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TUGS & TOWING NEWS.

SANMAR SHIPYARDS AND ULTRATUG MARK NEW MILESTONE WITH SECOND TUG DELIVERY



Sanmar was proud to mark the delivery of a second technologically advanced and environmentally responsible tugboat to Ultratug, a leading operator in the Americas, at a special ceremony held at its Altinova Shipyard on August 11, 2026. The tug, **UT AMAZONAS**, will operate in Colombia and is the sister vessel to **UT PATZCUARO**, the first tug that Sanmar built for Ultratug, which was delivered just a few months ago and is now operating in

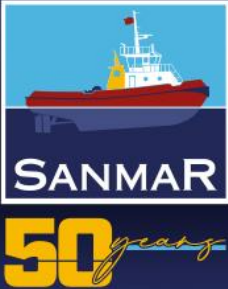
Mexico. This new delivery underlines the strong bond of commitment between the two companies dating back more than two decades, as well as Sanmar's continuing expansion of its presence throughout the Americas. Guests of honour from Ultratug Colombia at the ceremony were Silvia Herrera, Country Manager of Ultratug Colombia; Cristian Franco, Fleet and Operations Manager, Colombia; and José Morales, Maintenance Engineer, Colombia. They were welcomed by Ali Gürün, Vice Chairman & CEO of Sanmar Shipyards, İpek Gürün, Director of Corporate Strategy at Sanmar, Selin Seven, Governance Processes Manager at Sanmar and Ruchan Civgin, Commercial Director, along with other directors. Like its sister, **UT AMAZONAS** is one of Sanmar's best-selling Boğaçay Class tugboats, based on the proven RAmports 2400SX-MKII design developed exclusively for Sanmar by internationally renowned Canadian naval architects Robert Allan Ltd. The tug is powered by two CAT 3516E main engines, each producing a minimum of 2,200 kW at 1,600 rpm and a complying with IMO Tier III emissions standards. The tug's environmental credentials are further enhanced by CAT selective catalytic reduction (SCR) technology, designed to reduce NOx emissions from its diesel engines. A high level of automation also helps maximise operational efficiency. This powerful, yet eco-friendly package enables **UT AMAZONAS** to achieve at least 75 tonnes of bollard pull over the stern and a free-running speed of 12.5 knots. Designed for optimal efficiency in ship-handling operations for ocean-going vessels, **UT AMAZONAS** has an overall length of 24.4 metres, a moulded beam of 12.0 metres, a least moulded depth of 4.5 metres and a navigational draft of approximately

5.45 metres. Fitted with Kongsberg US 255S P30 FP azimuth thrusters and deck equipment including a TW-E 250 kN forward towing winch and a DTH 90-135P aft towing hook, **UT AMAZONAS** also has FiFi 1 firefighting capability. Crew comfort is enhanced by extensive soundproofing measures, with high-grade accommodation provided for a crew of up to eight in two single-berth deck cabins for the captain and chief engineer and three double cabins below deck for the crew. Speaking at



the delivery ceremony, Ali Gürün, Vice Chairman & CEO of Sanmar Shipyards, said: “The delivery of **UT AMAZONAS** marks another important milestone in our growing partnership with Ultratug. Delivering a second Sanmar tug to their fleet within such a short period is a strong reflection of the mutual trust we have built and makes this delivery particularly meaningful for us. We will be proud to see **UT AMAZONAS** begin operations in Colombia, further strengthening Sanmar’s presence in South America, a region of great importance to us. We sincerely thank the Ultratug team for their continued confidence in Sanmar and look forward to building on our strong relationship in the years ahead.” Speaking at the delivery ceremony, Silvia Herrera, Country Manager of Ultratug Colombia said, I am extremely proud of the successful outcome of this project and the delivery of this vessel. This achievement is the result of the dedication, expertise, and hard work of the teams at both ULTRATUG and SANMAR. It reflects our shared commitment to innovation, excellence, and delivering world-class solutions to our customers. We look forward to building on this success and developing many more projects together in the future. (PR-Sanmar)

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ASD Tugs



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RAstar 3200SX

MASTER BOAT BUILDERS LAUNCHES DEFIANT, THIRD OF EIGHT TUGS BUILT FOR MARITIME PARTNERS

Defiant Marks the launch of the third vessel in an eight-boat series between two of the Gulf’s leading maritime companies. Master Boat Builders, Inc. (“Master Boat”) recently announced the successful launch of **Defiant**, the third of eight tugboats being built for Maritime Partners, LLC. The launch represents another key milestone in the companies’ ongoing partnership and reflects sustained demand for high-performance tug capacity across the maritime and energy sectors. “The launch of **Defiant** reflects what can be accomplished through strong industry partnerships and a shared focus on quality,” said Garrett Rice, President of Master Boat Builders. “Our skilled craftsmen and engineers

take great pride in building vessels that meet the highest standards of performance, reliability, and



safety, and this project is a testament to their expertise. We look forward to continuing to grow and strengthen our relationship with the team at Maritime Partners.” Constructed at Master Boat Builders’ shipyard in Coden, Alabama, **Defiant** measures 88 feet in length and is classified as an A1 Escort Tug and Towing Vessel. The vessel carries AMS (Automated Machinery System) certification, UWILD (Underwater Inspection in Lieu of Drydocking) certification, and FFV1 fire-fighting capability. It is also designated a Low Emissions Vessel (LEV) under U.S. standards. Five additional vessels are currently under contract, with

deliveries scheduled to continue through the program's completion. *(PR-Master Boat)*

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E.N. BISSO & SON ADDS TITAN AND MARAUDER TO EXPAND JONES ACT TUG FLEET

Master Boat Builders-built tugboats enter active service supporting Gulf Coast maritime operations. E.N. Bisso & Son, Inc. today announced the addition of the tugboats **Titan** and **Marauder** to its fleet, a significant expansion of the company's capabilities to support maritime operations in U.S. Ports throughout its existing footprint. The recent delivery of Titan marks the second tugboat in the series delivered by Master Boat Builders to Maritime Partners and represents another milestone in the companies' ongoing collaboration to expand modern towing capacity across the region. **Titan** and

Marauder are 88-foot A1 Escort Tugs and Towing Vessels, each carrying AMS (Automated Machinery System) and UWILD (Underwater Inspection in Lieu of Drydocking) certifications, FiFi1 fire-fighting capability, and a Low Emissions Vessel (LEV) designation. "The addition of **Titan** and **Marauder** strengthens our ability to serve customers in the ports we service with the reliability, safety, and operational excellence they expect from E.N. Bisso," said Matt Holzhalt,



President & CEO of E.N. Bisso & Son, Inc. "These vessels expand our fleet capacity and position us to meet growing demand while continuing our long tradition of supporting commerce at U.S deep water ports." Both tugs were built by Master Boat Builders in Coden, Alabama. "This announcement is about more than two vessels entering service. It reflects the partnership and investment required to keep the maritime industry moving," said Garrett Rice, President of Master Boat Builders. "**Titan** and **Marauder** showcase the craftsmanship of our workforce and the collaboration between owner, operator, and shipbuilder to deliver reliable assets for Gulf Coast commerce." The charter reflects a coordinated effort among industry leaders to bring new tugboat capacity into service for customers operating across the region. "These vessels represent the kind of strategic investment that strengthens the domestic maritime industry and supports the movement of critical commodities throughout the Jones Act trade," said Bick Brooks, CEO of Maritime Partners. "We are pleased to partner with E.N. Bisso & Son, Inc. and Master Boat Builders to deliver assets that will serve customers reliably for years to come." Maritime Partners, one of the nation's leading providers of maritime financing solutions, structured the charter and supported the vessels' path from construction to commercial deployment. (PR-Master Boat Builders)

MULTRATUG 3 TEMPORARILY REPLACES THE GUARDIAN



For the past few days, the spot at Harssens where the Coast Guard tug **Guardian** is normally moored has been occupied by the 32-meter-long tug **Multratug 3** of Multraship Towage and Salvage from Terneuzen . The **Guardian** has since departed for Amsterdam, but with her bollard pull of 95 tons and speed of 14 knots, the **Multratug 3** is a good temporary replacement for her. This tug was delivered in 2010 as the **Smit Lion** by the Damen shipyard in Gorinchem and has

been part of the Multraship fleet since 2018. (Source: www.maritiemdenhelder.eu : Photo: Wim Albers)

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DELIVERY OF 3676kW ASD TUGBOAT.

On 26 Aug 2026, one unit of 3, 676 kW ASD tugboat built by our Jiangsu Zhejiang Shipyard company for Yangkou Port and named **"NING YANG TUO 2"** was successfully delivered. The Vessel has length of 37.5m, breadth of 4.6m, BP Ahead of 62.6t, BP Astern of 58.3t, endurance of 1000nm and speed of 13.5knots. (Source: Jiangsu Zhejiang Shipyard)



TCG DİCLE, BUILT BY UZMAR, IS OPENING TO VISITORS AT TEKNOFEST BLUE HOMELAND.



