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TUGS & TOWING NEWS.

SAAM PRESENTS BIODIVERSITY PLAN FOCUSED ON PROTECTION OF MARINE ECOSYSTEMS



Notable initiatives include obtaining underwater noise certification for its electric fleet and evaluating robotic technologies for hull cleaning. SAAM presented its new Biodiversity Plan. This initiative updates the company's Environmental Policy, formally integrating the conservation and sustainable use of ecosystem services into its operating model and strengthening the management of critical areas near its towage operations. "With this plan, we are

translating our sustainability commitments into a roadmap with measurable actions that are implemented in our operations. Our goal is to be the best partner for our customers, and that also involves taking a proactive and leadership-driven approach to our responsibility toward the environment," explained Mayra Kohler, SAAM's Chief Corporate Affairs and Sustainability Officer. The process of developing this program identified issues relevant to operations—including underwater noise, emissions, biofouling and proximity to protected areas—and linked them to specific measures, such as noise certification for the electric fleet, annual inspections within a five-nautical-mile radius, evaluation of special coatings to prevent attachment of marine species and robotic hull cleaning. In addition, it includes training for teams to ensure that this commitment is integrated at all levels of the company. "We're not starting from scratch: this plan builds on and expands upon progress we're already making in various countries, such as measures to protect whales from collisions and disturbances caused by boats, research into marine wildlife migration routes, mangrove planting and beach cleanups, and the use of shore-based electricity to reduce emissions," Kohler added. One recent milestone in this area was the international "Underwater Radiated Noise" certification earned by the electric tugboat CDG, which operates in Canada. Awarded by Lloyd's Register, the certification validates compliance with standards for reducing underwater radiated noise, demonstrating a lower acoustic impact and contributing to the protection of the marine ecosystem, particularly mammals found in coastal areas. This initiative will also be replicated in Chile for the electric tug [Trapananda](#). (PR-SAAM)

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SVITZER WELCOMES NEW TUGBOAT IN OMAN TO ENHANCE GAS CARRIER HANDLING

A Denmark-headquartered global tugboat owner is investing in its fleet in Oman with newbuild vessels after securing a long-term contract to support operations at the Oman LNG terminal. Svitzer has welcomed the first of three newbuild harbour tugs in Oman as part of its fleet modernisation campaign in the nation at a time of uncertain



geopolitics in the Middle East. **Tug Masirah** arrived in Oman after a sea voyage from China where it was built by Cheoy Lee Shipyards at the Hin Lee Shipyard in Zhuhai, Guangdong province. This 23-m azimuth stern drive (ASD) tugboat was built to Robert Allan Ltd's RAmports 2300-CL design to support gas carriers at an LNG terminal in Oman. It has a FiFi1 fire-fighting system and a double-drum winch for ship towing and escort on the forward deck. Svitzer is introducing new tugs into its Omani fleet after securing a long-term contract to provide towage services and to support operations at the Oman LNG export terminal at Qalhat. The Copenhagen, Denmark-headquartered group took over four tugboats already operating at the terminal from a former contractor and ordered newbuilds from Cheoy Lee and an Omani shipyard. Svitzer won the contract to provide towage and other services for nine years from Oman LNG in January 2025. This covers the time charter of four newbuild ASD tugs, with 65 tonnes of bollard pull, to support tankers transporting LNG and natural-gas liquids from the terminal. Svitzer is also providing fire-fighting and standby capabilities, escort duties, pilot boarding and diving support at Qalhat LNG, since January 2026. A Svitzer spokesperson said three of the four existing tugboats will be replaced in August 2026 with newbuild, FiFi-ready ASD tugs, with around 70 tonnes of bollard pull. This includes **Asyad**, the first tug ever to be built in Oman. These tugboats will raise Svitzer's fleet in Oman to 15 tugs with the Danish company's vessels supporting state-backed Petroleum Development Oman at Mina Al Fahal, the Sohar Industrial Port Co in Sohar, the Oman India Fertiliser Co at Sur and Oman LNG. Around 83% and 94% of the vessel crews are sourced from Oman, depending on the site. In the Middle East, Svitzer also operates tugs in Bahrain and has been a partner in the Nakilat SvitzerWijismuller joint venture in Oman since 2006, providing towage, escort, berthing and marine support at Ras Laffan and Halul Island. (Source: *Riviera by Martyn Wimgrove*)

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MULTRATUG 34 MAIDEN CALL AT MALTA



The 2023 built Damen ASD 2813 Dutch flag registered with call sing PHIS tugboat **MULTRATUG 34** (Imo 9949429) was seen entering Grand Harbour, Malta on Wednesday 12th August, 2026 during her maiden call for uplifting bunkers before heading to Villagarcia, Spain. The 85 tons bollard pull tug has a length of 27.59 mtrs a beam of 12.30 mtrs and a max draft of 6.33 mtrs. With a free sailing speed of 13.2 knots. The

two 2x Caterpillar 3516C TA HD/D develops a total output of 5,050 kW (6,862 hp) The tug is classed Bureau Veritas 100A1 FiFi 1, Escort tug, Green passport EU, AUT-UMS, Fire Fighting 1, IWS. (Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)

NEPTUNE EUROCARRIER TESTS WITH ALTERA

On Friday, August 7, the brand-new Eurocarrier 2611 **NP676** from Neptune Marine in Hardinxveld-Giessendam moored in our port at the jetty of quay Het Nieuwe Werk. Last Saturday and Sunday, the **NP676** conducted a number of trials offshore together with the equally brand-new cable-laying vessel **Altera** from N-Sea. After this, the **Altera** sailed towards Scotland



and the **NP676** returned to Den Helder. On Monday, the **NP676** departed for Rotterdam. The 26-meter-long work vessel was built at the Neptune shipyard in Aalst and has just completed its sea trials. The propulsion consists of two Caterpillar C32 diesel engines that together deliver a bollard

pull of 32 tons. Two cranes and a towing/anchor winch are set up on the spacious work deck. (*Source: www.maritiemdenhelder.eu; Photo: Wim Albers*)

BANK FINANCE DRIVES SHIPYARD AND FLEET EXPANSION



Turkish tug builder, Uzmar, will ramp up production of port and offshore tugs with hybrid propulsion, energy storage and alternative fuels. Uzmar is expanding its construction facilities and its own fleet in Turkey after securing €28M (US\$33M) in finance from AKA Export & Trade Bank, backed by trade credit insurer Euler Hermes. This leading builder of low-emissions tugboats is investing in its shipyard in Kosbas Free Zone

in Kocaeli, near Izmit, Turkey, following the financial injection, which Uzmar board chairman Ahmet Noyan Altug said was “a significant step in our growth journey”. He added: “With the support of AKA Bank and Euler Hermes, we are well positioned to expand our shipyard capabilities, deliver innovative projects and continue to contribute to the Turkish economy and national welfare.” Over the next 18 to 24 months Uzmar will expand physical shipbuilding capacity at the shipyard, upgrade heavy lifting infrastructure, extend indoor workshops, and optimise assembly flow to shorten serial production cycle times for vessels with high bollard pull by investing in robotic manufacturing. “The capital expansion programme focuses on increasing overall physical production footprint, scaling annual construction capacity, outfitting quays and optimising serial building efficiency across the shipyard,” said an Uzmar spokesperson. “A major focus of these investments will support the concurrent construction of larger, more complex vessels to accommodate growing global demand for tugboats with higher bollard pull, offshore support vessels, and civil defence and naval vessels,” said the spokesperson. Uzmar is also investing in engineering and production technologies, including in 3D detailed engineering software and upgrades to its proprietary enterprise resource and shipbuilding management systems. “Investment initiatives are also directed toward specialised infrastructure required for building next-generation green vessels, including dedicated facilities for handling alternative fuel systems such as methanol, dual-fuel LNG, and high-capacity battery electric propulsion systems,” said the spokesperson. “Over the next two years, we also plan to continue expanding our internal fleet of modern tugs and pilot boats to support emergency response, harbour towage and pilotage services in Turkey.” Uzmar produces high-power offshore and terminal tugs with hybrid propulsion and facilities for using alternative fuels. Its top achievement in tug construction to date was delivering **Svitzer Balder**, the world’s first battery-electric methanol TRAnverse tug to Svitzer in May 2026. “The commercial strategy focuses on delivering complex green newbuilds, such as **Svitzer Balder**, while expanding serial production of fully electric, dual-fuel, hybrid and methanol-powered tugboats to meet tightening global decarbonisation regulations,” said the spokesperson. **Svitzer Balder** is a 35-m TRAnverse 3500-design, ABS-class tug with a 6-MWh capacity lithium-iron phosphate battery system, supplied by AYK Energy, and dual-fuel methanol engines and auxiliary diesel power for range extension. It has 88 tonnes of bollard pull and more than 150 tonnes of steering force on battery power alone to escort, assist and dock tankers in the Port of Gothenburg in Sweden. “Expanding serial production of fully electric, dual-fuel, hybrid and

methanol-powered tugboats” Over the past 12 months, Uzmar has delivered five escort tugs, built to Robert Allan’s RAstar 3200W design with 80 tonnes of bollard pull, to Kotug International, to support BP’s and Eni’s offshore LNG operations in West Africa. It has also delivered two eco silent tugboats, [Balahu](#) and [Caraba](#), to P&O Reyser for operations in north-east Spain, an offshore tugboat with hybrid propulsion to Norway’s Buksér og Berging, azimuth stern drive (ASD) harbour tugs to CFM Logistics, Ocean Srl and Targe Towing, and two TRAnsverse tugs to Svitzer Australia. Uzmar has also played an important role in upgrading Turkey’s maritime infrastructure and emergency response capabilities. It delivered two emergency response tugs, [Kurtarma 21](#) and [Kurtarma 22](#), and six pilot boats to the Directorate General of Coastal Safety for operations in the Turkish Straits and added [Efes 10](#), (See photo) an ASD tug with 85 tonnes of bollard pull to its own fleet. Uzmar is currently building four 60-m offshore tugboats, based on Robert Allan’s RAmpage 6000 DE design, for Smit Lamnalco’s contract to support ExxonMobil’s oil production and export ships, offshore Guyana. Under another contract, Uzmar is building a 32-m Rotortug with hybrid propulsion for the Port of Tauranga, New Zealand. This vessel will have three azimuth thrusters and 80 tonnes of bollard pull. (*Source: Riviera by Martyn Wingrove*)

