

27th Volume, No. 74 **1963 – “63 years tugboatman” – 2026**

Dated 23 September 2026

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

Distribution twice a week 22.850+

MIDWEEK – EDITION

TUGS & TOWING NEWS

AIGAION PELAGOS AT IMO HEADQUARTERS



At a special ceremony held on Wednesday, September 9, at the headquarters of the International Maritime Organization (IMO) in London, a model of the Greek salvage tug **AIGAION PELAGOS** was placed on display at IMO headquarters. The ceremony was attended by IMO Secretary-General Arsenio Dominguez, representatives of the Embassy of Greece in London, including the Office of the Maritime

Attaché in London, representatives of MEGATUGS Salvage & Towage and distinguished members of the international maritime community. The commemorative event follows the recognition by the IMO in November 2025 of the Master and crew of the salvage tug **AIGAION PELAGOS** for the exceptional courage, professionalism and dedication they demonstrated during the unprecedented

salvage operation involving the tanker MT **SOUNION**, which was struck by Houthi forces in the Red Sea in August 2024. “The placement and display of the model of **AIGAION PELAGOS** at IMO headquarters is an extraordinary honor for MEGATUGS and for everyone who contributed to the MT **SOUNION** operation,” said Anastasios Michalaros, Managing Partner of MEGATUGS Salvage & Towage. “It stands as a lasting tribute to the Master and crew, whose



actions demonstrated the readiness, courage and professional excellence that characterize Greek

seafarers in protecting lives at sea, salvaging vessels and safeguarding the marine environment. “At the same time, it symbolizes the vital contribution of salvage professionals to the delivery of the highest standards of marine salvage services worldwide and is a source of particular pride for Greek shipping as a whole.” With nearly five decades of experience and hundreds of international salvage operations around the world, MEGATUGS Salvage & Towage ranks among the most recognized global leaders in this highly demanding sector of the international maritime industry. The company provides specialized marine emergency response, salvage, towage and marine environmental protection services worldwide. The model of **AIGAION PELAGOS** now stands at IMO headquarters as a symbol of the courage, readiness and commitment of Greek shipping to maritime safety, as well as a tribute to all seafarers and salvage professionals who confront the dangers at sea, even in their most extreme forms, with bravery, selflessness and a profound sense of responsibility toward human life and the maritime community. *(PR-Megatugs Salvage & Towage)*

Advertisement



TURKISH PLAYER IN GLOBAL TUGBOATING.



Founded in Istanbul, Solace Maritime has begun providing services worldwide, including in Türkiye, ranging from port and ocean tugboat services to towing, anchoring, and support management. Istanbul-based Solace Maritime has begun offering offshore and tugboat services worldwide. With its

expanding tugboat fleet resulting from new investments, the company provides solution partnerships for the most challenging projects of its clients conducting complex maritime operations around the world. *In all the seas of the world* Solace Maritime announced that the company, which has a wide operational network ranging from busy ports to the most remote offshore locations, provides 24/7

uninterrupted service. The statement noted that Solace Maritime's professionals consist of experts specializing in all seas of the world, including the Black Sea and the Mediterranean, and that they safely escort vessels, especially in high-risk areas and transit corridors. *High-performance support* The company, which offers docking and departure, escort operations, offshore towing, drilling rig and platform support, and rescue and emergency response services – including fire – emphasized that they have activated the phone number +90 507 172 93 86 and the WhatsApp line +90 546 523 68 07 so that seafarers can reach them 24/7. Underlining that they prioritize operational safety and reliability principles, officials stated, "We provide our customers with high-performance tugboat support whenever they need it in global shipping and offshore operations." *New tugboats are coming.* Solace Maritime, which currently operates the tugboat **Tiger**, offering 50 tons of towing power, measuring 41.8 meters in length and 10 meters in width, is reportedly planning to add two more tugboats to its fleet soon. (Source: *DenizHaber*)

Advertisement

YSM + Partners - Tug Boat Ropes, Main Lines, Pennants & Stretchers - Splicing On & Offshore



Sales • Service • Rope Splicing • Repairs • Deliveries to all European Ports • Contact us: www.ysm.com.pl • office@ysm.com.pl

THE MEDIUM-SIZED OCEAN RESCUE VESSEL "BEIHAIJIU 151" WAS COMMISSIONED TODAY.

On September 21, the "**Beihaijiu 151**", a 4,000-kilowatt medium-sized marine rescue vessel designed and built by my country, was officially commissioned into the Beihai Rescue Bureau of the Ministry of Transport. The "**Beihaijiu 151**" vessel was independently developed and designed by Shanghai Ship Research and Design Institute (SDARI) of



China State Shipbuilding Corporation and built by Huangpu Wenchong Shipbuilding Co., Ltd. It is the first medium-sized marine rescue vessel in the northern sea area. It was tailored to the characteristics of the northern sea area, and the core equipment of the vessel is 100% domestically produced. The official commissioning of this vessel further enriches and improves the modern emergency rescue network for maritime rescue and salvage, comprehensively addresses the shortcomings in maritime emergency rescue capabilities in the northern sea area, optimizes the equipment fleet layout, and provides stronger support for maritime life rescue and emergency support. (Source: *iMarine*)

VOE EARL BACK IN DEN HELDER



On Monday, September 14, the **Voe Earl** arrived from Cork and moored at the Acta Jifmar yard in the Koopvaardersbinnenhaven in Den Helder. This 26-meter Damen Multicat 2613 has visited our port before; for instance, the workboat was involved in a major platform decommissioning project during the summer of 2024 and called at our port several times during that period. The **Voe Earl** was delivered to Delta Marine by the Damen

shipyard in Hardinxveld-Giessendam in 2012. This shipping company, based in Lerwick, Scotland, was acquired by the French Jifmar Group in late 2019 and subsequently renamed Jifmar Scotland. The workboat is equipped with two Caterpillar engines that deliver a combined power output of 2,850 kW and a bollard pull of over 53 tonnes. (Source: www.maritiemdenhelder.eu; Photo: Wim Albers)