The **A-1564 TCG DİCLE** tugboat, built by Uzmar Shipyard, will be open to visitors interested in the maritime and defense industries throughout the festival... **TCG DİCLE**, built by UZMAR, is opening to visitors at TEKNOFEST Blue Homeland. TEKNOFEST Blue Homeland, which showcases Turkey's domestic production capabilities in the maritime and defense industries to visitors, will

continue at the Gölcük Shipyard Command until August 23rd. One of the notable vessels at the event

will be the **A-1564 TCG DİCLE** tugboat, built by UZMAR Shipyard . The tugboat, which will serve in the Turkish Navy, will be open for visitors to inspect throughout the festival. *UZMAR's signature on TCG DİCLE*. One of the standout aspects of **TCG DİCLE** is the reflection of Türkiye's private sector shipyards' engineering and shipbuilding capabilities in a defense project. UZMAR Shipyard , where the tugboat was built , manufactures tugboats and various marine vessels at its facility in Kocaeli. UZMAR's shipbuilding activities encompass ASD, conventional, and other tugboat designs for diverse mission requirements. The company's fleet includes tugboats with towing capacities ranging from 17 to 85 tons. The application of this expertise in the construction of a military tugboat transforms **TCG DİCLE** from merely a vessel exhibited at TEKNOFEST into an example showcasing the role of the Turkish private sector in the defense shipbuilding ecosystem. *TEKNOFEST visitors will be able to see TCG DİCLE up close*. Within the scope of TEKNOFEST Blue Homeland, which brings together technology and defense industry enthusiasts with a focus on maritime affairs, visitors will have the opportunity to examine **TCG DİCLE** up close. Throughout the festival, in addition to the tugboat, various other projects from Türkiye in the fields of maritime, defense, and advanced technology will also be presented to visitors. (Source: DenizHaber)

SAAM TOWAGE WELCOMES NEW STATE-OF-THE-ART TUG FOR ITS FLEET IN COLOMBIA

• This is the sixth vessel the company has added this year from the Sanmar shipyard; it stands out for its high maneuverability, power and energy efficiency. SAAM Towage's fleet renewal program continues to move forward: this time, the company took delivery of a new tugboat from the Turkish shipyard Sanmar, which will be deployed to serve LNG terminals in Colombia—a segment where demand is



projected to grow steadily, driven by the country's increasing energy needs and the effects of the El Niño phenomenon. Pablo Cáceres, SAAM Towage's Manager of Innovation and New Construction, emphasized that "the **SAAM Caribe** is a versatile harbour tug with high installed power and top-of-the-line equipment that will strengthen our operations and help us continue to provide reliable and safe service to our customers." The SAAM Caribe belongs to the Boğaçay class and is based on Robert Allan's renowned RAmports 2400SX-MKII design. With a length of 24.4 meters and a beam of 12 meters, the vessel reaches a maximum speed of 13 knots and boasts 72 tons of bollard pull. Equipped with twin Z-drive propulsion and a Fire-Fighting Class 1 rating for exterior firefighting operations, the vessel can accommodate a crew of up to seven people. In line with SAAM's sustainability strategy, the tug features an optimized hydrodynamic design, advanced automation panels and a propulsion monitoring system that optimizes its performance to achieve greater energy efficiency. This unit will efficiently meet the requirements of LNG operations, supported by the crews' expertise in this sector. "The successful eight-month construction timeline for the **SAAM Caribe** highlights how optimized construction processes and sound engineering planning pay off. From the first cut of steel to delivery, each stage was carried out to maximize the vessel's efficiency and reliability. "We are proud to deliver a tugboat that reflects both Sanmar's high-tech shipbuilding standards and the

operational requirements of SAAM Towage in Colombia," said Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards. *(PR-SAAM)*

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ØSTENSJØ REDERI INVESTS IN TUG, OFFSHORE VESSEL DIGITALISATION.



A Norwegian owner of offshore support and terminal tugs will install a digital platform across its fleet to analyse operations, reduce maintenance issues and improve energy efficiency. Østensjø Rederi has selected Dipai to deliver a digital platform for its fleet of offshore support vessels and tugs supporting ship dockings in terminals. The Norwegian owner made the decision after

trials on its first vessel since April 2026. Dipai's Digital Fleet Platform will be installed on the rest of the fleet as part of Østensjø's digital transformation analyse operations and improve energy efficiency. "Our experience working with Dipai has been positive, and we quickly recognised the value of the platform," said Østensjø Rederi chief operating officer Stian Waage. "By providing access to operational data, the platform enables a data-driven approach to analyse our vessels operations, help to identify trends, improve energy efficiency, and support continuous improvement across our fleet." Dipai has several thematic and structured modules that analyse logged data from various onboard sensors to deliver insights to owners. "As a common source of operational insight, Dipai supports our digital transformation and will assist to identify further actions under our sustainability plan," said Mr Waage. Dipai offers various sensor data collection options to meet different shipowners' needs, either through our data collection partners or its edge software, where applicable, while the shipowner remains in control of the information. All vessel operations are logged through Dipai's operational mode detection model, presenting an accurate operation profile of various vessels. Each operation includes a detailed evaluation, benchmarked against a dynamic fuel efficiency baseline. This module enables both crew and management to evaluate each operation, facilitating improved actions to reduce emissions and costs. Dipai identifies and monitors key performance indicators, such as tonnes per day, time allocation per operational mode, engines in use, fuel efficiency, and

hydrodynamic performance. These are analysed and trended to follow up on best practices for reducing fuel consumption, streamlining operations and improving communications with third parties. Its software should help vessel operators to minimise the need for manual input while staying compliant with increasingly demanding reporting procedures. *(Source: Riviera by Martyn Wingrove)*

NEW PORTS, TERMINALS ADVANCE AFRICAN TUGBOAT DELIVERIES

From northern Africa to the Gulf of Guinea, developments in new harbours and terminals are encouraging tugboat owners to expand their fleets escorting, handling and docking ships. In Morocco, Boluda's subsidiary West Med Towage has taken delivery of two azimuth stern drive (ASD) tugs, **VB Betoya** and **VB Rif** and another, **VB Gourogu**, is on its way to assist ships in the



Nador East port and then in Nador West Med when construction is completed later this year. All three 28-m tugs were built by Damen Song Cam Shipyard in Vietnam to an ASD 2813 design with a beam of 12 m, a depth of 5 m and output of 5,120 kW from two Cat 3516-C diesel engines. According to automatic identification system (AIS) data, **VB Gourogu** was sailing across the Indian Ocean towards the Red Sea from Singapore in August. Nador West Med is one of the largest port infrastructure developments currently underway in Africa and is scheduled to be in operation in 2027 with a container transshipment hub and a gateway for bulk commodity cargoes. In Ivory Coast, Boluda welcomed 24.5-m tugboat **VB Togolais** to its operations in the Port of Abidjan after it was built by Sanmar as part of its Bogacay series, with a beam of 12 m, a depth of 4.5 m and output of 4,770 kW coming from two Cat 3516-E HD engines. In Ghana, Damen-built, ASD 2813 designed tug **E-Ten**, which is co-owned by CSL and SMT Shipping as part of the Mariac joint venture, has started operating at the Tema terminal. This 28-m vessel has a beam of 13 m, a bollard pull of 83 tonnes, a top speed of 13 knots, a FiFi1 firefighting system and total output of 5,050 kW, coming from two Cat 3516-TA main engines. Damen also delivered the ASD 1810 designed, 18-m tug **Kigomasha** to Shirika La Bandari in Zanzibar, Tanzania, after building it in Changde, China. It has a total output of 1,970 kW and a top speed of 10 knots. In Guinea, Singapore-headquartered Winning Logistics has received multiple tugboats from two Malaysian shipyards to support the mass export of ores from the growing mining industry in the West African nation. Sapor Shipbuilding Industries and Tang Tiew Hee & Sons have together built at least nine 28-m tugs so far in these newbuilding campaigns, each with a beam of 11.5 m, a depth of 5 m and total output of 2,720 kW coming from two Cummins engines. AD Ports Group's maritime and shipping cluster, led by Noatum Maritime, invested in new ship-escort tugs to increase its fleet supporting a new LNG export hub in Nigeria. They were built by Med Marine in Eregli, Turkey to Robert Allan Ltd designs to support gas carriers calling at the LNG terminal developed by Ssonic Petroleum, in partnership with NNPC Gas Marketing and NIPCO Gas, in Lekki, a major port in Nigeria. Med Marine delivered **Alreeman** and **Sdeira** in 2026 after their construction to a RAstar 2800 design, for Noatum's operations in Lekki. They have an overall length of 28 m, a beam of 13 m, a depth of 5.5 m and a FiFi1 firefighting capability, and two high-speed diesel engines, with a combined output of 5,120 kW to drive two azimuth thrusters and deliver 80 tonnes of bollard pull and a top speed of 12 knots. Med Marine also built **Alnouf** and **Alyasat 1** to a RAstar 3200-W design, with a bollard pull of 80 tonnes, for towing, escorting, pushing, and mooring

gas carriers at Lekki. These 32-m tugs have a beam of 13 m, a draught of 6 m, a top speed of just over



12 knots, accommodation for 10 crew and a FiFi1 fire-fighting system. Their propulsion consists of two high-speed diesel engines linked to two azimuth thrusters at the stern, with fixed-pitch propellers in nozzles. Tunisia's Office of Merchant Marine and Ports (OMMP) took delivery of six harbour tugboats from Med Marine in H2 2025 and H1 2026 to support ships at upgraded ports

in the north African nation. **Bulla Regia**, **El Jem**, and **Oudhna** were delivered in Q3 and Q4 2025, **Dougga**, **Kerkouane** and **Maktaris** in 2026. These 438-gt, 26-m tugs were built to a RAmports 2800 design with a beam of 11.5 m, a depth of 5.5 m, a bollard pull ahead of 60 tonnes, accommodation for eight crew and a top speed of 12 knots, and with a FiFi-E class off-ship firefighting system. (Source: Riviera by Martyn Wingrove)

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SEVMASH-SHELF HAS COMPLETED CONSTRUCTION OF THE KOLA TUGBOAT, PROJECT A273.

