

Tugs Towing & Offshore Newsletter



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1963 – “63 years tugboatman” - 2026

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

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TUGS & TOWING NEWS.

SEA BANCKERT FIRST CALL IN VLISSINGEN



A special moment for **Sea Banckert** as she made her first call in Vlissingen. With the vessel alongside, our shore-based team took the opportunity to step aboard, meet the crew and experience **Sea Banckert** up close. The visit provided a valuable opportunity to connect with the people working on board and get a closer look at the vessel and her capabilities. Bringing our shore and sea teams together is an important part of how we operate. Close cooperation between our colleagues ashore and our crews at sea helps us stay connected and

ensures we continue to provide reliable support to our clients worldwide. It was great to welcome **Sea Banckert** to Vlissingen and to spend some time together with the crew on board. We look forward to seeing her back in Vlissingen again in the future. *(PR-Seacontractors)*

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THORBJØRN WILL SAIL IN GREENLAND FROM NOW ON

The 46-year-old Danish state icebreaker **Thorbjørn** faces a new chapter after the previous owner, Svendborg shipping company Nordane Shipping, sold the ship to the Canadian mining company Amaroq in January. This is what Børsen writes. The Canadian company will modernize and rebuild the icebreaker so that it can in future transport employees, materials and supplies for the mining company, which, among other things, operates the Nalunaq



gold mine in South Greenland. Nalunaq is currently cut off from receiving supplies for two months a year due to ice formation. In addition to tasks for Amaroq, the plan is for the ship to be able to perform tasks for other companies operating in Greenland. The cost of modernizing and rebuilding Thorbjørn is expected to amount to around 40 million kroner. Amaroq is betting that the rebuilt icebreaker will be ready for deployment in Greenland in a year to a year and a half. (Source: *Maritime Danmark*)

TUZLA TUGBOAT SERVICE IS AT WORK.



Tuzla Tugboat Services Inc. announced that it has started providing tugboat services in the Tuzla Regional Service Area. In a statement from Tuzla Tugboat Services, it was announced, "We are pleased to announce that we have commenced operations in Tuzla, one of the important centers of the maritime sector, with the aim of contributing to the sustainability of safe and efficient maritime operations." As a result of the tender conducted by the General

Directorate of Maritime Affairs of the Ministry of Transport and Infrastructure, the right to operate tugboat services in the Tuzla Regional Service Area has been transferred to our company, and we started providing tugboat services in the region as of August 15, 2026 at 00:01. Our priority at Tuzla Tugboat Services Inc. is to add value to maritime activities in the Tuzla Regional Service Area with our understanding of safety, operational continuity, reliability, and high service quality. We aim to work in strong cooperation with all institutions and organizations operating in the region, especially agencies, shipyards, port facilities and all our maritime stakeholders. "We wish this new period to be beneficial for the Tuzla maritime community, and we thank all our business partners and stakeholders for their support," the statement said. The company will operate with a total of eight

tugboats and three mooring boats, including the **GİSAŞ POWER**, **GİSAŞ POWER II**, **GİSAŞ POWER III**, and **GİSAŞ POWER IV** electric tugboats. (Source: *Haber Denizde*)

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CAMORIM ANNOUNCES NEW SERIES OF AZIMUTHAL TUGBOATS

The company is investing over R\$ 180 million to expand its operational capacity and keep pace with the growing demand for port services. Camorim, one of Brazil's largest maritime solutions companies, announces a new phase of fleet expansion with the construction of a series of four state-of-the-art azimuthal tugboats. Developed in



partnership with the Detroit Shipyard, the project represents an investment of over R\$ 180 million and reinforces the company's strategy to expand its operational capacity and meet the growing demand of the national maritime sector. "The investment comes at a time of recovery for the Brazilian shipbuilding industry and increased demand for high-performance vessels, driven by the expansion of port activities and investments in logistics infrastructure. In this scenario, fleet modernization becomes a competitive advantage in maritime operations," explains Eduardo Adami, vice president of Camorim. Continuing its 2025 launches, Camorim is moving forward with the construction of tugboats equipped with highly maneuverable propulsion and 70 tons of Bollard Pull — an international indicator that measures the traction capacity of these vessels and one of the main performance parameters in port towing operations. The first vessel in the new series will be the **C-Águia**, maintaining the company's tradition of honoring large birds to represent the strength and operational capacity that characterize this new generation. In addition to its high power, the new tugboat will also be equipped with a Fire Fighting (FiFi) system, a technology used in firefighting operations on vessels, terminals, and port facilities, enhancing the safety level of the services offered. *High-performance boats* Each tugboat will have the following technical specifications: Total length – 24.35 m; Mouth – 11.00 m; Molded bridge – 4.60 m; Maximum operational draft – 5.42 m; Static traction – 70 ttp; Power – 2 x 2,000 kW. The delivery of the first vessel is scheduled for June 2027, followed by the remaining units at four-month intervals. Combined, the two series will represent nine acquisitions added to the company's portfolio in two years, consolidating Camorim among the companies that invest most in the renewal of the national maritime fleet. "The renewal of our fleet is part of a long-term strategy to prepare

Camorim for the evolution of the Brazilian maritime market. We are investing in technology, safety, and operational efficiency to meet a growing demand for increasingly specialized services and to offer our clients even more robust solutions ,” says Eduardo Adami. *Ongoing investment in fleet diversification*



The expansion is not limited to azimuth tugboats. During Intermodal South America 2026, Camorim announced the construction of a Super Crane aimed at large-scale maritime operations. With an investment of R\$ 52 million, the equipment will have a lifting capacity of 750 tons and will be one of the largest in Latin America, expanding Camorim 's operations in maritime infrastructure, oil and gas, and offshore projects. The vessel is already under construction and is expected to enter operation in March 2027. These investments reinforce an ongoing strategy of fleet modernization and diversification, allowing the company to expand its operations in different segments of the maritime economy and offer integrated solutions for increasingly complex operations. The

construction of these vessels will also contribute to boosting the production chain of the Brazilian shipbuilding industry, involving national suppliers and generating specialized jobs throughout the manufacturing process. (Source: EaeMaquinas)

NAVEMESTRA ANNOUNCES THE CONSTRUCTION OF 6 NEW PORT TUGBOATS

Navemestra, Bravante's bunkering company, announced the construction of six new port tugboats. The vessels will be built by Estaleiro São Miguel, also part of the group, resuming new investments after more than five years. The project has financing approved by the National Bank for Economic and Social Development (BNDES) and marks the resumption of new shipbuilding works in Rio de Janeiro (RJ). In a statement Bravante highlighted that the



initiative represents a new stage in the group's investment cycle and reaffirms the private sector's confidence in the Brazilian shipbuilding industry's capacity for mobilization, the resumption of financing for maritime assets, and the construction of a long-term agenda for the country's development. "We are investing in the renewal and growth of our port support fleet due to the increasing demand for maritime supply in Brazilian ports. We should begin construction in 2026,

expanding Navemestra's service capacity," emphasized Marcelino Nasimento, CEO of the Bravante group. The resumption of the project also had the institutional support of the Shipbuilding and Offshore industry Union (Sinaval) and the Association of Companies of the Maritime Economy (Abeemar). These institutions contributed to securing financing allowing the resumption of new works in Rio de Janeiro, workforce training, and institutional alignment of the São Gonçalo (RJ) Shipbuilding and Offshore hub. The company believes that the actions of these entities reinforce the importance of collaboration between companies, representative organizations, and public institutions to enable strategic projects, preserve installed industrial capacity, and restore the leading role of the national shipbuilding industry. "This is a concrete example of how dialogue between the productive sector and the State can transform a financing agenda into vessels, industrial activity, and regional development," said Thiago Lemgruber Porto, director of new business at the Bravante group. He highlighted that the resumption of these projects demonstrates that the Brazilian shipbuilding industry has the capacity, demand, and companies prepared to reinvest. For Navemestra, the new tugboats will expand the company's operational capacity and contribute to energy security in ports by supporting the efficiency and regularity of the maritime supply chain. The investment is aligned with the group's strategy of strengthening its fleet and its operations in the naval port, and offshore sectors. The initiative is part of a fleet development agenda and aims to strengthen the group's presence in the naval, port and offshore sectors, in addition to meeting the demands for port support and maritime bunker logistics, the project seeks to strengthen the group's capacity to structure and execute long-term investments. *(Source: Sincomam)*

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SAAM'S EMISSIONS REDUCTIONS RECOGNIZED ACROSS LATIN AMERICA



A Chilean tugboat owner has received awards in Panama, Mexico and Brazil and introduced a new biodiversity plan as an update to its environmental policies. SAAM Towage has reduced its carbon footprint across its operations in Latin America through investment in more efficient tugboats, shore power, onboard energy storage systems, optimised

operations and reduced greenhouse gas (GHG) emissions. One of the world's largest tug owners, it has become more sustainable in its operations across the western hemisphere by measuring, monitoring, decreasing and offsetting its carbon emissions in various nations. Its environmental