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MARITIME RESCUE SETS NEW RATES FOR ITS SERVICES

The Spanish Maritime Safety and Rescue Society (Sasemar) will update its tariffs starting September 1, 2026, after twelve years without changes. The new regulations replace those in place since 2013 and aim to adapt prices to current operating costs, including those related to personnel, equipment, and fuel. One of the main changes affects aerial resources. The hourly rate for using a Maritime Rescue



helicopter increases from €8,334 to €16,572, while the rate for airplanes is set at €6,930 per hour. The new order stipulates that these amounts include fuel and the standard crew. [New rates for maritime resources and Maritime Rescue services](#) The rates for maritime services have also been updated. The hourly cost for an 80-meter multipurpose vessel is set at €3,300, for a 56-meter vessel at €1,800, and for other tugboats at €1,650. Coast Guard vessels will have a rate of €1,120 per hour, and 15- and 21-meter rescue boats at €400. For Red Cross units, the cost will be €150 or €250 per call, depending on

the length of the vessel being assisted. The update does not affect the rescue of human lives at sea, which is expressly excluded from these rates. Nor will they apply to certain maritime traffic control and assistance activities, support for public administrations, or certain salvage operations of property regulated by specific legislation. However, medical evacuations carried out by helicopter will have a correction factor of 0.5, while assistance to certain Spanish and EU or European Economic Area fishing vessels will have a factor of 0.7. The new regulations also stipulate that, in marine pollution prevention and control operations, the costs of the resources and equipment used may be claimed from the party responsible for the incident. For these operations, for example, the cost is set at €16,572 per hour for helicopters and €6,930 per hour for airplanes, in addition to the costs of all other units, equipment, and personnel mobilized. As explained by the Ministry of Transport in the order published in the Official State Gazette (BOE), the new fares have been calculated based on Sasemar's actual operating costs, taking into account accounting data since 2022, inflation, personnel costs, fuel, equipment, and outsourced services. The aim is to bring fares closer to the real cost of operations and ensure the financial sustainability of the service. *(Source: Puente de Mando; Photo: Maritime Rescue)*

DIVERSIFIED MARINE COMPLETES NEW TOWBOAT FOR VULCAN MATERIALS



Diversified Marine has completed construction of M/V **Edwin Rider**, an inland towboat built for Vulcan Materials. Constructed at Diversified's shipyard in Bourg, La., the vessel is designed to support daily operations on the inland waterways with a dependable propulsion package built for long-term service. Edwin Rider measures 72 feet in length with a 30-foot beam and a 10-foot hull depth. The twin-screw propulsion

package features two Mitsubishi S6R2-Y3 Tier 3 engines, each rated at 803 horsepower at 1,400 rpm, for a combined 1,600 horsepower. **Edwin Rider** is the second towboat Diversified has built for Vulcan Materials, following the delivery of M/V **Larry Gravely**. The project reflects the shipyard's continued focus on building dependable workboats designed for the demands of commercial marine service. "Every project is built around delivering a dependable vessel that will serve our customers for years to come," said Robert Boudreaux Jr., owner of Diversified Marine. "That means working with trusted partners and selecting equipment that's proven itself on the inland waterways." Laborde Products supplied the Mitsubishi propulsion package and worked alongside Diversified throughout the project. The Mitsubishi S6R2 platform continues to be a trusted choice for inland towing applications, delivering dependable performance and straightforward operation for demanding commercial marine service. "The Mitsubishi S6R2 has earned a strong reputation on the inland waterways by delivering dependable performance and long-term reliability," said Bradley Matte, Gulf Coast territory sales manager at Laborde Products. "We're proud to have partnered with Diversified Marine on another successful project and look forward to seeing the M/V **Edwin Rider** enter service." *(Source: Professional Mariner)*

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REDWISE 120 HISTORY - THE MI AMIGO & CAROLINE STORY

1964-68 The Halfway Point: Radio pirates MV "Mi Amigo" & "Caroline" Ship delivery since 1906: a chapter from the 120-year history of **Redwise**. A little known episode of **Redwise**'s 120 year history was the "Offshore Tender en Suppletie Mij. N.V.", well before Tidewater and the Halcyon line formed Tidewater Halcyon Marine Service N.V. in 1968. What remains of it are



memories, a cash register running from 1964 to 1967, a book full of newspaper articles and some good stories. Vessels owned were amongst others the "Offshore II" and "Offshore 3" (ex **UK 53**), used for replenishing the radio ships "Mi Amigo" and "Caroline", which carried the offshore stations Radio Atlanta and Radio Caroline. The company also provided services to Santa Fe Drilling Company, who in 1963 were the first to start drilling in the Dutch part of the North Sea with the jack-up "Mr. Cap". In the final weeks of 1962 the company had quoted for and organised the delivery under own power of the motor vessel "Magda Maria" from Ostend, Belgium to Houston, Texas. After a chequered history, among other things as a Scandinavian radio station, she sailed for the USA in January 1963 to be converted to a private yacht. Two months later a telegram came back from the vessel, but by then already renamed: "arrived sanjuan sunday sailing tuesday eta houston 8th march please inform = mi amigo" She returned to European waters more than a year later, fitted out as a radio ship, and from then on the work and stories continued. Wijsmuller Baarn, the company known today as **Redwise**, provided the Dutch marine crew, insurance, fuel, tender services, provisions and supplies for both radio ships during these years. The popularity and history of the radio stations, as well as the mystique, drama and glory surrounding them, their DJs and their investors, have been widely published although a lot has disappeared or remained in the shades of darkness and numerous company domiciles such as Liechtenstein and Panama. In January 1966 the "Mi Amigo" dragged her anchors in an easterly gale and went ashore at Frinton-on-Sea. A tender stood by her in the dark, and the Wijsmuller IJmuiden tug "Titan" attempted to refloat her, but the towline parted in the early hours. She kedged herself clear on her own anchors some thirty-five hours after going aground. There must have been a lot of sympathy for the station: neither the crew nor the DJs were arrested,

and they were treated as shipwrecked and distressed mariners entitled to free replacement clothing. This episode ended in 1968. Both ships were towed to Amsterdam by the “sister company” at IJmuiden, using the tugs “[Willem Barentz](#)” and “[Utrecht](#)”. They were lying far apart by then, the “[Mi Amigo](#)” off Frinton and the “[Caroline](#)” at Ramsey on the Isle of Man. With bills unpaid, “Ownership” of the vessels was claimed by Wijsmuller Baarn under a retention right. One newspaper clipping even speaks about outright ownership and charter arrangements. The tow of the “[Mi Amigo](#)” and the “[Caroline](#)”, broadcasting by then as [Caroline South](#) and [Caroline North](#), was by some considered an act of piracy against, ironically, pirate radio stations. It all depends on one’s point of view. Somehow a fitting though unfortunate ending for these unique ventures in the Flower Power day and age of the 1960s. On a personal note, a period sorely missed, especially in this day and age where freedom is questionable again. Visit redwise120.com for the full history. (*PR-Redwise*)

THE NOBEL BROTHERS SHIPYARD LAUNCHED THE ICEBREAKING TUGBOAT NARVSKAYA ZASTAVA OF PROJECT 3262.



The Nobel Brothers Shipyard launched the icebreaking tugboat [Narvskaya Zastava](#), a Project 3262 vessel. Next, at the [Narvskaya Zastava](#), now at the shipyard's outfitting quay, the ship's facilities will be constructed, and navigation and other shipboard equipment will be installed. "You have once again proven that your company's production capacity and impeccable professional

expertise enable us to fulfill this order with high quality. The development of the tugboat has enhanced and strengthened the expertise of Nobel Brothers Shipyard specialists in the construction of ice-class vessels. These competencies primarily include working with cold-resistant steels, thick steels, and specialized welding techniques. I am confident that the expertise developed by the shipyard team during the construction of the tugboat will undoubtedly expand and be in demand in the construction of vessels of this class," emphasized Alan Lushnikov, CEO of the Kalashnikov Concern. In accordance with naval tradition, a ceremony was held to bless the tugboat, and the vessel's "godmother," 88-year-old Zoya Starozhilova, a resident of besieged Leningrad during the Great Patriotic War, smashed a bottle of champagne against its side. The icebreaking tug [Narvskaya Zastava](#), a Project 3262 KM Arc4 [1] R3- RSN AUT2 Tug class vessel, was laid down at the Rybinsk shipyard on July 4, 2025. The customer is the Committee for Nature Management, Environmental Protection, and Ecological Safety of St. Petersburg. The contract for the tug's construction was signed in December 2023. Construction is scheduled for the end of 2026. The icebreaking tug is capable of performing a wide range of tasks on the Neva River in the waters around St. Petersburg: breaking up ice to clear paths for other vessels and providing them with necessary assistance when navigating through ice, preventing coastal flooding, ensuring environmental safety in the waters, conducting rescue operations, and extinguishing fires on other vessels. *Main characteristics of the Project 3262 tug:* Maximum length, m 42.5; Length at design waterline (DWL), m 38; Width by kVl, m 11.8; Side height, m 5.2; Draft according to KWL, m 3.8; Displacement, t 655.7; Power plant, kW 2×1800; Speed, knots 11; Crew, people 8; Autonomy, days: 5. (*Source: Paluba*)