The Sevmash-Shelf company has built the **Kola**, a Project A273 tugboat, at the USC Sevmash shipyard. This was reported by the Shipping Register's Max channel. The tugboat was built by the company under the technical supervision of specialists from the Arkhangelsk branch of the RS. Documents confirming the vessel's compliance with the applicable requirements of the



RS Rules and permitting its operation in the declared navigation areas were issued to a representative of JSC Sevmash-Shelf by Mikhail Borisov, Chief Engineer and Inspector of the Arkhangelsk branch of the RS, the statement said. The vessel successfully passed all stages of construction, mooring and sea trials, confirming compliance with the declared technical characteristics and safety requirements

corresponding to the class symbol KM★ Ice2 (hull; machinery) R3 AUT3 tug. The tug is designed to perform a wide range of tasks: guiding and turning vessels in port waters and approaches, towing watercraft and other objects, assisting vessels in emergency situations, and participating in navigation safety operations. The vessel is adapted for operation in the harsh climatic conditions of the North, making it particularly suitable for operations in Arctic waters. *Tugboat of Project A273* Length - 16.8 m; Width - 5.45 m; Draft - 2.03 m; Main engine power – 1116 kW; Displacement – 100 t. (Source: *Paluba*; Photo: *RS*)

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – CORTLAND INTERNATIONAL

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ACCIDENTS – SALVAGE NEWS

HOPE FADES FOR SURVIVORS AS INDIAN COAST GUARD FINDS LOST BULKER'S LIFEBOAT



The Indian Coast Guard, working with the Indian Navy, intensified the search for 22 crewmembers missing from a bulker that was believed to have sunk in the Bay of Bengal on Saturday. Additional resources have been deployed, but the Coast Guard said hope was fading after they searched a lifeboat from the vessel. A reconnaissance aircraft from the

Indian Navy picked up a distress signal from the Panama-flagged bulker *Ocean Winner* and visually spotted three lifeboats and rafts from the vessel. The aircraft supplied the coordinates to the Indian Coast Guard, and the patrol boat ICGS Varad reached the coordinates. It recovered the vessel's emergency beacon and also searched a damaged lifeboat, but no one was aboard. The Navy also reported seeing an oil slick believed to be coming from the lost bulker. The position is approximately 230 nautical miles off the Odisha coast. The *Ocean Winner* (72,928 dwt) had departed Paradip, India, on August 20, bound for Singapore. Built in 1998, the vessel is managed by a Chinese

company. It was last inspected in June, with the reported deficiencies related to fire safety. The Coast Guard said on Tuesday that additional resources were being deployed. Two merchant ships also joined the search. A good Samaritan vessel, the tanker **Aisopos**, reported late on Saturday that it had recovered two crewmembers from the bulker in life rafts. The crew told them that the ship had taken on a sudden list on Saturday morning. They said it was possibly just eight minutes until the vessel began sinking. The crew said the ship had been holding off Pradip since August 3 and had experienced significant heavy rain during that time. It then proceeded to load 72,200 tonnes of iron ore fines. *Suspicious are focusing on possible liquefaction of the cargo*, but Coast Guard officials are emphasizing that no cause has been determined. They highlighted that there are prescribed transportable moisture limits for cargo and that wet loading of iron ore is prohibited. They will be investigating the conditions during loading. The ship had a total of 24 crewmembers, including 20 Chinese nationals, three from Myanmar, and one from Bangladesh. The two rescued crewmembers are reported to be Chinese. The Coast Guard vessels **Anmol** and **Vijit** joined the **Varad** and are all working the search area. (Source: *Marex*; Photo: *ICGS*) **What is Liquefaction?** Liquefying cargo is a dry bulk material that can suddenly turn into a liquid-like fluid during transport. *What is it and how does it work?* **Definition:** Dry bulk goods (such as iron ore or nickel ore) containing too much moisture can turn into a liquid mass due to vibrations and waves at sea. **Cause:** Vibrations from the ship's engine and the rolling of the ship increase the pressure between the solid particles. As a result, friction disappears and the cargo begins to flow. **Dangers of liquefaction Instability:** The liquid cargo shifts to one side when the ship heels. **Capsizing:** Due to this weight displacement, the ship can suddenly remain upright or capsize without warning. **Common cargoes** Minerals: Iron ore (iron ore sludge); Ores: Nickel ore and bauxite; Concentrates: Mineral concentrates with an excessively high moisture content. The question now is whether this is the cause of the loss of the bulk carrier **Ocean Winner**.

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THE TWO CREW MEMBERS OF THE FISHING VESSEL 'COMILLAS TERCERO' WERE RESCUED AFTER IT CAUGHT FIRE NORTH OF CASTRO URDIALES.

The two crew members of the fishing vessel '**Comillas Tercero**' were rescued this morning after the boat caught fire north of Castro Urdiales. The Maritime Rescue Coordination Centre (CCS) of Bilbao, under the direction of the Maritime Captaincy of Santander, has coordinated the rescue of the two crew members of the ship, which declared a fire on board when it was sailing about 7 miles northeast of Punta Pescador, off the eastern coast of Cantabria. After receiving the distress call at 8:00 a.m., the CCS Bilbao mobilized the **Salvamar Alcyone** vessel and the Helimer 206 helicopter, and also had the collaboration of several fishing boats that were in the vicinity. The two

crew members left the ship in a life raft and were located and rescued at 8:13 a.m. by the fishing vessel 'Lutxi', the Government Delegation in Cantabria reported. Upon the arrival of the Maritime Rescue teams, the burning fishing vessel was almost completely engulfed in flames. One of the crew members had burns to his face and was evacuated at 9:22 a.m. by the Helimer helicopter and taken to Santander Airport by ambulance for medical treatment. The second vessel was transferred by the [Salvamar Alcyone](#) to Laredo, where it docked at 10:05 a.m. Meanwhile, the SAR vessel [Gavia](#) has headed to the emergency area to assess the condition of the fishing boat. *(Source: Oeldiario; Photo: Maritime Rescue/Government Delegation)*



RUSSIAN FISHING VESSEL PARTIALLY SINKS AT MONTEVIDEO PORT IN URUGUAY, 41 CREW EVACUATED



Russian-flag fishing vessel [Alpha Cruz](#) was left partly submerged at berth 7 in the Port of Montevideo after losing stability and listing heavily to port at about 19:30 on 25 August, forcing the evacuation of all 41 crew members, according to Uruguay's National Ports Administration (ANP). No injuries were recorded. Uruguay's National Naval Prefecture is investigating whether internal operations

aboard the vessel, including a fuel transfer between tanks, contributed to the loss of stability. The berth was secured and environmental-response procedures were activated. Floating containment booms were placed around the vessel, while a launch, specialist personnel and pumping equipment were deployed to recover oily liquid from the water. No spill of liquid fuel had been confirmed. The material seen on the surface may have been bilge water. Tugs and salvage personnel also attended the casualty. The shipowner approached its P&I insurer over salvage arrangements, with recovery work expected to follow. The vessel is listed internationally as [Alpha Cruz](#), IMO 9024621, while the ANP uses the name [Alpha Cruz](#) in its 26 August incident notice. The 50-metre fishing vessel was built in Spain in 2003 and is registered at Vanino, Russia. It is authorised by Russia to target Antarctic toothfish species in CCAMLR subareas 88.1 and 88.2 from 1 December 2025 to 31 August 2026. Idernol Oriental Shipping is the maritime agency named in the casualty response arrangements. Nueva Era Oil Spill Response Organization (OSRO) is the specialist environmental-response contractor deployed at the vessel. *(Source: PortNews)*

A SHIP WAS IN DANGER OF SINKING IN KASTAMONU.

The engine room of the 55-year-old general cargo ship **Svetoslava** has reportedly taken on water. The 13 crew members on board the Palau-flagged commercial vessel, which was taking on water off the coast of Doğanyurt district in Kastamonu, were evacuated by Coast Guard teams and brought to İnebolu Port. After being discharged following health checks, the rescue of the ship is awaiting improvement in weather conditions. Thirteen



people were evacuated from a commercial vessel that was found to be taking on water off the coast of Doğanyurt district in Kastamonu. The Palau-flagged commercial vessel “**Svetoslava**” reportedly took on water in its engine room during the night, 26 miles off the coast of the Black Sea. Following this, teams from the İnebolu Coast Guard Command were dispatched to the area. Coast Guard Command teams, reaching the ship with the TCSG-96 and KB-40 boats, evacuated the 13 people on board and brought them to İnebolu Port. The crew members, who were taken to İnebolu State Hospital by ambulance, were discharged after health checks. It has been learned that efforts will begin to rescue the ship, which is anchored offshore, once the adverse weather conditions improve. Built in 1971, the 4,903 dwt vessel is 133 meters long and 17 meters wide. Watch the video [HERE](#) (Source: *Haber Denizde*)

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TWO DEAD, 16 RESCUED IN TANKER FIRE OFF INCHEON

A fire on a Korean petroleum tanker near Jawol Island killed two crew members while 16 others were rescued in stable condition. Two crew members died and 16 others were rescued after a fire broke out on a 7,000-ton petroleum product tanker in waters near Jawol Island in Incheon on Thursday night. The blaze was extinguished Friday morning. The fire broke out at around 10:38 p.m. on the tanker about 7.4 kilometers (4.6 miles) north of Jawol Island in Ongjin County, Incheon, the Korea's Central Regional Coast Guard said Friday. A total of 18 people were aboard the vessel at the time of the fire. Two men, one in his 60s and the other in his 20s, were found unresponsive in the engine room. They were taken to Jindu Port on Yeongheung Island, also in Incheon, but later pronounced dead. The other 16 crew members were rescued by the Coast Guard and were all reported to be in stable condition. Among the crew members, 11, including the two who died, were

Korean and seven were foreign nationals. The tanker was also confirmed to be a Korean vessel. The