efforts in 2024 and 2025 were recognised by Panama's Ministry of the Environment in August 2026, which presented SAAM with a carbon-footprint reduction Level 3 award as part of a national emissions reduction programme. This award certifies SAAM achieved measurable reductions from its towing operations by monitoring and identifying specific actions to mitigate emissions in the country over the past two years. "This recognition highlights our commitment to responsibly managing greenhouse gas emissions and to developing increasingly sustainable operations," said SAAM Towage's manager for operations in Central America, Matia de Luigi. "Our teams are committed to integrating sustainability into our operations and creating value for the environment, local communities and our customers," he said, adding SAAM was moving towards carbon neutrality in Panama. "We are translating our sustainability commitments into a roadmap with measurable actions" In July, SAAM claimed to have become the first tugboat company to reach carbon neutrality in Mexico, as certified under the ISO 14068-1 standard by class society DNV. This was achieved by implementing more sustainable operations, such as improving the efficiency of ship towage and handling in Mexican ports, and investments in environmental projects. In Brazil, SAAM's drive to lower GHG emissions has been recognised for five consecutive years, including with a golden seal awarded in July 2026 under the nation's GHG protocol programme. This included maintaining ISO 14001 certification for environmental management, neutralising GHG emissions in accordance with the PAS 2060 standard and improving processes to optimise fuel consumption in ports, offshore and from its onshore operations. Also in July, SAAM achieved one year of operating its first battery-powered tugboat in Latin America, [Trapananda](#), with 100% electric propulsion, reducing emissions and underwater noise at an Enap energy terminal at Puerto Chacabuco in southern Chile. At the beginning of August, SAAM group introduced a new biodiversity plan as an update to its environmental policies and as a "roadmap with measurable actions" for reducing the footprint of its towage operations. This initiative integrates conservation and sustainable services into SAAM's operating model and strengthens the management of critical areas close to its towage operations. "With this plan, we are translating our sustainability commitments into a roadmap with measurable actions that are implemented in our operations," said SAAM chief of corporate affairs and its sustainability office, Mayra Kohler. SAAM said the process of developing this programme identified issues relevant to operations including underwater noise, emissions, biofouling and proximity to protected areas. These were linked to specific measures, such as noise certification for the electric tugboats, annual inspections within a five-mile radius, evaluation of special coatings to prevent attachment of marine species and deployment of robotic hull cleaning. SAAM is training its teams to ensure that its environmental and sustainability commitments are integrated at all levels within the company. "We are not starting from scratch," said Ms Kohler. "This plan builds on and expands upon progress we are already making in various countries." This includes 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. The Santiago, Chile-headquartered company operates a fleet of more than 200 tugs in over 90 ports in 12 countries across the Americas. One recent environmental milestone for SAAM was the certification of battery electric tugboat Chief Dan George, operating in British Columbia, Canada, with Lloyd's Register's notation for low underwater radiated noise levels. This 2023-built, 23-m tug demonstrated noise reduction versus diesel-powered tugs of comparable size, lower acoustic impact and contributions to the protection of the marine ecosystem, particularly for mammals living in coastal areas. [Trapananda](#) was built by Sanmar Shipyards in Turkey to a Robert Allan Ltd ElectRA 2500SX design, an overall length of 25 m, a beam of 13 m, a draught of around 6 m, a bollard pull of 70 tonnes and a speed of more than 12 knots. It features a Corvus Orca energy storage system of lithium-ion batteries with a total capacity of 3,616 kWh and two 2,100-kW, electric azimuth thrusters. The batteries are remotely monitored by Corvus from Norway and have an estimated life of 10 years. (*Source: Riviera by Martyn Wingrove*)

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On 18 August 2026, one unit of 2,940 kW ASD tugboat named "**BEI BU WAN TUO 20**" built by our Jiangsu Zhenjiang Shipyard company for BEIBU GULF TOWING(FANG CHENG GANG) CO.,LTD has been launched successfully. Leaders from owner company attended the ceremony. On the same day 18 August 2026, one unit of 4,412 kW ASD tugboat with Oil Spill Recovery named "**YAN GANG TUO 30**" built by our Jiangsu Zhenjiang Shipyard company has been launched successfully. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

SAAM HUNABKU TO BE THE FIRST TUGBOAT FEATURING IMO TIER III TECHNOLOGY IN GUATEMALA

The new vessel, which will operate out of Puerto Quetzal, meets the highest standards for controlling nitrogen oxide emissions. SAAM Towage will soon add the tug **SAAM Hunabku** to its fleet, making it the company's 16th vessel delivered by Sanmar Shipyards. It will operate out of Puerto Quetzal, Guatemala, as part of the company's fleet renewal program in the Americas. Pablo Cáceres, SAAM Towage's Manager of Innovation and New Construction,



noted that “the **SAAM Hunabku** will enable more environmentally friendly operations at Puerto Quetzal, as the first IMO Tier III tugboat in Guatemala. This milestone reaffirms the path we have outlined to advance our sustainability strategy and reflects the valuable partnership we have built with Sanmar to achieve our goals.” IMO Tier III classification certifies that the engines meet the highest international standards for nitrogen oxide (NOx) emissions control, contributing to more efficient and environmentally friendly operations. For his part, Rüçhan Çıvgın, commercial director of Sanmar Shipyards, explained how the delivery “reflects both companies’ shared commitment to innovation, operational excellence and the development of sustainable towing solutions to meet the needs of modern ports.” A Boğaçay class vessel based on Robert Allan’s RAmports 2400SX-MKII design, the **SAAM Hunabku** stands out for its compact dimensions—24.4 meters in length and 12 meters in beam—combined with high operational capacity. It can reach speeds of up to 12.5 knots, is equipped with two CAT 3516E engines, has more than 80 metric tons of bollard pull, a FiFi-1 fire fighting system, dual azimuth propulsion (Z-drive), and can accommodate a crew of up to seven people. *(PR-SAAM)*

WILSON SONS LAUNCHES ANOTHER NEW HIGH-POWERED TUGBOAT.



With the christening of the **WS Ariel**, the company reinforces its fleet of more than 80 vessels operating off the Brazilian coast and its capacity to service New Panamax ships. Wilson Sons, a port and maritime logistics operator with over 188 years in the market, held the christening of the **WS Ariel**, the third high-power tugboat in the company's new series, this Thursday (August 20th) at Pier Mauá (RJ). Like the **WS Halcyon** and **WS Capella**, launched in January

and May of this year, respectively, the **WS Ariel** was built at the Wilson Sons shipyard in Guarujá (SP). Of the same ASD 2312 class (23 meters long and 12 meters wide), it has azimuthal propulsion, a bollard pull of 73.5 tons, and the capacity to support the largest ships operating in Brazil during docking and undocking maneuvers. Its modern design, combined with optimized propulsion and hull hydrodynamics, reduces fuel consumption and emissions compared to similar vessels. Versatile, the **WS Ariel** also features a FiFi 1 fire suppression system with a capacity of 2.4 million liters of water per hour. The new tugboats are part of Wilson Sons' fleet modernization and expansion strategy, which now includes 83 vessels operating along the Brazilian coast. This new cycle of tugboats reinforces our commitment to safer, more efficient, and sustainable operations. The vessels are prepared to serve increasingly larger ships and contribute to the efficiency of the logistics chain and the development of the Brazilian port sector. "Explains Márcio Castro, CEO of Tugboats at Wilson Sons." Adalberto Souza, CEO of the Wilson Sons Shipyard, highlights the company's investments in technology and the high maneuverability of the 2312 class tugboats: Their greater maneuverability allows tugboats to operate closer to the bow and stern of ships. In addition to servicing large vessels, such as New Panamax vessels, they are versatile and prepared for different port operations. With the **WS Ariel**, Wilson Sons reaches 156 vessels built in its shipyard, which has more than 80 years of history. *(PR-Wilson)*

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EUROCARRIER MAASTROOM SUCCESSFULLY LAUNCHED

A major milestone has been reached in the construction of our new EuroCarrier **Maasstroom**: yesterday, the vessel was successfully launched at Neptune Shipyards in Aalst. After months of construction, seeing the **Maasstroom** touch the water for the first time marks a significant step in the project. With the vessel now afloat and the majority of mechanical works completed, the project is moving into its commissioning phase. The focus now shifts to commissioning, where all onboard systems will be



thoroughly tested and validated to ensure the vessel is ready for safe and reliable operation. From first steel to launch and now commissioning, another important chapter has been written in the journey of the **Maasstroom** towards joining the Van Wijngaarden fleet. (PR-Van Wijngaarden; Photo: Rene van der Kloet)

MARITIME PARTNERS WELCOMES THE M/V ANN NASH TOWBOAT TO ITS FLEET

Metairie, La.-based Maritime Partners has added the M/V **Ann Nash** to its fleet. The towboat was built by FMT Shipyard & Repair in Harvey, La., with Laborde Products supplying equipment for the vessel. The M/V **Ann Nash** measures 52.5 feet in length overall with a 19.6-foot beam and a 3.3-foot draft. The vessel is configured with a twin-screw propulsion system powered by two Mitsubishi S6R2 Tier 3 engines, each rated at 803 horsepower at 1,400 RPM, for a combined 1,600 horsepower. The build also includes two 65kW generator sets supplied by Laborde Products, supporting the vessel's onboard electrical systems. The M/V **Ann Nash** is the fourth vessel FMT Shipyard & Repair has delivered to Maritime Partners, following the M/V **Deirdre Ann**, M/V **Beth Williams**, and M/V **Lulu Hamilton**. The continued partnership reflects a shared commitment to building dependable, purpose-built towboats that support the evolving needs of the inland marine industry. "Each new vessel gives us another opportunity to build on a process that has worked well for our team," said Chris Miller, director of Newbuild Programs at Maritime Partners. "Continuing to work with experienced partners

helps us maintain consistency throughout our newbuild program while delivering dependable vessels



for our fleet.” Laborde Products supplied the Mitsubishi propulsion package and generator sets, working closely with both Maritime Partners and FMT Shipyard & Repair from application through delivery. The Mitsubishi S6R2 platform continues to provide dependable performance and straightforward operation. “Successful vessel deliveries are built on strong collaboration from application through delivery,” said Bradley Matte, Gulf Coast Territory sales manager at Laborde Products. “Working closely with both Maritime

Partners and FMT Shipyard & Repair helped ensure the propulsion package met the vessel’s operational requirements from day one. We’re proud to be part of another successful addition to Maritime Partners’ fleet.” (Source: *MarineLog*)

BIS VIRIDIS FINALLY FAIRPLAY-85

After spending exactly two weeks at Damen Maaskant Shipyards in Stellendam, the **FAIRPLAY-85** departed yesterday to return to normal daily work. To this end, a berth was chosen at the Fairplay tugboat terminal in the Merwehaven in Rotterdam. The **FAIRPLAY-85** was built by Damen Shipyards in 2018 as the **RSD TUG 2513** promotional model for a tour of European ports to draw attention to this new model. The tugboat



