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

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MIDWEEK – EDITION

## TUGS & TOWING NEWS

### SAAM TOWAGE LEADS UNLOADING AND TRANSPORT OF WORLD'S LARGEST ELECTRIC CATAMARAN IN URUGUAY



• The company successfully coordinated the float-off of the **China Zorrilla** in Nueva Palmira and its subsequent transport by water, on a ten-hour voyage to Colonia. In a technically precise operation, SAAM Towage successfully assisted in the unloading and transport of the **China Zorrilla**, the world's largest 100% electric catamaran in its class. The aluminum-hulled vessel—130 meters long and 32 meters wide—arrived in Uruguayan waters aboard the **Black Marlin**, a semi-submersible ship specialized in extra-heavy

cargo. The tugboats **Gaucha II** and **Portobelo** directly assisted with the float-off maneuver in Nueva Palmira; this was followed by a non-stop ten-hour voyage of approximately 60 nautical miles to the port of Colonia, carried out by the **Matrero** and **Matrero II**. “We are very pleased with the outcome of this operation, which required meticulous planning and seamless coordination among all the teams. In extraordinary operations like this, our crew's experience and a strong safety culture make all the difference. We are proud to help make the major strides toward a more sustainable maritime industry a reality,” said Javiera Hevia, SAAM Towage's Southern Cone Cluster Manager. Float-off with technical precision. The operation began off the coast of Nueva Palmira with the release of the mooring lines holding the catamaran in place. In an area approximately 20 meters deep, the **Black Marlin** performed a controlled ballast maneuver—known as float-off—deliberately submerging its deck to allow the “**China Zorrilla**” to float using its own buoyancy. At that moment, the SAAM Towage tugs sprang into action to stabilize the vessel and guide it safely to the port side of the mother ship. With the catamaran already in the water, the transport phase began via the Martín García Channel en route to Colonia. To manage the structure, one tug was positioned at the bow and another at the stern, ensuring continuous steering throughout the nearly 10-hour journey. The operation culminated in a high-precision berthing maneuver at the wharf in Colonia, where the tight spaces put the skill and technical ability of SAAM's crews to the test. “Participating in projects of global

significance reaffirms our ability to carry out world-class operations. At SAAM, we combine innovation, safety and operational excellence to provide the industry with more efficient and cleaner solutions," added Hevia. *(PR-SAAM)*

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**TURN SERVICES COMPLETES ACQUISITION OF ST. JOHN FLEETING**

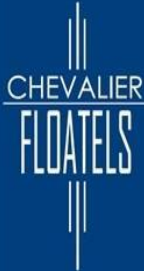
Turn Services, a Convent, La.-based provider of barge fleet, shifting, and towing services on the Lower Mississippi River and Gulf Intracoastal Waterway, has completed its acquisition of St. John Fleeting and its affiliate companies. With the acquisition, Turn Services gained a fleet location near Mile 141 on the Lower Mississippi River near Reserve, La., that can accommodate up to 300 barges, including dry



cargo, tank, deck, and oversized barges. The additional barge fleet capacity complements Turn Services' other locations on the Mississippi River in the greater New Orleans area, on the GIWW in eastern New Orleans, on the Houston Ship Channel in La Porte, Texas, and on the Sabine-Neches Waterway and GIWW in Port Arthur, Texas. "This acquisition represents another important investment in the long-term growth of Turn Services and in the customers and industries we serve," said Gary Poirrier, chairman of Turn Services. "St. John Fleeting has built an outstanding operation and a trusted reputation over five decades on the Mississippi River. We are proud to carry that legacy forward while bringing these assets and experienced team members into Turn Services and strengthening our ability to serve our customers." Founded in 1990, Turn Services offers barge cleaning, repair, and vessel operations from Baton Rouge, La., to the mouth of the Mississippi and towing services all along the GIWW. "Adding this fleet into Turn Services' operations strengthens our ability to serve customers at a critical location on the Lower Mississippi River," said Todd Fuller, president of Turn Services. "The acquisition expands our fleet operations in the Reserve area and allows us to augment our cargo handling capacity within the Port of South Louisiana jurisdiction. "We look forward to building on the strong foundation established by St. John Fleeting," Fuller

added, "while continuing to deliver the level of safety, reliability, and service our customers expect." The acquisition was first announced in November of last year. (*Source: Workboat; Photo: Turn Services*)

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## REPURPOSED ICEBREAKER ENTERS SERVICE WITH CANADIAN COAST GUARD



A light icebreaker acquired by Canada in 2021 at a cost of C\$45.2 million (US\$36.6 million) has entered service, marking the first time an additional large vessel has joined the Great Lakes region in over three decades. The Canadian Coast Guard Ship (CCGS) [Judy LaMarsh](#) will be homeported in Prescott, Ontario, from where she is expected to carry out icebreaking and buoy tending operations across the Great

Lakes and the St. Lawrence River in Ontario and Quebec. She is the service's first large new vessel on the Great Lakes in more than 30 years. The ship was built in 2010 as a shallow-draught icebreaking tug, and was registered in Turkmenistan as the [Mangystau-2](#). For over a decade, she operated as a commercial firefighting tug in the Caspian Sea oil fields, offering services like icebreaking, towing and pushing supply barges. She was also on standby for firefighting and oil spill cleanup operations. In 2021, the Canadian government acquired the light icebreaker from New Brunswick-based Atlantic Towing as part of the National Shipbuilding Strategy. The vessel underwent conversion at Newdock in St. John's, with the works including refurbishment to her propulsion, communication, and navigation systems. Other projects included upgrades to workspaces and accommodation facilities, and installation of a new buoy crane. Named after Judy LaMarsh, a renowned politician, lawyer, author and broadcaster and one of the first women to serve as a federal cabinet minister, the repurposed ship has entered service with her core tasks being to maintain safe and accessible waterways in the Great Lakes, St. Lawrence Seaway, and Atlantic Canada. She will provide a wide range of services geared at bolstering year-round operations across

one of the busiest maritime environments in the country. “This vessel will give Coast Guard crews another important tool to deliver for Canadians across the region — from icebreaking and maintaining navigation routes to supporting safe and reliable maritime operations,” said David J. McGuinty, National Defense Minister. The Judy LaMarsh is among a fleet of icebreakers that Canada has purchased to serve as interim solutions as existing fleet undergo life extension, repairs and maintenance. The others are Jean Goodwill, Vincent Massey, and Captain Molly Kool. The vessel joins [Samuel Risley](#) and [Griffon](#), the other two large ships that have been conducting icebreaking operations during winter on the Great Lakes. Both ships have been in service for decades, with [Griffon](#) having been commissioned in 1970 and [Samuel Risley](#) in 1985. (Source: *Marex*)

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### THE TUGBOAT "RHYTHM" IS LISTED FOR SALE IN SEVASTOPOL FOR 13.8 MILLION RUBLES.

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The tugboat "[Rhythm](#)" is up for sale in Sevastopol. The starting price is 13.8 million rubles. Information about the auction is published on the GIS "Torgy" platform. According to the auction materials, the vessel is assigned to FSUE Rosmorport on the basis of economic management rights and is registered on the balance sheet of the Azov-Black Sea Basin Branch. The vessel, "[Rhythm](#),"



was built in 1983 in Belgrade. Applications for participation in the auction can be submitted until September 18. The auction is scheduled for September 22, 2026. The auction increment is 5%, or 690,000 rubles. (Source: *PortNews*)

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### OIL SPILL RESPONSE EXERCISE IN YUMURTALIK

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An exercise was conducted in Yumurtalık district of Adana to increase the capacity to respond to marine pollution. This event was organized under the coordination of the General Directorate of Maritime Affairs, with the participation of Ceyhan Regional Port Authority and UDEB (Union of Maritime and Natural Resources of Turkey). *Studies were conducted on the marine pollution scenario.* The exercise, conducted in collaboration between BOTAŞ Ceyhan Terminal Operations and BOTAŞ International Ceyhan Terminal, tested

the capabilities of response teams through a simulated marine pollution scenario. This exercise aims to assess the operational readiness and response capabilities of units that will be deployed in emergency situations. The main objective of the exercise is to strengthen cooperation between institutions and improve implementation skills in responding to marine pollution. Such activities are crucial for a rapid and effective response to potential disasters. *Preparations for emergency response stations have been completed.* The General Directorate of Maritime Affairs announced that preparations for the tender to procure necessary equipment for emergency response stations to be established on coasts to increase the capacity for emergency response to pollution caused by oil and similar harmful substances have been completed. The General Directorate emphasized that preparatory work for the protection of the seas and the fight against pollution will continue. (Source: *Deniz Haber*)

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*THE TUGBOAT NAIL YUNUSOV WAS LAUNCHED AT THE SAMUS SHIPYARD.*

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On September 11, the tugboat **Nail Yunusov** was launched at the Samus Shipyard (SSRZ) in the Tomsk region. The vessel is being built for JSC Taimyrgeofizika, a subsidiary of JSC Bashneftegeofizika, according to a statement from the geophysical services company. The ceremony was attended by Alexey Kondratyev, Chairman of the Tomsk Region Government, his deputies Vasily Potemkin and Sergey Prudius, Nikolay