Coast Guard dispatched 24 patrol vessels and an aircraft to the scene after receiving the report, with three vessels from other agencies also joining the firefighting efforts. The fire was fully extinguished at around 4 a.m. Friday, five hours and 22 minutes after it broke out. The fire is believed to have started in the vessel's engine room. Authorities found that it did not spread to the petroleum storage area. "We plan to investigate the cause of the fire

and the extent of the damage," a Coast Guard official said. "After consulting with the shipping company, we will tow the vessel and handle the cargo on board." (Source: Korea Joonang Daily; Photo: Yonhap)

STRONG SMELL OF SMOKE ACROSS CARDIFF AFTER SHIP FIRE AT CARDIFF BAY

It involves a large vessel carrying approximately 20,000 tonnes of scrap metal. A fire has broken out on board a ship at Queen Alexandra Docks in Cardiff. South Wales Fire and Rescue Service (SWFRS) remain at the scene of the incident aboard The Federal Welland ship. The blaze, which started at around midday on Tuesday, involves a large vessel carrying approximately 20,000 tonnes of scrap metal. All members of the ship's crew have



been accounted for and are safe. There is no immediate risk to the public. SWFRS said firefighting tactics being deployed at the scene could result in the intermittent release of significant amounts of smoke. Many reported a strong smell of smoke across much of the city on Tuesday evening. Residents as far as Canton and Roath reported smelling the fire, and fans at the Cardiff City Stadium said you could smell it in the ground on Tuesday night. Public Health Wales (PHW) is advising anyone living or working in affected areas to keep their windows and doors closed and once the smoke has cleared, and it is safe to do so, to then open windows and doors to help cool your home and improve ventilation. If you're feeling unwell PHW advises you seek medical advice from NHS 111 or your GP, especially if your symptoms worsen. The fire service is also asking members of the public not to fly drones over the incident, as this could impact operational activity and the safety of emergency responders. An ABP spokesperson said: "Associated British Ports, the owners and operators of the Port of Cardiff, is continuing to support the emergency response to a fire involving scrap metal in the hold of the vessel at the port. "We are working closely with South Wales Fire and

Rescue Service and other partner agencies as they manage the incident. "We encourage people to follow the advice of the emergency services and avoid the area while operations remain ongoing."
(Source: Wales online; Photo: South Wales Fire and Rescue Service)

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OFFSHORE NEWS

KONGSBERG MARITIME SECURES CONTRACT FOR ADVANCED SYSTEMS ON NEW SOLSTAD / SBM OFFSHORE VESSEL



Kongsberg Maritime has secured a contract to deliver a fully integrated suite of technology and equipment for a new multi-purpose deepwater installation and construction vessel that will be owned and operated by Solstad Offshore and SBM Offshore. The vessel, which will be built in China, represents a new generation of offshore construction assets designed to perform complex

installation, subsea construction and heavy-duty offshore operations. With advanced mooring installation and subsea construction capabilities at its core, the vessel is expected to set a new benchmark for performance, operational efficiency and reliability in some of the world's most demanding offshore environments. Lisa Edvardsen Haugan, President of Kongsberg Maritime, said: "This contract highlights the strength of our integrated offering and our long-standing partnerships across the offshore sector. By combining energy management, propulsion, dynamic positioning and advanced deck machinery into one coordinated solution, we enable safer and more efficient offshore operations. Mooring installation capability is central to this vessel, and our high-capacity winch systems are designed to deliver exceptional performance, precision and reliability under the most demanding conditions." A key element of the project is the advanced deck machinery package from Kongsberg Maritime. This includes anchor-handling winches, shark jaws and tow pins designed for chains up to 220 mm, and a newly developed low-tilt ROV launch and recovery system. Kongsberg Maritime's scope of supply also includes dynamic positioning, thruster control, navigation, bridge and automation systems, together with a comprehensive power and energy package comprising switchboards, generators, propulsion motors and a battery energy storage system. The propulsion

configuration will feature twin controllable-pitch propeller (CPP) shaftline propulsion, complemented by azimuth thrusters to enhance bollard pull, as well as rudder systems and a complete thruster package. *World's largest anchor-handling winch* The project will also mark the first delivery of anchor-handling winches powered by Kongsberg Maritime's in-house developed permanent magnet motor, the XT140, representing a significant technological milestone. (PR-Kongsberg)

DAMEN FCS 2710 TUMAR LAUNCHED FOR THE MINISTRY OF EMERGENCY SITUATIONS OF THE REPUBLIC OF KAZAKHSTAN

On 25 August, Damen held launching and naming ceremony for the Damen Fast Crew Supplier (FCS) 2710 **Tumar** for the Ministry of Emergency Situations of the Republic of Kazakhstan. During the ceremony, the parties signed the vessel's technical acceptance. After sea trials planned in September, the vessel will be ready for delivery to the client. *Fast lead time* Damen and the National company Teniz Zhasagy, which operates under the Ministry of Emergency Situations of the Republic of Kazakhstan, signed



the contract for the vessel in May this year. Thanks to Damen's strategic stock vessel programme, the FCS 2710 had already been built, ensuring a rapid lead time between contract signing and acceptance. The Twin Axe hull design form provides for safe, fast and fuel-efficient performance with outstanding seakeeping behaviour. The FCS 2710 is named **Tumar**, which means protector. It will undertake search and rescue, firefighting, oil spill response, medical assistance and other emergency duties to protect lives and critical infrastructure. *Bespoke design* For this scope, Damen's proven, standard design has been tailored with the installation of a range of equipment, including Fire-Fighting systems and a unique oil spill response solution. Chief of Staff of the Ministry of Emergency Situations of the Republic of Kazakhstan Murat Mukhanov said, "I would like to express my thanks to Damen for the positive and constructive cooperation we have had. The results of this are plain to see in this impressive vessel. I have full confidence in the capabilities of Tumar to fulfil the important responsibility of preserving life and infrastructure in Kazakh waters." *Shared commitment to safety* Damen Sales Director Vadim Akimov said, "I extend my sincere gratitude to the Ministry of Emergency Situations of the Republic of Kazakhstan for the trust they have placed in Damen in their selection of this vessel. We greatly value this partnership and are proud to contribute to the strengthening of Kazakhstan's maritime safety and emergency response capabilities. Today marks a shared commitment to safety, preparedness and the protection of people and the environment." (PR-Damen)

SOLSTAD SECURES FRESH PETROBRAS WORK OFFSHORE BRAZIL

Norwegian vessel owner Solstad Offshore has won a new contract for one of its construction support vessels from Brazilian state-owned giant Petrobras. The oil and gas major hired the 2008-built CSV **Normand Valiant** for two years. The contract, worth \$62m, is expected to begin in the fourth quarter

of 2026 as a direct continuation of the current agreement and the subsequent class renewal. The



vessel will provide accommodation services to support production activities on the Brazilian continental shelf. The **Normand Valiant** has a walk-to-work gangway system and can accommodate 120 persons. Solstad Maritime owns the vessel, and it will be on a bareboat contract from Solstad Maritime to Solstad Offshore, the contract holder with Petrobras. Solstad Offshore holds 27.3% of

the shares in Solstad Maritime. (Source: *Splash24/7*)

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TDI-BROOKS COMPLETES SUBSEA CABLE SURVEY PROJECT OFFSHORE ALASKA

TDI-Brooks recently completed a third-party geotechnical project offshore Alaska, supporting a short cable route survey for Woolpert utilizing their Gravity CPT Stinger (gCPT) system. The project consisted of a geophysical and geotechnical survey for a marine cable route in the Valdez Arm. Designed for rapid deployment in remote and challenging environments, the gCPT tool enables efficient in-situ soil characterization without the need for conventional drilling. The system transports a piezocone penetrometer (PCPT) to the seabed, where it captures high-resolution data from the



mudline to depths of 5 meters and often exceeding 10 meters below mudline (BML). Piezocone testing is a widely accepted method for offshore site investigations, providing continuous measurements such as tip resistance, sleeve friction, and pore pressure—key parameters used to evaluate soil strength and stratigraphy in real time. For cable route engineering, these insights are critical in identifying: • Soil variability along the route; • Burial feasibility and trenching conditions; • Potential geohazards impacting installation. *(Source: MarineLink)*

OCEANEERING-ASTRO OFFSHORE PACT TARGETS INTEGRATED SUBSEA GROWTH



Dubai-based offshore vessel specialist Astro Offshore and Houston-headquartered subsea technology and services provider Oceaneering International are joining forces to target integrated offshore and subsea projects, backed by the addition of the UAE firm's first DP3 multi-purpose support vessel (MPSV). Astro Offshore has signed a memorandum of

understanding (MOU) with Oceaneering, describing it as an important milestone in the company's strategy to expand its offshore and subsea capabilities. The collaboration brings together the UAE player's offshore vessel capabilities with the U.S. firm's remotely operated vehicle (ROV), survey, and integrated project delivery expertise, enabling the duo to pursue and deliver offshore and subsea projects. According to Astro Offshore, the agreement creates an integrated solution capable of supporting customers across a wider range of offshore operations by combining complementary strengths. The firm has acquired [Astro Aurora](#), as its first DP3 MPSV, which is expected to play a key role in delivering projects under the partnership and supporting the next phase of growth. The Dubai-based player emphasizes that this vessel provides the specialist capability required to support Oceaneering's subsea services, strengthening the companies' ability to undertake increasingly complex offshore and subsea operations. The 100-meter DP3 vessel is equipped with a 150-ton active heave compensated (AHC) crane, a 40-ton knuckle boom crane and approximately 1,000 square meters of clear deck space. As a result, the company highlights that this makes the MPSV ideally suited for subsea construction, inspection, maintenance, repair and offshore support activities. The acquisition follows the recent addition of [Astro Atlas](#), Astro Offshore's first ultra-deepwater vessel. "By combining our investment in specialist vessels such as [Astro Aurora](#) with Oceaneering's world-class subsea expertise, we're creating new opportunities to pursue larger and more complex subsea projects. This partnership strengthens our offering to customers and represents another important step in our long-term growth strategy." The strategic MOU reflects both companies' commitment to delivering integrated offshore and subsea solutions by combining complementary expertise, assets and operational excellence. *(Source: Offshore Energy)*