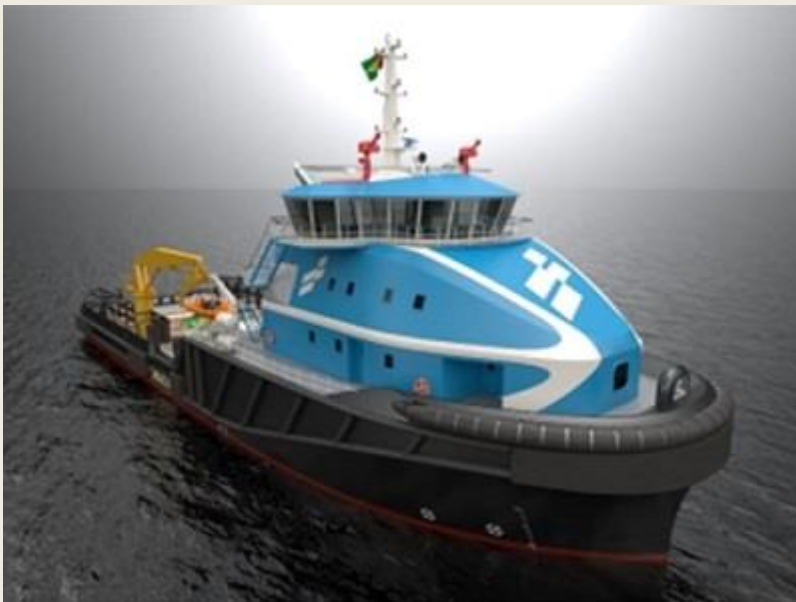
started under the name **BIS VIRIDIS** (= double green). She then sailed for a year as **MULTRATUG 6**, after which she operated on a trial basis for several years at the Port of Antwerp under number “50”. In 2025, the tugboat was returned and ended up at Damen Marine Services as **DMS 50**. This Damen operating company subsequently delivered the tugboat to the Fairplay Towage Group, at which point it was given the name **FAIRPLAY-85**. The boat currently sails under the Portuguese flag, with Madeira as its home port. The only visible difference now is the hull, which is currently blue. On the outward journey to Stellendam, it was still black. Watch the YouTube video [HERE](#), during her presentation by Damen during the International Towing and Salvage convention at Marseille on the

25th June 2018 by Towingline *(Source & Photo; Fairplay-85 Nico Giltay)*

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EVERLLENCE'S 175D ENGINE PICKED TO POWER FOUR NEW OFFSHORE TERMINAL TUGS

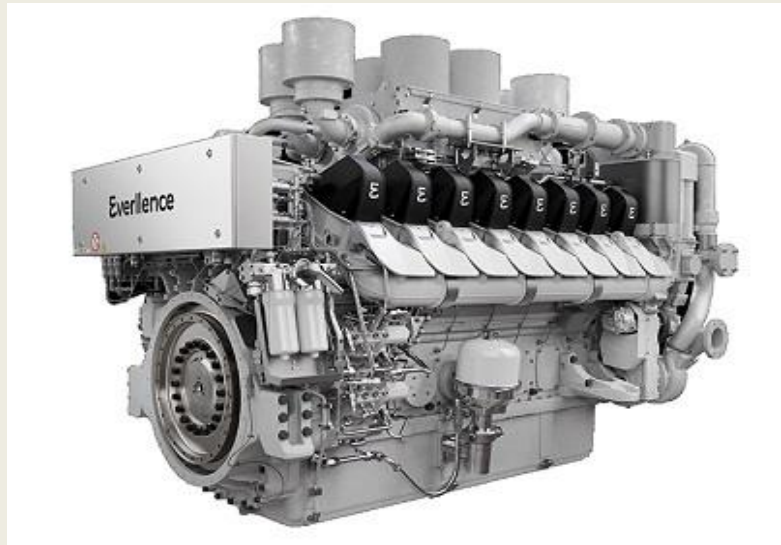


Four offshore terminal tugs on order at a Turkish shipyard for Boskalis subsidiary Smit Lamnalco will be powered by Everllence 175D engines. The Robert Allan Ltd RAmpage 6000-design tugs will operate in Guyana in support of FPSO operations in the Stabroek Block and the shipbuilder has awarded Everllence an order for 16 175D gensets. The newbuilds' roles will combine towing, safety, logistics, dynamic positioning and maintenance functions,

supporting large-scale deepwater

oil production. Each of the four shipsets features four gensets, each consisting of two 12V175D-MEL (2,280 kW) and 2 × 16V175D-MEM (2,560 kW) engines. The first shipset is scheduled for delivery by end-2026 with the others set to follow in the course of 2027. "Everllence was chosen by us for this project in consideration of its reputation for reliability, strong technical support, and efficient fuel-and-lube-oil consumption, whilst remaining commercially cost-competitive," said Jamie Stewart, group tender manager at Smit Lamnalco. "These factors, combined with increased overhaul intervals, will result in maximum in-service time for our charterer, as well as reducing our operational expenditure over the vessel lifetimes." "With Everllence providing a combination of 12- and 16-cylinder high-speed 175D engines, this will give our diesel-electric vessels the flexibility to operate fuel-efficiently across various operating modes, as well as providing commonality of equipment and spares, reducing inventory costs," Stewart continued. "We look forward to many years of reliable operation with this equipment being integral to our operational success." "We are very pleased to have secured this important order. It underscores the strength of the 175D and its growing success in the tug and offshore sectors," said Ruben Fernandez, head of high-speed, Everllence. "Customers value the engine's efficiency, performance and attractive lifecycle costs. We would like to thank Smit

Lamnalco for their trust and look forward to supporting their operations for many years to come.” In three variants of 12-, 16- and 20-cylinders, the Everllence 175D engine is available with an output ranging from 1,500 to 4,400 kW and is optimized for propelling offshore support ships, tugs and other working vessels. Other market areas, such as superyachts, and naval applications are also served by additional engine variants. Designed from the outset for low fuel consumption, the 175D is an extremely eco-friendly engine, complying with the latest exhaust-gas-emission standards and already cleared for operation on biofuels, such as FAME and HVO. *(Source: MarineLog)*



J.F. BRENNAN ACQUIRES BUDROVICH'S MARINE OPERATIONS



J.F. Brennan Company announced that it has acquired the marine operations of Budrovich Contracting Company Inc., establishing a permanent presence in St. Louis, Mo., and building on its longstanding relationships in the region. The acquisition builds on a seven-year relationship between Brennan and Budrovich's Marine Operations team. During that time, the companies have worked together in the region, developing a strong

understanding of the needs of local marine and industrial facilities. With the acquisition, regional operations manager Mindy Brundick joined the Brennan team to oversee the transition and continue managing St. Louis operations. “Brennan is proud to announce the acquisition of Budrovich Marine,” said Zach Pontzer, vice president of construction at Brennan. “We have partnered with Mindy and her team for the last seven years and are excited to bring the full line of Brennan service offerings to the St. Louis Harbor and beyond.” Brennan said it brings more than a century of experience and specialized capabilities to the market, providing the resources needed to take on complex marine, environmental and infrastructure projects. “Mindy and her team are a great fit as they share a similar business culture and values, and we’re excited to build on the momentum we’ve established,” said Matthew Hogan, Brennan’s regional operations director. Brennan’s St. Louis operation will continue to serve waterfront and industrial facilities, addressing needs ranging from routine maintenance to larger construction and rehabilitation projects. “We intend to serve the same clientele, focusing on barge terminals, mooring structures, commodity conveyance, utilities, dredging, riprap and any other

maintenance a facility may need,” Pontzer said. “This local presence will also give us the opportunity to connect with owners and operators of U.S. Army Corps of Engineers lock and dam structures, railroads, the Department of Transportation and energy companies in the region.” The acquisition will give local clients access to Brennan’s fully integrated team of commercial diving, marine construction, environmental and energy support experts, while maintaining local knowledge and relationships. “Our teams have always worked in lockstep on the projects we’ve delivered together,” Hogan said. “Combining our complementary strengths and expanding our service offerings for clients is an exciting next step for both organizations.” J.F. Brennan Company, Inc. (Brennan) is a family-owned marine construction firm specializing in environmental remediation, dam construction, commercial diving, harbor management and submarine cable services. Working closely with public and private owners of water-based infrastructure since 1919, Brennan operates throughout waterways across the United States and Canada. Budrovich is a family-owned construction subcontractor and heavy equipment provider based in St. Louis. Established more than 80 years ago, the company has grown from its local roots to support major infrastructure, commercial builds and marine operations across the Midwest. *(Source: The waterways Journal)*

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ARTCo Hosts Vessel Christening, Open House

Despite the midsummer heat, there was a festive atmosphere August 8 at ARTCo’s St. Louis riverfront facility at First Street in south St. Louis as the company christened the newly refurbished [George A. Archer](#), the former mv. [Andrew Cargill MacMillan](#). ARTCo made the event into an open house for employees of Archer Daniels Midland (ADM), of which ARTCo is the river transportation division. Hundreds of guests turned out, mostly



ARTCo and ADM employees and their families. For the kids, besides the boat tour, there was a bouncy house, line throwing, dunk tank and photo booth featuring a new or like new propeller and a smoke-and-bubble machine. Covered booths offered face painting and toy boat races. For the whole family, there was pickleball and a row of food trucks offering wood-fired pizza, Greek gyros and tacos, as well as frozen treats. A covered pavilion provided a shaded place to enjoy the food-truck offerings, and there were plenty of iced tubs of free drinks to keep everyone cool. Blue-shirted