Vdovenko, Director of the Samus Shipyard, and the shipyard's staff, Ilshat Ramazanov, Director of JSC Taimyrgeofizika, as well as representatives of the regional Department of Investment and Industrial Policy. The new tugboat marks the 393rd shipbuilding project in the 147-year history of the Samus Shipyard. The vessel is named in honor of an honorary veteran of Bashneftegeofizika, a man whose name is associated with the history and development of the industry. For Taimyrgeofizika, the new tugboat is, first and foremost, a long-awaited replacement for an aging vessel. According to company director Ilshat Ramazanov, the new tugboat's predecessor was built

back in 1961. Now it will be replaced by a modern vessel designed for operation on Siberian waterways and in northern conditions. During the design, special attention was paid to the tug's draft. Its minimal draft allows it to operate on shallow rivers and navigate difficult navigational conditions. Operation in loose, broken ice is also envisaged. The tugboat's primary purpose is to transport equipment, mobile homes, and other cargo, as well as to service Taimyrgeofizika's permanent bases. After its launch, the tugboat will undergo mooring and sea trials. The vessel is scheduled to be handed over to Taimyrgeofizika employees in 2027, which will mark the anniversary of Bashneftegeofizika JSC. (Source: *Sudostroenie*; Photo: "Bashneftegeofizika")

## DUTCH CONSTRUCTORS PRODUCE MULTIPLE TUGS, WORKBOATS FOR INLAND WATERWAYS



Shipyards in the Netherlands have built multiple pusher tugs for owners to operate in northern Europe and in South America. The Netherlands has become a focal point for designing and building pusher tugs and vessels for operating along inland waterways in Europe and South America. Royal T Shipyards in Kampen launched a pusher tug with

3,960 kW of installed power for DP World's operations on the Paraná-Paraguay river system. DPW Lapacho has three Wärtsilä diesel engines, each rated at 1,320 kW and with draughts of 2 m, to push five barges along two stretches of the river system. All three propellers have their own steering gear and are hardened to cope with the stones and debris they churn up during voyages in shallow sections of the rivers. DPW Lapacho has an overall length of 40 m, a beam of 15 m, fuel capacity of 383 m<sup>3</sup> and accommodation for 15 crew members, will be completed at the shipyard and shipped to Paraguay for delivery. It is the 15th pusher tug that the shipyard has built as it mainly constructs ships for coastal and inland waterway trades. In September, Royal T Shipyards delivered seagoing 7,680-dwt vessel **Heleen C** to Carisbrooke Shipping following successful sea trials in the North Sea. In July, the shipyard named **Hav Leiti**, the first vessel of Gadus 5900 design it is building for Navigare Shipping & Logistics. It has diesel-electric propulsion and an electrically powered self-discharging system. Zaandam-based Rodie Transport named its latest seagoing pusher tug, **Demi-K**, on 22 August, before it was deployed for both push transport on inland waterways and towing at sea. It will be used for project tows, including transporting five horizontally positioned silos from northern Netherlands to King's Lynn in England in Q4 2026 and silos from Oude Zeug via IJmuiden and the North Sea to Pernis in 2027. It is a 19-m vessel of Damen's Riverbuster 1909 design, with two Caterpillar diesel Cat engines of 645 kW, and can pass under bridges of less than 4 m in height. Neptune Shipyards is preparing to deliver a new shallow-draught workboat for Van Wijngaarden's operations along inland waterways. **Maasstroon** was built to a EuroCarrier 2712 design with a bollard pull of 35 tonnes, a top speed of 11 knots, a beam of 12 m and a draught of around 3 m. Its power comes from twin Cummins-manufactured QSK38-M main diesel engines with aftertreatment systems for IMO Tier III compliance and each rated at 1,030 kW at 1,800 rpm, plus two Volvo Penta D13 generator sets that are Tier III-compliant and one Caterpillar C4.4 genset. The Cummins

engines drive two fixed-pitch propellers of 1,850 mm diameter and in nozzles via Twin Disc transmission, and the D13 gensets power an electric-drive 300-kW bow thruster and 250-kW thruster on the stern. In early September, Neptune laid the keel for a third harbour tug, **Stratus**, for the Royal Netherlands Navy at its shipyard in Aalst. When completed, all three tugboats will assist naval vessels in Den Helder. In South America, Neptune Marine



provided vessels on charter supporting the Larivot Bridge project in French Guiana. Multiple EuroCarriers and EuroPontoons fitted with various deck equipment and cranes were hired for this project. Neptune said it managed transporting the equipment to the project location, implementing the right combination of vessels, pontoons, cranes, and deck equipment and co-ordination of the fleet. Concordia Damen Shipbuilding has recently delivered **Sea Lion**, a 30-m hybrid workboat, with an 8-m beam, to Van der Straaten Aannemingsmaatschappij after successful sea trials. For more efficient inland waterways transportation, Concordia Damen has developed the CDS Dry Cargo 532 design for a 135-m vessel capable of carrying 532 TEU in one trip. It has also introduced the CDS Tanker 135 design for carrying up to 4,180 m<sup>3</sup> of liquids with a shallow draught for operations in rivers with low water levels. (Source: Riviera by Martyn Wingrove)

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## MED MARINE GETS CLASS SUPPORT FOR SHIPYARD FLOATING DOCK



A builder of tugboats in Turkey will construct a floating dock for its shipyard in Eregli to increase production and capabilities of the facilities. Med Marine has secured support from classification society Turk Loydu for its plans to build a floating dock for its ship construction facilities in Eregli on the Turkish northern coastline. Turk Loydu will class a 120-m floating dock and

provide technical information to the Turkish tugboat builder. Med Marine said the floating dock for Eregli Shipyard will have a width of 36 m and a lifting capacity of 7,000 tonnes. Turk Loydu has been a full member of the International Association of Classification Societies (IACS) since 2023. “The new floating dock will further strengthen our shipyard’s infrastructure and expand the capabilities behind the projects we build in Eregli,” said Med Marine. The agreement was signed in Hamburg, Germany, in early September, “setting the collaboration in motion as the project now makes its way from plans to production,” said Med Marine. Introduction of a floating dock at the Black Sea shipyard will enable Med Marine to increase production of tugs of its own fleet and those of other owners, and expand into new vessel markets. Med Marine completed two harbour tugs, **MED İskenderun** and **MED Ceyhan**, in Q3 2026 and they entered service in August with Yakamoz, a joint venture in Turkey between Med Marine and Marin Tug. *(Source: Riviera by Martyn Wingrove)*



## ALIAĞA 2 JOINS YAKAMAZ JOINT VENTURE’S GROWING OPERATIONAL NETWORK



Established as a joint venture between Med Marine and Marin Tug, Yakamoz continues to expand its operations across Türkiye with the commencement of operations in the Aliğa 2 service area. Yakamoz Joint Venture continues to expand its operations across Türkiye’s key ports and service areas. Following the commencement of

tugboat services in Ceyhan, İskenderun and Aliğa 1 on 21 July 2026, operations in the Aliğa 2 service area officially began on 8 September 2026. With Aliğa 2 now in operation, Yakamoz’s network has expanded to four service areas across Türkiye. Established as a joint venture between Med Marine and Marin Tug, Yakamoz currently operates a 46-vessel fleet comprising 32 tugboats and 14 mooring boats, providing tugboat and mooring services across key ports and service areas in Türkiye. The expansion of Yakamoz’s operations reflects the rapid development of its service network, with new areas being brought into operation within a short period of time. What began with Ceyhan, İskenderun and Aliğa 1 on 21 July has now grown further with the addition of Aliğa 2, extending Yakamoz’s operational reach to another important port area in Türkiye. A significant part of this growth has been the addition of **MED İskenderun** and **MED Ceyhan** to Yakamoz’s operational fleet. Built by Med Marine at EREGLI SHIPYARD, the two sister Ramparts 2500-W tugboats entered service with Yakamoz following their delivery. **MED İskenderun** was assigned to

operations in the Gulf of İskenderun, while **MED Ceyhan** was assigned to the Aliğa 2 operational area. The commencement of operations in Aliğa 2 marks another expansion of Yakamoz's growing operational network. With Ceyhan, İskenderun and Aliğa 1 brought into service on 21 July, followed by Aliğa 2 on 8 September, Yakamoz is extending its presence across Türkiye's key port areas. With its expanding fleet and strong presence across multiple operational locations, Yakamoz continues to bring its operational capabilities in tugboat and mooring services to a wider range of Türkiye's maritime operations. *(PR-Med Marine)*

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## *RIISING COSTS AND DIVERSIONS SQUEEZE DUTCH TRANSPORT SECTOR*

Infrastructure disruption, rising operating costs and longer routes are creating additional pressure for heavy and oversized freight operators, according to Dutch bank and financial services group ING. In its latest outlook for the transport and logistics sector, ING expects Dutch transport volumes to grow by only around 1 percent 2026, while turnover could increase by about 10 percent as companies contend with higher costs. For abnormal load and project cargo operators, infrastructure disruption can be particularly difficult to absorb,



and ING highlights longer waiting times at ports and additional kilometres caused by infrastructure closures as factors pushing up road transport costs. *Limited route options* Such diversions can be especially challenging for oversized loads, which may have limited route options because of weight, dimensions, bridge restrictions and permitting requirements. Inland shipping is also facing pressure, with low water levels and restrictions on waterways creating additional uncertainty for operators. For heavy and project cargo, that can further complicate the choice between road and inland waterway transport for large or difficult-to-handle loads. Fuel prices, labour costs and road charges are also adding to the pressure. ING warns that transport companies have 'limited scope to pass on' higher costs to customers, putting margins under strain. *'Cost shock'* ING economist Rico Luman says the sector is dealing with a cost shock against a backdrop of geopolitical tensions and

continuing supply-chain disruption. There are, however, potential sources of additional demand, with ING pointing to construction and increased defence spending, both of which could generate transport requirements for military vehicles, heavy equipment and infrastructure, particularly as the EU's Military Mobility drive takes shape. (*Source: HLPI; Photo: Alf van Beem*)