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SAAM TOWAGE RECOGNIZED FOR CARBON FOOTPRINT REDUCTION IN PANAMA

• Panama's Ministry of the Environment recognized the company and highlighted its teams' operational leadership and commitment. SAAM Towage received the "Carbon Footprint Reduction" award from Panama's Ministry of the Environment (Level 3) as part of the national "Reduce Your Corporate Carbon Footprint" program. The award recognizes the company's efforts to reduce its carbon emissions during the 2024 and 2025 periods, certifying effective and measurable reductions in its towing



operations in the country. Level 3 involves measuring emissions and identifying specific actions to mitigate them. "This recognition highlights our commitment to responsibly managing greenhouse gas emissions and to developing increasingly sustainable operations. Our teams are committed to integrating sustainability into our operations and creating value for the environment, local communities and our customers," said Matia de Luigi, Central America Cluster Manager for SAAM Towage. The executive added: "We are especially proud to be part of the effort that Panama is making, together with many companies, through this initiative, which achieves new milestones every year." The "Reduce Your Corporate Carbon Footprint" program is led by the Ministry of the Environment with support from international organizations such as the UNDP and the IDB. It aims to measure, reduce and offset emissions from

Panama's private sector to move toward carbon neutrality. (PR-SAAM)

NOORDZEE TO STEAM SLOOP WEEKEND

Yesterday morning, around nine o'clock, the now familiar sound of the steam whistle of the tug **Noordzee** could once again be heard throughout the city center of Den Helder. This signaled that the tug was setting off with passengers for Medemblik, where it is participating in the annual Steam Sloop Weekend this weekend. There, various tours will be made on the IJsselmeer today and tomorrow with the tug, departing from the outer jetty at



the Netherlands Steam Engine Museum. On Monday, the **Noordzee** will return to Museum Harbour Willemsoord. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – BRUNVOLL

Brunvoll is a leading supplier of propulsion, manoeuvring and positioning systems for advanced oceangoing vessels. With extensive experience dating back to 1912, the company has developed, produced, and serviced systems for over 6000 vessels. In the past decade, Brunvoll has significantly invested in people and technology to expand its product portfolio. As a Norwegian family-owned company, Brunvoll is experiencing strong growth, with a 75% export share. The company's vision is to be 'Trusted Worldwide,' supported by multiple locations in Norway and a global sale- and service network



ACCIDENTS – SALVAGE NEWS

SMIT HELPS EGYPTIAN PORT AUTHORITY REFLOAT FSRU AFTER DRONE STRIKE

In conjunction with SMIT Salvage, the staff of the Damietta Port Authority have completed a delicate operation to refloat the LNG FSRU **Energos Winter** and remove it to a safe anchorage. **Energos Winter** was attacked by a drone from an unknown adversary on July 29, causing a blast and a fire on board. The blaze spread to a second nearby LNGC, the **GasLog Salem**. Both fires were brought under control, and no injuries were reported. Egyptian authorities confirmed that the casualty was caused by a drone strike, but have not identified the suspected perpetrator. At about 1400 hours on the day of the attack, **Energos Winter** left her berth in the inner harbor and ran aground just outside of the entrance channel, roughly 1000-2000 yards offshore. The grounding was not publicized at the time, and the cause was not disclosed. The Damietta Port Authority and the shipowner brought in SMIT to handle the salvage work of refloating the ship. SMIT formulated a salvage plan after careful examination and calculations, and the joint team prepared for a refloat and towing operation. On August 6, the day planned for the refloat, surface conditions on scene were

rough but the team decided to proceed anyways. The senior pilots and administrators boarded the



vessel, despite difficult conditions for a transfer, and four tugs got into position on either side of the hull. The crew of the **Energos Winter** pumped off ballast, and the tugs pushed and pulled. While initially successful in shifting the vessel's position, it could not be refloated completely due to a large surface area and high winds. Two more large tugs

were called in to add more bollard pull to the job, bringing the total available power to 360 tonnes BP. To adapt to the effects of the wind conditions, the salvors switched to pulling astern, in a direction at 90 degrees to the navigation channel. This strategy worked and the ship came free from the bottom, ready for towing into deeper water. At about 2000 hours, the vessel went to anchor about 10 nm offshore at a designated anchorage. All work was completed by about 2200, 14 hours after the task began. Watch the video [HERE](#) (Source: Marex)

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ENGINE ROOM FIRE BREAKS OUT ABOARD REEFER SHIP DOLE COLOMBIA

On Monday, a fire broke out in the engine room aboard a reefer ship at the Port of Wilmington, Delaware. The blaze has been brought under control, according to the local fire department. On Monday morning, the Wilmington Fire Department received a call reporting a fire on the reefer **Dole Colombia** at the port's Berth 5. Smoke was coming out of the ship's stacks, and the



master reported a fire affecting a generator in the engine room. The department sounded a second alarm to bring in all available units and to ask for assistance from nearby departments. The master

of the vessel confirmed that the engine room had been sealed up and that the fixed firefighting system had been discharged into the space. All crewmembers were safe and accounted-for, leaving only an incident-monitoring role for the fire department's responders. After a period of checking boundary temperatures and standing by with hoses, the fire department began to stand down the response and return units to their normal duties. [Dole Colombia](#) is an 850-TEU open-top containerized reefer ship, built in 1999 specifically for the fruit trade. She is self-unloading, with specialized adaptations for banana transport. She has single-screw propulsion and five diesel generators to power the large electrical load needed for cooling. Her PSC inspection record is spotless. It is the second time that [Dole Colombia](#) has suffered an engine room fire at the Port of Wilmington. The ship sustained a fire in June 2021 as she was getting under way from the pier, forcing her to return to her berth to combat the blaze. At the time, a Coast Guard spokesperson said that the fire originated in the ship's main engine, and that the fixed firefighting system was used to bring it under control. As tugs were already alongside, the ship had no trouble returning to the pier, and the fire was out before any significant damage to internal compartments. Last November, another banana ship - [Chiquita Voyager](#) - sustained an engine room fire at Port of Wilmington, injuring four crewmembers. The blaze began with a generator and grew quickly. Local firefighters helped evacuate crewmembers, and when all was ready the master activated the fixed firefighting system to bring the fire under control. (Source: *Marex*)

BOXSHIP RUNS AGROUND NEAR KOLKATA AFTER STEERING FAILURE



A Singapore-flagged containership ran aground on the Hooghly River after striking an embankment near Diamond Harbour, about 50 km south of Kolkata, in an incident attributed to steering failure and strong currents. The Regional Container Lines (RCL)-owned 13,852 dwt [Nawata Bhum](#) was inbound to Syama Prasad Mookerjee Port in Kolkata from Port Klang in Malaysia when its steering gear jammed while attempting to recover from a turn. The ship ran aground on Wednesday, and its bow became lodged in the embankment close to the Nurpur ferry ghat. No ferries were there at the time, and no injuries were reported. Part of the riverbank and a small road were damaged by the boxship. "It hit the riverbank close to the Nurpur ferry ghat. After realising that the steering was jammed, the ship's master alerted people on the bank by constantly blowing its horn. Fortunately, there were no ferries nearby, or they might have been crushed," an unnamed official told local media. Pilots from Syama Prasad Mookerjee Port Authority on [Nawata Bhum](#) notified the port immediately after the collision. The vessel remained aground for several hours until tugboats pulled it free around 22:30 local time, during high tide. Local media claimed that the hull was undamaged and the ship could proceed to Kolkata under tow. It was reported that two tug vessels were still on location on Thursday morning local time. This is not the first time this has happened on the river. In August 2023, the [MTT Singapore](#) boxship ran aground near Garchumuk after its steering malfunctioned. Watch the video [HERE](#) (Source: *Splash24/7*)

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ARCTIC ICE DAMAGES TANKER AS RUSSIA RAMPS UP NORTHERN SEA ROUTE OIL SHIPMENTS

A tanker suffered serious damage to its hull while navigating through Arctic sea ice despite being assisted by an icebreaker, highlighting the risks facing vessels using Russia's Northern Sea Route as Moscow rapidly expands oil shipments through the Arctic. The news comes days after Moscow dispatched an unprecedented convoy of sanctioned oil tankers to within 500 nautical miles of the North



Pole sending the fleet onto one of the most northerly commercial shipping routes ever attempted in the Arctic. The incident resulted in an insurance payout of 53 million rubles, roughly \$650,000, according to Russian insurer AlfaStrakhovanie, which did not disclose the name of the vessel or its owner. The insurer said the tanker sustained hull deformation while navigating through ice and stressed that icebreaker assistance does not eliminate the physical risks associated with Arctic navigation. "Even with icebreaker assistance, navigation in Arctic waters is associated with increased hull stress and the risk of damage," AlfaStrakhovanie said in a company statement (in Russian). The case comes as Russia is sending increasing volumes of crude oil through the Northern Sea Route. More than a dozen tankers carrying about 8 million barrels of Russian crude were already en route to Asia as of this week, more than half the volume shipped through the route during the entire 2025 season. The increase is turning the summer Arctic navigation season into an increasingly important export corridor for Russian oil, but it is also placing more conventional commercial tankers in an environment where even relatively limited ice can impose significant loads on a ship's hull. AlfaStrakhovanie said its specialists investigated the incident, assessed the damage and calculated the insurance compensation before paying the shipowner the full amount. "Insuring marine risks along the Northern Sea Route requires a thorough understanding of vessel operating conditions and technical expertise when assessing damage," said Alexandra Lavrova, head of marine insurance claims at AlfaStrakhovanie. "It is especially important to accurately determine the nature, timing and extent of the damage so that the shipowner can promptly arrange repairs and return the vessel to service," she added. The insurer did not provide details about when or where the incident occurred, the tanker's size or ice classification, or whether it was carrying crude oil or petroleum