INTELLIGENT TOWING OPERATION SYSTEM FOR TUGBOATS

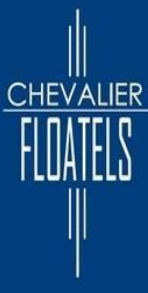
The Intelligent Towing Operation System for Tugboats is an intelligent system independently developed by CSSC No. 704 Research Institute, integrating State Perception, Intelligent Analysis, Risk Warning, and Decision Support into one. The system can monitor in real time core parameters such as the operating status of the towing winch, towing line tension and pay-



out/recovery length, and tug speed, heading and attitude. It also integrates video surveillance and image recognition technology to automatically identify the towing line overboard angle, comprehensively assess the equipment health status and the towing operation safety situation, and provide dynamic early warning and operational recommendations for potential risks such as capsizing. The system has obtained the world's first Type Approval Certificate issued by China Classification Society (CCS), marking a new technological breakthrough in China's tugboat intelligent towing operations and safety management. *Development History* Tugboat towing operations involve complex working conditions, where factors such as towing line force, ship attitude, and navigation status constrain one another, placing high demands on the crew's maneuvering experience and on-site judgment. In response to practical operational needs, CSSC No.

704 Research Institute successfully developed the Intelligent Towing Operation System for Tugboats. The system obtained the world's first Type Approval Certificate issued by the China Classification Society (CCS), marking a new technological breakthrough in China's intelligent towing operations and safety management for tugboats. Previously, the Ship Autonomous Navigation and Remote Control System, China's first such system independently developed by CSSC No. 704 Research Institute, had become the only similar system in the world to receive authoritative certification from the Three Major Classification Societies. This new certification marks another milestone achievement in the institute's intelligent ship system approval results. *Working Principle* The Intelligent Towing Operation System for Tugboats integrates State Perception, Intelligent Analysis, Risk Warning, and Decision Support. The system performs real-time perception of key operating statuses of objects such as towing lines and tugboats. On this basis, it comprehensively evaluates the equipment health status and the towing operation safety situation, implements dynamic warnings for potential risks such as capsizing, and proposes operational recommendations. *Characteristics* The Intelligent Towing Operation System for Tugboats integrates State Perception, Intelligent Analysis, Risk Warning, and Decision Support into one. This system is designed to address the practical need in tugboat operations where complex working conditions, towing line force, ship attitude, navigation status, and other factors are mutually constrained, and where high demands are placed on the crew's maneuvering experience and on-site judgment. It provides decision support to the crew, transforming towing operations from "experience-based judgment" to "data-driven, intelligent assistance." *Applications* This system was developed based on the actual operational requirements of tugboats and is used for intelligent towing operation and safety management for tugs. This system has obtained the Type Approval Certificate issued by China Classification Society, laying the foundation for the related achievements to further advance toward actual ship application and market promotion. CSSC No. 704 Research Institute will continue to deepen actual ship application and technical iteration. *Technical Parameters* Parameters monitored by the system include core parameters such as towing winch operating status, towing line tension and pay-out/recovery length, tugboat speed, heading, and attitude. The system integrates video surveillance and image recognition technology to automatically identify the towing line overboard angle. (Source: Baike Baidu)

Advertisement

	 WWW.CFBV.COM	SOV's DP Gezina & DP Galyna This is what clients say: -Good vessel, good crew. We recommend both! -I believe Chevalier Floatels is doing a great job in the industry	
---	--	--	---

KNOWLEDGE MARINE & ENGINEERING SECURES ₹279 CR ORDER FOR ELECTRIC GREEN TUG FROM MUMBAI PORT TRUST

Knowledge Marine & Engineering Works Limited (KMEW) bagged a work order worth Rs. 279.33 crore, inclusive of GST, from the Mumbai Port Trust for the chartering of a new 60 tonne Bollard Pull electric green tug. The company is an integrated marine infrastructure firm dealing in dredging, ship building, ship repair, vessel chartering and port related operations. The company offers solutions in

marine for ports, waterways and other public or private clients. The shares of Knowledge Marine & Engineering Works are currently trading at Rs. 2,861.50, down by 0.85%. The company has a market capitalization of Rs. 7,256.22 crore. The stock's 52 week high is Rs. 3,175.00 and its 52 week low is Rs. 1,084.60. In the past 6 months the stock has delivered a return of 98.09%. *What's the News?* KMEW has received a work order from Mumbai Port Authority (MbPA) for the chartering of one new 60-tonne