## TOWED TRANSPORT THROUGH THE HARBOUR



On Saturday morning, a distinctive tow arrived in Den Helder. It involved the 27-meter-long tug *\*Siskin\**, owned by the Zwijndrecht-based company Herman Sr., towing a Combifloat spud pontoon. As it entered the harbour, the small tug *\*Jolly\** acted as a steering tug. The tow was moored at the quay behind the Blue Port Centre. Last Sunday, around noon, the tow departed for Zwijndrecht. Delivered in 2011, the tug is a Damen

Shoalbuster 2709 model with a bollard pull of 40 tonnes. (*Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Paul Schaap*)

## OLD TOWBOAT COLUMN

### SENATOR COMBS. THE BEGINNING OF A MODERN OIL FLEET

In December 1923, the Swiss Oil Company, primarily involved in oil exploration and gathering, hired a young Paul G. Blazer and tasked him with selecting a refinery to purchase. Blazer had already determined that the refinery would have to have access to river transportation. The deal on his first choice, a facility on the Licking River at



Latonia, Ky., fell through, but on January 26, 1924, Swiss purchased a refinery from the Great Eastern Refining Company located at Leach, Ky., an obscure railroad stop 3 miles up the Big Sandy River from Catlettsburg. The small plant was placed under a concern called the Ashland Refining Company, with Blazer as the general manager. A small diesel sternwheel towboat named *Colonel* and one barge had been included in the purchase, and a short time later a slightly larger sternwheeler named *Scout* was acquired. As business improved, Ashland Refining purchased yet another diesel sternwheel boat

named **Ruth-Ann**, which delivered gasoline directly to service stations along the Ohio River as far downstream as Maysville, Ky. None of these boats were over 100 hp. In 1935, Ashland Refining Company had progressed to the point that it ordered a new prop-driven diesel towboat from the St. Louis Shipbuilding & Steel Company and a new tank barge from the Marietta Manufacturing Company at Point Pleasant, W.Va. The Waterways Journal was faithful in reporting progress on the new boat and in the January 18, 1936, issue the St. Louis Items column said that “The St. Louis Shipbuilding & Steel Company, Tuesday afternoon launched a 76-foot twin-screw Kahlenberg Diesel towboat built for the Ashland Refining Company, of Ashland, Ky.” The issue of January 25 carried a detailed description of the boat. There was a full-page ad on page 12 placed by the Kahlenberg Bros. Company, which supplied the main engines, as well as a full-page ad for the St. Louis Shipbuilding & Steel Company on page 13. This was a bellwether event for St. Louis Ship as well as Ashland, with this being one of the most significant vessels for both since entering business. The boat was named **Senator Combs**, honoring Thomas Combs, who had been head of Swiss Oil until his death in April 1935. The description of the boat termed it a “sturdy, powerful craft,” with a hull 76 by 20 by 6 feet, 6 inches, and of all-steel construction. The engines were twin Kahlenberg diesels, direct-reversing, rated 150 hp. each at 340 rpm. The propellers were 50 inches in diameter with 40 inches pitch. There were two steering rudders and four flanking rudders. The Combs was fitted with an air steering system from the S.J. Gardner firm of New Albany, Ind., controlled by steering levers, yet was also fitted with a pilotwheel for backup. The article noted that the **Senator Combs** would depart St. Louis for Ashland, Ky., as soon as ice conditions would permit.

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The St. Louis news column of the February 29, 1936, issue of the WJ described a large run-out of ice and said that “Herman T. Pott, president (of St. Louis Shipbuilding & Steel), was up all night Monday night keeping an eye on the run of ice that began at 1 a.m. ... No harm was done any of the barges or the new Diesel towboat **Senator Combs**.” The Waterways Journal of March 7 indicated that the **Combs** had departed the week prior under command of Capt. Charles R. Hutchinson. Subsequent issues of the WJ reported that the new boat had passed Paducah, Louisville and Cincinnati, and that a group of individuals had boarded it at Portsmouth, Ohio, to ride in to Ashland, Ky. The boat was opened to invited guests at Ashland and then departed to Point Pleasant to pick up the new barge built there. About the time the **Senator Combs** entered service, the “child swallowed the parent” and Swiss Oil was merged into Ashland to become the Ashland Oil & Refining Company with Paul Blazer at the helm. The company would continue to grow, and with focus on river transportation the fleet would continue to expand with more barges and new diesel boats; a 1000 hp. in 1939, and a series of three identical 1,600 hp. boats in 1941 and 1942. The late Robert E. “Bob” Kennedy, an early river mentor to this writer, worked on the **Combs** as a deckhand and mate and always called it “a little doll house.” Practically speaking, the company outgrew the little boat, and in 1949 it was sold to Stone’s Towing & Harbor Company, Point Pleasant, W.Va. Reporting the sale to the board of directors, Blazer wrote, “It is with considerable regret, that I report the sale.” Stone’s, made up of Capt. Charles C. Stone and his son, Capt. Charles Henry Stone, had the boat extensively rebuilt by the Marietta Manufacturing

Company. A 16-foot section was added to the middle of the vessel, the pilothouse was placed on the roof and the second cabin extended forward. The original engines were replaced by a pair of Fairbanks-Morse model 31A 6 1/4 diesels totaling 600 hp. The original single stack was retained but was later replaced with twin smokestacks. Now measuring 92 by 20 feet, the boat was renamed [Alan R. Merrill](#) for a grandson of Capt.



C.C. Stone. Marietta Manufacturing for several years ran large ads in the WJ featuring the rebuild. The [Merrill](#) worked predominantly in the Kanawha River and near-Ohio River trades, and many area rivermen got their start on or worked on the [Merrill](#) over the years. One is Capt. Steve Pearson, who has told of steering the boat as a child while standing on a wooden soft drink case when

his father, Capt. Landis Pearson worked on it. In 1966 the boat was sold to the R.E.&E. Corporation, Point Pleasant, one of Capt. Robert H. Bosworth's concerns. In 1968 the Bosworth interests were sold to M/G Transport Services, Cincinnati. In June 1972 the [Merrill](#) was sold to G&C Towing, Point Pleasant, another company that had been started by Capt. Bosworth. In 1976 Capt. Bosworth had the [Merrill](#) on a lease/purchase to B&R River Transportation, also of Point Pleasant, and the boat was upbound on the Kanawha at Charleston, W.Va. when it caught fire. In the process of fighting the fire, the boat was swamped and sank, rolling over on its side. The [Merrill](#) was raised and sold to someone on the Muskingum River, who had the pilothouse removed so that the boat could clear some low bridges, and Capt. Nelson Jones later acquired the pilothouse. Some years ago, an odd-looking boat was seen at one of the sternwheel festivals at Marietta, Ohio with the name [Senator Combs](#) on the stern. An online search found a Coast Guard news release from December 2004 about a recreational vessel named [Senator Combs](#) sinking at Zanesville, Ohio, on the Muskingum. If anyone knows what finally became of the boat, I would love to know. It was the seed that grew what would become a premier oil fleet of the 1950s. (Source: *The Waterways Journal* by By Capt. David Smith)

## EXHIBITORS DURING ITS 2026 GOTHENBURG

### WHO ARE THEY – ELKON – ELECTRIC SYSTEM INTEGRATOR

Elkon is a leading engineering company specialising in electrical and automation systems for the maritime industry. With more than 40 years of experience, Elkon offers innovative solutions in vessel electrification, energy management and integrated automation. With its advanced power management systems, electric propulsion technologies and automation solutions, Elkon plays a key role in shaping the future of sustainable maritime operations. As a member of the SCHOTTEL Group, Elkon combines global engineering strength with local expertise to deliver high-value solutions worldwide



## ACCIDENTS – SALVAGE NEWS

### INDONESIAN FERRY CAPSIZES SOUTH OF BORNEO, LEAVING UP TO

## 140 MISSING

Authorities in Indonesia are searching for an estimated 130 people after a ferry capsized in the Java Sea. At about 0200 on Sunday morning, the ferry **Virgo Transport8** was under way from Surabaya to Banjarmasin, South Kalimantan, and was about 80 nautical miles south of its destination. Passengers described rough surface conditions during the transit. At about 0400 hours, Indonesian SAR agencies received a distress alert about the vessel's situation. First



responders on scene found that it had capsized. The majority of the 108 survivors were rescued by a Good Samaritan merchant vessel, the MV **Haida**. The ship arrived in Banjarmasin on Sunday evening to disembark 69 rescuees for medical evaluation. The tanker **Maubau IX** and fishing vessel **Cahaya Bahari** also contributed. The head of Indonesian coast guard agency Basarnas, Rear Marshal Mohammad Syafii, told media on Sunday that it is believed (from the master's account) that the vessel was hit by a large wave on the starboard side, resulting in rapid capsizing. A total of 108 people have been rescued, six have been confirmed dead, and an additional 129 to 140 people are still missing (local media accounts differ). The estimate for the number of missing people in a Southeast Asian ferry incident will often fluctuate throughout the search, as informal, unregistered passengers are common and the total number of people on board at time of departure may not be known with accuracy. The vessel's upturned hull remained afloat as of Sunday, raising hopes that some people may have survived in air pockets inside. Search operations continue on scene. Large-scale ferry casualties are not uncommon in Southeast Asia's archipelagic nations, where geography favors water transport, economics favor older or lightly-maintained tonnage, and safety regulations are less rigorously enforced. This past week, the Philippine government responded to an accident of comparable scale involving a sudden and powerful fire on a ferry off Palawan. Watch the video [HERE](#) (Source: Marex)