SHEARWATER EXPANDS NORWEGIAN FOOTPRINT WITH NEW 3D SEISMIC SURVEY

Norwegian offshore seismic vessel player Shearwater Geoservices has announced a new 3D multi-client seismic survey in the Norwegian Sea. According to the company, the survey has industry

backing and data acquisition is expected to commence this month. The **Amazon Conqueror** vessel will be deployed for the approximately seven-week survey, utilising Shearwater's isometrix streamer technology to acquire seismic data across the project area. "This project targets recently awarded and prospective open acreage, marking our multi-client expansion into the Norwegian continental shelf and adding high-quality backlog for our fleet," said Irene Waage Basili, CEO of Shearwater. (Source: *Splash24/7*)



KINGSBORG MOBILIZES IN DEN HELDER



On Monday, August 24, the **Kingsborg** moored at the Nieuwediepkade once again. The multi-purpose offshore support vessel from Wagenborg Offshore in Delfzijl had traveled from its base in Lowestoft to Den Helder to mobilize for a new project. Work immediately began on board with the containers belonging to the Den Helder-based diving company Bluestream Offshore, which had

already been positioned on the quay. The diesel-electric Ulstein PX121 supply vessel was launched in 2013 and has been part of the Wagenborg fleet since 2023. At this moment, the 83-meter-long supply vessel is at work in the British sector of the North Sea. (Source: www.maritiemdenhelder.eu; Photo: Wim Albers)

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FLOATTEL'S 2016-BUILT SEMI-SUBMERSIBLE VESSEL LINES UP

BRAZILIAN JOB

Floatel International, an offshore accommodation provider, has secured a new assignment for its ten-year-old semi-submersible accommodation and construction support vessel with an undisclosed company off the coast of Brazil. Floatel International has received a letter of intent (LOI) for the 2016-built Floatel Triumph vessel to provide maintenance and safety unit (MSU) services offshore Brazil. "This letter of intent reinforces Floatel International's strong presence in



Brazil and highlights the company's ongoing commitment to delivering high-quality services," emphasized the firm. **Floatel Triumph** is designed for worldwide operation with emphasis on some of the harshest environmental conditions in the world. The MSU assignment, which is for four to eight months, is scheduled to begin in Q1 2027. This comes months after Floatel converted a letter of intent from October 2025 into a firm contract, enabling the 2013-built **Floatel Victory** to provide maintenance and safety unit services to Brava Energia in Brazil. *(Source: Offshore Energy)*

ALLSEAS TAKES 17,200-TON NORTH SEA GIANT ASHORE 42 YEARS AFTER FIRST OIL



The 1981 built semi submersible heavy load carrier **SEAWAY FALCON** with the accommodation ship **TELFORD 28** loaded within territorial waters on Thursday 27th August, 2026 after the accommodation ship shifted from Grand Harbour, Malta Operation was due to be done on Monday 24th but operation was cancelled due to swell and it was done late morning of Tuesday 25th. *(Picture Credit as*

- Photo by Capt. Lawrence Dalli - www.maltashipphotos.com)

JAN DE NUL MAKES ITS ENTRANCE INTO CCS MARKET WITH NORTH SEA PIPELINE PROJECT

Jan De Nul, a dredging and offshore contractor, is entering the carbon capture and storage (CCS) market, with offshore rock installation works that one of its vessels is carrying out for the Northern Endurance Partnership (NEP), a joint venture of BP, Equinor and TotalEnergies, in relation to a development described as the UK's first offshore CCS project. Jan De Nul has announced that it is

contributing for the first time to a CCS project that will transport CO₂ from industrial areas to permanent storage beneath the North Sea, as a subcontractor to Saipem, with its **Simon Stevin** vessel starting to install a protective layer of rock on top of the CO₂ pipeline for the Northern



Endurance

Partnership's transportation and storage network, which aims to help the UK move towards a carbon-neutral industrial sector. The company will install rock on top of a pipeline that transports CO₂ from industrial areas to a storage site beneath the North Sea in the coming months. Saipem is responsible for the project's offshore execution scope. Northern Endurance Partnership will capture CO₂ from industrial areas of Teesside and Humber, on the east coast of England. Jan De Nul emphasizes that the CO₂ is compressed and transported through a network of pipelines to a storage location under the North Sea, where it is injected thousands of meters deep into porous rock formations. The firm is responsible for protecting the pipeline, which has a diameter of one meter, on the seabed of the North Sea. Using its rock installation vessel, the company will install rock over the coming months with a vertical fall pipe system that places the rock with high precision on the seabed at depths of 30 to 60 meters. Tom Quintelier, Project Manager at Jan De Nul, commented: "This is a project we are very proud of at Jan De Nul. We are entering a new market that perfectly aligns with our ambition: preparing the world for tomorrow's challenges through strong engineering and innovative solutions. "With our fleet, we are actively contributing to a reliable and sustainable energy system based on renewable energy. Being able to contribute to a pioneering project with a direct and positive impact on climate change makes our story even stronger." The NEP network is set to initially connect three carbon capture projects in Teesside: NZT Power, H₂Teesside and Teesside Hydrogen CO₂ Capture. These projects were selected in March 2023 as part of the UK government's phased approach to developing carbon capture, usage and storage (CCUS) clusters. CO₂ storage at the development site is expected to begin in 2028. During its initial phase, the facility is planned to store up to 100 million tonnes of CO₂ over 25 years in the saline aquifer. (Source: Offshore Energy)

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ALLSEAS TAKES 17,200-TON NORTH SEA GIANT ASHORE 42 YEARS AFTER FIRST OIL

More than four decades after first producing oil, a 17,200-ton North Sea platform has been lifted

from its steel jacket in a single operation and loaded aboard a heavy-lift vessel, owned by



Switzerland-based offshore contractor Allseas, marking the start of its final journey to shore for dismantling and recycling. Allseas has announced that its **Pioneering Spirit** vessel kicked off the 2026 lift season with the single-lift removal of the 17,200-ton North Cormorant topsides from the UK North Sea. As a result, the former production platform is now safely aboard the ship and on

its way to Dales Voe, Shetland, where it will be dismantled and its materials prepared for reuse and recycling. The firm emphasized: “The achievement reflects several years of careful planning, engineering expertise and close collaboration, culminating in a four-month offshore preparation campaign led by our skilled onshore and offshore teams.” Crews, supported by Oceanic, carried out structural modifications, installed lift points, separated conductors and risers, and completed the final separation of the topsides from its steel jacket. This is the second topsides removal completed by the company under its multi-year Northern North Sea decommissioning contract with TAQA UK, following Eider Alpha in 2025. The wider program will see more than 120,000 tonnes of offshore infrastructure removed from four TAQA platforms, according to Allseas. North Cormorant’s lift comes exactly ten years after Pioneering Spirit’s first commercial single lift at Yme. Allseas highlighted: “What began as a new way of removing large offshore structures has, over the past decade, become a proven solution for bringing ageing infrastructure back to shore. And North Cormorant is only the start. “The 2026 lift season is now underway, with a diverse programme ahead across decommissioning, oil and gas installation and offshore wind. Congratulations to everyone involved in getting North Cormorant ready for lift-off.” This removal marks the physical end of another long-running production chapter for the UK North Sea, as another piece of offshore infrastructure moves into its final segment onshore. North Cormorant came online in February 1982 and ceased production in June 2024, following more than four decades of operations as part of the Cormorant field development. Located in the Northern North Sea, around 500 kilometers northeast of Aberdeen, North Cormorant, which served as a host for production from several fields, including Causeway, Fionn, Otter and Eider, was among the offshore facilities that helped establish the area as a major oil-producing region. *(Source: Offshore Energy)*

EVENT NEWS

NOAH'S ARK REPLICA SPOTTED IN ROTTERDAM

The replica of **Noah's Ark**, which was recently moored in Franeker, was spotted in Rotterdam on Wednesday, August 26. The ship was purchased by entrepreneur Wim van Beelen. The plan is for the **Ark** to be located at Spelen van Beelen, soon to be renamed **Zuidyard**, starting September 1. This is the amusement park in the Maashaven of Rotterdam that Beelen has revitalized. It is scheduled to open to the public there on September 11. The ship is 70 meters long and 14 meters high, giving it biblical dimensions. No live animals will be visible; the biblical story is depicted on the ark using physical sets and AI. Wim Beelen will soon have his two **Ark** ships close together; the other is 120

meters long and is moored in Krimpen aan den IJssel next to the Waterbus pier. The [Ark](#) is scheduled to make its first voyage through Rotterdam during the World Port Days in early September. Whether this will actually happen remains to be seen. In April, it emerged that the Port of Rotterdam Authority had not yet received an application for such a trip. On August 25, the Port Authority informed De Havenloods that no formal application for a permit had yet been submitted. (Source: *Schuttevaer*; Photo: *MediaTV*)



