALLATION VESSELS.

Kongsberg Marine has been awarded a contract by COSCO Shipping (Qidong) Offshore Engineering Co., Ltd. (COSCO Shipping) to provide a complete integrated technology package for two new wind turbine installation vessels (WTIVs) being built by offshore wind turbine installer Cadeler. Kongsberg Marine's supply scope covers a complete electrical,



automation, and propulsion system package for both vessels, including azimuth thrusters, side thrusters, dynamic positioning (DP) technology, power generation and distribution systems, propulsion drive equipment, integrated automation and ship control systems, and energy management solutions. This integrated system is designed to ensure a high level of operational control, positioning accuracy, and energy efficiency during offshore installation operations. The new T-class vessels will be used to undertake increasingly complex offshore wind power projects and complete the installation of a new generation of larger-scale wind turbines and turbine foundations. Kongsberg Marine has previously delivered several vessels to Cadeler through COSCO Shipping Engineering, and this agreement represents a further extension of their cooperation. The two new T-class vessels were announced by Cadeler in August 2026, with deliveries planned for 2030 and 2031 respectively. Cadeler stated that these vessels are part of its long-term fleet expansion strategy to meet future offshore wind power installation needs. The Cadeler fleet continues to expand, with vessels under construction and newly built ships recently signed. This contract maintains Kongsberg Marine's involvement in the Cadeler fleet project. Kongsberg Marine will work closely with COSCO Shipping throughout the design, engineering, and delivery phases of the two new vessels. *(Source: iMarine)*

DREDGING NEWS

ASIA'S LARGEST TSHD BEGINS BINHAI PORT DREDGING PROGRAM

The ultra large trailing suction hopper dredger (TSHD) **Jun Guang**, with a capacity of 35,000 cubic meters, has started the dredging works at Yancheng Binhai Port. According to the Yancheng Municipal Government, the port is growing into a major green energy and coastal shipping hub under China's 15th Five-Year Plan (2026–2030). The Yancheng Port Binhai Port Area is a national first-class open port and serves as the gateway to the sea for the Huaihe River Basin. It is one of the few natural deep-water ports along Jiangsu's coast capable of accommodating 100,000 to 300,000-ton berths. The port is also a key coastal comprehensive hub port under construction in Jiangsu Province, functioning as a multifunctional comprehensive port primarily handling bulk cargo, commercial vehicles, and containers. *Asia's largest dredger* Measuring 198 meters in length, 38,5

meters in width, with a maximum dredging depth of 120 meters, the vessel is the largest of its kind



in Asia and was independently designed, researched, and developed by Chinese companies and built by Shanghai Zhenhua Heavy Industries Co Ltd (ZPMC) for China Communications Construction Co Ltd (CCCC) and Guangzhou Dredging Co Ltd. Designed for large-scale offshore and port engineering projects, the giant TSHD integrates dredging, transport, and land reclamation operations in a single platform, ZPMC said.

The TSHD is also equipped with a sophisticated, independently developed intelligent control system, which allows the vessel to operate both precisely and efficiently. *(Source: Dredging Today)*

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ROSATOM'S OWN TSHD STARTS DREDGING OPERATIONS AT PORT OF SABETTA

The TSHD **Daria** dredged over 12,000 cbm of soil during its first day of operations. Rosatom's first own dredger has commenced operations at the Port of Sabetta based in Yamalo-Nenets Autonomous Okrug, Atom Media said. The TSHD will be engaged in maintaining the projected dimensions of access channel. The dredger will ensure navigation safety to support the port's



planned cargo throughput. The TSHD **Daria** completed its voyage from Vladivostok on the Northern Sea Route, arrived in the Gulf of Ob, finalized all necessary clearance procedures, and received port and border authorities permits to conduct dredging operations. Sabetta became the first port in Russia built specifically for the transportation of liquefied natural gas. Heavy large-tonnage LNG carriers

traffic in the port waters leads to natural seabed sediments. The Rosatom's dredger removed more than 12,000 cbm of soil during the first day of operations. Overall, the TSHD **Daria** plans to dredge nearly 600,000 cbm of soil this year in the challenging environment in the frozen port with only three months allowed for dredging operations. *(Source: PortNews)*

JAN DE NUL'S TSHD JUAN SEBASTIÁN DE ELCANO COMPLETES RIO TINTO DREDGING



Jan De Nul's trailing suction hopper dredger (TSHD) **Juan Sebastián de Elcano** has finished a maintenance dredging campaign at Rio Tinto Facilities. According to the Maritime Union of Australia - WA Branch, the project covered the following areas: • Rio Tinto main channel including the outer deep-water route (east of Courtenay Shoal), • East Intercourse Island (EII) departure channel & berths, •