bollard pull capacity battery-operated electric green tug. The contract is valued at Rs. 279.33 crore, including taxes, and will run for 15 years. The scope of the contract extends beyond chartering the vessel and includes its manning, operations, maintenance and complete technical management throughout the contract period. This gives KMEW a long-duration operating mandate rather than a one-time vessel construction order. The latest order is KMEW's third Green Tug contract. The company has been building its green maritime portfolio as Indian ports move towards cleaner harbour operations and the replacement of conventional diesel-powered tugs with lower-emission alternatives. *Strategic Significance* The agreement enhances the position of KMEW in the segment of electricity and sustainable maritime infrastructure. The 60 tonne Bollard Pull Tug can be used in harbours to help larger vessels in docking and undocking operations. For KMEW, the 15-year contract also creates a long-term opportunity across vessel construction, chartering and recurring operations and maintenance. However, the Rs. 279.33 crore contract value should not be treated as immediate revenue, as the work order covers a 15-year period and includes multiple services over the contract tenure. *Financial performance* Looking at the quarterly results of Knowledge Marine & Engineering Works, consolidated revenue from operations stood at Rs. 115.41 crore in Q1 FY27, compared with Rs. 48.47 crore in Q1 FY26, registering a growth of around 138.09% YoY. On a sequential basis, revenue increased by around 70.69% from Rs. 67.62 crore in Q4 FY26. In Q1 FY27, the company's consolidated profit attributable to the parent stood at Rs. 61.73 crore, compared with Rs. 11.27 crore in Q1 FY26, registering a growth of around 447.91% YoY. On a quarterly basis, profit increased by 162.35%, from Rs. 23.53 crore in Q4 FY26. The company's EPS stood at Rs. 25.09 in Q1 FY27, compared with Rs. 5.22 in Q1 FY26 and Rs. 9.63 in Q4 FY26. *Investor Perspective* The latest order adds to KMEW's growing green tug portfolio and strengthens its relationship with a major Indian port authority. The long tenure provides visibility for the company's marine infrastructure business, while the battery-electric vessel gives KMEW further exposure to the emerging green maritime economy. Investors will need to monitor the construction and commissioning of the tug, execution of the 15-year charter, operating costs, maintenance requirements and the company's ability to secure additional green tug contracts. The order is particularly relevant as KMEW continues to expand beyond traditional dredging and vessel-chartering activities into higher-value green maritime infrastructure. *Company overview* KMEW Limited is an integrated marine infrastructure company providing services related to dredging, inland waterway transport, chartering of vessels, building of ships and repair work on ships. The company uses its own fleet of vessels for the provision of marine services to various customers in India. KMEW is also developing in the domain of green marine infrastructure through the establishment and operations of electrically operated tugs. (Source: Trade Brains)

Advertisement


YOUR PROPULSION EXPERTS

**SCHOTTEL CONTROLLABLE PITCH PROPELLER SCP:
EFFICIENT, RELIABLE, FLEXIBLE**

www.schottel.com | sales@schottel.de

100% DUTCH-BUILT QUALITY – SUPPLIER FLEET MANAGEMENT SYSTEM

For the construction of the new Multi Purpose Vessel **Rijnstroom**, Van Wijngaarden Marine Services collaborates with Marad as supplier of the fleet management system. This system supports the management of all key operational aspects on board, including planned maintenance, purchasing, compliance, tank management, and additional fleet-related processes. Marad's contribution is distinctive through its long-standing relationship with Van Wijngaarden Marine Services. Thanks to this close cooperation, the newbuild environment for **Rijnstroom** could be set up within minutes. This enables Van Wijngaarden Marine Services to start configuring and fine-tuning the vessel management system well ahead of the vessel entering service, supporting a smooth transition from construction to operation.



Dutch-Built Quality is an important value within this project. For Marad, it represents reliability, craftsmanship, continuity, and knowing the people behind the company. As a family-owned business with over 26 years of experience, Marad focuses on long-term partnerships built on trust, quality, service, and a personal way of working. This approach has resulted in strong relationships and a solid reputation within the maritime industry. The collaboration with Van Wijngaarden Marine Services reflects the mutual trust between both parties. Marad is proud to contribute once again and looks forward to supporting a smooth commissioning phase and a strong operational start for MPV **Rijnstroom**. For the construction of the new Multi Purpose Vessel **Rijnstroom**, Van Wijngaarden Marine Services collaborates with Marad as supplier of the fleet management system. This system supports the management of all key operational aspects on board, including planned maintenance, purchasing, compliance, tank management, and additional fleet-related processes. Marad's contribution is distinctive through its long-standing relationship with Van Wijngaarden Marine Services. Thanks to this close cooperation, the newbuild environment for

Rijnstroom could be set up within minutes. This enables Van Wijngaarden Marine Services to start configuring and fine-tuning the vessel management system well ahead of the vessel entering service, supporting a smooth transition from construction to operation. Dutch-Built Quality is an important value within this project. For Marad, it represents reliability, craftsmanship, continuity, and knowing the people behind the company. As a family-owned business with over 26 years of experience, Marad focuses on long-term partnerships built on trust, quality, service, and a personal way of working. This approach has resulted in strong relationships and a solid reputation within the maritime industry. The collaboration with Van Wijngaarden Marine Services reflects the mutual trust between both parties. Marad is proud to contribute once again and looks forward to supporting a smooth commissioning phase and a strong operational start for MPV **Rijnstroom**. *(PR-Van Wijngaarden)*

THE BASQUE COUNTRY WILL ASSUME MANAGEMENT OF MARITIME RESCUE IN ITS TERRITORIAL WATERS FROM OCTOBER



The Basque Country will assume responsibility for the management, coordination, and planning of maritime rescue services in its inland and territorial waters from October 1st . This transfer is established in Royal Decree 175/2026 . Until now, these functions fell under the purview of Maritime Rescue (SASEMAR) within the state system. Under the new model,

the Basque Government will manage maritime emergencies within its territory, while SASEMAR will retain its responsibilities along the rest of the Spanish coastline. The agreement establishes that the Basque Government must develop a Basque Plan for Special Services for Saving Human Life at Sea , which will have to be coordinated with the National Maritime Rescue Plan. The transfer will be phased in and does not include the transfer of SASEMAR personnel or assets. The Basque Country will receive financial compensation of approximately €6.38 million and will assume the existing agreement with the Red Cross for certain search and rescue and marine pollution control services. One of the main changes will be the existence of two administrations with rescue powers in the Basque coastal area, so coordination between state and regional services will be especially important when an emergency requires resources from both sides. This transfer of responsibility has generated debate among professionals and organizations in the maritime sector, who have expressed doubts about the possible consequences of dividing the management of rescue services and about the coordination that will be necessary to maintain a rapid response to emergencies. *(Source: Puente de Mando; Photo: Maritime Rescue)*