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WINDFARM NEWS - RENEWABLES

TAIWAN MOVES TO TERMINATE CONTRACT FOR 700 MW OFFSHORE WIND PROJECT



Taiwan's Energy Administration is processing the termination of the administrative contract for the 700 MW Youde offshore wind project, developed by Shinfox Energy. According to Taiwan's Central News Agency (CNA), the Energy Administration confirmed on 24 August that the developer had not completed payment of the outstanding performance bond. The Youde project company had paid 50 per cent of the required

performance bond when the administrative contract was signed, with the remaining 50 per cent due one year after signing. According to the Energy Administration, it requested payment of the

outstanding amount from the developer on 18 May and 12 June 2026. The agency subsequently gave the developer a final deadline in August. The remaining performance bond had still not been paid when that deadline expired, after which the Energy Administration began the contract termination process, within which the developer has also submitted its response, CNA reports. Youde was selected in Taiwan's Offshore Wind Block Development Phase 3.2 selection process in August 2024 as one of five projects awarded capacity, the four others being the 800 MW Formosa 6 (Synera Renewable Energy), the 600 MW Fengmiao 2 (Copenhagen Infrastructure Partners), the 360 MW Formosa 3/Haiding 1 (Corio Generation and TotalEnergies), and the 240 MW Deshuai (Enervest). In May last year, the Ministry of Economic Affairs (MOEA) announced that all five developers submitted their contract applications, but the Ministry subsequently cancelled the development rights for Corio and TotalEnergies' Formosa 3 and Enervest's Deshuai for failing to meet requirements. Taiwan has subsequently incorporated provisions for vacated or terminated project sites into its offshore wind policy framework. Following an offshore wind meeting on 2 July, Taiwan's Energy Administration said that sites whose contracts were terminated would be included in the scope of expansion capacity, with the government finalising changes to the Phase 3 selection mechanism and administrative contracts. The Ministry of Economic Affairs published the Phase 3 administrative contract framework on 23 July. The framework establishes separate administrative contracts for allocated and expansion projects and sets out the rights, obligations and liability arrangements applying to developers. "In addition to the original allocation of 3.6 GW, this round of selection will also include sites with terminated contracts in the expansion capacity scope. Through a transparent and open mechanism, developers with proven track records and contract fulfilment capabilities will be selected, and related work will proceed according to the established schedule, moving towards the goal of completing the selection by 2026, steadily promoting industry development, and gradually moving towards the 2050 net-zero transition target", MOEA said on 23 July. Foxwell Energy, an affiliate of Shinfox, is building the 300 MW Taipower Offshore Wind Project Phase II (TPC Changhua Phase II), after winning the tender from Taipower for the development of the wind farm in June 2020. In June this year, Shinfox Energy was delisted from the Taiwan Stock Exchange after its net worth turned negative amid substantial financial losses. According to Taiwanese media, the losses include those incurred by its offshore wind engineering subsidiary Foxwell Energy. *(Source: Offshore Wind)*

TAIWANESE VESSEL OWNER CONSIDERING NORWEGIAN OFFSHORE BASE

Dong Fang Offshore and Invest in Rogaland have signed a memorandum of understanding to explore the potential establishment of an operational base for the Taiwanese company in the Haugesund area. Dong Fang Offshore is Taiwan's leading offshore marine contractor and is investing in the construction of a number of vessels that will service the country's growing offshore



wind industry. The fast-growing Taiwanese company operates a range of offshore vessels, and has a cable-lay vessel due to be delivered in 2027. It is also investing in construction vessels and service operation vessels, and provides full life-cycle services for offshore windfarms. The company has

ambitions to expand outside Taiwan, and Invest in Rogaland will support Dong Fang Offshore as it explores opportunities in northwest Europe. Invest in Rogaland is the investment agency for Rogaland county in the southwest of Norway. The country borders the North Sea to the west and is an important region for the economies of western Norway and southern Norway. The MOU was signed by Rogaland County Mayor Ole Ueland and Dong Fang Offshore chief executive Polin Chen during a recent Taiwan-Norway Energy Dialogue in Stavanger. The dialogue was part of a visit to Rogaland by a Taiwanese offshore wind delegation during the Offshore Northern Seas (ONS) exhibition and conference this week. Other participants in the dialogue included the Metal Industries Research & Development Centre Taiwan, the Ship and Ocean Industries R&D Center and Industrial Technology Research Institute, along with academia and other companies in the energy and offshore wind sectors. *(Source: Riviera by David Foxwell)*

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CTVs CHART COURSE TOWARDS REDUCED FUEL CONSUMPTION AND EMISSIONS



Recent deliveries into the crew transfer vessel (CTV) market continue to highlight the sector's firm course towards decarbonisation, whether through the use of alternative fuels, hybrid propulsion, batteries or pure-electric propulsion. At the same time, the CTV market is expanding geographically, with Japan and South Korea becoming potentially highly significant

markets, with leading Japanese shipowners such as NYK taking positions in European owners and building CTVs of their own. In the longer term, in keeping with growing interest in the use of uncrewed vessels elsewhere in the shipping industry, the first steps are being taken towards remote controlled operations by CTVs. Exemplifying the trends towards hybrid propulsion, Northern Offshore Services recently launched **Embracer**, the latest vessel in its E-class series of CTVs, and the first in the series delivered with a fully configured hybrid setup. **Embracer** is part of a fleet expansion programme at the company, with a total of 12 E-class vessels planned. The 36-m catamaran is built around a flexible, future-proof platform designed for full electrification. The vessel can operate in multiple modes, including hybrid and full electric, allowing for different operational profiles depending on requirements and operating environment. In a statement issued at the time that the vessel entered the water, Northern Offshore Services group chief executive, David Kristensson, said: "With **Embracer**, we are introducing a platform that can evolve over time. The aim is to support

current operations and a gradual transition towards more electrified offshore logistics. “The design focuses on operational flexibility, efficiency and reliability, as offshore windfarms continue to increase in scale and distance from shore. In addition to hybrid propulsion system, emphasis has been placed on onboard working conditions, with layout and design aimed at improving comfort for both crew and technicians during long working days at sea.” The new 36-m E-class vessels have a cargo capacity tailored to the demands of future offshore windfarms and a hull design and advanced automation system intended to optimise energy efficiency. In 2025, Northern Offshore Services also took delivery of another innovative CTV, **Transporter**, which is the world’s first CTV that is 100% biomethanol-powered. **Transporter** was converted from an A-class vessel to a T-class unit and is a 25-m, high-speed catamaran with accommodation for 24 windfarm technicians. The design of the vessel was developed in collaboration with Vestas, which chartered **Transporter** in order to explore how biomethanol-powered vessels might be used to reduce carbon emissions from offshore service operations. The biomethanol used in the vessel is a renewable fuel derived from sustainable biomass, a supply of which was secured in advance of **Transporter** entering service, such is the competition for the fuel at present. Mr Kristensson described biomethanol as “a powerful alternative to conventional fuels” that can help the CTV sector move away from the use of marine gas oil. In the UK, companies such as Tidal Transit are pioneering the use of 100% electric CTVs with **e-Ginny**, a vessel it has converted to run on battery power. The company has also teamed with Aqua superPower to enable electric CTVs to be adopted more widely, and is working on the development of charging infrastructure for ports and harbours seeking to electrify operations supporting offshore infrastructure such as windfarms. Under the agreement between the companies, Tidal Transit will build and operate electric CTVs and manage the installation of offshore charging infrastructure. Aqua superPower will design, build, operate and maintain shore-side charging infrastructure located

in the vessel’s origin port. The collaboration is intended to simplify and accelerate the adoption of electric vessel operations by combining vessel capability, offshore charging expertise, and dependable shore-power infrastructure within one coordinated delivery model. In 2025, Robosys Automation was awarded a contract to integrate its VOYAGER AI autonomy suite



into a 26-m Damen CTV. The aim of the project was to demonstrate the deployment of autonomous navigation and remote-control capabilities in the offshore wind market. Robosys Automation described the project as a “proof-of-concept trial before advancing to higher functionality autonomy and then to fully unmanned operation.” A spokesperson for the company said the vessel would be remotely controlled with autonomous route following, with personnel on board, and that the trials would take place in the Mediterranean and Atlantic. Onboard systems on the CTV were due to be integrated with Robosys’ Voyager AI, enabling remote control as well as enhanced, safe, autonomous navigation and safe and smart decision-making capabilities. The system uses integrated electronic navigation charts for route/path planning and replanning validation, plus COLREGS-based collision avoidance. The contract, awarded by an undisclosed European client, involved a comprehensive retrofit to ensure optimal performance of the Voyager AI platform in real-world offshore support operations, including crew transfers, logistics and dynamic positioning tasks. Voyager AI offers scalable levels of autonomy, ranging from decision-support to fully autonomous operations, and is built to integrate with existing vessel control systems with minimal disruption. It

can be used to transform a new or existing vessel into a fully autonomous uncrewed vessel, capable of independent navigation, autonomous collision avoidance and anti-grounding with dynamic route optimisation. It uses AI and machine learning algorithms to provide scalable levels of autonomy, from remote control up to and including full IMO degree 4 autonomy. In a statement about the project, Robosys Automation chief strategy officer, Nigel Lee, described it as “a significant leap forward, not only for Robosys, but for the offshore renewables industry.” He said integration of Voyager AI into the CTV “highlights confidence in smart-vessel technology and its ability to enhance safety, operational efficiency and sustainability in offshore wind operations.” He concluded: “As the offshore wind industry continues to evolve, embracing advanced autonomy is a natural progression to meet future demands, for safer and cleaner operations.” *(Source: Riviera by David Foxwell)*

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SERVOGEAR TO DELIVER ECOFLOW PROPULSION FOR NEW CHARTWELL BREVITY SL CREW TRANSFER VESSEL AT DIVERSE MARINE