Parker Point approach, departure channels & berths, • Parker Point Fuel berth, • Parker Point swing basin (Berths 3 & 5). A second Jan De Nul campaign utilizing the TSHD Vasco Da Gama will kick off around mid-September with maintenance dredging Pilbara Ports facilities and will then mobilize for the Port Hedland Zone 5 bypass channel. *(Source: Dredging Today)*

PARTNER STOCZNIA, VUYK SIGN CONTRACT FOR NEW TSHD

Vuyk Engineering has been contracted by Polish shipyard Partner Stocznia for the design of a new 3000 m³ trailing suction hopper dredger (TSHD). The new TSHD design is developed as a compact dredging vessel with a balanced combination of dredging capability and operational flexibility. The design integrates the hopper arrangement, trailing suction system and



propulsion configuration within a single vessel platform. Vuyk Engineering developed the design in close collaboration with Partner Stocznia. "The newbuild vessel is designed to perform a range of dredging activities, including maintenance dredging and project support operations. A key design feature is the integration of dredging equipment within the hull and deck layout, enabling efficient execution of dredging operations within the available vessel dimensions," Vuyk said. Also, the

propulsion and power configuration are aligned with the operational profile of a mid-size dredger, supporting both sailing performance and dredging efficiency. The general arrangement provides space for operational systems and dredging equipment within a compact TSHD design. *(Source: Dredging Today)*

TSHD TEUNIS HUIBERTUS GEARS UP FOR EEMSHAVEN JOB



In one month, Gebroeders Van der Lee will begin the maintenance operations on the shipping channel between the North Sea and Eemshaven. According to the company, this vital waterway provides seagoing vessels with access to Eemshaven, Delfzijl and the ports in the Ems region, among others. "To keep the channel safe and accessible, we will ensure it remains at the required depth

over the coming years," Gebroeders Van der Lee said. A key part of this process is dredging work on the waterway. For this project, the trailing suction hopper dredger (TSHD) **Teunis Huibertus** will be deployed. Also, the company will use the research and survey vessel **Manuël II** to conduct precise surveys, mapping the current seabed profile and allowing to determine exactly where and when maintenance is required. *(Source: Dredging Today)*

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YARD NEWS

MARCO POLO MARINE AGREES \$110M REVERSE TAKEOVER DEAL

Marco Polo Marine has entered into a conditional sale and purchase agreement with Fuji Offset Plates Manufacturing for a reverse takeover valued at up to SG\$139 million (\$110 million). Under the agreement, Fuji Offset Plates Manufacturing will acquire Marco Polo Shipyard and MP Marine, which own and operate Marco Polo Marine's shipyard operations in Indonesia. The consideration comprises a base payment of SG\$120 million and up to SG\$19 million in earn-out consideration, to be settled through the issue of new shares at SG\$0.701 each. Following completion, Marco Polo Marine is expected to hold a 74.1 per cent controlling interest in the enlarged entity. This would

increase to 76.8 per cent if all deferred consideration shares are issued. For the nine months ended June 30, the shipyard business reported unaudited revenue of SG\$72.8 million and net profit after tax of SG\$10.6 million. The earn-out remains conditional on the business achieving an aggregate adjusted net profit after tax of SG\$27 million across the financial years ending September 30, 2026 and September 30, 2027. Fuji Offset Plates Manufacturing plans to seek shareholder approval to rename itself MPSE and will divest or wind down its existing business segments within one year of completing the transaction. Completion remains subject to regulatory clearances from the Singapore Exchange and Securities Industry Council, as well as shareholder approval at extraordinary general meetings of both companies. The parties have until June 30, 2027, to satisfy or waive the conditions precedent, after which the agreement will terminate. Marco Polo Marine said the transaction would create a separate capital-raising platform for its shipyard business, allowing it to fund expansion without issuing additional shares at the parent-company level. *(Source: Baird)*