THE OFFSHORE SOLAR PLATFORM "CATARROJA" ARRIVES AT THE PORT OF VALENCIA AFTER COMPLETING 1,020 MILES FROM VIGO

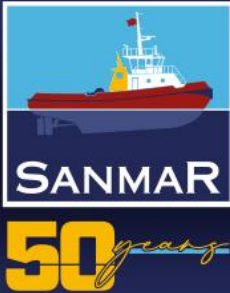
The offshore solar platform "**Catarroja**" has arrived at the port of Valencia after completing a tow of more than 1,020 nautical miles from Vigo. The structure, built by Astilleros San Enrique for the

project developed by BlueNewables and Naturgy, took ten days to complete the journey. The maritime transfer, carried out by Remolcanosa, began in Vigo and has moved the offshore solar platform along the Atlantic coast to the Strait of Gibraltar, before entering the Mediterranean towards Valencia. During the final part of the journey, the platform had to face demanding weather conditions, with winds of more than 80 km/h in the waters of the Mediterranean.



With its arrival in Valencia, the “**Catarroja**” platform will join the “**Paiporta**” platform, the first of the project, and together they will form a 1 MW installation to test floating solar technology in real maritime conditions. The two platforms are named after two of the Valencian municipalities affected by the DANA storm. *(Source: Puente de Mando; Photo: BlueNewables)*

Advertisement





ElectRA 2200SX



ElectRA 2300SX



ElectRA 2800SX

50 years ——— **Fully Electric Tug** ———

ENERCOR TO BUY SEASPAN'S PETROLEUM BARGING ASSETS



Seaspan ULC has reached a deal to sell its marine petroleum products transportation business, including associated vessels and contracts, to Enercor Energy Ltd., an affiliate of Evernorth Marine Group, the two Canadian companies said, marking the second carve-out from Seaspan's British Columbia tug and barge operation this year. The conditional agreement covers the tugboat **Seaspan Raider** and four petroleum barges — the **Seaspan**

825, **Seaspan 827**, **Seaspan 880**, and **Seaspan 882** — along with related equipment and customer contracts. Terms were not disclosed. Seaspan Marine disclosed the agreement in a Sept. 3 press release and said the sale sharpens its focus on core towing, marine transportation, and ship-assist

work. Jordan Pechie, president of Seaspan Marine, called the transaction "an important step in ensuring both businesses are positioned for long-term success" and said the company would support a smooth transition for employees and customers. Seaspan said that closing was expected within weeks. Enercor is a marine energy and logistics company backed by the broader Evernorth organization. It is led by President and CEO Tony Fadyeyev, who also heads Evernorth, a division of Richmond, B.C.-based Hodder Tugboat Co. Ltd. Hodder, whose origins date to the early 1900s, traces its core business to towing logs, timber and forestry products along the B.C. coast. The petroleum deal follows Hodder's June acquisition of Seaspan's legacy chip and hog fuel barge division, a transaction that included tugboats, barges, a 35,000-sq.-ft. repair and maintenance facility, workforce, and customer contracts, and that prompted the launch of the Evernorth Marine Group brand. Hodder said at the time that the combined operation included roughly 98 barges, 16 tugboats, and five water taxis. Seaspan, part of The Washington Companies, has moved refined petroleum products around the Salish Sea for more than 50 years, according to its website, which describes the four petroleum barges as double-hulled units with capacities ranging from 25,000 to 82,000 bbls. Seaspan's fleet listing rates the Seaspan Raider at 2x1,800 hp with 46 metric tons of bollard pull. Fadyeyev, in a statement, said Enercor's aim is to preserve the business it is buying along with its workforce. "Our responsibility is not simply to acquire vessels and contracts. It is to earn the trust of the people who built this business, provide them with a future they can believe in and carry forward an operation upon which customers and coastal communities depend," he said. "We will approach this transition carefully, listen, communicate honestly and treat every person affected with dignity and respect." "Seaspan's crews and shoreside employees have built a strong and highly regarded operation," Fadyeyev said. "Our commitment is to protect that foundation, preserve continuity for customers, invest with a long-term perspective and create a future in which the business and its people can grow together." Enercor said that over the next five years it plans to modernize the fleet, strengthen operating systems and capabilities, and pursue what it described as measured opportunities in the marine energy sector. Existing services and operational commitments are expected to continue without interruption once the deal closes, the companies said. The transaction remains subject to customary closing conditions, including required customer, regulatory, and other third-party consents, the companies said. Seaspan will continue to own and operate the business in the ordinary course until the sale is completed, and the two companies said they will work with customers, vendors and other stakeholders in the coming weeks to support an orderly transition. *(Source: Workboat by Eric Haun)*

NEWS FROM THE FLEET – AN UPDATE FROM TAMBOUR TOWAGE A/S

The Tambour Towage A/S fleet is currently engaged in a variety of interesting operations across Europe. Here is a brief update from our vessels. **SVEND** is currently in Monfalcone, Italy, awaiting her next cargo to be ready for departure. The crew is making good use of the time, carrying out ongoing maintenance and preparing the vessel for her next assignment. Departure is expected around 18 September, with Spain



as the next destination. **VALDEMAR** has had a busy and varied summer, carrying out a wide range of towing operations. These have included towing a floating swimming pool from Poland, as well as newly built vessels and construction barges. Her next assignment is already lined up. **NADIR** is currently working in Norway, supporting the installation of new subsea cables along the Norwegian coast. Across the fleet, our vessels are involved in a diverse range of operations, and we are proud of our crews, who continue to deliver a solid and professional effort – both at sea and in port. We look forward to sharing more stories from the fleet soon. (*PR-Tambour Towing*)

Advertisement

 **+31 10 8208905**



MARINE STEEL
WORKS & SUPPLY BV - ROTTERDAM

 **info@marinesteel.nl**



FERROUS & NON FERROUS WHOLESALER

We can offer hydraulic pipes and fittings in stainless steel and steel etc.