ARTCo employees guided families as they wandered all over the spic and span boat, with its whistle periodically sounding out as the kids were allowed to blow it. The christening took place at 11 a.m. Miles Merriman, ARTCo's lineboat operations manager, former vessel manager and lineboat captain (and a recipient of a 40 Under 40 award from *The Waterways Journal*) introduced Chris Boerm, president of ARTCo. Boerm explained that ARTCo doesn't do this type of rechristening very often. [Andrew Cargill MacMillan](#), the boat's former namesake, is one of the heirs of Cargill, the biggest rival of ADM, so it was felt to be appropriate to rename the boat for [George A. Archer](#) (1850-1932), a co-founder of Archer Daniels Midland. Boerm thanked the boat's crew, who performed all the cleaning, painting, remodeling and maintenance. He joked, "I'm responsible for all the extra work you've been doing. ... Please don't throw me overboard!" He led a round of applause for the crew's refurbishing work. Boerm noted that next year marks the 125th anniversary of ADM, and this year is ARTCo's 55th anniversary. He also thanked the many families for turning out, saying, "Family support is incredibly important in the marine industry." Conducting the rechristening were three chaplains: the Rev. Grace Pardun, the Seamen's Church Institute's supervisory chaplain; the Rev. Glenn Mason, an SCI chaplain associate, and the Rev. Charles Uhlik, who will begin work in October as SCI's chaplain for the Upper Mississippi region. The boat tour and open house ended at 3 p.m. The readings included Matthew 14, in which Jesus walks on the water. The kid-friendly features were an important part of the event, said Chad Pregracke, a guest and founder of Living Lands & Waters. "It's a great way for the next generation of kids to see what a career on the water is all about," he told *The Waterways Journal*. *The Crews* The [George A. Archer](#) carries a 10-person crew, or 20 in total in two shifts of 10 each that relieve each other. Most of the regular and relief crews were present, including Capts. Chris Rook and Steve O'Ferrell, pilots Michael Todd and Brandon Smith, Chief Engineer Diego Granados, assistant engineers Charles Johnson and Ricky Caldwell and mates Kendal Hayes and Trenton Martin. The crews work a 28 days on, 28 days off rotating schedule. The crews are rounded out by watchmen Nolan Flint and Tyler Lingle and deckhands Jeremy Liles, Jesse Brent, Jeffrey Cendeno, Decoreon Clark, Sarah Brooks and Daniel Eckard. Two very important crewmembers, according to the rest of the crew, are the cooks, Todd Winters and Tobi Johnson. They had laid out a nice spread of snacks in the kitchen for the families and guests touring the boat. *Vessel Specs* The mv. [George A. Archer](#) was



originally built in 1974 by Dravo Corporation as the Argonaut. The vessel was transferred in 1980 from Union Mechling Corporation to Dravo Mechling Corporation and sold to National Marine Inc. in 1988. Hugh Mac Towing acquired the boat in 1991, and ARTCo purchased it in 1998. The [George A. Archer](#) measures 190 feet by 54 feet, with a 9-foot operating draft and an overall height of 51 feet, 3 inches. Propulsion is provided by three

EMD 16-710-G7C main engines producing a combined 10,500 hp., coupled to Falk 3548MR-C reduction gears with a 4.515:1 ratio. Ship's service power is supplied by John Deere 6081-powered generator sets rated at 175 kW. The vessel has three five-blade stainless-steel propellers, each measuring 120 inches in diameter. Fuel capacity is 195,000 gallons, with average northbound consumption of approximately 11,000 gallons per day. The [George A. Archer](#) routinely pushes up to 49 loaded barges northbound from New Orleans and as many as 46 barges southbound from St. Louis to New Orleans, a testament to the size and horsepower of the vessel. Operating speeds are

approximately 5 mph. northbound and 11 mph. southbound, with the St. Louis-New Orleans run taking about five days. Featured photo caption: The mv. **George A. Archer** on display dockside in south St. Louis ahead of its rechristening. At 10,500 hp., it is one of the most powerful towboats on the river. *(Source: The Waterways Journal; Photos by Nelson Spencer, Jr.)*

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EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – CETASOL

Tugboat operators face unique operational pressures, with high-intensity manoeuvring, variable towage assignments, and demanding port schedules that increase fuel consumption and place constant stress on engines and onboard systems. Cetasol provides intelligent solutions designed to help tug operators improve performance, protect engine health, and optimise fleet operations. At the heart of Cetasol's offering is iHelm, a real-time decision support platform that delivers actionable guidance for fuel-efficient operations and engine protection. iHelm enables tug operators to monitor performance across multiple vessels, isolate and analyse operational events such as transfers, tugging, or offshore assignments, and act on precise recommendations during transit to reduce fuel consumption. The cloud based dashboard provides detailed insights for both onboard crews and land-based managers, including performance trends, fuel usage comparisons, and engine health metrics that support proactive maintenance. Customised reporting ensures data is relevant and directly applicable to each operator's workflow, while the system's adaptable display options allow integration with existing navigation and control systems. By combining AI, digital twins, and maritime expertise, Cetasol empowers tug operators to make data-driven decisions, enhance reliability, and optimise operations – turning operational complexity into measurable performance improvements



ACCIDENTS – SALVAGE NEWS

SHIP MALFUNCTION IN THE DARDANELLES STRAIT!

A 142-meter-long Tanzanian-flagged general cargo ship, which experienced engine failure in the Çanakkale Strait, was towed by Coast Guard teams and anchored in the Karanlık Liman Anchorage Area. A 142-meter-long Tanzanian-flagged general cargo ship, which experienced engine failure while sailing in the Dardanelles Strait, was towed to a safe area by Coast Guard teams. The ship was then towed by tugboats and anchored in the Karanlık Liman Anchorage Area. *The ship broke down*

off the coast of Sırıçay The 142-meter-long general cargo ship '**KAPITAN SHYRLAGIN**', flying the



Tanzanian flag and en route from Mersin to Yalova, experienced engine failure while near Sırıçay in the Çanakkale Strait. The ship's captain reported the situation to the Çanakkale Strait Ship Traffic Services Center Directorate via radio. *2 Towboats have been moves the action* Following the report, the '**Kurtarma-1**' and '**Kurtarma-17**' tugboats belonging to the General Directorate of Coastal Safety were dispatched to the area. Other ships passing

through the strait were also informed about the malfunction. *The ship was anchored in dark harbor* The ship, which was towed by tugboats, was taken to the Karanlık Liman Anchorage and safely anchored. (Source: *DenizHaber*)

US-FLAGGED CARGO SHIP SLNC YORK EVACUATED AFTER TAKING ON WATER IN PACIFIC

The crew of the US-flagged cargo ship **SLNC York** has been safely evacuated after the vessel began taking on water in the Pacific Ocean, according to operator Schuyler Line Navigation Company (SLNC). The West Palm Beach, Florida-based company said the incident occurred August 18 while the vessel was operating in the Pacific. The source of the water ingress remains under investigation. SLNC said the crew and technical teams took



immediate action to control the flooding. The vessel remains stable and is expected to receive assistance from a support vessel for the voyage to port. As a precaution, the entire crew was transferred to the Pacific Yantai, which was nearby and responded to assist. "All crew members remain safe, uninjured, and fully accounted for," SLNC said. AIS data shows the **SLNC York** traveling from Honolulu, Hawaii, to Naha, Japan. The SLNC York is part of the U.S. Maritime Administration's Maritime Security Program, a fleet of commercially operated, militarily useful U.S.-flag vessels available to support Department of Defense sealift requirements during war or national emergencies. The company is coordinating with the U.S. Coast Guard, Japan Coast Guard and emergency response partners on efforts to assist the SLNC York into port. SLNC did not

disclose the vessel's precise location, the extent of any damage or the port to which it will be taken. AIS vessel-tracking data showed the Pacific Yantai listing Yeosu, Republic of Korea, as its destination. Built in 2010, the **SLNC York** is a 141.6-meter multipurpose roll-on/roll-off and heavy-lift cargo vessel with a deadweight of about 9,500 metric tons and gross tonnage of 12,679. The ice-class vessel is equipped with two 350-metric-ton heavy-lift cranes and has a service speed of 15.5 knots. The cause of the water ingress remains under investigation. (*Source: gCaptain*)

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OWNER DID NOT OBEY ORDER OF REFLOATING SHIP WITHIN 15 DAYS



Cameroon's Transport Minister Jean Ernest Massena Ngalle Bibehe has issued a strict ultimatum that the shipowner of the '**Black Rhino**' has 15 days to refloat the vessel, which has been run deliberately aground after the collision with the '**Sea Honor**' on the night of July 11 in the Douala-Bonabéri port channel with approximately 150

containers on board. Within eight days, the owner must submit the final report from the appointed experts, specifying the chosen technical option and a detailed operational plan. Experts from Wave Group, specialised in maritime salvage, and SMIT Salvage, have already arrived in Douala. The '**MSM Dolores**', which could participate in the operations, was ready to depart from Bata, Equatorial Guinea. The plan must detail the various phases of the intervention such as stabilisation of the vessel, removal of the containers, lifting and towing equipment, refloating procedures, safety measures, pollution prevention measures, and a projected timeline. The authorities have prohibited any container discharge until the stability calculations have been validated, underscoring the delicate balance between urgency and safety. If the plan is not submitted within the specified timeframe, the shipowner will be issued an eight-day formal notice. If the failure to comply persists, the administration may proceed with the work itself, at the shipowner's expense, risk, and peril, in accordance with applicable legislation. While the maritime traffic resumed a few hours after the accident, the presence of the 'Black Rhino' and its containers in the channel continued to impose navigation restrictions. According to initial findings from the Port Authority of Douala, a loss of control of the helm on board the 'Black Rhino' may have caused the collision. This hypothesis

remained to be confirmed by the investigation launched after the accident in order to establish the exact circumstances of the incident and determine the potential liability of the two vessels, their crews, and other parties involved in the port's entry and exit maneuvers. (Source: *Vesseltracker*; Photo: *Purgen*)

THE REMOVAL OF THE SUNKEN RESEARCH VESSEL OKEANOLOGO FROM THE PORT OF TIKSI (YAKUTIA) HAS BEEN FULLY COMPLETED.