products. The absence of those details makes it impossible to determine how severe the ice conditions were or whether the vessel was operating close to the limits of its ice capabilities. But the case illustrates a fundamental challenge of Arctic shipping: an icebreaker can open a navigable channel but does not eliminate the stresses imposed on vessels following behind. In addition, ships traveling in convoy must maintain close enough distances to benefit from the icebreaker's work while leaving sufficient room to respond to changes in speed or manoeuvrability. The lack of information about the incident comes as transparency around shipping on the Northern Sea Route has declined. In previous years, the Northern Sea Route Administration regularly published notices and reports detailing incidents and other developments along the route, while its website provided access to vessel permits and daily operational logs showing which ships were active in different sections of the route. In 2026, much of that information is no longer publicly available, including vessel permits and the daily logs tracking traffic along the route, making it increasingly difficult to independently monitor Arctic shipping activity and incidents. There is a history of incidents involving tankers operating in Arctic waters. In November 2015, the product tankers [Svyatoy Petr](#) and [Svyatoy Pavel](#) collided in the Laptev Sea while traveling in an ice convoy behind the nuclear-powered icebreaker [Vaygach](#). [Svyatoy Petr](#) lost propulsion and was unable to stop before striking [Svyatoy Pavel](#). One vessel suffered damage to its stern bulwark while the other sustained a crack in its bow. An even earlier collision involved two larger oil tankers operating under icebreaker assistance. In July 2010, the [Indiga](#) and [Varzuga](#), each carrying about 13,300 tons of diesel fuel, collided in difficult ice and poor visibility while traveling along the Northern Sea Route. Both vessels were accompanied by nuclear-powered icebreakers. Neither tanker lost seaworthiness and no oil spill was reported. In 2025, a non-ice-class Suezmax tanker, [Lynx](#), became stuck for several days after encountering sea ice in the East Siberian Sea while carrying roughly 1 million barrels of Russian oil toward China. The vessel eventually proceeded with assistance from a nuclear-powered icebreaker. Other tankers with limited or no ice protection have also increasingly appeared on the route during the summer navigation season, when retreating sea ice allows Russia to authorize vessels that could not operate there during more challenging periods. The Northern Sea Route can substantially shorten voyages between Russian Arctic oil terminals and Asian markets compared with routes through the Suez Canal or around Africa. Russia is also seeking to make greater use of the route as sanctions and geopolitical tensions reshape its energy trade. But the latest insurance claim provides a reminder that shorter Arctic voyages do come with greater operational risk.

(Source: gCaptain)

AMBREY JOINS IN CAROLINE BEZENGI SALVAGE OPERATIONS



International maritime risk and response company Ambrey confirms that it has been engaged in the salvage of the stricken tanker [Caroline Bezengi](#), located off the Omani coast in the vicinity of the Hallaniyat Islands. The tanker, carrying a cargo of Russian oil, has been disabled off the coast of Oman since June 8, when the ship's crew reported a suspected explosion, as yet

unconfirmed or explained, and ran aground. Omani authorities said earlier this week that a spill

measuring nearly 400 sq km was centred around the Hallaniyat archipelago, home to a marine reserve to preserve the habitats of sea turtles and other aquatic life, and threatened the country's main coast. Ambrey says it has been mobilised as part of a significant international response including salvage vessels, aircraft and an experienced team of specialist personnel with over 100 tons of equipment. Salvage vessels to support the operation are en route and will be on scene shortly. Specialist personnel have already boarded the vessel with the support of the Royal Air Force of Oman (RAFO) to assess conditions onboard and commence cargo and vessel stabilisation. Ed Wollaston, Director of Global Response at Ambrey, commented: "This is an extremely challenging situation, compounded by adverse weather conditions associated with the Khareef monsoon. However, we have deployed the leading experts in each aspect of the response and have mobilised the appropriate supporting equipment, aircraft and vessels. We are working around the clock to mitigate the environmental impact of the situation." (PR-SMI)

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The advertisement for Buoyant Works is divided into three sections. The left section shows a blue and white tugboat with the 'FENDER TUG' logo and a circular inset showing a close-up of a propeller. The center section is a green box with the text 'BETTER PERFORMANCE & REDUCING YOUR CARBON FOOTPRINT' in bold blue letters, with the 'BUOYANT WORKS' logo below it. The right section shows a blue and white ferry with the 'FENDERCTV' logo and a circular inset showing a close-up of a propeller. The website 'buoyantworks.com' is at the bottom right.

SAR OPERATION UNDERWAY AS INDONESIAN FERRY BURNS AT SEA

Indonesian authorities reported that, at the last tally, 212 people have been rescued from a ferry burning in the Lombok Strait located between the islands of Bali and Lombok. One person has succumbed to injuries while the authorities report the SAR operation will resume on Thursday at daylight. The ferry **KM Putri Yasmin** (1,790 gross tons) was traveling from Bali to Lombok on August 12 when the fire began. The strait is reported to be only 25 miles wide, although it is unclear how long



the trip lasts. The authorities reported the fire started at around 4:15 a.m. local time and that distress calls went out by 4:39 a.m. Passengers aboard the vessel reported that they were instructed to put on their life jackets but were initially told to remain aboard the ship. Later reports said they had been told to jump, and the vessel's life rafts were deployed. A coordinated search and rescue operation involving several departments from Indonesia was underway. The passengers were being ferried to the two islands. At least six rescue vessels were reported to have reached the ferry. The authorities reported the operation was being hampered by the lack of an accurate manifest. Early reports said

there were 114 passengers and 17 crew on the vessel's manifest. The authorities later reported that 173 people had been evacuated and that one passenger had died. A later tally included an additional 39 people who were on another rescue boat. Built in 1992 in Japan, the ferry was operated by Jemla Ferry, a well-established company that has been operating since 1976. On its website, it shows a fleet of 16 vessels. The [Putri Yasmin](#) was acquired in 2011 and is operating under the Indonesian flag. The vessel is a RoRo ferry. Media reports say there were 44 people listed as drivers or



passengers and that there were a number of "two-wheelers" aboard. Unconfirmed rumors are suggesting the fire was started by an electric bicycle. Today's incident comes less than a month after another Indonesian ferry, [KM Matiara Sentosa 2](#), also caught fire. In that incident, like today, the operations were hampered by an incorrect manifest. The authorities reported that five people were

killed in that fire, which remains under investigation. Asked about the nature of today's fire, the authorities said it would be investigated. They said for now their focus is on the SAR operation and ensuring that everyone is off the vessel and recovered. Due to the lack of a complete manifest, they said it was also impossible to confirm the number of casualties at this time. Reports are saying that one person was also taken to a hospital. Indonesia's Transport Minister spoke to the media later on Wednesday, saying they were monitoring the rescue operations and thanking those who responded. He said the vessel had been issued a permit to sail based on the manifest, but it was likely additional people had joined the ship and that they were not reported. He said the National Transport Safety Committee would be investigating the cause of the fire and cautioned not to make hasty conclusions. Watch the YouTube video [HERE](#) (Source: *Marex*)

MARITIME RESCUE COMES TO THE AID OF THE CHEMICAL TANKER "SHAMAL" ON ITS MAIDEN VOYAGE, 14 MILES SOUTHEAST OF GRAN CANARIA

The Maritime Authority of Las Palmas ordered the departure of the rescue ship "[Heroínas de Sálvora](#)" to assist the chemical tanker "[Shamal](#)", after Maritime Control detected that it was experiencing propulsion problems 14 miles southeast of Castillo del Romeral, Gran Canaria, maritime media report. The aforementioned vessel came from Singapore with a cargo of 17,000 tons of tire pyrolysis oil and suffered a breakdown in its main engine while sailing towards the port of



Las Palmas to carry out maintenance work. Given the risk of it drifting due to the wind and its low speed of 0.2 knots when it was in the indicated position, the rescue ship "[Heroínas de Sálvora](#)" was activated, which ensured the towing until its entry into port, where two tugboats from the Boluda Towage base took over. Built in China and registered in the Marshall Islands, the chemical tanker "[Shamal](#)" is brand new, having been delivered in June of this year. With a gross tonnage of 12,128 and a deadweight tonnage of 18,392, it measures 149 meters in length and 23 meters in beam. It features two rotor sails on deck, as can be seen in the excellent photo report by our contributor Nicolás Arocha . IMO 1021623. (Source: *Puente de Mando*)

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Photo: Courtesy by Sanmar

LFG AFFLUENCE DISABLED IN THE SOUTH ATLANTIC OCEAN

On the afternoon of August 11, the 190 meter long, 56734 dwt bulk carrier [LFG Affluence](#) (IMO: 9569255) became disabled in the South Atlantic Ocean off Góes Beach just outside the entrance of Porto de Santos, Brazil. The [LFG Affluence](#) was heading into the port when it suffered



engine failure. Unable to restore power, the bulk carrier dropped both anchors to avoid running aground. Five tugs were dispatched and took the [LPG Affluence](#) under tow. The vessels proceeded to a berth inside the port. No reports of injuries, damage or pollution released. Watch the YouTube video [HERE](#) (Source:

OFFSHORE NEWS

GEOXYZ DEPLOYS SURVEY VESSEL PERMANENTLY TO NAMIBIA

EOxyz has completed the transit of its survey vessel [Geo Ocean VII](#) from the Port of Ostend, Belgium, to Walvis Bay, where the ship was welcomed by the Namibian Ports Authority (Nampor). The arrival marks more than a routine mobilization; the vessel is being permanently based in the country – a first for the company in the region and a departure from how the offshore survey industry has traditionally served Southern Africa. For years, survey operators have treated Southern Africa largely as a fly-in, fly-out market – mobilizing vessels for individual project scopes and sailing them home once the work wrapped up. GEOxyz argues that model no longer fits the pace of development in the region. Namibia's offshore energy and marine infrastructure sectors have been

expanding rapidly, and the company says that growth calls for



dedicated, permanent maritime capability rather than assets that arrive and depart on global shipping schedules. By basing the **Geo Ocean VII** in Namibia year-round, GEOxyz is embedding high-spec hydrographic, geophysical, and shallow geotechnical capability directly into the local maritime ecosystem – integrating into the regional supply chain and giving local developers access to a survey vessel based where

the work is actually happening, rather than one dispatched from overseas. *Embedded part of local operational landscape* "You cannot properly support a fast-moving offshore market from a hemisphere away," commented Jacques Vancayseele at GEOxyz. "Namibia's maritime sector demands permanent, reliable infrastructure on site. Stationing the Geo Ocean VII here permanently means we stop treating the region as a remote deployment and become a consistent, embedded part of the local operational landscape." The vessel's arrival in Walvis Bay was described by the company as a proud milestone and the start of a new chapter for GEOxyz in Southern Africa: the realization of an ambition to establish the company's first permanently stationed vessel in the region. The **Geo Ocean VII** will support a long-term offshore survey programme in Namibian waters while also strengthening GEOxyz's capacity to respond to opportunities and support clients across Southern Africa more broadly. The company frames the permanent stationing as an important step forward and a demonstration of its long-term commitment to the African offshore industry, positioning the vessel not as a temporary deployment, but as a lasting operational asset rooted in the local market. (Source: *Hydro-International*; Photo: *GEOxyz*)