Also for tailor made products, according to your drawing.

WWW.MARINESTEEL.NL



OLD TOWBOAT COLUMN

STEAMER TALLULAH BECAME A TWIN-SCREW DIESEL BOAT



In 1922, the Howard Ship Yard built a steam sternwheel boat for the Vicksburg Engineer District. The boat, named **Tallulah** after a small community in Louisiana opposite Vicksburg, Miss., had a steel hull 127 by 23 by 4 feet. The engines were 10's – 5-foot stroke, and it had two boilers. Way's Steam Towboat Directory shows that, in March 1923, the master was Capt. Aubrey D. Haynes II, later with the Mississippi Valley Barge Line. In 1929, Capt. Peter Antrainer was master, with S.R. Oliphant as

chief engineer. About 1937 or 1938 the boat was sold to Anderson Tully Company of Memphis, and in 1941 it was shown as owned by Patton-Tully Transportation, Memphis. By 1942, it was shown as being owned by Commercial Barge Line of Evansville, Ind., and the name changed to **Walter F. Carey**. (While both Way's and the Inland River Record indicate the boat was renamed when rebuilt in 1943, the List of Merchant Vessels of the United States shows it as the **Carey** and still steam sternwheel in 1942, and at least one photo exists showing it that way as the **Carey**.) In 1943, Commercial Barge Line had St. Louis Shipbuilding & Steel Company completely rebuild the **Carey** into a twin-screw diesel vessel. Now measuring 121 by 23 by 6 feet, the boat was rated 800

Commercial in 1941 had also purchased the twin of the **Tallulah**, the **Chicot**, built by Howard in 1925, renaming it **Jerome D. Beeler**, and in 1943 renaming it **Alec Parnie**. For whatever reason, no similar rebuild was performed on this boat, and in 1946 it was sold to Capt. C.C. Stone, Point Pleasant, W.Va. Capt. Stone had planned a conversion to diesel, which never happened, and the boat was eventually dismantled. hp. from a pair of Superior diesels. The **Walter F. Carey** served in the fleet of Commercial Barge Line for several years, and in 1949 was



briefly renamed **Commercial Dixie** with the name changed to **Commercial Tennessean** the same year. For most of this time the boat was engaged in towing automobiles on barges modified for that purpose and ran on the Ohio and Tennessee rivers. In 1952, the boat was sold to Triangle Towing Company and renamed **City of Maysville**. It was again sold in 1963 to Elk Towing Company, Point Pleasant, W.Va., headed by Capt. Robert H. Bosworth, and renamed **A.J. Patten**. In 1967 it was sold to Rita Bartley & Sons, Portsmouth, Ohio. In February 1968, while tied off in the company landing at Walker Landing, on the right bank of the Ohio River near Mile 364, the **A.J. Patten** burned and was a total loss. A photo submitted to The Waterways Journal at the time by brothers Mike and



Randy Russell of Buena Vista, Ohio, shows that the Patten cabin must have still been of mostly wooden construction, as there was nothing left following the fire but the smokestacks and some steel framing. Mike—now Capt. Mike Russell—went on to make the river a career and credits the burning of the **Patten** as sparking his real interest in the river and river photography. While discussing these events recently he was quick to remind

me that the radio call letters of the Patten were WB 9418. (Source: *The Waterways Journal* By Capt. David Smith)

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – FFS-FIRE FIGHTING SYSTEMS

FFS (Fire Fighting systems) designs, manufactures and supplies complete systems for off-ship firefighting. We provide support from the initial design of ships through to final delivery and guarantee system approval and performance based on our design. Core components, including



monitors, pumps, foam proportioning systems, deluge solutions and control systems, are produced in our own factory in Sweden. System design and product development are led from our head office in Norway, ensuring close integration between engineering and manufacturing. FFS has delivered systems to more than 6,500 vessels worldwide. Our extensive installed base reflects long-term customer trust and consistent performance in demanding marine environments. A global network of experienced agents provides responsive local support for new projects, retrofits and aftermarket requirements.

Advertisement



ACCIDENTS – SALVAGE NEWS

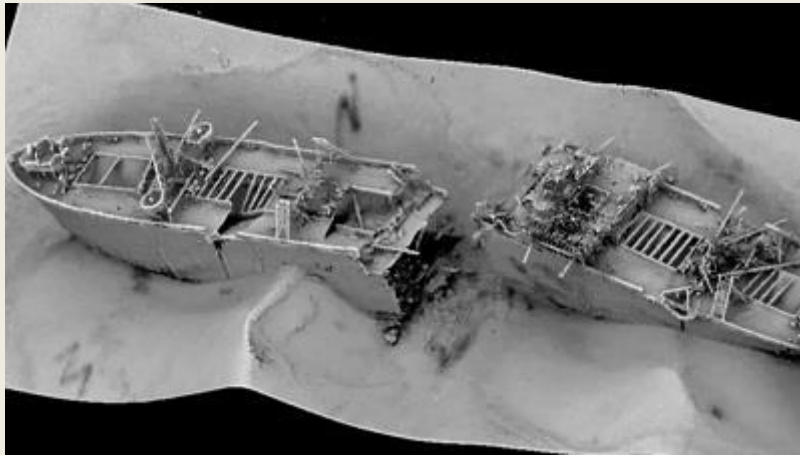
PREP BEGINS BEFORE MASTS CUT FROM EXPLOSIVE WRECK