The dismantled vessel, as well as the collected ship scrap, were delivered to Yakutsk for further processing. The salvage of the sunken research vessel "Okeanologo" in the waters of the Tiksi seaport (Bulunsky District, Yakutia) was fully completed on August 18, 2026. This was reported by the press service of the Ministry of Transport and Roads of the Republic of Sakha (Yakutia). The work was carried out as part of the federal project



"General Cleaning" of the national project "Environmental Well-being", implemented at the request of the President of the Russian Federation. "This is an important stage in a major environmental effort. However, the salvage of sunken ships is not new to Yakutia; similar work has previously been carried out by railway workers and the Lena Basin Administration. Now, the task is being addressed systematically, at the federal level, with clear deadlines, technologies, and monitoring of results. The removal of sunken objects reduces the environmental impact on the fragile Arctic ecosystem, improves the condition of the waters, and creates conditions for safe navigation," the statement reads. Work on the Okeanologo vessel began in May 2026. During the final stage, the completely dismantled vessel, along with the collected ship scrap, was delivered to Yakutsk for further processing. As previously reported by PortNews, the disposal of the research vessel Okeanologos is the first stage of a large-scale cleanup program in the port of Tiksi. A state contract for this complex project was awarded to the Krasnoyarsk-based company AMK -Sever LLC. The republic's government plans to raise and remove 12 more sunken vessels by 2030. The Ministry of Transport and Roads of the Republic of Sakha (Yakutia) is co-executing the relevant state program and ensuring coordination at the regional level. The Okeanologo was a trawler built in East Germany in the 1950s for the Soviet Union. In March 1968, the vessel was transferred to the Arctic and Antarctic Research Institute of Roshydromet, which used it as a platform for scientific research in the Arctic. The vessel was subsequently decommissioned. (Source: *PortNews*)

İMPARATOR ATILA FIRE

On the morning of August 13, the 32 meter long catamaran passenger ship *İmparator Atila* (MMSI: 271043309) caught fire in the Gulf of Izmir off Katrançı Island, Turkey. The *İmparator Atila* was on a sightseeing cruise with 115 people on board when a fire started in the galley of the vessel. The crew was unable to contain the blaze and flames quickly engulfed the ship forcing passengers and crew to don life jackets and jump into the sea to avoid the flames. Turkish authorities were alerted and dispatched multiple Coast Guard vessels and KEGM lifeboats. The 20 meter long SAR vessel TCSG 27

(MMSI: 271030143), 19 meter long SAR vessel TCSG 911 (MMSI: 271030036), 13 meter long vessel



KB 82 (MMSI: 271030256) and 13 meter long vessel KB 15 (MMSI: 271030189) were dispatched to the scene. The 36 meter long SAR vessel TCSG 65 (MMSI: 271030058) and the 23 meter long SAR vessel Kiyem 5 (MMSI: 271044343) would also arrive on site and focus on evacuation of the passengers and crew off the **Imparator Atila** and begin fire

fighting effort. Authorities would rescue all the people and transfer them to the Karagözler Coast Guard Pier. Eleven people suffered smoke inhalation and were hospitalized. (Source: *Shipwreck Log*)

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90-METER-LONG CARGO SHIP BECOMES UNCONTROLLABLE AND RUNS AGROUND ON THE GHENT-TERNEUZEN CANAL.

A 90-meter-long cargo ship ran aground on the canal between Ghent and Terneuzen on Thursday evening after becoming unmanageable. The ship was refloated around 8:00 PM. The cargo ship **Arklow Falcon**, sailing under the Irish flag, ran into trouble around 6:45 PM. According to a spokesperson for Rijkswaterstaat, the trouble arose after the ship lost its rudder. In such a situation, the ship loses its grip on the water with the rudder and becomes unmanageable. The vessel came to aground perpendicular to the



direction of travel near the OVET transshipment company. A Rijkswaterstaat boat and a Multiship tugboat were deployed. Around 8:00 PM, the ship was able to free itself and continue sailing to the Goese Kade in Terneuzen for further inspection. Other shipping traffic was able to pass behind the

ship and experienced hardly any hindrance from the grounding of the Arklow Falcon. *(Source: PZC; Photo: Jack Begijn)*

FIRE OFF JEJU



On the afternoon of August 20, a 9.77 ton fishing vessel (name not disclosed) caught fire in the Korea Strait 1.8 kilometers northwest off Hallim, Jeju, South Korea. The 2 crew on board were unable to contain the blaze and were forced to jump into the sea. The South Korea Coast Guard dispatched vessels from Jeju to assist. The Coast Guard rescued the 2 crew from the water. One crew member was taken to

hospital for smoke inhalation. The Coast Guard was able to finally extinguish the fire, but the fishing vessel was gutted to the waterline. Authorities have launched an investigation into the cause of the fire. *(Source: Shipwreck Log)*

SEA SPIKE ALLIDED WITH SUN SHINE

On the afternoon of August 14, the 183 meter long, 50034 dwt **Sea Spike** (IMO: 9629952) allided in the Bay of Bengal off Chattogram, Bangladesh. The **Sea Spike**, loaded with 33000 metric tons of diesel fuel, had lost control by the strong currents and struck the anchored 190 meter long, 53554 dwt bulk carrier **Sun Shine** (IMO: 9405435). The **Sun Shine** suffered damage to its portside hull resulting in a meter long crack allowing water ingress into the engine room. The **Sun Shine** would suffered a temporary power blackout, but the crew was able



to stabilize the bulk carrier. The **Sea Spike** did suffered an undisclosed amount of damage, but the cargo tanks remained intact. Authorities would dispatched multiple vessels to assist. Authorities directed the **Sea Spike** to begin unloading fuel a priority while requesting the **Sun Shine** to contract a salvage company to undergo repairs. An investigation has been launched into the cause of the incident. There were no reports of injuries on either vessel. *(Source: Shipwreck Log)*

OFFSHORE NEWS

ALAM MARITIM HEAD RESUMES DUTIES AFTER RELEASE FROM CUSTODY

Alam Maritim Resources chief executive Azmi Ahmad has been released from custody and returned

to work after being remanded in connection with an investigation by Malaysia's anti-corruption



authorities. The offshore marine services company confirmed on Wednesday that Azmi, its group managing director and chief executive, had been released by the Malaysian Anti-Corruption Commission (MACC) and would resume all executive and leadership responsibilities immediately. Alam Maritim first disclosed on Monday that Azmi had been remanded to facilitate an ongoing MACC investigation,

stressing that the move did not constitute a finding of wrongdoing. The company has not disclosed what aspect of the investigation relates directly to Azmi. His detention comes as Malaysian authorities intensify their investigation into findings from the Royal Commission of Inquiry into Lembaga Tabung Haji, the country's Muslim pilgrimage fund. The commission identified around RM278m (\$68.51m) of impairment associated with Tabung Haji investments in Alam Maritim and TH Marine Group made as part of an expansion into the offshore support vessel business. A later recovery assessment estimated that only RM70.4m (\$17.3m) of the investments might be recoverable. MACC detained seven people earlier this month in connection with the wider Tabung Haji investigation, including a shipping company chief executive, company directors and former senior executives of the pilgrimage fund. The anti-graft agency has said the wider investigation concerns several alleged irregularities uncovered by the royal commission. Alam Maritim shares dropped sharply when Azmi's remand became public, falling as much as 13% to their lowest level in more than five months. They closed unchanged at RM0.23 (\$0.246) on Wednesday, giving the company market capitalisation of around RM102.5m (\$25.3m). The investigation comes at a sensitive point in Alam Maritim's recovery. The company has been rebuilding its offshore support business and in June said it had an orderbook of around RM900m (\$221.8m), providing two to three years of work, while bidding for between RM2.5bn and RM3bn (\$616m to \$739m) of additional oil and gas support contracts. Alam Maritim said Wednesday that its day-to-day operations, finances and strategic governance remain unaffected by the investigation. (Source: *Splash24/7*)

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TIDEWATER AND SKANSI SECURE FRESH PSV CHARTERS

Offshore support vessel owners Tidewater and Skansi Offshore have secured fresh term work for platform supply vessels. Tidewater's 2013-built **Fortune Tide** has been fixed to Aker BP for around seven weeks firm plus options on supply duties, according to offshore brokers Braemar. The rate was

not disclosed. The vessel has already been working for Aker BP out of Stavanger. Pareto Shipbrokers recorded a shorter supply fixture with the Norwegian operator starting on August 18 before the vessel moved onto the longer-term employment. Meanwhile, the Faroe Islands-based Skansi has lined up the 2009-built [Eldborg](#) with Central European Petroleum for one well, covering around 120 days. The PSV is expected to start the job in mid-September. The fixture



coincides with CEP's upcoming drilling campaign offshore Poland, where the [Valaris 123](#) jackup is due to start a one-well contract in September. Valaris has put the rig campaign at around 110 days, with an option for another 30 days. The 4,000 dwt [Eldborg](#), with 800 sq m of deck space, most recently worked for Peterson SBS Den Helder. The vessel started a 28-day firm supply charter in July, with further day-to-day extensions after picking up shorter North Sea jobs for Equinor earlier this year. (Source: *Splash24/7*)

DOF'S Q2 NUMBERS BOOSTED BY ACTIVITY, RATES, AS BACKLOG CONTINUES TO GROW



DOF Group has reported record EBITDA, excellent earnings visibility and a growing backlog. In a presentation about its Q2 2026 financial results, DOF Group said it delivered record EBITDA of US\$239M in Q2 2026, compared with US\$214M in the same period of 2025. Including a net gain on sales and an insurance settlement on the vessel Skandi Amazonas, reported

EBITDA stood at US\$358M. The company said that, even without the effect of the US\$100M insurance payout for Skandi Amazonas, the quarter was better than the corresponding quarter in 2025 in terms of revenue and EBITDA. DOF said that was due to continued increased activity and good rate levels. DOF Group chief executive Mons Aase said the results for Q2 were supported by high activity levels across the company's operations. "We are well-positioned for the future," he said. The company put full-year 2026 EBITDA guidance at US\$840-860M, and said its firm backlog at the end of the quarter was US\$6.7Bn. Including additions after the end of the quarter, it now stands at US\$7.2Bn. DOF reported a high level of tendering activity, a continued strong market for its anchor-handling tug supply vessels and average fleet utilisation of 88% in the quarter. The company said it has 'very strong' contract coverage for 2027 and beyond for its fleet of anchor-handling tug/supply

vessels, and noted that short-term hire of third-party vessels is likely to be required to cover certain some subsea project activity. “The global market environment remains supportive,” said DOF, “although potential shifts in market sentiment stemming from the conflict in the Middle East require continued vigilance. “Our substantial order backlog provides strong revenue visibility and helps mitigate potential short-term volatility. Sustained high levels of tendering activity reflect a healthy pipeline of future opportunities.” DOF said a constructive total loss on **Skandi Amazonas** was declared and the hull and machinery insurance settlement of US\$115M had boosted revenue and EBITDA. With US\$1M net opex related to the loss of the vessel, this resulted in a US\$110M positive EBITDA impact. The book value of **Skandi Amazonas** was fully written down to zero following the declared constructive total loss and US\$95M of the insurance proceeds used to repay vessel debt. (Source: *Riviera by David Foxwell*)

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NORDIC DONNA SPOTTED SAILING FREELY

We have captured GloMar Offshore's **Nordic Donna** on camera before, but never sailing freely. Recently, we succeeded when this 26-meter-long guard boat returned from the sea. The former Norwegian SAR vessel sails under the Panamanian flag and has been deployed for some time as a surveillance vessel during drilling operations in the North Sea.