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## BULKER SUFFERS SERIOUS DAMAGE IN COLLISION IN GULF OF KUTCH

After a serious collision between two bulkers in the Gulf of Kutch, the Indian Coast Guard has



launched a major rescue and pollution-response operation to minimize the potential impact of the casualty. On September 11, the bulker **KMax Emperor** (IMO 9477426) and the **True Mariner** (IMO 9599822) collided at a crowded anchorage off Mundra Port. AIS data from Pole Star Global shows that the two vessels were anchored next to each other for several days prior to the casualty. The data suggests that at

about 0530 hours UTC on September 11, **KMax Emperor** departed from her anchor circle and moved towards **True Mariner**, located approximately one kilometer to the northeast. **KMax Emperor** was making up to four knots prior to making contact, the AIS data shows. After the collision, **True Mariner** appeared to drift to the west, then went to anchor again a short distance from her initial position. **KMax Emperor** also anchored again nearby. In a brief statement, the Indian Coast Guard said that it had launched a rescue operation shortly after the collision. **KMax Emperor** sustained significant damage on the port quarter, and was trimmed by the stern and listing slightly to port. 21 members of her crew were safely evacuated, and three remained aboard to oversee response operations. The Indian Coast Guard also mobilized pollution control resources, working with other agencies to coordinate the response. Bystander video circulating on social media showed two of the **KMax Emperor's** life rafts deployed at the stern and a large hole in the hull on the port quarter. The vessel was riding low in the water. (Source: Marex)

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### **SUCCESSFUL RESCUE OPERATION FOR A CARGO SHIP WEIGHING OVER 24,000 TONS THAT RAN AGROUND IN CHAN MAY BAY.**

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Authorities have successfully rescued the cargo ship **STAR CITY**, with a tonnage of over 24,157 tons, and its 17 crew members, which ran aground due to bad weather in the Binh An sea area - Chan May Bay (Hue City). At noon on September 13th, in an exchange with a reporter from Thanh Nien Newspaper, a representative of the Thua Thien - Hue Maritime Port



Authority stated that the unit had successfully coordinated rescue and assistance efforts for a cargo ship that ran aground near Chan May Bay due to adverse weather conditions. "By 11:30 AM today (September 13th), the rescue operation was completed, and the **STAR CITY** vessel was safely assisted out of its stranded position.", said a representative of the Thua Thien - Hue Maritime Port Authority. Earlier, at approximately 8:55 AM on September 12th, the cargo ship **STAR CITY**, owned

by a Vietnamese enterprise and with a tonnage of 24,157 tons, ran aground at a location about 1.3 nautical miles from the edge of the Chan May maritime channel , in the Binh An sea area - Chan May Bay, Hue City. At the time of the incident, the ship's hull was tilted approximately 2 degrees to the left, the bow was pointing 160 degrees, and it had dropped its left anchor. Initial inspections determined that the hull was not punctured, the seabed at the grounding area was mainly sand, and the ship was shaking slightly. There were 17 crew members on board, along with 22 tons of diesel fuel (DO) and 225 tons of fuel oil (FO). Immediately after receiving the report from the captain, the



Thua Thien Hue Maritime Port Authority promptly dispatched officers to the scene, coordinating with maritime pilots to guide the captain in securing the vessel with 7 anchor chains to prevent further drifting. Simultaneously, forces surveyed the ballast tanks and checked the condition around the ship's hull to develop a plan for assisting in getting the ship out of the ground. At the same time, the ship owner signed a

contract to rent two tugboats, Quang Da (3,263 HP) and Chan May 2 (1,800 HP), to carry out rescue operations. However, due to strong northeast monsoon winds of force 6-7 and large waves, tugboats were unable to approach to attach the tow lines. By 3 PM on September 12th, the tugboats had to temporarily withdraw to the dock to wait for more favorable weather conditions. Throughout this process, the Thua Thien Hue Maritime Port Authority continuously monitored weather developments and the condition of the **STAR CITY** vessel, maintaining contact with the captain and the ship owner. The location of the stranded ship does not affect general maritime traffic in the area.

*(Source: Thanhnien; Photo; DP)*

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## ***THE STATE COUNCIL HAS UPGRADED ITS INVESTIGATION INTO THE "9.10" MAJOR FIRE ACCIDENT AT BEIHAI SHIPBUILDING.***

At approximately 11:15 a.m. on September 10, a fire broke out on a foreign cargo ship belonging to China State Shipbuilding Corporation Qingdao Beihai Shipbuilding Co., Ltd. while it was docked for maintenance, resulting in 25 deaths and 5 injuries. According to CCTV News, in order to earnestly implement the spirit of General Secretary Xi Jinping's important instructions, and in accordance

with the instructions of Premier Li Qiang and other central leaders, and based on relevant national laws and regulations, the State Council has established an investigation team for the "9.10" major fire accident at Qingdao Beihai Shipbuilding Co., Ltd. of China Shipbuilding Group in Qingdao, Shandong Province. The team is led by the Ministry of Emergency Management, with participation from the Ministry of Foreign Affairs, the Ministry of Industry and Information Technology, the Ministry of Public Security, the Ministry of



Transport, the State-owned Assets Supervision and Administration Commission of the State Council, the All-China Federation of Trade Unions, the State Fire and Rescue Administration, and the Shandong Provincial People's Government, among other relevant parties, to conduct an upgraded investigation into the accident. On the afternoon of September 14, the State Council's accident investigation team held its first plenary meeting. Song Yuanming, head of the State Council's accident investigation team, deputy director of the State Council's Safety Production Committee Office, and vice minister of the Ministry of Emergency Management, presided over the meeting, briefed the participants on the investigation arrangements, and put forward work requirements. Before the meeting began, all attendees stood in silence to mourn the victims of the accident. The meeting emphasized that the accident investigation must earnestly implement the spirit of General Secretary Xi Jinping's important instructions and the decisions and deployments of the Party Central Committee and the State Council. Adhering to the principles of "scientific rigor, legal compliance, seeking truth from facts, and focusing on effectiveness," and the "four no-tolerance" approach, the investigation must promptly ascertain the cause of the accident, comprehensively clarify the responsibilities of enterprises, industry regulators, and local authorities, and hold those responsible accountable according to law. At the same time, the meeting required local governments, relevant departments, and central enterprises to learn profound lessons, strengthen the "three managements



and three musts" responsibilities of departments at all levels, and ensure the responsibilities of key enterprise leaders are effectively implemented. It also called for thorough investigation and rectification of all types of fire hazards, strict investigation of subcontracting and illegal subcontracting, and comprehensive review and rectification of potential hazards in key industries such as hazardous chemicals, mining, industry and trade, transportation, construction, and special equipment, resolutely

preventing and curbing major and serious accidents. All members of the State Council's accident

investigation team, as well as officials from relevant departments of the Central Commission for Discipline Inspection, the National Supervisory Commission, and the Supreme People's Procuratorate, attended the meeting. According to photos from the scene, the vessel involved in the accident was named "**OCEAN MELODY**," a 55,000-ton deadweight bulk carrier, 189.99 meters long and 32.26 meters wide, built in 2006, owned by Huili Shipping, and flying the Liberian flag. AIS data shows that the ship departed from Taicang on August 28 for Qingdao, arrived at the Beihai Shipbuilding berth at 18:00 on August 31, and entered the dry dock at approximately 16:10 on September 9. Public information shows that Beihai Shipbuilding was founded in 1898 and is a second-level unit directly managed by China State Shipbuilding Corporation. It has a number of specialized subsidiaries. With shipbuilding as its core business, Beihai Shipbuilding also develops ship repair, marine engineering, special vessels, and special equipment businesses. It is committed to becoming a world-renowned shipbuilding and marine enterprise with outstanding main ship types, advanced shipbuilding and repair technology, leading quality and efficiency, strong brand influence, and strong comprehensive competitiveness. (Source: *iMarine*)

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## 111-METER-LONG SHIP AGROUND OFF RUNNSKÄR

The ship's engine stalled and began to drift. A cargo ship has run aground in Lake Mälaren outside Runnskär, Köping. The ship, which according to information from VesselFinder is 111 meters long, is stuck in mud. Expressen reports. – It is a small cargo ship called **Doggersbank** that is stuck, says Emma Nykvist, press spokesperson at the Maritime and Air Rescue Center, to Expressen. The ship's engine stalled and began to drift. According to the information available so far, the grounded ship does not pose a danger. (Source: *Magazin24*; Photo: *Seppo Lehtinen*)