OCEAN FARM SERVICES CHOOSES GMV 2.0 FOR NEW SERVICE CATAMARAN

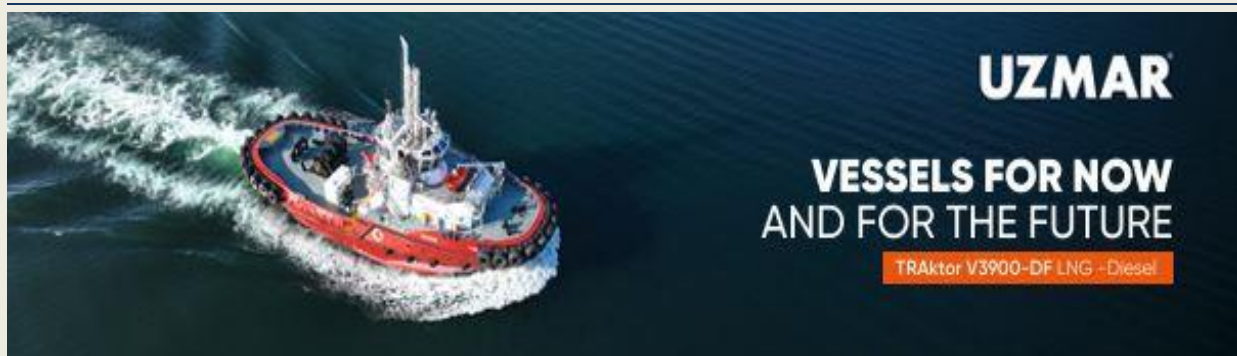


Grovfjord Mek. Verksted 2.0 and Shetland-based company Ocean Farm Services have signed a contract for the construction of a new service catamaran measuring 14.99 x 10.4 meters. The vessel is designed by GMV 2.0 and will be built locally at its own facility in Grovfjord. The new service catamaran will be part of Ocean Farm Services' operations in the Scottish

aquaculture industry with a particular focus on cleaning nets. The vessel is tailor-made based on the customer's needs so that it is adapted to their operations in the Scottish aquaculture industry, where weather conditions and exposed locations place high demands on both vessel, equipment and crew. Great emphasis has been placed on creating a functional and efficient work vessel, while also providing the crew with good working and living conditions on board the vessel. The vessel will be built in accordance with British regulatory requirements and will be approved by SCMS. "We already own a sister vessel built by GMV, which we purchased from Norwegian owners, and therefore have first-hand experience of the exceptional build quality, craftsmanship and quality that characterizes their vessels. With this experience behind us, it was an easy choice to choose GMV 2.0 for our new vessel. We already own a sister vessel built by GMV, which we purchased from Norwegian owners, and therefore have first-hand experience of the exceptional build quality, craftsmanship and quality that characterizes their vessels. With this experience behind us, it was an easy choice to choose GMV 2.0 for our new vessel. We look forward to working closely with Bård and his team throughout the

construction process, and to following our new vessel as it takes shape. We look forward to the journey ahead and are proud to continue our collaboration with such a highly regarded Norwegian shipyard," says Colin Leask, Director, Ocean Farm Services Ltd. "This is the first vessel we deliver to the fish farming industry outside Norway, and is therefore a milestone for us. We look forward to working with Colin Leask and his colleagues during the construction of the vessel," says Bård Meek-Hansen, General Manager GMV 2.0. *Equipment-Generally* Length: 14.99 meters; Width: 10.4 meters; Fuel oil capacity: 8,000 liters; Freshwater capacity: 1,500 liters; Load capacity: approx. 35 tons; *Propulsion and maneuvering* 2 x Scania DI13 512 (ICFN) main engines, each 500 hp (368 kW) at 1,800 rpm. TIER III.; 2 x Petter Marine 80 hp side propellers. *Generators* 2 x Nogva Deere 4045DFM70 diesel generators, 44 kVA / 40 kW. *Deck equipment* Crane house aft is being prepared for 1 x HS Marine AK34 stationary hybrid crane; 3 x 3-ton in-line cam winches; 1 x 5-ton column-mounted cam winch; Preparation for later installation of 32-ton winch; No. 191 will be the first boat we deliver to Ocean Farm Services. (Source: GMV)

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KEEL LAYING CEREMONY FOR THE THIRD HARBOUR TUG “STRATUS”

Keel laying ceremony for the third harbour tug “**STRATUS**”! We recently held the keel laying ceremony for the third harbour tug for the Royal Netherlands Navy at our shipyard in Aalst. Neptune Marine is building a series of three new medium sized harbour tugs for the Harbour Service of the Royal Netherlands Navy in Den Helder. This ceremony marks the official start of construction



of the third and final tug. As you can see in the final photo's, construction of the first two vessels is already well underway. A special milestone for this impressive series of three vessels! (PR-Neptune)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Svitzer-signs-contract-with-cheoy-lee-shipyards-for-six-additional-29-metre-transverse-tugs*
 - * Pacific-launches-first-shipbuilding-program-featuring-two-tugboats-for-american-marine-corporation*
 - * Cochin Shipyard begins construction of Svitzer's advanced battery-electric tugs in India*
 - * Med Marine's new Ramparts 2500-W tugboats enter service with Yakamoz joint venture*
 - * SANMAR Delivers Sixth Newbuild Tug to SAAM Towage in Under a Year*
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*)
 - *SCRA - Casablanca* by Jasiu van Haarlem
 - *Clots Maritiem - IJmuiden* by Jasiu van Haarlem
 - *Abeille International - Le Havre* by Jasiu van Haarlem
 - *ALP - Rotterdam* by Jasiu van Haarlem

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

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