Preparations are under way for the removal of masts from an explosives-filled World War Two ship in the Thames Estuary. Vessels have been seen near the [SS Richard Montgomery](#) wreck site, which has been visible from Kent and Essex since the US military vessel sank in 1944. The Department for Transport previously confirmed work would start in September to



remove the masts in case they fell on to and detonated 1,400 tonnes of explosives that remain within the ship. The salvage project, first announced in 2020, is expected to cost £9.5m. Robin Nixon, who can see the masts from his home on the Isle of Sheppey, has begun livestreaming preparatory works online. He said he had "got hold of a good telescope for this but it wasn't powerful enough", so had used "AI image enhancement" to zoom in closer. "I wanted to watch the works myself and, because I'm a hobbyist, everybody else gets a chance to watch it as well," he told the BBC. Nixon, who has self-published a book about the wreck, said the masts were "a landmark and very recognisable", adding that salvage workers appeared to be "really getting ready now" to begin removal. "Finally we've got to the masts, at least, being removed," he said. Maritime Coastguard Agency A black-and-white image of the large ship, SS Richard Montgomery, broken in half and lying on the seabed. Maritime Coastguard Agency. A sonar image gives a detailed glimpse of the [SS Richard Montgomery](#) lying on a sandbank beneath the waves. Engineers will work underwater to cut the masts off the

shipwreck. The artefacts will be conserved at Chatham Historic Dockyard after a campaign for them



to stay in Kent, as they technically remained property of the US government. The shipwreck, which has become a draw for tourists, is located about 1.5 miles (2.4km) off the coast of Sheerness. Efforts to salvage the cargo vessel, known as a Liberty ship, in 1944 were abandoned when it flooded about a month after it ran aground. (Source: BBC)

CAPE-SIZE BULKER SUFFERS FLOODING OFF DUNG QUAT, VIETNAM

Authorities at the port of Quang Ngai, Vietnam are working on a plan to offload a bulker that began taking on water during a transit into the port of Dung Quat. On Friday morning, the bulker **Merchant Mariner** was inbound for the industrial port of Dung Quat, home of the giant Hoa Phat steel plant. She had a cargo of 174,000 tonnes of Malaysian iron ore on board,



and had a draft of about 18.4 meters. At about 1130 hours, the crew contacted local authorities and reported flooding in three ballast tanks, potentially caused by contact with a reef at a position about 15 nm off the port. AIS data (provided by Pole Star Global) shows that the vessel passed through shallower water with isolated soundings of as little as 18 meters. While transiting this area, she slowed suddenly from 10.5 to five knots, then regained speed. The ship went to anchor and continued to settle lower in the water through the day, her draft increasing to 19.7 meters at the stern by Friday evening, the authority said. The crew were instructed to close off tank valves as a precautionary measure, and a tug was put on standby. Quang Ngai Maritime Port Authority has requested the vessel's master and the Hoa Phat ore terminal to come up with a safe plan to unload the ship despite her damaged condition. All 24 crewmembers are safe and no pollution has been reported, the authority said, and there are no signs of water in her cargo holds. As of Monday morning, **Merchant Mariner** was still anchored north of Dung Quat, awaiting further developments. (Source: Marex)

CHINESE FISHING VESSEL SURVIVES DANGEROUS ENCOUNTER WITH A BULKER

On Thursday, a bulker made contact with the stern of a Chinese fishing vessel during a complex traffic situation off the coast of Singapore - but the smaller vessel appears to have miraculously

escaped. At about 0800 hours GMT on Thursday, the bulker **First Margaux** got underway from a busy anchorage on the east side of Singapore, headed westbound (per AIS data provided by Pole Star Global). Fishing vessel **Luqing Yuanyu 108** got under way at about the same time from a different anchorage just off Sentosa and headed south. There was heavy traffic in the vicinity, with limited room for manoeuvre. Both vessels reached the westbound lane of the TSS and set a typical course towards the Strait of Malacca. **Luqing Yuanyu** entered the TSS in front of **First Margaux**, and the bulker was moving about 2-3 knots faster. Slowly overtaking **Luqing Yuanyu** from the smaller vessel's port side, **First Margaux** passed astern of the fishing vessel and continued to close the distance as the crew watched and shouted. Sometime around



0900, **First Margaux**'s bow made contact with **Luqing Yuanyu 108** on the starboard quarter, then pushed the smaller fishing vessel sideways, turning her and forcing her to heel hard to port. Water flooded in over the low gunwales of the **Luqing Yuanyu's** main deck. The video ended shortly after the moment of contact. The fishing vessel continued to transmit an AIS signal and was still visible on tracking as of Sunday, indicating that it survived the encounter and reached a nearby berth. No injuries or fatalities have been reported. **First Margaux** continued westbound at a steady 10 knots for another two hours after the collision before stopping, circling back and then going to anchor. **First Margaux** is a Japanese-owned, Chinese-managed 80,000 dwt bulker flagged in Panama. She is three years old and has a clean inspection record. Watch the video [HERE](#) (Source: Marex)

advertisement



**CHEOY LEE
SHIPYARDS**

www.cheoylee.com





**Premium builder of tugs
and commercial vessels**

ANOTHER TANKER SUFFERS FAILURE AS CREW SUSPECT CYBER ATTACK

A liquefied natural gas tanker bringing fuel from the US to Europe suffered a systems failure that the crew reported as a suspected cyber attack, according to people familiar with the matter. In the latest of a number of potential cybersecurity incidents on tankers, the **Vivit Africa LNG** was sailing east in the Mediterranean and Adriatic Seas toward Italy early this month when the crew were suddenly

unable to access some of the internal control systems, the people said, asking not be identified because the information was not public. Trading giant Vitol Group confirmed that it has the ship under a long-term lease known as a time charter, without commenting further. After idling off the coast of Italy without discharging its cargo, the vessel on Wednesday began sailing away from its intended destination of Rovigo, heading back toward the Spanish port of Algeciras near the entrance to the Mediterranean, according to shipping data compiled by