(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)

MIIP012 SURVEILLANCE TASKS IN THE NORTH SEA BY CIVILIAN VESSELS

Maritime Knowledge Centre (MKC), Ekofish Group, and TNO are investigating the possibilities for civilian vessels to perform surveillance tasks in the North Sea. The safety of the North Sea is a matter of national importance, and responsibility for this lies primarily with the Ministry of Infrastructure and Water Management. The Coast Guard and the National Shipping Company appear to be the most suitable agencies to address this issue. The rapid growth and scale of the various threats also seem to offer opportunities for alternative solutions, involving the deployment of civilian vessels for

surveillance and inspection tasks. In this project, the feasibility of deploying smaller seagoing work



vessels is being further investigated. The deployment of civilian vessels primarily offers opportunities to address hybrid threats more quickly. The vessels can be made available at short notice, crews already possess maritime experience, and the costs are relatively low compared to regular vessels performing surveillance duties, such as those of the Coast Guard. However, there are various matters that still need to be resolved,

including a legal framework, delineation of tasks and powers, economic, logistical, and technical requirements for the ship and crew, etc. This feasibility project will address these themes with the aim of providing more insight into them. The project is divided into five work packages: • WP1. Determining the international playing field and legal possibilities for the deployment of civilian vessels to protect national interests. • WP2. Identifying potential and possible business cases for civilian service providers • WP3. Identifying bottlenecks regarding legal matters, endurance, robustness, communication, safety, and reliability. • WP4. Mapping the supply of service providers for the deployment of civilian vessels • WP5. Developing a follow-up project for the civilian deployment of vessels to protect national interests. Louwe de Boer of Ekofish Group believes that civilian vessels can make a substantial contribution to the growing need for surveillance in the North Sea. The collaboration with MKC and TNO is also inspiring and leads to new insights. Pieter 't Hart of MKC states that this consortium has extensive knowledge and experience available to make this project a success despite the short timeframe. The MIIP project "Surveillance tasks in the North Sea by civilian vessels of" is supported by TKI Maritime and the Ministry of Economic Affairs, starts in August 2026, and runs until early 2027. (*PR-Nederland Maritiem Land*)

EVENT NEWS

BINNENVAARTDAGEN ZWIJNDRECHT, DIE MAG JE GEWOON NIET MISSEN

De vierde editie van de Binnenvaartdagen Zwijndrecht is er van vrijdag 11 tot en met zondag 13 september. Ook in 2026 haalt de organiserende stichting weer alles uit de kast. Het gratis publieksevenement, met zowel educatie en voorlichting als entertainment en live muziek, is inmiddels niet meer weg te denken uit de thuishaven van de binnenvaart. Een van de ideeën achter dit binnenvaartevenement is om zo veel mogelijk mensen kennis te laten maken met deze uitdagende branche. Hoe gaat er aan



toe op de schepen, op de werven, bij de toeleveranciers en in de diensten- en opleidingssector? Op vrijdag gaan twintig groepen van twaalf scholen hier kennis mee maken. Dat is het mooie van dit evenement, iedereen kan gedurende deze drie dagen de schepen, waaronder opleidingsschepen, tankers en duw- en sleepboten aan de kade bezoeken. Daarnaast zijn veel binnenvaart gerelateerde bedrijven en organisaties met een pagodetent aanwezig om te laten zien wat er allemaal kan en mogelijk is. Mooi is ook dat er vaarsimulatoren aanwezig zijn om op een realistische manier te ervaren hoe varen er werkelijk aan toegaat. *Aan de wal, op het water en in de lucht* Een van de verwachte toppers is te vinden op een ponton voor de Maasboulevard. De Sky-Watch; een hijskraan tilt je met een groep naar 50 meter hoogte om zo een 360 graden view over de omgeving te krijgen. En wie alle angsten wil overwinnen, maakt daarna vanaf datzelfde ponton nog een bungeejump vanaf 60 meter hoogte... Wie liever aan de wal blijft, kan ook genoeg beleven. Zo is er een braderie, een brandweerplein met op zaterdag een spectaculaire show met de brandweerboot, een duiktank,



Modelbouw Groep Devel is er en nog veel meer. Qua catering zal niemand wat tekort komen. Er is een ruim aanbod, denk aan saté, patat, poffertjes, vis, ijs, een biertje of een wijntje, enzovoorts. Dat kan allemaal op het horecaplein en bij de diverse Foodtrucks. Het water van de Oude Maas op kan ook met een rondvaart op een zeer krachtige speedboot of met een pendelveer naar het Binnenvaartmuseum in Dordrecht. *Artiesten en Kinderplein* De Binnenvaartdagen hebben een mooie reputatie op het gebied van live muziek.

Een kleine greep uit de optredens: Op het grote Dolderman podium Samantha Steenwijk en Uncle Fester (vrijdag), Esther en Anita, de enige echte Dolly Dots en No Notes (zaterdag), Billy Dans, John West en Wim Dalmee (zondag). Op het Scheepswerf 't Ambacht podium zien en horen we op vrijdag- en zaterdagmiddag Alwin and Friends. Kijk op de site voor het volledige programma. Uiteraard worden de kinderen niet vergeten. Zij kunnen terecht op het Kinderplein voorzien van een draaimolen, klimrek, een schminkhoek, er zijn ballonnen, peddelbootjes en een optreden van Sjaak Piraat. *Praktische info* Een groot deel van de Ringdijk richting Stationsweg is ingericht als parkeerplaats. Vanwege de te verwachte drukte is de fiets een goed alternatief en anders wel de Waterbus, die meert aan bij het evenemententerrein. Ingang via de Maasboulevard of het Veerplein. De tijden: Vrijdag vanaf 10.00 uur (scholieren), de officiële opening door de burgemeester is om 12.00 uur met de Stadskanonniërs Amersfoort. Einde 23.00 uur. Zaterdag vanaf 12.00 tot 23.00 uur en zondag vanaf 13.00 tot 20.00 uur. Samen met de sponsors en deelnemers hoopt Stichting Binnenvaartdagen Zwijndrecht er opnieuw een geweldig evenement van te maken, eentje die je gewoon niet mag missen. Kijk voor alle info op www.binnenvaartdagen.nl én op de socials.

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WINDFARM NEWS - RENEWABLES

CHINA THREE GORGES' 800 MW RUDONG OFFSHORE WIND FARM SURPASSES 10 TWH

China Three Gorges' (CTG) 800 MW Jiangsu Rudong offshore wind project has generated and delivered more than 10 TWh of electricity since reaching full operation in 2021. The milestone was reached on 11 August, according to information shared by CTG. The project, located in the Yellow Sea off Rudong County in Jiangsu Province, is Asia's first offshore wind project to use flexible direct-current (DC) transmission to deliver power to shore. The 800 MW offshore wind farm has operated for more than



1,600 days since reaching full-capacity grid connection, with its availability reaching 99.5 per cent, according to CTG. The cumulative electricity production is equivalent to the annual electricity consumption of approximately four million homes. CTG said the output has also saved around three million tonnes of standard coal and avoided approximately 7.4 million tonnes of CO₂ emissions. Rudong uses a ± 400 kV flexible DC transmission system to transfer electricity from offshore to the onshore grid, which CTG said reduced transmission losses by approximately 1.2 percentage points and saved more than CNY 735 million (around EUR 94 million) in cumulative transmission costs. The project's converter station was installed in August 2021 as the first offshore ± 400 kV wind power flexible DC transmission project in China, and was said to be the world's largest offshore converter station, weighing approximately 22,000 tonnes and standing around 15 storeys high. (Source: *Offshore Wind*)

MARCO POLO MARINE REPORTS GROWTH AS OFFSHORE WIND CSOV PIPELINE EXPANDS

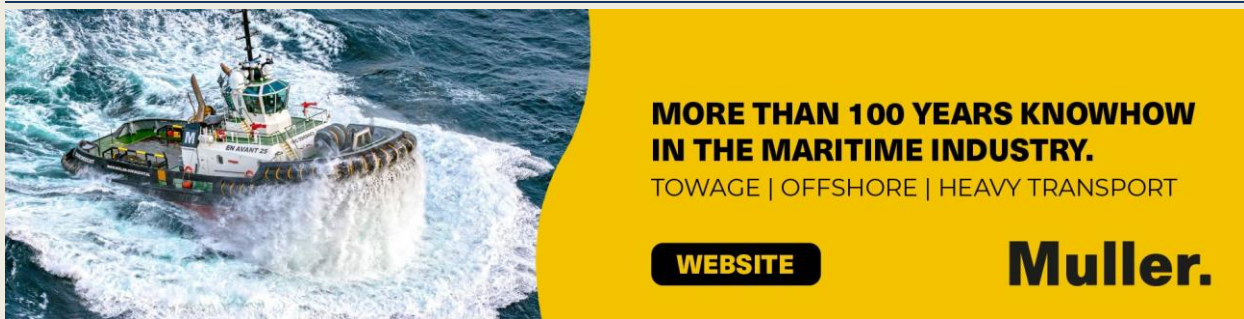


Marco Polo Marine reported higher revenue and gross profit for the first nine months of its 2026 financial year, with its offshore wind business gaining further momentum through a framework agreement with Siemens Gamesa for the deployment and charter of two commissioning service operation vessels (CSOVs). The Singapore-listed marine logistics company

recorded revenue of SGD 109.7 million (around EUR 74 million) in the nine months ended 30 June

2026, up 30 per cent year on year from SGD 84.4 million (around EUR 57 million). Gross profit also increased 30 per cent to SGD 46.4 million (around EUR 31 million), with the margin remaining at 42 per cent. Revenue in the third quarter rose 13 per cent to SGD 35.7 million (around EUR 24 million), while gross profit increased 7 per cent to SGD 15 million (around EUR 10 million). The company's ship chartering division generated SGD 68.3 million (around EUR 46 million) in revenue during the first nine months, an increase of 26 per cent year on year. Growth was supported by the expansion of its offshore vessel fleet, including the deployment of its first CSOV, **Wind Archer**, and three additional crew transfer vessels (CTVs). Fleet utilisation averaged approximately 72 per cent in the third quarter, compared with 65 per cent in the previous quarter and 71 per cent in the same quarter of 2025. The vessels are employed across the offshore wind and oil and gas markets. Marco Polo Marine's offshore wind division, PKR Offshore (PKRO), signed a framework agreement with Siemens Gamesa in July for the deployment and charter of two CSOVs. (*Source: Offshore Wind*)

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DREDGING NEWS

PORT OF GARIBALDI DREDGING BEGINS

Dredging of the federal navigation channel near the Port of Garibaldi is scheduled to begin tomorrow, August 20, and continue into early November. According to the Port of Garibaldi's dredging notice, the dredging operations will generally take place during the larger ebb tide each day. "Boaters are asked to use caution when transiting the area and be aware of the dredge, floating pipeline, anchors and other equipment in and near the navigation channel," the Port said.