KIM HENG WARNS SHAREHOLDERS ABOUT POTENTIAL LOSS

The board of directors of Kim Heng Ltd says the company is likely to register a loss for the six months to 30 June 2026. In a stock exchange statement, the company said it wanted to inform the shareholders and potential investors that, based on information currently available and management's preliminary review of the unaudited consolidated financial results of



the company and its subsidiaries for H1 2026, it is expected that the group will be in a net loss position compared to that for the financial period ended 30 June 2025. The group said the expected loss for H1 was mainly due to lower-than-anticipated revenue from its newly-established geotechnical survey segment, which remains in its growth phase, and lower revenue from trading in vessels. The company is still in the process of finalising its financial results for the first half of 2026, and further details of its performance will be disclosed when it announces its unaudited financial

results on or before 14 August 2026. Based in Singapore and Malaysia, the group offers a range of products and services catering to different stages of marine infrastructure projects and offshore oil and gas projects from exploration to field development and production. In response to the changing global energy scene, it also recently ventured into the offshore wind market. *(Source: Riviera by David Foxwell)*

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CANADIAN COAST GUARD TO PUT ITS NEWEST SEARCH-AND-RESCUE LIFEBOAT MIRA BAY INTO SERVICE



The Canadian Coast Guard will put its newest search-and-rescue lifeboat, CCGS **Mira Bay**, into service at a dedication ceremony in Sydney, Nova Scotia, on 13 August, according to the Canadian Coast Guard. Mike Kelloway, MP for Sydney–Glace Bay and parliamentary secretary to the minister of transport, will formally welcome the vessel alongside Gary Ivany, assistant commissioner for the Canadian Coast Guard's Atlantic Region, and members of the local community. The Canadian Coast

Guard is a civilian special operating agency within Canada's Department of National Defence and operates the federal government's civilian fleet. It provides maritime services including search and rescue, icebreaking, marine communications and traffic services, and environmental response. The Department of National Defence is the Canadian federal department responsible for supporting the Canadian Armed Forces and administering Canada's defence portfolio. The Canadian Coast Guard transferred to the department on 2 September 2025 while remaining a civilian special operating agency. *(Source: PortNews)*

SINGAPOREAN FIRM GETS TO WORK WITH SUBSEA7 IN ARABIAN GULF

Singapore's offshore marine solutions company PACC Offshore Services Holdings (POSH) has won a contract with Subsea7 in the Arabian Gulf. The lump-sum contract for subsea diving and installation services was awarded by Subsea 7 Arabia Co., Ltd. and is scheduled for offshore execution in the third

quarter of 2026. The company's DP3 multi-purpose offshore construction vessel (OCV) **POSH Deep C** will be deployed for the work, equipped with an integrated saturation and air diving system. "This latest win underscores our partners' continued confidence in POSH's technical capabilities, proven operational performance, and unwavering commitment to safety as regional offshore energy demand continues to expand," said POSH. This comes after POSH reported a long-term diving services contract in the Arabian Gulf with an



undisclosed client at the end of July, with the diving support vessel (DSV) **POSH Mallard** to be used for the work. The company's three vessels – **POSH Endeavour**, **POSH Enterprise** and **POSH Elegance** – recently also secured new offshore contracts after completing a series of construction support projects said to be beyond their traditional scope. (Source: Offshore Energy)

ESTONIA'S STATE FLEET TAKES DELIVERY OF CUTTING-EDGE COW DUNG-POWERED VESSEL



Estonia's State Fleet took delivery Wednesday of a new €22 million compressed biomethane vessel to be used to install navigational aids, conduct research and respond to marine pollution. In fact, it could be said that Estonia has a new **Kratt** as of Thursday. That is the name given to the State Fleet's new multifunctional work vessel at Baltic Workboats' shipyard in Nasva. The unique vessel, powered by renewable

biomethane, is technologically ahead of the global state of the art and could become an export product featuring technology developed in Estonia. "The State Fleet's task is also to show the market which technologies are reliable and which can be used in the maritime sector. I think that is our role. It is equally important for us to demonstrate that fuel production has a future in Estonia, and this vessel is a perfect example of that. Compressed biomethane has proven itself on land, but not yet at sea. Our job is to serve as something of a testing ground while also showing the market where technology can go," State Fleet Director General Andres Laasma said. "I think that both Estonia as a country and Baltic Workboats have once again proven that we can develop and build complex projects, and that we can sell this vessel in Norway and anywhere else in the world where green solutions are a priority," Baltic Workboats CEO Margus Vanaselja said. One of the vessel's captains, who has effectively held the position on land and alongside the quay for the past year, is now eager to get out to sea. "I've previously done buoy work aboard the Sektor, a buoy tender that is more than 30

years old. This vessel definitely has many more amenities, is much more technologically advanced and is something Estonia needs. It will make our work considerably easier," **Kratt** captain Sander Laus said. "On August 12, a naming ceremony was held for a very important vessel. It is the latest innovation from Estonia's marine engineers. The vessel runs on alternative fuels — methane gas extracted from cow manure and electricity," said shipping enthusiast and **Kratt** spokesperson Marko Matvere. According to Matvere, the fuel should be slightly cheaper than diesel, which is part of the point, as ships consume large amounts of fuel and place a considerable burden on the environment. "What could be more ingenious than taking literal crap and using it to run an engine? To me, that's the height of innovation," Matvere said with a smile. While the State Fleet's previous vessel was completed eight years ago, the next new ferry serving Estonia's major islands is expected to be completed in two years. It, too, will use an alternative energy source: electricity. (*Source: News ERR*)

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BOKA SUB C: NEW PROJECT

Boka Sub C leaves Brazil for new FPSO project in Guyana. Boskalis has completed the preparation of its DP3 construction support vessel **BOKA Sub C**, which is set to begin a new offshore project in Guyana. The vessel spent the past few years operating in Brazilian waters, carrying out deepwater anchor installation and other offshore activities. More recently, **BOKA Sub C** supported the installation of the **FPSO Bacalhau** in the Santos Basin, completing the unit's mooring after its arrival in Brazil. Earlier this year, the vessel sailed to Europe and entered drydock in Spain ahead of its next assignment. The work included an overhaul of its large offshore cranes and thrusters, an upgrade of the DP3 system and the application of Boskalis' new livery. **BOKA Sub C** will now support the hook-up of a new FPSO offshore Guyana. The vessel is a multipurpose DP3 offshore construction vessel with 220 tonnes of bollard pull. (*Source: One.Energy*)



EDT SHIPS TOGETHER BRIEFLY IN DEN HELDER

A special encounter took place on Wednesday, August 12, when the 91-meter-long multi-purpose offshore support vessels **EDT Prometheus** and **EDT Protea** were moored simultaneously at the Nieuwediepkade. The former vessel has been operating under charter from Bluestream Offshore from Den Helder for some time and can therefore be seen regularly in our port. The **EDT Protea** has also operated from Den Helder on several occasions. The **EDT Prometheus** was launched in 2005 at the

Norwegian Ulstein shipyard as the supply vessel **Bourbon Peridot**. The ship was later converted, and



as of 2024, it is part of the fleet of EDT Offshore from Limassol, Cyprus. The **EDT Protea** was delivered in 1991 as **Geo Sapphire** by the Palmer Johnson shipyard in Flekkefjord, Norway, and was incorporated into the EDT Offshore fleet in 2002. Both vessels departed for sea again on the same day. The **EDT Prometheus** to the Dan Tysk wind farm in the Danish sector and the **EDT Protea** to the J6A platform in the Dutch sector of the North Sea. (Source:

www.maritiemdenhelder.eu; Photo: Wim Albers)

SOLSTAD LANDS LONG-TERM CSV CONTRACT IN WEST AFRICA

Norwegian offshore vessel owner Solstad Maritime has signed a letter of intent with an unnamed client for the hire of one of its CSVs. The two parties penned a letter of intent for the 2001-built CSV **Normand Cutter**. The contract will commence in the fourth quarter of 2026 or the first quarter of 2027. It will have a firm duration of three years plus three years of options. The



commercial terms and conditions remain confidential. The vessel will support subsea operations in West Africa, and as part of the contract, Solstad will deliver, with support from Omega Subsea, two work-class ROVs with manning, tooling, survey services, and project personnel. The **Normand Cutter** is a large construction vessel equipped with a 300 tonnes active heave-compensated crane and a working deck of approximately 1600 sq m. (Source: *Splash24/7*)

SAIPEM WINS NEW \$1.8 BILLION OFFSHORE CONTRACT

The client has been reserved, the Epci order for the Milanese company comes from the Middle East. Saipem, a leading provider of engineering and construction services for the energy and infrastructure sector and listed on the Milan Stock Exchange, has secured a major new contract in the Middle East worth approximately \$1.8 billion. The client has not been disclosed, but according to the company, the agreement calls for Saipem to handle the engineering, procurement, construction, and installation of offshore and subsea structures. This is a typical EPCI (Engineering, Procurement, Construction, and Installation) contract, a formula under which a single contractor oversees all phases of the project, from design to installation. The project will leverage the group's

consolidated experience in the construction of pipelines and offshore infrastructure in the Middle



East region, a strategic area for the global oil and gas industry. The press release emphasizes that the execution of the contract will be supported by both the local operating fleet and the company's advanced engineering capabilities. Saipem operates five fabrication yards and an offshore fleet of 17 company-owned construction vessels, used for pipeline laying and offshore structure construction. This fleet also

includes 12 drilling rigs, nine of which are company-owned, allowing the group to cover a broad spectrum of activities in the energy sector. *(Source: Shipping Italy)*