Servogear AS has been awarded a contract to supply two Ecoflow propulsion systems for a new 26-metre Crew Transfer Vessel (CTV) currently being built by Diverse Marine Ltd at its shipyard in Cowes, Isle of Wight, UK. The vessel is based on the Chartwell Brevity SL design from Chartwell Marine Ltd and will be equipped with Servogear HD295U gearboxes

and 1,225 mm controllable pitch propellers. The propulsion package has been selected to support efficient and reliable operation in the demanding conditions of offshore wind farm service. The vessel is scheduled for delivery by Diverse Marine in 2027. *Servogear scope of supply includes:* • Two Servogear Ecoflow propulsion systems. • HD295U gearboxes. • 1,225 mm controllable pitch propellers. "We appreciate the opportunity to be part of this project. The Chartwell Brevity is a proven design, and we believe our propulsion solution is a good match for the vessel's operational requirements. We look forward to working with Diverse Marine on the delivery." Svein Helge Natterøy Sales Manager, Servogear AS. *(PR-Servogear)*

ACTA MARINE'S NEWEST SOV ACTA GEMINI COMMENCES LONG-TERM

CHARTER FOR RWE AT SOFIA OFFSHORE WIND FARM

Acta Marine is proud to announce that its newest Service Operation Vessel (SOV), **Acta Gemini**, has successfully completed its shakedown and mobilisation period and is now beginning a long-term charter agreement in support of RWE's Sofia Offshore Wind Farm in the United Kingdom. Operating from Grimsby, **Acta Gemini** will provide offshore accommodation and Walk-to-Work services for technicians and specialists



involved in the commissioning and future operation and maintenance of the 1.4 GW Sofia Offshore Wind Farm, one of Europe's largest offshore wind projects. Located on Dogger Bank in the North Sea, approximately 195 kilometres off the UK's north-east coast, Sofia, once fully operational, is expected to generate enough renewable electricity to power the equivalent of 1.2 million UK homes. The start of this long-term charter marks an important milestone for both Acta Marine and **Acta Gemini** in supporting RWE's offshore projects. **Acta Gemini** is the third vessel in Acta Marine's series of four next-generation (C)SOV newbuilds. Delivered in June 2026 by Tersan Shipyard, the vessel has been purpose-built to support offshore wind maintenance activities, with a strong focus on safety, efficiency, sustainability, and crew comfort. **Acta Gemini** accommodates up to 88 personnel and is equipped with an advanced offshore access system, a helideck, and two daughter crafts, enabling safe and efficient transfer of personnel to offshore installations. With **Acta Gemini** now beginning her operational journey at Sofia, Acta Marine further strengthens its position as a trusted partner in the offshore wind sector, supporting the reliable generation of renewable energy across Europe. (PR-Acta Marine)

SEAWAY ALFA LIFT TO START INSTALLING INCH CAPE JACKET PIN PILES, CADELER'S WIND MOVER TO BEGIN TURBINE INSTALLATION IN NOVEMBER



Seaway7 is set to begin installing the pin piles for the jacket foundations at the 1.1 GW Inch Cape offshore wind farm in Scotland, according to a Notice to Mariners issued by Inch Cape Offshore Limited. Meanwhile, the project's wind turbine components have been arriving at the Port of Dundee ahead of their installation offshore, scheduled to start in November. The installation vessel **Seaway Alfa Lift** is expected to arrive at

the Inch Cape site on or around 31 August to begin the campaign, which is scheduled to continue for several weeks. The work will involve installing three pin piles at each of the project's 18 jacket foundation locations, for a total of 54 pin piles. The piles will be transported from the Port of Leith to the offshore site and installed into the seabed using a pile installation frame. The campaign follows the completion of the monopile foundation installation. All 54 monopiles were installed in June 2026 by Jan De Nul using its heavy-lift vessel [Les Alizés](#), followed by the installation of all 54 transition pieces by Seaway7's heavy-lift crane vessel [Seaway Alfa Lift](#), completed in early August. The 54 monopile and 18 jacket foundations will support the project's 72 Vestas V236-15.0 MW



turbines. The jacket foundations are being manufactured by COOEC Fluor Heavy Industries (CFHI), with the first units having arrived in Scotland earlier this year ahead of the offshore installation campaign. The Inch Cape joint venture recently announced that the first components for the wind farm's Vestas V236-15MW turbines arrived at Forth Ports' Port of Dundee in early August on board heavy transport vessel [Bravewind](#). Further shipments will be arriving almost weekly until late September on six different vessels, including Boldwind, Tony Stark and Vestvind. The wind turbines will be installed by Cadeler's new-build turbine installation vessel [Wind Mover](#), which will transport them to the offshore site in batches of four, starting in November. The 1.1 GW Inch Cape offshore wind farm, jointly owned by ESB and Red Rock Renewables, is being built approximately 15 kilometres off the Angus coast. The project is expected to produce first power in late 2026 and enter full commercial operation in 2027. *(Source: Offshore Wind)*

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DREDGING NEWS

DEME POSTS HALF-YEAR RESULTS 2026

DEME Group announced its half-year results for 2026 this morning. Group turnover in the first half of 2026 amounted to 2.2 billion euros, up 2% year-over-year. Offshore Energy revenues increased by 6% to a record semester level of 1.2 billion euros, driven by the continued successful execution of projects across the US, Taiwan and Europe. Dredging & Infra delivered a year-over-year growth of 2%, supported by a diversified portfolio of maintenance and capital dredging activities worldwide, alongside major infrastructure projects in Europe. Environmental revenues were 8% lower compared

to the prior year, while the segment continued to advance its long-term projects, primarily in



Belgium and the Netherlands. The order book stood at 7.1 billion euros. While lower than in preceding quarters due to strong order-to-revenue conversion, it remains robust and continues to reflect sustained demand across our core markets. EBITDA remained stable year-over-year at EUR 466 million, corresponding to an EBITDA margin of 21.6%. Offshore Energy maintained strong profitability with an

EBITDA margin of 26.7%, while Dredging & Infra delivered a robust EBITDA margin of 22.0%, marking a significant improvement compared to the softer first half of 2025. **Highlights** ▪ Strong first-half performance, o Group turnover of 2.2 billion euros, up 2% from 2.1 billion euros a year ago, o EBITDA strong at 466 million euros, representing a margin of 21.6%, o Net profit up by 20% to 215 million euros, compared to 179 million euros in the prioryear period, ▪ Order book at 7.1 billion euros providing healthy visibility for future activity, ▪ Management now expects 2026 turnover to slightly exceed the 2025 level and EBITDA margin to stay in line with 2025, ▪ Strategic fleet expansion on track: Both new jack-up transport & installation vessels, Norse Wind and Norse Energi, started operations in the first half of 2026, and DEME ordered a new large trailing suction hopper dredger to further strengthen its dredging fleet. (Source: *Dredging Today*)

EUROVÍA DEL GUADALQUIVIR DREDGING KICKS OFF

Autoridad Portuaria de Sevilla (the Port Authority of Seville) said that the maintenance dredging operations on the Eurovía del Guadalquivir – the maritime access channel of the Guadalquivir River connecting the Port of Seville to the Atlantic Ocean – will begin today. This dredging program will be carried out along seven sections of the navigation channel that have experienced a significant increase in sediment volume as a result of



the series of storms that affected Andalusia between November 2025 and February 2026. The cleanup works will combine the traditional dredging method with the water injection dredging (WID) technique, which is based on the natural redistribution of sediment. Regarding the sustainable management of the dredged material, the Port Authority will continue the ongoing beach replenishment works, such as those along the Doñana Natural Area coastline. The dredging work will be undertaken with Dravo's trailing suction hopper dredger (TSHD) **Costa Atlántica**. (Source: *Dredging Today*)

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CHEC WINS ESCRAVOS CHANNEL DREDGING CONTRACT



As part of ongoing efforts to rehabilitate and modernize the Eastern Ports, the Nigerian Federal Government awarded a contract for the reconstruction and dredging of the Escravos Channel at Warri Port to China Harbor Engineering Company (CHEC) earlier this month. The project is being undertaken through the Nigerian Ports Authority (NPA) and forms part of the Federal Government's

broader Eastern Ports rehabilitation program, which includes the Warri Port. According to local media, the rehabilitation comes amid concerns over the condition of the Escravos Channel, which has become a challenge for vessels operating at Warri Port because of its shallow draught. Vessels calling at the port have in recent times faced increased risks of running aground due to the condition of the waterway, raising concerns among operators and maritime stakeholders. (*Source: Dredging Today*)

KEYFIELD BUYS MEGA TSHD FOR \$24.7M

Keyfield International Bhd is acquiring the giant trailing suction hopper dredger (TSHD) **Inai Kenanga** for \$24.7 million, marking the group's entry into the dredging industry. The 2016-built dredger, acquired from Inai Rimba Sdn Bhd, has a hopper capacity of 32,205 cubic meters and was previously deployed for dredging and reclamation works in Malaysia. Keyfield group Chief Executive Officer and Executive



Director, Datuk Darren Kee Chit Huei, said: "With the former owner of **Inai Kenanga** having entered

receivership, we were presented with a unique opportunity to acquire this asset at below market value. Leveraging the strength of our balance sheet, this acquisition will be funded through our internal cash – hence not requiring any borrowings.” Built in 2016, the **Inai Kenanga** was – at the time – the largest dredger in Asia and the third-largest in the world. (Source: *Dredging Today*)

BOSKALIS’ TSHD MEDWAY BUSY IN GERMANY



Boskalis’ trailing suction hopper dredger (TSHD) **Medway** is currently carrying out maintenance dredging works on the Weser river in Germany, on behalf of Boskalis Hirdes. By maintaining this heavily trafficked river, this work ensures that the ports of Bremen and Bremerhaven, among others, remain accessible to large container ships and that global trade can continue, Boskalis said. The **Medway** is dredging both sand and silt

from the 90-kilometer-long river virtually year-round and deposits it at locations designated by the client. “Our work on the Weser will continue for more than a year, so the Medway can continue to “roll” on the river for quite some time,” Boskalis concluded. (Source: *Dredging Today*)