Also, the Port of Garibaldi said that they will begin dredging work within the boat basin after September 15. Dredging in this area last occurred in 2017. Work will be completed using the state-owned dredging barge, which is currently housed at and operated by the Port of Coos Bay. (*Source: Dredging Today*)

DE KLOP, DEKKER: PREPARING ELECTRIC CSD ROTTERDAM 26 FOR

THE FUTURE



DE Klop BV is currently working on a major upgrade of the **Rotterdam 26** (CYGNUS 500), a project they are carrying out together with Dekker Groep. This substantial extension will enable the fully electric cutter suction dredger to operate at increasingly greater dredging depths. The first phase will increase the maximum dredging depth to 30 meters, followed by a further extension to 50 meters in the

next phase. This will place the **Rotterdam 26** among a select group of cutter suction dredgers worldwide capable of operating at such depths. The company said that the modular design of the CYGNUS 500 makes this transformation possible. Under the project, the submerged dredge pump unit will be positioned further down the ladder, the ladder gantry will be relocated to a new forward pontoon, and the existing spud system will be replaced by a wire-based positioning system with three winches. According to DE Klop, these smart modifications allow maximum use of the existing components while creating a powerful and flexible dredging installation. *(Source: Dredging Today)*

WORK ON EAST DELACROIX MARSH CREATION IN FULL SWING

Louisiana Coastal Protection and Restoration Authority (CPRA) said that work is getting underway on the East Delacroix Marsh Creation and Terracing Project. Hurricanes Katrina and Rita caused significant wetland loss in the area, leaving Delacroix more exposed to flooding from the east. This project will restore those lost wetlands while helping provide additional protection for the community, CPRA said. Construction is beginning with



approximately 15,000 linear feet of terraces, and 4,260 linear feet of a sediment retention terrace that will help reduce wave action, protect the surrounding marsh, and help shield residents from storm surge. Once the terraces are complete, containment dikes will be built, and sediment dredged from Lake Lery will be used to rebuild nearly 400 acres of wetland, creating valuable habitat for fish and wildlife. *(Source: Dredging Today)*

GEORGETOWN HARBOR MAINTENANCE DREDGING WRAPS UP

The Georgetown Harbor maintenance dredging project is officially complete. “After a 2-month, \$3.5

million operation, we've restored safe and reliable channel depths in Georgetown's vital federal navigation channels. Our contractor, Southern Dredging, removed over 561,000 cubic yards of sand and silt," USACE said. This project successfully clears critical navigation hazards, ensuring safe passage for both commercial and recreational boaters. Also, it marks the first major dredging in the inner harbor since 2008 and is a huge step forward for the region's economic prosperity and the Georgetown Port Master Plan,

USACE concluded. (Source: *Dredging Today*)

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HALF-YEAR RESULTS 2026: BOSKALIS DELIVERS SOLID PERFORMANCE

Royal Boskalis concluded the first half of 2026 with a solid performance in a market environment characterized by geopolitical uncertainty and a lackluster investment appetite on the part of clients in several regions to award projects. Revenue amounted to EUR 1.90 billion, a decrease compared to the exceptionally strong first half of 2025 (H1 2025: EUR 2.35 billion). In Dredging & Inland



Infra, the main contribution came from a broad range of projects in the Far East, coastal protection work in Africa, several large projects in Western Europe and a substantial portfolio of activities in the domestic Dutch market. The overall performance was affected by lower utilization of the dredging fleet, mainly as a result of disruptions related to the situation in the Middle East and delays in the award of new projects. EBITDA amounted to EUR 553 million (H1 2025: EUR 748 million), while the net profit was EUR 275 million (H1 2025: EUR 426 million). The order book stood at EUR 6.8 billion

at the end of June 2026. Although slightly below the level at year-end 2025, the order book provides a solid foundation for the remainder of 2026, Boskalis concluded. *(Source: Dredging Today)*

KARACHI PORT TRUST AWARDS DREDGING CONTRACT TO NDMS



The Karachi Port Trust (KPT) has awarded a contract to National Dredging and Marine Services (NDMS) to begin dredging operations at Karachi Port. NDMS is a joint initiative of the National Logistics Corporation (NLC), Karachi Port, Port Qasim and Gwadar Port, established in line with the approved recommendations of the Prime Minister's Task Force on Maritime Reforms to build national capacity in

dredging. The dredging program is set to increase the depth of the Approach Channel, Tippu Sultan Channel and South Wharf. According to KPT, this will enable the arrival and berthing of deep-draft vessels at Karachi Port, thereby reducing freight and the cost of goods. The mega project will also significantly contribute to the development of Pakistan's indigenous dredging capability by investing in NDMS and strengthening the blue economy, KPT concluded. *(Source: Dredging Today)*

TSHD RIVERFLOW ARRIVES IN VANCOUVER

Departing in spring 2026 from the Van Oord yard in Moerdijk under **Redwise** management and with **Redwise** crew, the trailing suction hopper dredger (TSHD) **Riverflow Spirit** (formerly **Volvox Atalanta**) successfully completed her delivery voyage to Vancouver. "Under the leadership of one of our most experienced Captains, together with our best Chief Engineer and the full crew with



the continuous support of the **Redwise** Operations team ashore, the voyage was carefully planned and executed safely," **Redwise** said. Following a thorough reactivation led by Van Oord, the dredger embarked in shining new colors on a voyage of more than 9,500 nautical miles across a rough Bay of Biscay, the North Atlantic through the Panama Canal and onwards along the Pacific coasts of Central and North America, to her new home port, Vancouver. With her voyage complete, she is ready to continue supporting the dredging activities that help maintain safe and efficient access to Canadian ports and waterways for many years to come, **Redwise** concluded. *(Source: Dredging Today; Photo: Redwise)*

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NAUPLIUS WORKBOATS: NEW DMC 1450 HITS THE WATER



Nauplius Workboats said that their new Delta Multi Craft (DMC) 1450 has officially been launched. Built for their strategic partner Royal IHC, the DMC 1450 will soon begin her next chapter, supporting dredging operations in the Middle East. “The DMC1450 with it’s length of 14.5 meter and a breadth of 6 meters is a true all-rounder, capable of performing a wide range of

dredging support activities in shallow inland waters,” Nauplius said. “From pushing and towing to buoy and anchor handling, and the transport of fuel, goods, and personnel, this vessel is built to handle tough conditions.” According to Nauplius, Royal IHC has sold this multi-purpose, heavy-duty workboat, together with a Beaver dredger, to a client in the Middle East. (*Source: Dredging Today*)

TSHD ALBATROS GEARS UP FOR WELLINGTON JOB

From Sunday, 23 August, the Dutch Dredging’s trailing suction hopper dredger (TSHD) **Albatros** will be carrying out dredging work within the Greater Wellington harbor in New Zealand. This work is being done to remove mounds of sand that have built up over time so that large commercial ships can navigate the harbor safely. Dredging operations will take place between Falcon Shoal and



Hinds Point. (Source: *Dredging Today*; Photo: Greater Wellington)

YARD NEWS

DAVIE'S HELSINKI YARD SECURES CONTRACT TO BUILD FINLAND'S NEWEST ICEBREAKER



Davie's Helsinki Shipyard has won a contract to build Finland's newest icebreaker, adding another vessel to a rapidly expanding order book for the Canadian shipbuilder's Finnish operations as governments on both sides of the Atlantic seek to renew aging icebreaker fleets. The Finnish Transport Infrastructure Agency selected