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JAPANESE NEWBUILD IS READY FOR THE NEXT WAVE OF OFFSHORE WIND PROJECTS

Vard recently delivered a hybrid cable-laying vessel to Toyo Construction in Japan, a vessel that could have roles other than cable-laying as the offshore wind industry in the country evolves. Delivery took place at Vard Langsten in Norway on 26 July 2026, after which the flexible, environmentally friendly ship set sail for Japan. This was the first vessel the Japanese construction



company had ordered from Vard, and the first Vard has delivered to the Japanese windfarm market. In keeping with Vard's usual approach to construction of offshore vessels, the hull was built at Vard in Tulcea, Romania and it was outfitted and delivered by Vard Langsten in Norway. Toyo Construction already owns a number of smaller offshore vessels, and wants to position itself for growth in the offshore wind sector in Japan. The company described the new cable-lay vessel, **Discovery**, as 'a core asset in its fleet.' The newbuild is Japan's largest purpose-built cable-lay vessel

and is of Vard 9 15 design, a design developed especially for the client to cater for the requirements of the growing Japanese offshore wind market. It will also be able to operate worldwide. When the vessel was ordered in late 2023, Vard said the vessel would have an optimised hull design to suit conditions offshore Japan, allowing it to be used in shallow water and deep water for floating offshore wind and power transmission projects. The vessel is prepared for inter-array, HVAC export and interconnector cable installation and for cable burial and construction work. With a length of 150 m and a beam of 28 m it will have a cable carrying capacity of 9,000 tonnes. Classed by Japanese classification society Class NK, Discovery has total installed power of 12,880 kW and will be cable of a speed of knots. It will transport cables in an above-deck carousel with a capacity of 4,000 tonnes and a below-deck carousel of 5,000 tonnes. The vessel has accommodation for 90 people, all in single cabins, a helideck and a four-point mooring system. In addition to being used as a cable-laying vessel, the newbuild is fitted with a 400-tonne capacity active heave-compensated crane supplied by Huisman, and has a large deck, making it suitable for applications such as work on foundations, moorings for floating wind and other marine-related projects. It will have a four-point mooring system and helideck. In a statement issued at the time that the vessel was delivered, Toyo Construction said it is equipped with a DP Class 2 dynamic positioning system, ensuring accurate cable installation in challenging conditions. It also highlighted the vessel's ability to transition between cable-laying mode and construction mode... "allowing it to support the next wave of market needs, such as mooring installation for floating windfarms and HVDC transmission network construction." To minimise the new vessel's environmental footprint it has a 2,000 kWh battery pack, a connection for shore power and an advanced energy management system that will help to reduce CO₂, NO_x, and SO_x emissions. *(Source: Riviera by David Foxwell)*

TURKISH POWER TO CUBA ONCE AGAIN



The Karpowership vessel **Belgin Sultan** has connected to the grid in Havana, providing a vital lifeline to a city struggling with persistent power outages. In the wake of a devastating series of grid collapses that left millions in darkness, Cuba has once again turned to Turkish engineering to stabilize its failing energy infrastructure. The Belgin Sultan, a floating power plant (Powership) owned by Karpowership (a subsidiary of

Karadeniz Holding), has officially arrived at Havana Port to provide a much-needed lifeline to the island's paralyzed electrical system. *A strategic response to a national crisis* The arrival comes at a critical time for Cuba. In March 2026, the National Electric System (SEN) suffered three consecutive total collapses, plunging over 10 million people into prolonged blackouts. Facing a perfect storm of tightened US sanctions and severe fuel supply bottlenecks from Russia, the Havana administration made the strategic decision to bolster its floating power fleet. *The "Golden Touch" to the grid* The Karpowership vessel **Belgin Sultan** has officially connected to the grid in Havana, providing a vital lifeline to a city struggling with persistent and debilitating power outages. Deployed to the Melones / Atares Bay area, the KPS-57 Belgin Sultan's primary mission is to bridge the massive energy gap caused by the island's aging and frequently malfunctioning onshore thermal power plants. The

vessel offers a highly versatile solution to Cuba's energy crisis by providing a flexible output ranging from 15 MW to 76 MW. Unlike traditional land-based plants that require years of costly construction, the Belgin Sultan utilizes advanced plug-and-play technology, allowing it to connect directly to existing infrastructure and begin generating electricity almost immediately. This deployment marks a critical step in stabilizing Havana's energy supply as the



country continues to grapple with historic infrastructure challenges. *Turkish Ships: The backbone of Cuban energy* Since 2019, Cuba has increasingly relied on Turkish technology to keep the lights on. As of 2026, approximately 25% of the island's total electricity supply is generated by Turkish Powerships. The current fleet in Havana includes; **Belgin Sultan** (The latest arrival), Süheyla Sultan and Erol Bey. *A necessity born of obsolescence* Cuba's domestic energy infrastructure is in a dire state, with plants averaging over 40 years of service and efficiency levels dropping as low as 34%. Given that building new permanent power stations would cost billions of dollars and take years to complete, Karpowership's mobile and rapid-response solutions have become a "strategic necessity" for the island's survival. (Source: NewsatSea)

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MUSEUM NEWS

VAN KOMBUIS TOT KADE: HANS CAPPON SERVEERT DE BLAUWE HAP OP EEN ECHT MARINESCHIP

Hans Cappon (81) is geen man die stilzit. De oud-marineman, kok, horecaondernemer, visboer, taxichauffeur en schrijver heeft alweer een nieuw plan: voortaan gaat hij elke woensdag zijn befaamde Indische maaltijd, 'de blauwe hap', serveren aan boord van marineschip De **Bonaire**, afgemeerd in de haven van Willemsoord in Den Helder. Een gesprek met een man die altijd in beweging is. Het idee is eigenlijk al bijna vijftig jaar oud. Al in 1974 zat Cappon samen met een toenmalig gemeenteraadslid om tafel met een plan: een oud marineschip opknappen en in Den Helder neerzetten als marinerestaurant. "Gewoon zoals wij aan boord aten. Een balie, je loopt langs, je krijgt een tinnen bord, je gaat zitten, je eet het op en je gaat weg." Het plan strandde toen, maar de droom bleef. De vonk sloeg opnieuw over toen Cappon een paar jaar geleden ergens in Den Helder een maaltijd bestelde welke zich 'blauwe hap' noemde. "Patat met shoarma en troep. Negentien

euro. Niet te vreten." Hij dacht: dit kan ik tien keer beter. Thuis ging hij aan de slag. Vanuit zijn



eigen keuken die twee keer zo groot is als een kombuis op een onderzeeër, begon hij maaltijden te maken en uit te delen in het buurtcentrum. Zes porties de eerste keer. Het was meteen raak.

Woensdag De blauwe hap stamt uit de negentiende eeuw. Toen de Nederlandse marine in

Nederlands-Indië voer, namen de Indische matrozen; de 'blauwe jongens' hun eigen eetgewoonten

mee aan boord. Ze bereidden op het dek apart hun eigen gerechten. De marineleiding besloot dat dat zo niet kon en liet het voortaan in de kombuis maken: één keer per week, op woensdag. Later schoof dat naar zondag, zodat ook gasten konden meegenieten. Cappons versie is geen rijsttafel. "De marine was arm," legt hij uit. "Echte rendang of koelaja konden we ons niet veroorloven." In plaats daarvan werden mobilisatievoorraden creatief ingezet: ragout werd omgetoverd tot 'rendang', bonen en groenten gingen er dwars doorheen. "Het leek er wel op", grinnikt hij. Tegenwoordig werkt hij via een vaste leverancier: ribkarbonades als basis voor babi rendang, aangevuld met nasi, sperziebonen, kip, eieren met kajangsaus of gado-gado. "Gewoon net wat ik heb en hoe mijn pet staat." *Van woonkamer naar marineschip* Vanuit huis groeide zijn eenmansbedrijfje gestaag. Hij heeft inmiddels zes vaste klanten die wekelijks een weekmenu van vijf maaltijden ophalen vijf voor vijftientig euro. Onlangs kookte hij nog voor tweehonderd man van een motorclub. Maar Cappon wilde meer. Hij zocht een geschikte locatie en had zijn oog laten vallen op een pand van duizend vierkante meter tegenover de *Bonaire* op Willemsoord. Te groot, te duur: 65.000 euro per jaar. "Ik wou honderd vierkante meter hebben." Toen stuitte hij op De *Bonaire*. Het historische marineschip, afgemeerd aan de kade van Willemsoord, vlakbij het Marinemuseum en de camperplaatsen. "Wil je nog een betere plek hebben dan daar?" Hij wist dat er in het verleden gedoe was geweest rondom de stichting die het schip beheert, maar hij zette door. Na drie weken bellen had hij eindelijk de juiste man te pakken: Piet Visser van de stichting. Cappon deed zijn voorstel. "Binnen de kortste keren had ik een contract en een afspraak met de voorzitter, aan boord van dat schip." *Gewoon binnenlopen* Het concept is simpel: elke woensdag, van elf tot twee, staat Cappon op het dek van De *Bonaire* klaar met zijn blauwe hap. Reserveren is niet nodig. "Dan hoeft je ook niet te bellen, gewoon aanlopen." De prijs is vijftien euro per persoon, waarvan vijf euro rechtstreeks naar de Stichting Bonaire gaat, die het schip beheert. "Dus het kost je eigenlijk maar tien euro," zegt Cappon tevreden. Hij hoopt dat het in de toekomst uitgroeit tot dagelijkse kost, letterlijk. "Zo gauw het bekend is, kan ik ook op maandag. Uiteindelijk wil ik wel elke dag, maar dan moet ik personeel hebben." Deze stichting kan commercieel best veel doen." Toeristen die een dagje naar Den Helder komen of op weg zijn naar Texel: die kan hij straks een authentieke marinemaaltijd voorschotelen op een echt marineschip. "Dat bestaat nergens anders in Nederland." *Surinaams eten* Naast de blauwe hap bereidt Hans tevens gerechten als rode kool, zuurkool, en chili con carne in zijn eigen keuken thuis. Daar zijn inmiddels Surinaamse maaltijden aan toegevoegd. Deze worden klaargemaakt door zijn aanstaande echtgenote Burnia, afkomstig uit Suriname. "Zij kan dat zó goed, daar ga ik mijn handen niet aan branden", zegt Hans die later dit jaar met zijn Burnia in het huwelijksbootje stapt. "Ja, ik ga trouwen. Ik heb nooit geweten dat ik op deze leeftijd nog zo gek op iemand kon zijn. Het trouwen op zich zegt me niet zoveel, want het is voor mij de vierde keer. Burnia is nog nooit getrouwd en ze wil het graag. Dus dat gaat gebeuren op mijn verjaardag op 29 oktober. Als 't even kan op de *Bonaire* natuurlijk. Daarna wil Burnia het nog eens dunnetjes overdoen in de kerk in Paramaribo. Moet ik er toch aan geloven

om urenlang in een vliegtuig te zitten." Het mag duidelijk zijn dat Cappon niet graag vliegt, maar zet 'm in een onderzeeboot, laat 'm koken en... niks aan het handje.