## AT LEAST 1 DEAD, MORE THAN 30 MISSING AFTER FERRY SINKS OFF VANUATU

At least one person has died and more than 30 remain missing after a ferry sank off the coast of

Vanuatu, the office of Prime Minister Jotham Napat said on Sunday. Search and rescue operations



were continuing after the MV **Matui** sank on Friday while travelling between the islands of Ambae and Santo. The ferry was carrying dozens of passengers and crew members, according to news agency Reuters. Fifteen people have been accounted for alive, the prime minister's office said in a statement posted on Facebook. According to New Zealand public broadcaster RNZ,

the inter-island ferry sank in bad weather. Authorities have since been searching for survivors in the waters around the Pacific island nation, located about 1,750 km (1,090 miles) east of Australia. The prime minister's office said the search "in open waters is being eased off whilst efforts move towards a search along the south-east coast, where currents may have carried survivors". "This loss appears to be the result of strong winds and marine warnings not being heeded, and possibly of negligence including overloading of the vessel," the statement said. "To the survivors, we pray for your strength and recovery. To the families of those missing and those we have lost, plead know that the nation stands with you in this time of grief" it added. (Source: *The Times of India*)

### *A FUEL OIL TANKER BROKE DOWN OFF THE COAST OF KOCAELI.*

A tanker carrying 240 tons of fuel oil broke down off the coast of Bayramoğlu in Kocaeli. The tanker was towed by a tugboat and safely anchored at the Eskihisar Iron Field. The 87-meter-long fuel tanker "**Necati Alpagül**" became immobile due to a technical malfunction while sailing off the coast of Bayramoğlu. Following a distress call from the ship, which was carrying 240 tons of fuel oil, units of the General Directorate of Coastal



Safety were put on alert. *The Sark towboat was safely anchored in Eskihisar* Following the incident, a rescue operation was quickly launched under the coordination of the İzmit Ship Traffic Services Center. The giant tanker, safely towed by the tugboat "**Şark**" dispatched to the area, was taken to the Eskihisar Anchorage and anchored under controlled conditions. While a potential maritime accident and environmental disaster were prevented, work began to repair the technical malfunction on the ship. The General Directorate of Coastal Safety announced on social media, "The 87-meter-long tanker named **Necati Alpagül**, carrying 240 tons of fuel oil, which experienced a malfunction off the coast of Bayramoğlu, Kocaeli, was towed by our tugboat Şark under the coordination of our İzmit Ship Traffic Services Center and safely anchored at the Eskihisar Anchorage." (Source: *Deniz Haber*)

## DETAILS OF THE OPERATION TO REFLOAT A SHIP IN VLADIVOSTOK HAVE BEEN REVEALED.



The dry cargo ship "**Russkiy Vostok**" was refloated in the waters off Vladivostok. The bulk carrier **Russkiy Vostok**, which had run aground in Vladivostok waters, was refloated with the help of tugboats with a capacity of over 7,000 horsepower, reports Vesti News Agency. Footage of the operation was obtained by the agency, showing the vessel smoothly moving out to sea. The vessel was towed during high tide. The bulk carrier is headed

toward Nakhodka, where it is scheduled to be delivered to the Livadia Ship Repair Yard. Earlier, the Far Eastern Transport Prosecutor's Office reported that the motor vessel "**Russkiy Vostok**," unmanned and unloaded, had drifted from its moorings in Vladivostok. The incident occurred in Amur Bay. The agency clarified that no pollution of the waters was recorded. There were no injuries as a result of the incident. The local prosecutor's office is monitoring the situation and is investigating the actions of authorized agencies. Previously, First Deputy Prime Minister Denis Manturov stated that Russian authorities plan to renew approximately 500 river and river-sea vessels over the next 10 years. Russian shipyards have sufficient capacity for this task if the ships are built in long series according to similar designs, he explained. The Deputy Prime Minister cited the financial sustainability of demand support measures as a fundamental issue. (Source: News.ru; Photo: Vitaly Ankov/RIA Novosti)

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## BOW SECTION REMOVED FROM THE WRECK OF MSC BALTIC III

The salvage team working to remove the wreck of the containership **MSC Baltic III** from the shore of Newfoundland, Canada, captured in a dramatic video as the bow section was separated from the hull. It is the first section of the hull to be broken apart after the work had stripped away the upper portions of the vessel. The containership was 207 meters (679 feet) in length before the dismantling operation began. There was no indication from the Canadian Coast Guard of how long the section

that was severed was, but they reported that 5,700 tonnes, close to 50 percent of the vessel's total tonnage, have now been removed. The prior update days earlier said 4,200 tonnes, approximately 40 percent of the vessel's total tonnage, had been removed. The forward section appears to have been separated with charges, based on the sound on the video. The Coast Guard reports it was then pulled forward onto the shore, where it will be cut into smaller pieces and removed for recycling. The



sections of the ship are being taken to a recycling facility on Newfoundland using barges or trucks. The containership blacked out in February 2025 and was driven ashore during a winter storm. The crew was evacuated by Canadian forces, but the vessel was stranded in a remote cove west of Corner Brook, Newfoundland. The salvage operation in 2025 focused on removing the cargo, fuel, and potential pollutants from the vessel. The second phase of salvage, focusing on removing the ship, began this spring. The Canadian Coast Guard said last week that the chain pulls had moved the hull forward approximately 53 meters (more than 170 feet) toward the shoreline. The pulling operation is continuing during high tides for the added buoyancy on the remnants of the hull. Resolve Marine is undertaking the salvage operation, and when they described it, they said the hull would be split into sections and pulled onto the shore for dismantling. The hatch covers, deck machinery, cranes, and deckhouse with the bridge were the first sections to be removed. Based on the pictures, it also



appears that the machinery has all been removed. A scrap pad was completed on the shoreline in the last month to support the shoreline crane. It will be used in the next phase of the lightering operations. Earlier pictures showed a barge with a crane alongside, removing upper sections of the hull. Resolve Marine reported the operation will continue until winter weather overtakes the region of

Canada. They expect the operation will continue into 2027, as after the hull is removed, they will also be doing restoration efforts on the shoreline. Watch the video [HERE](#) (Source: Marex; Bottom Photo: Leo Barter)

## OFFSHORE NEWS

### WORLD'S LARGEST ELECTRIC FERRY DEBUTS IN SOUTH AMERICA

Built by the Australian shipyards of Incat **China Zorrilla** can carry up to 225 vehicles and 2,100 passengers. The heavy lift vessel Black Marlin has successfully delivered the world's largest electric ferry, the **China Zorrilla**. The Australian-built vessel is the world's largest electric vehicle overall and will operate a 30-nautical-mile route across the Rio de la Plata between Colonia del Sacramento, Uruguay, and Buenos Aires, Argentina. The **China Zorrilla** is a fast



aluminum ferry built at the Incat shipyard in Tasmania. Capable of carrying up to 225 vehicles and 2,100 passengers, it is physically larger and has a larger battery pack than any other battery-electric vessel. In July, it was loaded onto Boskalis's **Black Marlin** for the 40-day journey east to the Rio de la Plata. The vessel and its cargo then crossed the Pacific Ocean and the Strait of Magellan to reach the Atlantic. Upon arrival in Nueva Palmira, Uruguay, the Black Marlin waited for favorable weather conditions, then added sufficient ballast to float the ferry off the deck, reversing the loading procedure used in Tasmania. "**China Zorrilla** was the largest and most ambitious project in our company's history," Incat President Robert Clifford said in a statement. "Thousands of people helped bring this extraordinary vessel to life, and they should all be incredibly proud of what was accomplished." (Source: *Shipping Italy*; See top article also)

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## *THE GIANT "SEVEN BOREALIS", RESIDENT IN THE PORT OF LAS PALMAS*

The vessel "**Seven Borealis**" (IMO 9452787), registered in the Bahamas and dedicated to laying underwater pipelines, is currently in the port of Las Palmas for a technical stop, and its presence is striking due to its imposing maritime appearance. A spectacular 40-meter-high rotating crane stands out, capable of lifting and moving weights of up to 5,000 tons within a 40-meter radius, manufactured by Huisman Equipment BV. It also has a 1,200-ton underwater hook at the stern, with a 70-meter radius, as well as other smaller cranes. Designed by Ulstein Design & Solutions BV and commissioned by Nordic Heavy Lift, the hull was built at the Nantong Yahua shipyard in China and launched in October 2009. It was then towed to the Sembawang Shipyard Pte. Ltd. in Singapore for final outfitting. During this process, it was acquired by Acergy, now Subsea 7, and its conversion into a pipe layer was decided upon with technical assistance from Ulstein. The cranes and other

equipment were installed in the Netherlands. In service since October 2012, it is a vessel of 49,735



gross tons and 14,921 deadweight tons, measuring 182.25 m in overall length –168.60 m in length between perpendiculars–, 46.20 m in beam and a draft that ranges between 8.50 m and 11.35 m in pipeline laying operations. It is powered by an MTU Bergen Rolls Royce diesel-electric system with an installed capacity of 34,560 kW, which drives four azimuth thrusters and allows it to maintain a speed of 14 knots. It has accommodation for 399 people and a forward platform for landing a Sikorsky S-61

helicopter. (Source: Puente de Mando; Photo: Nicolás Arocha)

### *HUILAI INTELLIGENT MANUFACTURING PIONEERED THE WORLD'S FIRST ENCLOSED MARINE AQUACULTURE CAGE, WHICH WAS EXPORTED TO NORWAY.*