DNY Finland Oy, which operates Helsinki Shipyard, to build the 96-meter Aino. Construction is scheduled to begin in 2027, with delivery targeted for September 2029. The vessel will replace Voima, Finland's 70-year-old B-class icebreaker. "Finnish winter shipping is based on long-term expertise and close cooperation. It is important that we get the icebreaker project to proceed as planned. [...] We are also pleased that the ship is being built in Finland," Kari Wihlman, Director General of the Finnish Transport Infrastructure Agency, said. Helsinki Shipyard CEO Kim Salmi said the contract was a natural continuation of the yard's long icebreaker-building history. "It is fitting that the successor to Voima will be built at the same shipyard where Finnish icebreaking history has been made for more than a century," Salmi said. "The past few years have demonstrated that we remain the world's leading builder of icebreakers," he continued. The award strengthens Davie's position as one of the world's busiest icebreaker builders. Davie acquired Helsinki Shipyard in 2023 and is simultaneously using the Finnish yard to support major North American programs. In Canada, Davie holds a C\$3.25 billion contract to design and build the Canadian Coast Guard's Polar Max, one of the world's most powerful conventional heavy icebreakers. Construction of the vessel began in Lévis this year, while hull construction is being carried out at Helsinki Shipyard before the vessel returns to Quebec for completion. Davie has also secured a \$3.5 billion U.S. Coast Guard contract for five Arctic Security Cutters. Two will be built at Helsinki Shipyard, while three will be constructed at Davie facilities in Texas. The first is scheduled for delivery in 2028. Aino is significantly smaller than those polar vessels but is designed for a different and increasingly important role in the Baltic. The B+ class sits between Finland's large A-class icebreakers and traditional B-class vessels, with Aino designed to open a 25-meter channel and powered by 10.5 megawatts of propulsion. The design was developed by Railotech, formerly Aker Arctic, specifically around changing Baltic ice conditions. Rather than optimizing solely for thick level ice, designers focused on maneuverability in fragmented and heavy brash ice, operation near the ice edge in wind and waves, and the ability to move rapidly between different operating areas. Railotech's concept calls for Aino to begin the winter in the Bothnian Bay, where ice conditions are typically most severe, before moving south as conditions change. The ship's relatively small size and strong open-water performance are intended to make it economical to operate for a long season, including winters when Finland's largest icebreakers are not needed. That "future-ready" approach reflects a paradox of Baltic climate change: less overall ice does not necessarily mean

easier icebreaking. Milder winters can produce more fragmented ice, slush barriers and mobile brash-ice fields that can obstruct commercial shipping. The project is backed by €42 million from the European Union's Connecting Europe Facility, the largest CEF transport grant ever awarded to Finland. Finland's overall budget for Aino is about €170 million, according to Finnish industry reporting. Aino will also be built through a broader Finnish industrial network. Helsinki Shipyard will handle overall assembly and delivery, while Davie affiliate Sata Shipbuilding in Pori will produce steel and fabricate blocks. Davie says its Finnish yards are part of a €200 million investment program intended to expand shipbuilding capacity through the end of the decade.

(Source: gCaptain)

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BRUNVOLL DELIVERS ITS FIRST DP SYSTEM TO THE NORWEGIAN SEA RESCUE SOCIETY

Brunvoll has delivered a dynamic positioning system to the largest rescue vessel ever built for the Norwegian Sea Rescue Society. This marks an important step forward in the partnership, and sets a new benchmark for precision and performance in demanding operations. The new vessel, which will be stationed in Mehamn, is the largest RS has ever put into service. It features



Brunvoll's DP0 system, which allows it to hold position in tough conditions, while Mar-El supplies the propulsion control system. Demanding tuning on a high-speed vessel Installation and commissioning were carried out on board by a dedicated Brunvoll team, working closely with the crew and with support staff ashore. – This is a vessel built for high speed, up to 30 knots, and that makes it particularly challenging to tune for DP operations. Small changes in propeller pitch produce an immediate response, so holding the vessel steady calls for a high degree of precision, says Dag Sverre Grønmyr, VP Engineering and Autonomy at Brunvoll. Commissioning involved extensive testing of the interfaces to the propulsion system, thrusters, sensors and position references. The mathematical model behind the DP system was adjusted and refined to deliver stable positioning. An important milestone The delivery is a milestone for Brunvoll, marking the company's first DP system for RS. – This is an exciting project for us. Delivering to the largest rescue vessel ever built, and at the same time supplying our first DP system to RS, makes this an important reference for us going forward, Grønmyr says. It was also the crew's first experience of working with a DP system, and the

feedback so far has been positive. They find the system easy to use, and it leaves room for further refinement. Additional follow-up and fine-tuning on board is planned to get the most out of the system before the vessel enters full service. *(PR-Brunvoll)*

DAMEN FOLLA DELIVERS NEW WORKBOAT FOR AQUACULTURE: SEV1508 - FOLLA POWER TO MOWI NORWAY



Damen Folla has handed over a new workboat for aquaculture the Service Vessel (SeV) 1508 to Mowi Norway during Nor-Fishing in Trondheim on 19 August. The vessel is the final delivery under a framework agreement for seven vessels signed with the company then known as Nova Sea in 2022. The agreement was established to replace older vessels with more efficient ones, in line with the company's vision of sustainable salmon farming. Nova Sea was acquired by Mowi in 2025 and was subsequently incorporated

into Mowi Norway's Northern Region. "We have had a close and productive partnership with Damen Folla for many years. Their products have been developed in close cooperation with us as the shipowner and tailored to our specific needs," says Ulf Pedersen, Technical Coordinator at Mowi Norway's Northern Region. *Efficient operations* The SeV 1508 is a single-hull aluminum vessel measuring 14.9 x 8 metres and equipped with a hybrid-electric propulsion system. It combines 444 kilowatt-hours of battery capacity, a generator and electric thrusters to provide quiet, reliable operations with low emissions, benefiting both the crew on board and marine life. *Looking to the future* Damen Folla CEO Otto Sjølien comments on the delivery, "We are very pleased to deliver this vessel to Mowi. The handover is a milestone and marks the final delivery under the framework agreement for seven vessels. Our two companies have enjoyed a long and successful partnership. We are grateful for the opportunity we have had to work closely with Nova Sea, and later Mowi, over the years, and we hope to continue this cooperation with Mowi in the future." *(PR-Damen)*

MULTI-ROLE DAMEN STAN PATROL 5009 ENTERS SERVICE WITH ROMANIAN GENERAL INSPECTORATE FOR EMERGENCY SITUATIONS

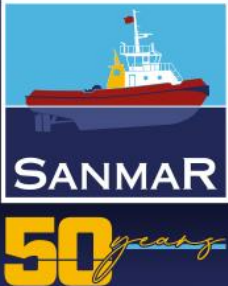
On 14 August, in a ceremony in the Port of Constanța, the Naval Detachment of the Romanian General Inspectorate for Emergency Situations (Inspectoratul General pentru Situații de Urgență - IGSU) welcomed a multi-role response vessel, MAI 0101, into service. *Multi-role capabilities* The vessel is based on a standard Damen Stan Patrol (SPa) 5009, tailored to the client's multi-role requirements. It was completed, commissioned and delivered by Damen Shipyards Galati. It is equipped to perform firefighting, search and rescue and emergency medical assistance duties in the

Black Sea and the Mediterranean. The vessel is able to handle fires both on board vessels and offshore energy infrastructure, as well as support firefighting and decontamination in operations in the water. *Rapid response* The vessel has been outfitted with self-protection installations, radar and day and night surveillance cameras. Furthermore, it has been equipped with rapid response boats and a rescue system and crane. During rescue operations, the vessel has the capacity to evacuate up to 50



persons to safety. It is further equipped to provide emergency medical support, including Mobile Emergency Service for Resuscitation and Extrication (Serviciul Mobil de Urgență, Reanimare și Descarcerare (SMURD)) capabilities. *Demonstration of Romanian skills* Speaking during the event, Alexander Shamray, Damen Sales Manager East and South East Europe, said, “Today, we celebrate more than a vessel. We celebrate a capability that will help protect lives. For Damen, it is a source of great pride to contribute to this important mission. “We are especially proud that this vessel was built here in Romania. It showcases the exceptional skill, dedication, and craftsmanship of Romanian shipbuilders and demonstrates that Romania continues to play an important role in the European maritime industry. The story of the **MAI 0101** fire-fighting vessel is a story of partnership. It reflects the strong cooperation between Romania and the Netherlands, and all those who work together toward a common goal: enhancing safety and serving society.” (PR-Damen)

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LOFOTEN HYDRAULICS WINS SIGNIFICANT CONTRACT

Lofoten Hydraulikk has been selected as the supplier of deck equipment and hydraulic systems for Finnsnes Dykk & Anleggsservice's upcoming anchor handling and subsea vessel. The project brings together several leading players in the maritime industry and represents a significant delivery for the company. Tommy Grønning at FDA, says Lofoten Hydraulikk was chosen based on local roots in Northern Norway and extensive experience with hydraulic systems, as well as previous service work carried out on FDA's fleet. The new 50m vessel, to be built at Zamakona Yards to a design by Sirius Design & Integration, will be a modern and versatile work vessel adapted to demanding operations within anchor handling, underwater work, ROV operations and aquaculture. Through hybrid propulsion and future-oriented technical solutions, it will facilitate both efficient operation and reduced energy consumption. *The delivery from Lofoten Hydraulikk includes:* •

Towing/anchor handling winch 100/50 tonnes; • Chain lock/shark jaw; • Rope pegs; • Four 10-



ton work winches; • Mooring winch; • Anchor winches; • Rope lock; • Plate lock; • HPU (Hydraulic Power Unit) and hydraulic integration; • LH-Core, complete control and monitoring system. This contract represents a significant delivery for Lofoten Hydraulikk and the first major newbuild project within aquaculture for the company. *Very proud*

The project builds on the expertise gained within the fishing industry over many years, with the development and delivery of advanced deck equipment and hydraulic systems for demanding maritime operations. The equipment has been developed with a focus on safety, reliability and efficient handling of anchor handling, towing and subsea work operations. – We are very proud to be part of this exciting newbuilding project and look forward to close and good cooperation with Finnsnes Dykk & Anleggsservice, Sirius Design & Integration, Zamakona Yards and other partners throughout the entire project period, says Morten Vinter, project manager at Lofoten Hydraulikk. The project will have ripple effects locally, including KR Automasjon supplying components and programming for the control system. – Local roots have been an important factor for FDA and the choice of KR Automasjon has been easy as they have the expertise needed and deliver high quality, continues Vinter. – This contract is an important strategic step for KR Automation and we look forward to the collaboration with all parties involved in the future, says CEO of KR Automation, Roy Inge Østeng. – This contract is an important recognition of the expertise and experience we have built up within hydraulic systems and deck equipment. We look forward to delivering a solution that meets the high demands for performance, quality and reliability that this vessel requires, says Christian Aleksander Bye, General Manager of Lofoten Hydraulikk. (Source: *Skipsrevyen*; Illustration: *Sirius Design & Integration*)

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Last week there have been new updates posted:

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

- *Wilson Sons launches another new high-powered tugboat*
- *Tuzla Tugboat Service is at work*
- *SAAM presents Biodiversity Plan focused on protection of marine ecosystems*
- *Svitzer signs contract with Swan Defence and Heavy Industries for four 32 metre TRAnsverse tugs*
- *Med Marine's latest RAmports 2500-W tugboat takes to the water*

1. 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)

2. 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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