Bloomberg. The crew reported the incident early last week to Korean Register, the organization that acts as the technical and safety adviser to the South Korean-owned vessel, and investigations are ongoing, the people said. There are no indications of who the perpetrator of the suspected attack may be, they said. Korean Register and the owner of the [Vivit Africa LNG](#), South Korea's H-Line Shipping Co. Ltd., didn't immediately respond to requests for comment. The suspected hacking of the [Vivit Africa LNG](#) follows other incidents in late August, when two oil and gas tankers off the US coast were boarded by the Coast Guard and Federal Bureau of Investigation due to potential cyberattacks. American officials are monitoring nearly 20 ships around the world for such threats. The tanker was carrying a cargo loaded at Louisiana's Cameron LNG terminal, ship-tracking data show. It had sailed across the Atlantic and was nearing its destination in early September, when the crew encountered the technical issues that stalled their voyage. The Italian Coast Guard assisted the vessel "after the master reported a malfunction in the systems used to monitor cargo parameters, requiring intervention by the company's technicians," Captain Roberto D'Arrigo said in an emailed statement. The cause of the problem couldn't be identified and "the Chioggia Coast Guard intervened solely for navigation safety purposes, issuing an urgent notice to mariners to keep their distance." The [Vivit Africa LNG](#) used some equipment from Kongsberg Maritime, which provides positioning, navigation and propulsion technology for ships. The company is aware of reports of the incident but "it is too early to draw conclusions regarding the cause or any potential security implications," said spokesman Jon Berge. *(Source: gCaptain)*

BULK CARRIER SHIP RUNS AGROUND OFF PORT OF GLADSTONE

Recovery efforts are underway after a bulk carrier ship ran aground off Gladstone, in central Queensland. The incident occurred when the [Cape Falcon](#) vessel, sailing under a Liberian flag, was attempting to anchor on Friday afternoon, six nautical miles east of the Port of Gladstone. The Australian Transport Safety Bureau (ATSB) has launched an investigation, but said no injuries, hull breaches or pollution had been reported. An ATSB team arrived in Gladstone on Tuesday morning to attend the ship to conduct interviews and collect evidence. [Where is the Cape Falcon bulk carrier?](#) "In the meantime, data from the ship's voyage data recorder will be preserved and investigators will collect other relevant recorded information, including ship tracking data, weather information, and crew, operator and maintenance records," the statement read. The Australian Maritime Safety Authority (AMSA) has detained the vessel, pending an assessment of its

seaworthiness. Maritime Safety Queensland, which operates under Transport and Main Roads



(TMR), is leading the response operation. A spokesperson for TMR said the cargo ship ran aground at slow speed at 3:42pm on Friday while attempting to anchor in the bunkering anchorage. According to marine traffic logs, it had left the Hay Point Terminal at Mackay the day before. There have been two unsuccessful attempts to move the vessel. Ten harbour tugs

were involved in the second refloat operation, carried out at high tide from 1pm to 4:30pm on Saturday, but it resulted in minimal movement of the vessel. "The vessel will remain aground while further salvage advice is sought on options to safely move it from its current position," the TMR spokesperson said. The cargo ship is not blocking the shipping channel, but port operations have been impacted while recovery efforts continue. The **Cape Falcon** bulk carrier was built in 2022 and is 292 metres long and 45 metres wide. It has a capacity of 182,066 tonnes. It arrived in Australia earlier this month, arriving at the Port Dalrymple terminal in Tasmania from a journey to Shanghai and Jiangyin in China. It is owned by Japanese joint-registered company Marugame Kisen Kaisha and La Darien Navegacion SA, which own a fleet of 14 container, bulk carrier and tanker vessels. The Port of Gladstone was contacted for further comment. (Source: *ABC.net*)

Advertisement



TWO PEOPLE JUMPED INTO THE SEA WHEN FISHING BOAT HAD ENGINE FAILURE

Two people had to jump into the sea when a fishing boat suffered engine failure and drifted towards shore at Ryvarden lighthouse in Sveio. Both were rescued by a rescue helicopter and were in good condition. Rescue operation: The report of the dramatic incident came at 5:05 p.m. Friday. The fishing boat had suffered an engine failure and was drifting towards shore at Ryvarden lighthouse. The two people on board put on survival suits and jumped into the sea. – The emergency services, the rescue helicopter and several boat resources are on their way after a report of a boat drifting towards land. Two people have jumped into the sea wearing survival suits, said operations manager Olaug Bjørnsen in the South-West Police District. The main rescue center led and coordinated the rescue operation. *Drifted away from Ryvarden* A short time later, the police reported that the two people drifted around the headland and away from Ryvarden lighthouse to the northwest and

further into the bay. People who were at Ryvarden Lighthouse headed towards the area to try to help. The rescue helicopter arrived at the scene at 5:29 p.m. Approximately 12 minutes later, both people were picked up from the sea by the helicopter. – The people are apparently in good shape and do not need medical attention, the police said. *Several vessels participated* Several boats participated or headed towards the area during the rescue operation. According to Stord24 and information from



MarineTraffic, the ferry MF **Bømlafjord**, which operates the Buavåg–Langevåg connection, departed from its regular route and headed towards Ryvarden. **Rose Ekspress**, which runs between Langevåg and Espevær, also participated in the effort. *Minor oil leakage* The main rescue center later reported that the two people had been lifted ashore. After the rescue operation, the Norwegian Coastal Administration was contacted due to a minor oil leak from the fishing boat. (Source: *RadioH*)