According to Jieyang Daily, a semi-submersible vessel carrying the world's first second-generation high-end intelligent enclosed marine aquaculture cages recently set sail from Huilai Blue Water Deep-Sea General-Purpose Terminal, bound for Norway for salmon farming operations. This marks Jieyang's first export of high-



end marine engineering equipment to Europe, and also the first time that Huilai District has conducted large-scale marine engineering equipment floating unloading and floating loading export operations in its harbor basin. The intelligent aquaculture cage project exported this time was undertaken by Guangdong Bluewater Deep-Sea Equipment Technology Co., Ltd. (hereinafter referred to as "Guangdong Bluewater"), and was customized and developed for Norwegian company Seafarming Systems AS (hereinafter referred to as "SFS"). A total of 6 sets of the world's first closed-loop marine aquaculture core equipment were developed and applied to the Atlantic salmon (salmon) farming bases in Norwegian waters of Leroy and Salmar, the top three giants in the global marine aquaculture industry. The technical standards and product quality have been highly recognized by the top international industry players. This second-generation high-end intelligent enclosed net cage boasts robust technical parameters and industry-leading performance. It features a circular structure with an outer diameter of 57.4 meters and a height of 14 meters, with a single unit weighing 750 tons. Equipped with a fully automated intelligent control system, it achieves

unattended operation and precise remote control. Powered by stable shore power, it can hold 70,000 cubic meters of water at a time, with a water exchange rate of up to 8.5 cubic meters per second, making it suitable for aquaculture in deep-sea areas ranging from 70 to 200 meters. Utilizing an intelligent, enclosed aquaculture model, the salmon farming cycle is stably controlled within 12 months, with a single net cage producing up to 2,200 tons of finished salmon annually. This represents a breakthrough upgrade in aquaculture efficiency, water quality control, and environmental friendliness. The project's construction cost per unit is approximately 120 million RMB, with a standardized construction period of only 6 months, combining high-end quality with high-efficiency production capacity. The successful export of this high-end marine engineering equipment is a vivid example of government-enterprise collaboration and precise service to businesses. Moving forward, the relevant departments at the ports of Jieyang and Huilai will continue to optimize the entire service chain, including customs clearance, maritime safety, and foreign trade support. They will deeply align with Guangdong's "Maritime Power Province" strategy, focusing on key blue economy industries such as marine engineering equipment, marine ranching, and offshore wind power. They will continuously improve the industrial service system, strengthen maritime safety defenses, and fully support the upgrading and efficiency improvement of Jieyang's marine engineering equipment industry, enabling it to go global. This will help the city's "One Industrialization, One Marine Industry, and Five Advantageous and Specialized Industries" cluster move towards a trillion-yuan target, continuously empowering the high-quality opening-up of the local marine economy. (Source: *iMarine*)

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## DEARTH OF NEWBUILD OSVs A COMMERCIAL AND POTENTIAL SAFETY ISSUE



The sale and purchase (S&P) market for offshore support vessels remains firm, but cautious, but without newbuilds, the OSV sector faces growing commercial and other challenges as the global fleet ages. So said M3 Marine senior shipbroker Mili Verma in a presentation at the 2026 Annual Offshore Support Journal Asia Conference

in Singapore. In fact, she said, such is the dearth of newbuilds and the rate at which the OSV fleet is

ageing, charterers are already having to relax – or even completely abandon – age limits on vessels they employ. This could one day become a safety issue, she suggested, not just a commercial issue, but a solution could lie in greater collaboration between owners and charterers, and long-term contracting that will provide financiers with the confidence to lend. Ms Verma said the cost of newbuilds “remains a significant barrier,” as does the dearth of potential lenders compared with former years. “On the newbuild side, we are seeing speculative construction, increasing regional participation and emerging supply gaps — but the economics remain challenging,” she told delegates. “And with capital still selective, financing is becoming an even more important part of the investment equation. Regional banks, Nordic capital markets, private capital and a select group of international banks are all playing key roles, but once active lenders – such as the Singapore banks – are unlikely to return to the OSV market.” In her presentation on the S&P and newbuild market, Ms Verma characterised the S&P market for OSVs as ‘firm but cautious,’ but noted that M3 Marine has seen greater caution on the part of buyers since the war in Iran started. “Geopolitical uncertainty and high replacement costs are keeping transaction volumes measured,” she told delegates. The war had, she said, led to a slowdown in transactions, with owners more cautious than they had been around the prospects for vessel deployment. Against this backdrop of a few speculative orders for newbuilds but an absence of sufficient vessels to replace ageing vessels, Ms Verma told delegates that a relatively small number of units are changing hands currently, but limited supply is supporting asset values. There are, she explained, three main types of sellers in the market currently: financiers, owners looking to optimise their fleets, and traders. She cited ICBC Financial Leasing’s sale of assets formerly owned by Bourbon has an example of the first type. She noted that prices paid for former Bourbon anchor-handling tug/supply vessels being sold by ICBC had steadily increased in the last six months. “As the inventory goes down, the price has gone up,” said Mr Verma. Of owners looking to

optimise their fleets, she cited DOF as a particularly good example. DOF has sold older platform supply vessels, and invested significant sums in the acquisition of high spec anchor-handlers, not least because the AHTS vessel market is booming and because there has been a dearth of newbuilds. Of traders, she said a good example is Hayfin Capital’s July 2026 disposal of the fleet of 11 AHTS



vessels owned by funds it managed to a newly established company backed by leading investors. Ms Verma explained that, for the most part, there are also three type of key buyer currently. These are strong companies looking make acquisitions, such as Tidewater, which recently completed a deal to acquire Wilson Sons Ultratug in Brazil; owners with strong parent companies, such as Adani-based Astro Offshore; and buyers wishing to achieve economies of scale through bulk purchases. M3 Offshore expects to see more buyers of this type coming from the Middle East, Ms Verma concluded.

*(Source: Riviera by David Foxwell)*

## **HORNBECK WINS DECOMMISSIONING WORK IN NORTH SEA**

US offshore vessel owner Hornbeck Offshore Services has secured a multi-year decommissioning contract with an unnamed North Sea operator. The contract, awarded to the company’s subsidiary

Helix Well Ops, is expected to commence in the second quarter of 2027 and has a firm duration of



two years, with customer options to extend. Under the contract, Hornbeck will perform riserless plug-and-abandonment operations using either the **Well Enhancer** or **Seawell** well intervention vessels. Hornbeck will also deliver a fully integrated solution, including the vessel, a well-access system, ROVs, saturation diving, project management, and engineering services. “This new multi-year

award builds directly on Hornbeck’s previous success and strengthens our expertise in delivering safe, efficient, rigless decommissioning solutions in the North Sea,” said Todd M. Hornbeck, Hornbeck president and CEO. Earlier this month, Helix Energy Solutions completed its combination with Hornbeck Offshore Services after shareholders cleared the all-stock deal, creating a larger US offshore services group under the Hornbeck name. *(Source: Splash24/7; photo: Marcel Coster)*

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## SAIPEM WINS NEW OFFSHORE CONTRACT IN ANGOLA

The contract involves the design, manufacturing, transportation and installation of subsea infrastructure for the **Agogo** FPSO. Saipem has been awarded a new offshore contract in Angola worth approximately \$350 million. The contract was awarded by Azul Energy Angola SpA, a joint venture between Eni and BP, and concerns the West Hub Tails project, part of the



larger Agogo Integrated West Hub Development, located 180 km off the Angolan coast, at depths of up to 1,750 metres. Saipem will be responsible for the engineering, fabrication, transportation and installation of subsea infrastructure, including approximately 62 km of flowlines, risers and umbilicals, which will be connected to the Agogo floating production, storage and offloading (FPSO) vessel, for an expected duration of approximately 2.5 years. Fabrication activities will be carried out at Saipem's Ambriz shipyard in Angola, with the involvement of local companies and resources. For the offshore campaign, Saipem will deploy the FDS and **Normand Maximus** construction vessels. This award confirms Saipem's consolidated position as a partner of choice for the execution of complex offshore projects in West Africa, as well as its commitment to supporting the growth of the energy industry in the countries where the company operates. (Source: Shipping Italy)

## FEHMARN VESSEL READY FOR FIRST SPECIAL ELEMENT



Three tunnel elements have already been sunk in the Fehmarnbelt, while IVY is now in the working harbor at Rødbyhavn with element number four fastened in place. Once it is in place, the first approximately 900 meters of the 18 kilometer long tunnel between Denmark and Germany will be established. The subsequent fifth element will be the tunnel's first special element. It measures 39 meters in length, 42 meters in width and 13 meters in height and has a basement with

technical installations. "The first special element is the size of an entire apartment building and must be placed at a depth of over 20 meters. It is a demanding operation to submerge such a large structure, and therefore it has been necessary to test IVY thoroughly before the vessel is sent out," says Lasse Vester, Deputy Contract Director at Sund & Bælt in a press release. During the test, the fourth tunnel element was loaded with an additional 1,600 tons to mimic the greater load that IVY will be exposed to when handling the special element. The test was completed as planned, and preparations for the immersion of element number four are now continuing. The Fehmarnbelt Tunnel will consist of 79 standard elements and 10 special elements with basement floors. It was originally scheduled to open in 2029, but delays have meant that a new opening date has not yet been set. The road link is expected to open before the railway. (Source: Maritime Denmark)