Praktisch Hans Cappon serveert zijn Indische maaltijd ('de blauwe hap') elke woensdag van 11.00 tot 14.00 uur aan boord van de Zr. Ms. **Bonaire**, afgemeerd in de haven van Willemsoord in Den Helder. Toegang: €15,- per persoon (incl. €5,- bijdrage aan de Stichting Bonaire). Reserveren is niet nodig maar gewoon binnenlopen. Zie het promotiefilmpje [HIER](#) (Bron: *Rodi.nl*)



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WINDFARM NEWS - RENEWABLES

CADELER EXPANDS OFFSHORE WIND OFFERING WITH \$578M MENCK ACQUISITION



Offshore wind vessel heavyweight Cadeler has acquired German company Menck, a provider of specialist equipment and technology solutions for offshore foundation installation. Cadeler intends to continue operating Menck as a standalone business, preserving its independent market position. The transaction is based on an agreed enterprise valuation equivalent to €501m (\$578m),

with signing and closing completed simultaneously following receipt of all mandatory regulatory approvals. The acquisition combines Menck's specialist technology, including more than 50m data points on driven piles, with Cadeler's fleet of heavy-lift wind installation vessels. Cadeler acquired Menck from Acteon, a UK-headquartered offshore energy services group providing specialist

engineering and operational solutions. The transaction has been financed through available liquidity together with a €380m (\$438.5m) acquisition facility provided by DNB Bank and Coöperatieve Rabobank. The acquisition facility is expected to be refinanced with long-term financing and cash flow from operations. “Bringing together Menck’s specialist engineering capabilities with Cadeler’s offshore installation proficiency, we are combining highly complementary strengths that will enhance our support to customers across the full installation value chain,” said Mikkel Gleerup, CEO of Cadeler. “Cadeler will strengthen Menck’s financial flexibility to support and accelerate the execution of our continued growth plan. As part of that, Menck expects to introduce the first-of-its-kind next-generation Wind Hammer early in 2027, designed to enable the compliant installation of ultra-large foundations for offshore wind turbines,” added Jochem Scherpenisse, EVP of Menck Marine Foundations. The acquisition comes only two days after Cadeler announced a near \$1bn order for the construction of two new T-class offshore wind installation vessels with COSCO Shipping Offshore shipyard. The vessels are scheduled for delivery in 2030 and 2031. (Source: *Splash24/7*)

TAIHAN’S RECENTLY PURCHASED CLV READY FOR FIRST OFFSHORE WIND ASSIGNMENT

South Korea’s Taihan Cable & Solution has held a safe operation ceremony for the cable-laying vessel (CLV) it recently purchased from DOF Group, ahead of full-scale deployment for offshore wind projects. Taihan reported in May that it had acquired the 2016-built **Skandi Connector** from DOF, representing the second offshore wind-dedicated CLV introduced in Korea. The vessel was delivered in early July. The



safe operation ceremony was held on 12 August at Orient Shipyard in Gamcheon Port, Busan. Following the completion of preparations, the CLV is scheduled to be deployed to the Yeonggwang Nakwol offshore wind project this month to carry out burial operations for submarine cables. Designed by Dutch shipbuilder Damen, **Skandi Connector** is a 10,000-tonne-class, 138.4-metre-long vessel. “The operation of the **Skandi Connector** will mark an important milestone in further strengthening Taihan’s installation competitiveness in the submarine cable market,” a Taihan official said. “Building on our enhanced turnkey execution capabilities, we will provide customers with differentiated, end-to-end submarine cable solutions and further accelerate our expansion in the global market.” (Source: *Offshore Wind*)

HEA ENERGY TEAMS UP WITH SEMCO TO SERVICE OFFSHORE WIND TURBINES

Abu Dhabi, UAE-based HEA Energy has acquired the jack-up vessels **Thor** and **Wind Lift 1** from Semco Maritime, and entered into a long-term partnership with the company to provide major component exchange and overhaul services. In a statement, Semco Maritime said the acquisition, combined with a long-term charter agreement securing continued vessel availability for Semco Maritime, “creates a platform for major component exchange and major component overhaul

services in the European offshore wind market.” The partnership brings together Semco Maritime’s



technical expertise in offshore wind services and HEA Energy’s maritime expertise. As recently highlighted by OWJ, HEA Energy specialises in delivering offshore marine solutions, services and logistics, operating a fleet of jack-up barges and accommodation vessels. Recent years have seen it benefit from resurgent demand in the offshore oil and gas sector, and demand

growth from the offshore wind market, markets to which its fleet of jack-ups are equally well-suited. An international engineering and contracting company, Semco Maritime provides a range of services in the conventional energy sector and the offshore wind industry. The partners believe they are well-placed to deliver long-term growth, capturing opportunities from a growing pipeline of projects with leading offshore wind developers, including Ørsted, RWE and Equinor. Semco Maritime senior vice president renewables Thomas Thomsen said, “This partnership with HEA Energy will create lasting value, combining Semco Maritime’s broad expertise in major component exchange and overhaul with HEA Energy’s vessel and maritime capabilities. “We are establishing a strong foundation that increases flexibility for our customers and supports the continued growth of offshore wind across Europe.” HEA Energy chief executive Europe Jonas Munch Askerov described the acquisition of **Thor** and **Wind Lift 1**, and long-term charter agreements for the vessels as “the beginning of a long-term relationship with Semco Maritime.” The partnership will be supported by Semco Maritime’s dedicated overhaul facility in Emden, Germany, which has direct access to the North Sea. The facility serves as a hub for the refurbishment, overhaul and logistic support of major wind turbine components. (Source: Riviera by David Foxwell)

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WIND WHALE – MODULAR CARGO SHIP TO TRANSPORT COMPONENTS FOR JAPANESE OFFSHORE WIND FARMS

Mitsui OSK Lines (MOL) has taken delivery of a new deck cargo ship built by Taizhou Sanfu Ship Engineering of China. **Wind Whale** is owned jointly by MOL and its dry bulk shipping arm MOL Drybulk while operation will be the responsibility of MOL Coastal Shipping. The vessel will be

used primarily for the transport of components of offshore wind turbine foundations. Following delivery, the vessel will engage in the coastal transport of offshore wind turbine foundations from JFE Engineering's manufacturing base in Kasaoka-shi, Okayama Prefecture, to offshore wind turbine construction sites in Japan.

Purpose-built for transport of turbine components

The NK-classed **Wind Whale** has an LOA of 149.9 metres (491.8 feet), a moulded beam of 30 metres (100 feet), a maximum draught of 5.85 metres (19.2



feet), a moulded depth of 8.72 metres (28.6 feet), a deadweight of 12,709, and a gross tonnage of 9,920. The electric propulsion system consists of two ABB 2,500kW motors, two propellers, batteries, and five AC and two DC generators. The ship has a flat deck so that she can directly load wind turbine components such as monopiles, towers, blades, nacelles, and floating foundations, from the stern and sides of the vessel using multi-axle trucks and other methods. The superstructure has been placed near the bow to provide unobstructed forward visibility for the bridge crew when navigating. *Fitted with modern systems to ensure safer cargo transfers* The vessel is equipped with a dynamic positioning system and will offer higher weather resistance compared to non-self-propelled barges, providing direct delivery of cargo to self-elevating platforms at offshore wind power construction sites. The bridge also offers improved rearward visibility to enable the crew to directly oversee loading and unloading operations on the aft deck, thus enhancing safety. The wheelhouse electronics meanwhile include a JRC radar and satellite communications gear from Intellian and Inmarsat. The ship's tank capacities are 1,038 cubic metres (228,300 gallons) for fuel oil and 172 cubic metres (37,800 gallons) for freshwater. *Specifications* Type of vessel: Heavy lift vessel; Classification: ClassNK; Flag: Japan; Owners: Mitsui OSK Lines,



Japan; MOL Drybulk, Japan; Operator: MOL Coastal Shipping, Japan; Builder: Taizhou Sanfu Ship Engineering, China; Length overall: 149.9 metres (491.8 feet); Beam: 30 metres (100 feet); Draught: 5.85 metres (19.2 feet); Depth: 8.72 metres (28.6 feet); Deadweight tonnage: 12709; Gross tonnage: 9920; Main engines: 2 x ABB, each 2,500

kW; Propulsion: 2 x propellers; Generators: 5 x AC; 2 x DC; Fuel capacity: 1,038 cubic metres (228,300 gallons); Freshwater capacity: 172 cubic metres (37,800 gallons); Operational area: Japan.