THE ‘SWISS ARMY KNIFE’ OF LAKE ERIE: INSIDE A U.S. ARMY CORPS OF ENGINEERS FLOATING PLANT

With a seven-person crew, a tugboat and a crane barge, the U.S. Army Corps of Engineers, Buffalo District’s Repair Fleet provides an in-house capability to tackle a wide range of maintenance and repair projects across Lake Erie. From reinforcing breakwaters and placing armor stone to dredging, concrete work and specialized maintenance, the crew and its floating plant support federal navigation infrastructure all across Lake Erie. “We have a lot of utility. We can do just about



anything,” said Jason Lisner, first mate with the Repair Fleet. “We’re very versatile. We are much like a Swiss Army knife.” That versatility allows the Buffalo District to use its own experienced workforce and equipment for projects that may be smaller, more intricate or require the flexibility to respond to changing needs. Lisner, a retired U.S. Coast Guardsman who has spent 26 years working on the water, has been with the U.S. Army Corps of Engineers for 10 years. He said the floating plant currently

operates with seven employees, four aboard the tug and three aboard the crane barge, each filling a specialized role. The crew includes a captain, crane operator, marine engineer and deckhands who work together to move equipment and material and perform projects throughout the region. One of the repair fleet's primary missions is maintaining breakwaters and revetments that protect harbors and support safe navigation. "We take armor stone, rubble mound, underlayment out to the breakwalls and just bolster them up to endure the weather," Lisner said. But the crew's work extends well beyond breakwaters. The repair fleet has supported concrete projects in Buffalo, cleared culverts, performed dredging at the Black Rock Lock and transported crews conducting core sampling. When Lake Erie conditions become too rough for marine operations during the winter, the team shifts its capabilities to landside projects. "We can do just about anything that they can come up with," Lisner said. Having that capability within the U.S. Army Corps of Engineers, Buffalo District can also provide an efficient option for work that might otherwise require an outside contract. "We're like the ultimate force multiplier because we can do the same functions and perform the same projects that outside contractors do, but we do it in-house," Lisner said. That capability is particularly valuable. "Any smaller or intricate or more detailed jobs, they can send us, and we'll just take care of it and it's done," Lisner said. Behind that versatility is a small crew accustomed to working in a demanding environment where each member plays a role in completing the mission safely and efficiently. For Lisner, that work, and the results the team delivers, are a source of pride. *(Source:Dvids)*

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DUTCH DREDGING TAKES DELIVERY OF NEW TSHD MAGDALENA



Baggerbedrijf de Boer - Dutch Dredging took delivery of a new 2.300 m³ trailing suction hopper dredger (TSHD) **Magdalena** at a ceremony in Haiphong, Vietnam, earlier this week. The new TSHD was built by Nam Trieu Shipbuilding, a division under Shipbuilding Industry Corporation. This dredging vessel, designed by Royal IHC, has an LOA of 79.95 meters and a beam of 15 meters. The

keel laying ceremony of the TSHD **Magdalena** took place in March 2025. The new dredger is an

upgrade of the [Lesse](#), a TSHD that was delivered by Royal IHC to Dutch Dredging in 2019. According to Royal IHC, the new hopper meets the latest IMO Tier III – Euro Stage V environmental regulations. *(Source: Dredging Today)*

YARD NEWS

GLOBAL MARITIME AWARDED DYNAMIC POSITIONING CONTRACT FOR NEXT-GENERATION CABLE MAINTENANCE VESSEL

Marine and engineering consultancy Global Maritime Consultancy Pte Ltd. has been awarded a contract by Colombo Dockyard PLC to provide Dynamic Positioning (DP) consultancy services for a new purpose-built cable maintenance vessel. The DP Equipment Class 2 vessel is being designed to achieve the BV DYNAPOS-AM/AT-R notation and will feature an advanced three-split DP zone architecture, comprising two DP power and propulsion



zones powered by generators and a dedicated DP power zone incorporating a Battery Energy Storage System. The battery system will provide peak shaving during transit operations and spinning reserve during DP operations, supporting improved energy efficiency and reduced emissions. The hybrid design reflects the increasing use of battery systems across newbuild offshore vessels, particularly within the offshore wind market. Global Maritime will deliver the DP System Failure Modes and Effects Analysis (FMEA) for both open and closed bustie configurations, DP System FMEA Proving Trials, and the DP Operations Manual. In addition, the team will perform a Battery System Safety Analysis, alongside a Cyber Risk Assessment to support compliance with the BV CYBER RESILIENT notation. Delivery of the first vessel is scheduled for the first quarter of 2028, followed by the second vessel in the first quarter of 2029. The hybrid-powered vessel has been specifically designed to support fibre optic cable repair and maintenance operations worldwide. The project demonstrates Global Maritime's capability to support the development of next-generation vessels, combining specialist DP, safety and cyber assurance expertise to support the safe and effective integration of emerging technologies. Mark May, Marine Service Lead – APAC, at Global Maritime said: "At Global Maritime, we are proud to support the next generation of vessels utilising advanced power generation, energy storage, and power management systems. Through our global network of offices, we are well positioned to support every phase of the vessel lifecycle, from concept development and design through construction, sea trials, and ongoing operational support throughout the life of the vessel." With over 40 years' experience in Dynamic Positioning (DP) and Mission Critical Systems (MCS), Global Maritime provides specialist expertise to support the safety, reliability and performance of critical onboard systems. Our approach helps clients manage technical and operational risk, supporting safe and efficient DP and marine operations. Discover Global Maritime's marine services and how our specialist expertise supports safe, reliable and efficient operations across the vessel lifecycle: Marine Services – Global Maritime. *(PR-Global Maritime)*

ONEGA SHIPYARD WILL BUILD 11 VESSELS FOR ROSMORPORT.



During his working visit to the Republic of Karelia, Deputy Minister of Transport Alexander Poshivai visited several key transport facilities and educational institutions in the region and met with the head of the Republic, Artur Parfenchikov. During a visit to the Onega Shipyard, the Deputy Minister of Transport met with the plant's staff and presented well-deserved

awards. The yard is currently building 11 vessels for Rosmorport, including three Arc4 ice-class tugboats, two Project 22740M shallow-draft icebreakers, and six Project PBSHB6 barges. In July of this year, Rosmorport received two innovative oil skimmers, the first of their kind built in Russia. Alexander Poshivai noted that the OSZ is the flagship of the Republic of Karelia's shipbuilding industry and one of the enterprises that has a significant impact on the republic's socioeconomic development. The Russian President previously decided to reopen the plant and undertake a comprehensive modernization, creating a prototype digital shipyard at the plant. New facilities have already been built, domestically produced technological equipment has been introduced, and the conditions have been created for the construction of a larger number of vessels of various types using an integrated digital production information system. The Russian government continues to support the plant's development, and the second phase of modernization is underway using federal budget funds. This will create conditions for the construction and maintenance of Arctic fleet vessels. All work is being carried out without interrupting existing production. I would like to express my sincere gratitude and respect to all the plant's employees and veterans for their high professionalism, responsibility, and dedication to the traditions of Russian shipbuilding, noted Alexander Poshivai. (Source: Paluba)

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RUNBANG MARINE SECURED ORDERS FOR MULTIPLE LARGE PLATFORM SUPPLY VESSELS (PSVs).

Recently, Runbang Marine, a subsidiary of Runbang Group, officially signed several construction contracts with overseas shipowners, involving multiple 5,000-ton and 4,500-ton large platform supply vessels (PSVs). As the "lifeline of maritime logistics" connecting offshore platforms and

shore-based resources, the role of PSVs (Power Station Vessels) is becoming increasingly crucial in the global wave of marine energy development moving towards deep-sea areas. Faced with increasingly complex operating environments, market demand for high-end PSV vessels with large deadweight, high stability, and green intelligence continues to rise. The PSV vessel signed in this agreement is a newly optimized and upgraded product by Runbang Marine



based on deep-sea application scenarios, with many performance indicators reaching industry-leading levels. In terms of design, this series of vessels is equipped with one tunnel-type side thruster and one telescopic thruster at the bow, significantly improving dynamic positioning capabilities and ensuring precise positioning operations even in complex sea conditions. The wide and flat open deck complements the ultra-large load-bearing capacity, flexibly carrying drilling equipment, fuel oil and fresh water, dry bulk materials and special cargo, and also has the function of platform sludge oil recovery and transfer, truly achieving "one vessel, multiple functions", and meeting the routine material supply and comprehensive operation and maintenance support needs of offshore platforms in one stop. Compared to traditional PSV vessels, this optimized vessel type has significant advantages in cargo capacity and overall adaptability, and is equipped with battery technology. It not only greatly reduces the frequency of transportation for offshore operations, but also effectively improves the overall operational efficiency of offshore engineering projects, effectively reducing the full life cycle operation and maintenance costs for ship owners, and demonstrating strong economic benefits and market promotion value. The successful signing of this order further solidifies Runbang Marine's competitive advantage in the global offshore vessel industry and adds another vivid footnote to the "going global" strategy of China's high-end offshore vessels. (Source: iMarine)

WEBSITE NEWS

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Last week there have been new updates posted:

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

- [SANMAR Delivers Sixth Newbuild Tug to SAAM Towage in Under a Year](#)
- [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](#)

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
- a. *McKeil Marine - Burlington Ontario* by Jasiu van Haarlem *(new)*
 - b. *SCRA - Casablanca* by Jasiu van Haarlem
 - c. *Clots Maritiem - IJmuiden* by Jasiu van Haarlem
 - d. *Abeille International - Le Havre* by Jasiu van Haarlem
 - e. *ALP - Rotterdam* by Jasiu van Haarlem

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

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