## EVENT NEWS

### INSPIRATIE EVENT KOPLOPERPROJECT SECTORAGENDA: ROBOTISERING WIND OP ZEE

Innovatie door verslimming – Op 29 september 2026 organiseren Energy Innovation NL, InnovationQuarter, Nederland Maritiem Land en Maritime & Offshore NL een inspirerend event rondom het Koploperproject “*Robotisering in Wind op Zee*”, bij Corrosion in Bleiswijk. Wind op Zee kent een ambitieus scenario om voor 2032 21 GigaWatt, 40 GigaWatt in 2040 en 70 GigaWatt in 2050 aan offshore windenergie op de Noordzee te realiseren. Om de gestelde doelen te halen zal het

tempo van de ontwikkeling en aanleg van windparken sterk versneld moeten worden. Voor de energietransitie komen we mensen tekort om al het werk uit te voeren. Zeker op zee. De ambitie voor grote opschaling, gecombineerd met de beperkte instroom in technische opleidingen en het hoge verloop in de offshore windsector versterken de personeelskrapte. Arbeidsbesparende innovaties bij bouw en onderhoud, zoals standaardisatie, digitalisering, robotisering, ontwikkeling van autonome systemen en automatisering, kunnen de werklust van mensen verminderen en/of zorgen voor een slimmere organisatie van werk rondom de beschikbare



menskracht. Dit evenement brengt bedrijven uit offshore wind, kennisinstellingen en robotica samen met partners uit het ecosysteem en deelnemers van PPS-trajecten. Het doel: kennisuitwisseling, community building en verdere tractie op slimme innovatie Wind op Zee. *Wat kun je verwachten?* • Inspirerende presentaties; • Informele matchmaking; • Mogelijke demo's; • Podium voor PPS-calls. Klik om je eventueel aan te melden [HIER](#)

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## WINDFARM NEWS - RENEWABLES

### ØRSTED RECEIVES FINAL OPINION REGARDING TAXATION OF WALNEY EXTENSION AND HORNSEA 1

Today, Ørsted has been notified by the Danish Tax Agency (DTA) and UK HM Revenue & Customs (HMRC) that an advisory commission established under the EU Arbitration Convention has issued a final opinion in the case between Denmark and the UK regarding taxation rights related to the offshore wind farms Walney Extension and Hornsea 1. According to the opinion, which follows the legal principles for taxation of services applied by Ørsted, the Walney Extension and Hornsea 1 offshore wind farms have a genuine legal and economic purpose. The projects are therefore primarily taxable in the country where they are located, in this case in the UK, and over the projects' lifetime as they generate power and revenue. Ørsted is satisfied with the outcome, as it is consistent

with our understanding of international tax regulations and their application to the offshore wind industry. The case dates back to 2015, where Ørsted asked the DTA and HMRC to clarify the taxation rights between the two countries, so that Ørsted's offshore wind farms would not be subject to double taxation. However, the DTA and the HMRC failed to reach an agreement, and the case was referred to the advisory commission in 2023. While the opinion on the two projects follows the legal principles that Ørsted has applied, it does entail a minor upwards adjustment to



Ørsted's overall tax position in Denmark as well as related interest. This adjustment is fully contained within Ørsted's existing provisions for uncertain tax positions. The tax charge in Denmark will, over time, largely be offset by tax reductions in the UK. Based on the opinion, Ørsted will enter into a dialogue with the DTA to find a resolution regarding the other projects where the DTA has made similar administrative decisions or draft assessments. It is Ørsted's expectation that a resolution regarding these projects will follow the same legal principles as those laid out in the opinion received today. Similarly, Ørsted will enter into dialogue with HMRC regarding the application of the opinion. *(Source: Dredge Wire)*

## JAN DE NUL'S CONNECTOR RETURNS TO SERVICE

Multi-discipline maintenance programme at BLRT Repair Yards prepares Jan De Nul's DP3 cable-laying vessel **CONNECTOR** for her next offshore assignments. BLRT Repair Yards Klaipėda, part of BLRT Grupp, has completed an extensive multi-discipline maintenance programme on **CONNECTOR**, one of Jan De Nul Group's specialised DP3 cable-laying vessels. Carried out as part of her third Special



Survey, the project covered systems essential to the vessel's propulsion, manoeuvrability, station-keeping and offshore operations. **CONNECTOR** is designed for demanding subsea cable installation and offshore energy projects. Equipped with two cable carousels and two work-class ROVs, the vessel combines significant cable-carrying capacity with DP3 station-keeping capability and specialised offshore equipment. Her project record includes cable installation works for Thor Offshore Wind Farm in Denmark, the interconnector between mainland Scotland and Hoy, and

offshore works in Abu Dhabi, alongside experience on major international offshore energy projects. For vessels operating in this environment, technical reliability and availability are critical. The maintenance programme in Klaipėda was therefore focused on preparing **CONNECTOR's** key systems for the offshore assignments ahead. The main scope included overhaul of the vessel's propulsion and thruster systems, service and overhaul of three main engines, chemical cleaning, grit blasting and coating of 35 box coolers, piping works, and maintenance of the 400-tonne and 50-tonne offshore cranes. The underwater hull underwent a comprehensive coating programme featuring a silicone-based system, while accommodation outfitting and additional class-related works were completed during the vessel's stay. Multiple technical disciplines worked in parallel throughout the project, with heavy components dismantled, inspected, serviced and reinstated while Special Survey requirements were integrated into the overall production schedule. (*Source: Workboat365*)

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## FOUR BALTICA 2 OFFSHORE SUBSTATIONS SET SAIL FROM VIETNAM TO POLAND



Four offshore substation topsides and four modular support frames for the 1.5 GW Baltica 2 offshore wind farm have departed Vietnam for Poland following the completion of the load-out and sail-away campaign at PTSC Mechanical & Construction's (PTSC M&C) yard in Vung Tau. PTSC M&C said on 14 September that the shipment marks its first offshore substation delivery from Vietnam to Europe. The company is delivering the substations in a

consortium with Denmark's Semco Maritime, which signed a contract with Baltica 2 developers PGE and Ørsted in June 2023. (*Source: Offshore Wind*)

## ROBOSYS AND FARSOUNDER STRENGTHEN USV NAVIGATION

Robosys and FarSounder combine autonomous vessel control with advanced 3D forward-looking sonar. Robosys Automation has integrated its VOYAGER AI Autonomous Navigation System (ANS)

software with FarSounder's Forward Looking Sonar (FLS) technology, combining autonomous navigation, vessel control and advanced underwater situational awareness. The integration brings together VOYAGER AI's intelligent navigation, route planning, COLREGs collision avoidance and autonomous vessel control capabilities with FarSounder's advanced 3D forward-looking sonar technology. The ability to identify and respond to underwater hazards and uncharted shallow waters



beyond the limits of conventional navigation sensors means that vessels fitted with this integrated capability are able to detect, track, and autonomously navigate around both surface and subsurface hazards. The system continuously incorporates sonar-derived information into VOYAGER AI's decision-making framework, supporting safe navigation in poorly charted waters, remote anchorages, and complex coastal environments. "Integrating FarSounder's proven forward-looking sonar with VOYAGER AI represents another important step towards intelligent maritime operations," said Aditya Nawab, CEO Robosys Automation. "The ability to combine above-water sensor data with real-time underwater subsea awareness enhances navigation safety and provides operators with greater confidence when operating in challenging environments." FarSounder's technology generates a three-dimensional view of the seabed and potential underwater obstacles ahead of the vessel, providing critical information that traditional echo sounders and charts alone may not deliver. By feeding this data into the VOYAGER AI autonomy stack, vessels can benefit from a more complete understanding of navigational risks and opportunities. The integration offers significant advantages for USV operators, where autonomous and remotely supervised vessels frequently operate in areas where underwater hazards present operational risks. By incorporating forward-looking sonar data into VOYAGER AI's autonomous navigation engine, USVs can achieve enhanced mission safety, improved route optimisation, and increased operational resilience. "The maritime industry is increasingly recognising the importance of sensor fusion in both crewed and uncrewed vessels," said Matthew Zimmerman, CEO FarSounder. "Integrating our forward-looking sonar with VOYAGER AI allows operators to leverage underwater awareness as part of a wider intelligent navigation solution." For USV operators, it delivers an additional layer of environmental understanding essential for safe autonomous operations in dynamic maritime environments. (*Source: Workboat365*)

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## DREDGING NEWS

### *BOSKALIS NEDERLAND: WORK ON FISH MIGRATION RIVER AFSLUITDIJK IN FULL SWING*

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Boskalis Nederland has started the construction works on the Fish Migration River within the Afsluitdijk. According to Boskalis, this four-kilometer-long, meandering tidal river is set to create a

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natural connection between the Wadden Sea and the IJsselmeer. The aim of this fish migration river is to allow twelve target fish species - including salmon, sea trout and sea lamprey, as well as river lamprey and eel - to swim freely back and forth between the Wadden Sea and the IJsselmeer, and to provide them with access to spawning grounds along the river. Equipment deployed for the project includes the crane vessel **Aquila**, the transshipment pontoon **Zeeleeuw**, and various dump trucks, wheel loaders and some other machinery. (Source:



*Dredging Today)*

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### *CONSTRUCTION OF THE FPDR1 DREDGER HAS BEGUN IN ASTRAKHAN.*

Construction of a Project **FPDR1** dredger has begun at the Stroyliderplus production site in Astrakhan. The vessel is designed for dredging heavy cohesive and non-cohesive soils of categories I–V. The **FPDR1** dredger has the following specifications: overall length - 51.5 m; overall width - 12.2 m; depth at midships - 3 m; engine power - 2x350 kW; crew - 28 people; fuel endurance - 10 days. RKO class - "O2.0 (ice 10)



A". The **FPDR1** project is a project for a non-self-propelled multi-bucket dredger developed by the Flotproekt design bureau (part of the Stroyliderplus group of companies). *(Source: Paluba)*

### WILLAPA HARBOR DREDGING UNDERWAY



Orion's Pacific Rock & Dredging team is hard at work on the Willapa Harbor Maintenance Dredging project in Willapa Bay, Washington. Operating around the clock, crews are mechanically dredging multiple entrance channels throughout the bay, with up to 180,000 cubic yards of material scheduled for removal. *(Source: Dredging Today)*

### DREDGING BEGINS ON GUGU RIVER IN PAMPANGA

The Philippines' Department of Public Works and Highways (DPWH) today began dredging operations on the Gugu River — along the Bacolor-Sto. Tomas-Minalin Tail Dike in Minalin, Pampanga. According to DPWH Secretary, Vince Dizon, the measure aims to protect residents from flooding during the rainy season, noting that the



riverbed had not been deepened for 15 years. "I assure our Cabalens (Pampanga residents) that the President will not allow Minalin to experience heavy flooding. We will not allow the dike to be damaged, that's why we will start dredging the river," Dizon said. Also, the DPWH chief noted that heavy equipment was deployed to deepen the river, which serves as a catchment basin. "We will be conducting dredging operations here, and we are grateful to San Miguel and Sir RSA (Ramon S. Ang) for sending equipment to complement the machine from the DPWH and the province. We will go full steam with the dredging (operations)," he said. "A brand-new dredging machine is on its way and will position it at Sapang Labuan to suction out all the sand, lahar, and silt, discharging them toward Manila Bay." The new dredging equipment is set to arrive in the area tomorrow. *(Source: Dredging Today)*

### LORAIN HARBOR DREDGING KICKS OFF

The U.S. Army Corps of Engineers, Buffalo District, will begin dredging operations this week in



Lorain Harbor to maintain safe and navigable waterways for Great Lakes commercial vessels, recreational boaters and other harbor users on Lake Erie. The Buffalo District awarded a \$2.5 million contract in June 2026 to Michigan-based Walsh Service Solutions to complete the work. Dredging operations are scheduled to start today, with sediment to be recycled and beneficially used. Under the project, approximately 45,000 cubic yards of sediment will be

mechanically dredged from the federal navigation channel in the harbor entrance and up-river to multiple docks. Authorized depths within Lorain Harbor range from 17 to 29 feet, with the shallowest depths in the turning basins and the deepest depths in the entrance channel. USACE maintains these depths to support safe and efficient navigation for large vessels. *(Source: Dredging Today)*

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## YARD NEWS

### MACGREGOR TO DELIVER CRANES, HANDLING EQUIPMENT AND DECK MACHINERY TO FOUR RESEARCH VESSELS

MacGregor has secured significant orders to deliver advanced deck cranes, handling equipment, and deck machinery for four new oceanographic research vessels **Wega** and **Deneb**. The orders were booked into MacGregor's second and third quarter 2026 order intake, with equipment deliveries starting in 2027 and scheduled to complete by the third quarter of 2029 at the latest. Two of the vessels will be built at the GONDAN Shipbuilders in Spain for the German Federal Maritime and Hydrographic Agency (BSH). The remaining two will be constructed at Titagarh Naval Systems Limited in India for the Geological Survey of India (GSI). Research vessels are vital for studying the oceans, tracking climate change and monitoring marine biodiversity up close. Operating in harsh marine environments requires exceptionally reliable equipment and technical solutions.

MacGregor's success in securing these contracts is a direct result of its extensive expertise and proven track record from previous deliveries. Close cooperation with the shipyards and designers throughout the developmental phases of these projects has further proven that MacGregor is a trusted, long-term partner capable of delivering high-performance solutions for complex maritime missions. The scope of supply for the four vessels includes



CTD single line winches, wire winches, oceanographic winches, corer winches, survey boat davits, CTD davits, deck cranes, stern A-frames, ROV telescope booms, and corer handling systems with corer cradle. "For the complex BSH research vessels, we required a trusted and reliable supplier. MacGregor's proven track record in manufacturing high-performance deck machinery made them the right choice for this project," says Fernando González, Purchase Manager, GONDAN Shipbuilders. "In MacGregor, we have found an experienced manufacturer and supplier of scientific hoists and winches. This ensures a consistent operating philosophy on the new vessels. Furthermore, the systems are characterised by their robustness and trouble-free operation," says Kai Twest, Head of Shipping Company, German Federal Maritime and Hydrographic Agency. "MacGregor brings proven expertise in marine handling systems, particularly for oceanographic and research vessel applications. Their track record in delivering integrated deck machinery for scientific vessels worldwide, combined with their engineering capability to customise winches, A-frames and cranes to the specific operational profile of the vessel, made them a natural fit for our Coastal Research Vessel project," says Cmd. Sanjay Chopra, Titagarh Naval Systems Limited. "MacGregor has a good reputation as a marine scientific solution provider with positive feedback from existing users, so collaboration with MacGregor will help GSI meet its scientific objectives for these new CRV Vessels," says Geological Survey of India. "Research vessels are central to oceanographic research, providing vital data for fields like climate science and marine biology. We are happy to see the trust placed in us to deliver this crucial equipment for the success of future operations by both BSH and GSI," says Tomas Hakala, Executive Vice President, Global Services at MacGregor. *(PR-MacGregor)*

## WAIGAOQIAO SHIPBUILDING WINS BID FOR OFFSHORE RESEARCH PLATFORM WORTH 2.763 BILLION YUAN!



On September 14, Shanghai Jiao Tong University released the "Announcement of Bidding Results for the Construction of the Platform for the Deep-Sea All-Weather Floating Research Facility Project": The winning bidder was Shanghai Waigaoqiao Shipbuilding Co., Ltd.; the winning bid price was 2.763 billion yuan. According to the bidding announcement, the Deep-

Sea All-Weather Resident Floating Research Facility is a major national science and technology infrastructure project undertaken by Shanghai Jiao Tong University. The main body of the facility is the world's first large-scale self-propelled marine research platform. This platform can withstand extreme sea conditions, achieve long-term residence in the open sea, and can be quickly moved and deployed. It can operate in high sea conditions and survive in extreme sea conditions, providing a marine research base for cutting-edge research in marine science, marine equipment, and marine meteorology. It forms the capability for continuous in-situ observation and research of marine science at all depths and the capability for real-scale testing of marine engineering, providing extreme research means for marine science and engineering. Once completed, the facility platform will be classified as a CCS (China Shipbuilding Industry Corporation) facility, with the technical design undertaken by the 708 Research Institute of China Shipbuilding Industry Corporation.

(Source: iMarine)

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## WILDCAT INFRASTRUCTURE SUBMITS COMPETING BID FOR AUSTAL USA

Miami-based investment firm Wildcat Infrastructure has submitted a nonbinding proposal to acquire Austal USA from its Australian parent company, Austal Limited. Austal Limited disclosed the offer in a Sept. 9 filing with the Australian Securities Exchange. A syndicate led by Wildcat proposed an enterprise value of \$1.25 billion to \$1.35 billion on a cash-free, debt-free basis. The offer is conditional on the completion of a four-week due diligence period. Wildcat indicated that it would



operate Austal USA as a standalone company while retaining the Austal brand and the shipbuilder's U.S. operations. The proposal exceeds a competing nonbinding offer from Hanwha Defense USA,

which valued Austal USA at \$1.05 billion to \$1.2 billion on a cash-free, debt-free basis. Austal Limited said its board and advisers will consider Wildcat's proposal. Neither offer represents a completed transaction. Mobile, Ala.-based Austal USA builds aluminum and steel vessels for the U.S. Navy, Coast Guard and other government customers. (*Source: Workboat*)

## WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - *Svitzer signs contract with Cheoy Lee Shipyards for six additional 29-metre TRAnverse tugs*
  - *New Pacific launches first shipbuilding program featuring two tugboats for american marine corporation*
  - *Cochin shipyard begins construction of svitzer's advanced battery electric tugs in india*
  - *Med Marine's new Ramparts 2500-W tugboats enter service with Yakamoz joint venture*
  - *SANMAR Delivers Sixth Newbuild Tug to SAAM Towage in Under a Year*
2. Several updates on the Broker Sales page posted last week.  
 (New page on the website. If you are interested to have your sales on the website)  
 (pls contact [jvds@towingline.com](mailto:jvds@towingline.com))
3. Several updates on the Newsletter – Fleetlist page posted last week
  - *McKeil Marine - Burlington Ontario by Jasiu van Haarlem (new)*
  - *Ocean Group - Triest by Jasiu van Haarlem*
  - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem*
  - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
  - *Remolques Unidos S.A. by Jasiu van Haarlem*

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

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