(Source: Baird)

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VAN OORD EXPANDS SUBSEA ROCK INSTALLATION FLEET AS OFFSHORE INFRASTRUCTURE DEMAND GROWS

Offshore wind didn't invent specialized subsea rock installation. It gave a 50-year-old offshore technology another major market. Van Oord's **Bravenes** is a good example. The 154-meter DP3 vessel is designed to place rock with high precision around



pipelines, cables, offshore structures, and wind foundations. Using a flexible fallpipe and ROV-controlled placement system, it can put material exactly where it's needed hundreds of meters below the vessel. That's much more than an offshore wind vessel. It's a subsea infrastructure platform. Van Oord has been developing subsea rock installation capability since the 1970s. Oil and gas pipelines were an early market. Subsea cables and other offshore infrastructure followed. Offshore wind added another major application, particularly for scour protection around foundations and protection of subsea cables. *Now Van Oord is doubling down.* Last year, the company ordered two next-generation subsea rock installation vessels, with the first expected in 2028 and the second in 2029. Van Oord specifically pointed to growing global demand for the protection of offshore energy infrastructure. That's the part marine contractors should pay attention to. Specialized equipment doesn't necessarily belong to one industry. It belongs to a problem. In this case: accurately placing large quantities of material on the seabed in deep water, high currents, and rough seas. • Pipelines need it. • Subsea cables need it. • Offshore wind needs it. • Other offshore energy infrastructure needs it. That's what makes specialized marine equipment interesting from an investment standpoint. You're not necessarily betting on one market. You're investing in a technical capability that several markets need. And when one market slows, that versatility gives the asset somewhere else to work. For vessel owners and marine contractors: when you invest in specialized equipment, how important is its ability to move between markets? DM me if you're a marine contractor, vessel owner, or equipment supplier building specialized offshore capability and the team to execute it. RMZ Marine. (Source: Dredgewire)

DREDGING NEWS

AGM MARINE GEARS UP FOR WAREHAM RIVER DREDGING

Wareham Department of Natural Resources (DNR) said that the long awaited dredge project on the



Wareham River will officially be starting on August 13th. The main goal of the project, to be undertaken by AGM Marine, is returning the river to the original operating depth of 9ft deep at low tide. Some moorings along the channel will need to be adjusted to accommodate the dredging process, DNR said. The first site for dredging to take place will be in the area of Besse Park. All material will be brought to two spoil sites. One located in Cape Cod Bay and the second will be

off of Cuttyhunk Island. According to DNR, the dredging must be completed by January 1, 2027. Upon completion, it is estimated that 51,000 cubic yards of material will have been removed. *(Source: Dredging Today)*

MARINEX NABS \$33 MILLION SAVANNAH DREDGING CONTRACT

Marinex Construction from Charleston, South Carolina, has won a firm-fixed-price contract for a maintenance dredging contract in Savannah, Georgia. According to the U.S. Department of Defense (DoD), the project also includes related construction services, involving furnishing personnel, transportation, mobilization and demobilization, equipment



and materials to remove up to five million, six hundred thousand cubic yards of maintenance material from an inner harbor. "The amount of this action is \$33,052,500 with a total cumulative face value of \$37,822,500. Bids were solicited via the internet with one received. Work will be performed in Savannah, Georgia, with an estimated completion date of November 30, 2027," DoD said. Fiscal 2026 civil construction funds in the amount of \$33,052,500 were obligated at the time of the award, DoD added. The U.S. Army Corps of Engineers, Savannah District, is the contracting activity. *(Source: Dredging Today)*

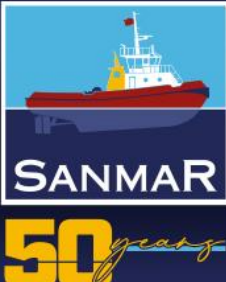
ROHDE NIELSEN COMPLETES AALBORG PORT CAPITAL DREDGING

Rohde Nielsen has completed capital dredging works at the Port of Aalborg, Denmark, supporting the construction of the new Quay 8017 and the continued development of the port's infrastructure. During the project, approximately 160,000 m³ of soft seabed material was excavated to achieve the

required water depths and seabed conditions for the new quay structure. “Executed by the trailing suction and grab hopper dredger **Toste R**, the works represent an important step in the Port of Aalborg’s expansion program, laying the foundation for future growth and increased operational capacity,” Rohde Nielsen said. The dredged material was transported via a floating and land-based pipeline system, ensuring efficient and environmentally controlled handling throughout the project, the company concluded. (Source: *Dredging Today*)



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VAN OORD’S DREDGER VOX APOLONIA PUMPS SAND IN BRIGHTON

Together with its subsidiary Mackley and in partnership with Brighton & Hove City Council, Van Oord has completed the first beach nourishment pump as part of the Brighton Marina to River Adur Coastal Scheme – Phase 2. This milestone marks the beginning of a significant phase of the UK project. “Our trailing suction hopper dredger **Vox Apolonia** successfully delivered the first load of shingle to strengthen the beach profile and



help reduce coastal flood risk for Brighton and the surrounding areas,” Van Oord said. The works will safeguard local communities and infrastructure from the impacts of coastal erosion and flooding. (Source: *Dredging Today*)

NAPIER PORT, PORT OTAGO: NEW DAMEN TSHD NAMED KAPUKA

Te Rūnaka o Ōtākou has gifted the name, **Kapuka**, to the new \$36 million trailing suction hopper



dredger (TSHD) owned by Napier Port and Port Otago and due to arrive in New Zealand in December. The name **Kapuka** means “to scoop out with both hands together”. According to Napier Port, the sheer scale of Kapuka is such that she has taken almost two years to build. Commissioning will begin next month, followed by sea trials. The new dredger is expected to reach Port Chalmers in December, with a Damen crew undertaking the 32 to 38 day journey from Vietnam. The TSHD has a capacity of

1000m³, a deadweight of 1400 tons with pump performance of approximately 2000m³/hour. In addition to maintenance and capital dredging for both ports, the Kapuka will also be on hand to respond to unforeseen events, such as when emergency dredging was required, post extreme weather events, in order to maintain safe shipping channels and lifeline access into New Zealand ports.

(Source: Dredging Today)

TSHD BRISBANE GEARS UP FOR CLEVELAND BAY MAINTENANCE DREDGING CAMPAIGN

Port of Townsville said that annual maintenance dredging will begin on August 17 in Cleveland Bay with the trailing suction hopper dredger (TSHD) **Brisbane** removing natural sediment from the shipping channel to ensure vessels can safely access the Port to provide essential goods to the region. The dredging operations will occur 24 hours a day, seven days a week for approximately four weeks. A maintenance dredge campaign is usually conducted once a year for



around 4-5 weeks, depending on the amount of sediment building up in the channel and harbor. The Port's Hydrographic Surveyors use specialist equipment and carry out detailed surveying four times per year to measure the depth of the port infrastructure and monitor the volume of sediment building up. According to the Port, the survey results are measured against the approved navigational depths, anticipated shipping trends, and projects or developments that may affect navigational requirements. *(Source: Dredging Today)*

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DREDGING UNDERWAY IN TRURO HARBOR



Truro Town Deal said that the dredging works begun this week at Town Quay, Garras Wharf and Worth's Quay. The operations, running between August and November, will remove accumulated mud and silt from the riverbed, restoring navigable depths and extending the tidal window for vessels using the upper quays. According to Truro Town Deal, "this means improved access for a wider range of vessels – supporting recreational boating, visiting

vessels and wider activity within the Port of Truro." The project is part of the Truro Town Deal, and follows detailed surveys and extensive ecological and environmental assessments. Following the dredging, a new dinghy and day boat pontoon will be installed at Garras Wharf, alongside improvements to pathways, surfacing and railings. (Source: *Dredging Today*)

BOSKALIS' MEGA TSHD SEAWAY KICKS OFF ITS FIRST PROJECT

Boskalis' new 31,000 m³ trailing suction hopper dredger (TSHD) **Seaway** started its first project recently. Off the coast of Den Helder in the Netherlands, the hopper dredger is being deployed to nourish the channel embankment, protecting the coastline against natural erosion and rising sea levels. The first time the **Seaway** used her rainbow technique to deposit the sand in the right spot off the coast. According to Boskalis, this maiden project of the **Seaway** is part of a major Rijkswaterstaat contract recently awarded to Boskalis Nederland to protect this section of the

Dutch coast. In addition to the works near Den Helder, the contract also includes beach nourishment on the Wadden Sea island of Texel and foreshore nourishment near the town of Julianadorp. Other Boskalis trailing suction hopper dredgers will also contribute to these coastal protection works in the coming years, the company said. The TSHD [Seaway](#) is a mega TSHD built by Royal IHC and delivered to Boskalis in July 2026. *(Source: Dredging Today)*



YARD NEWS

RCMP COASTAL PATROL VESSELS WITH OCEAN PACIFIC MARINE



Camarc Design is pleased to announce collaboration with Canadian shipbuilder Ocean Pacific Marine has been awarded a contract to deliver three next-generation Coastal Patrol Vessels for the Royal Canadian Mounted Police (RCMP). The vessels will be built by Ocean Pacific Marine in Campbell River, British Columbia, based on a Camarc high-speed aluminium patrol vessel design.

Designed to meet the demanding operational requirements of the RCMP, the 27-metre patrol vessels will operate along British Columbia's 26,000 kilometres of coastline, supporting law enforcement, search and rescue, emergency response, diving operations and underwater recovery missions. The new vessels will reach speeds of up to 28 knots, a range of approximately 450 nautical miles at cruising speed and accommodation for up to six operational personnel. Camarc's patrol vessel designs are in service with police, coast guard, naval and rescue organisations around the world, with a proven reputation for delivering exceptional seakeeping, operational capability and performance in challenging conditions. *(PR-Camarc Design)*

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Last week there have been new updates posted:

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

- *SAAM presents Biodiversity Plan focused on protection of marine ecosystems*
- *Svitzer signs contract with Swan Defence and Heavy Industries for four 32 metre TRAnverse tugs*
- *Med Marine's latest RAmports 2500-W tugboat takes to the water*
- *Sanmar and SAAM Towage strengthen partnership with 16th tug delivery*
- *Damen supplies Svitzer with ASD Tug 2312*

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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