FINAL FIVE WITNESSES TO APPEAR BEFORE MARINE INQUIRY



A total of 36 witnesses have appeared last week before the Marine Inquiry into the fire, sinking and total loss of MV **ANJEANETTE**, including the presumed loss of a contracted welder. The Inquiry commenced on Monday 14th September and concluded last Thursday – 17th September. Due to time constraints a supplementary hearing involving five more witnesses will be called this Tuesday – 22nd September. About 36 witnesses have given evidence before the three-member Board of Marine Inquiry. The public hearing with the three-member Board of Marine Inquiry heard evidences from witnesses covering

various aspects of the serious marine casualty. At last Thursday's sitting, Director of the Solomon Islands Maritime Authority, Mr. Thierry Nervale, was the final witness to give evidence. Following Mr. Nervale's evidence, Chairperson of the Board of Marine Inquiry, Mr. Leonard B. Chite, formally pronounced the end of the first week of the public hearing into the MV **ANJEANETTE** casualty. The Board resumed on Friday to consider the next stage of the inquiry and issued directions for the continuation of the hearing on Tuesday – 22nd September. About five more witnesses will be called during the supplementary hearing. They include the Chief Environmental Officer and the Operations Manager of South Pacific Oil Limited. The evidence of the five witnesses is expected to assist the Board in further examining issues arising from the evidence already presented during the first week of the public hearing. The supplementary hearing will also provide the Board with an

opportunity to clarify outstanding matters before it completes its consideration of the evidence. The Marine Inquiry was formally caused by the Director of SIMA under sections 84 and 86 of the Shipping Act 1998, together with the Shipping (Marine Inquiries and Investigations) Regulations 2011 and the Solomon Islands Maritime Authority (Modification of Existing Regulations) Maritime Order 2021. The inquiry follows a preliminary investigation into the very serious marine casualty involving MV **ANJEANETTE**, which suffered a major fire while berthed at Wate 2 domestic jetty, Point Cruz, Honiara, on 4 July 2026. The vessel was towed from the port area and sank off Ngella on 5 July, resulting in the total loss of the vessel and cargo remaining onboard. The casualty also involved the presumed loss of life of Mr. Joseph Tauto, a contracted welder reportedly onboard at the time of the fire, as well as the destruction of cargo and a risk of marine pollution. The inquiry is not a criminal or civil liability proceeding. At the opening of the inquiry, Mr. Chite stressed that the Board was not a guilt-finding court or inquiry and would not determine guilt or civil or criminal liability. Instead, the Board is tasked with examining the circumstances surrounding the casualty and the events leading up to, during and following the fire and sinking. The Board will consider the evidence presented during the hearings together with relevant documents before making its findings and recommendations to the relevant authorities. The Board comprises Mr. Chite as Chairperson, Mr. Simon I. Wame, Head of the Engineering Department at Solomon Islands Maritime College, and Mr. George Tatireta, an Incident Investigations Officer with the National Maritime Safety Authority of Papua New Guinea. The Board is due to submit its final report to the Director of SIMA by 31 October 2026. (Source: Solomon Star by Assumpta Buchanan)

Advertisement

		 Tug & Workboat company Herman Senior b.v. Shoalbusters & Multicats for charter on a worldwide basis
chartering@hermansr.com	+31(0)78 619 25 07	www.hermansr.com

OFFSHORE NEWS

STARNAV ELEKTRA DELIVERED

Starnav officially took delivery of the **Starnav Elektra** during a christening and delivery ceremony held in Rio de Janeiro on September 17, marking the first vessel delivered under the company's new hybrid offshore support vessel program. Petrobras President Magda Chambriard served as godmother of the vessel during the ceremony. Westhion was also present at the event, represented by Paulo Rolim, Advisory Services Lead. "It is important to highlight not only Magda's presence, but also that of Renata Baruzzi and Angélica Laureano. In addition, the crew is the first to be 100% female," Rolim points. Built by Detroit Brasil in Itajaí, Santa Catarina, the 5,500-dwt PSV is the first delivery from a ten-vessel construction program that will ultimately add six PSVs and four OSRVs to Starnav's fleet for long-term operations with Petrobras. The **Elektra** measures 92.1 meters in length and 20 meters in beam, with approximately 1,000 m² of deck area and accommodation for 42 people. The DP2 vessel has two 2,500 kW azimuth propulsion units and three 1,200 kW bow thrusters. One of the vessel's main technological features is its hybrid energy system. The **Elektra** is equipped with a

1,322 kWh battery system supplied by WEG, working alongside four diesel-electric generator sets. The batteries can be used for peak shaving, absorbing variations in power demand while allowing the generators to operate closer to their most efficient load, as well as providing spinning reserve during offshore operations. The battery bank was also sized around a Petrobras requirement for the vessel to maintain position for 20 minutes following a worst-case single failure. Four



mtu 16V 4000 M33S engines power the vessel's four generator sets, with SCR systems enabling IMO Tier III compliance. The **Elektra** is also prepared to operate with HVO as an alternative to conventional marine diesel when fuel and supporting infrastructure are available. The vessel was built to ABS class and carries ESS-LiBATTERY, HYBRID and SUSTAIN-1 notations. The delivery is also notable for its schedule. According to Starnav and Detroit Brasil, the **Elektra** was completed around two years ahead of the contractual delivery date. Its basic design was developed by Detroit Brasil's engineering team in Itajaí. The wider Starnav program combines two Petrobras contracting rounds. Six PSVs were awarded under Opportunity 7004265988, with contracts signed in December 2024, while four OSRVs were subsequently contracted under Opportunity 7004306735 in March 2025. According to records reviewed by Brazil's Federal Court of Accounts, the six PSV contracts awarded to Starnav have a combined value of approximately R\$8.27 billion, while the four OSRV contracts total around R\$6.11 billion. The charter periods extend for 12 years. Financing is also being provided through Brazil's Merchant Marine Fund. In September 2025, BNDES announced R\$2.5 billion in FMM-backed financing for eight Starnav vessels under construction at Detroit Brasil — four PSVs and four OSRVs — against an investment of nearly R\$2.9 billion for that group of vessels. With the **Starnav Elektra** delivered, the program now moves from construction into offshore operations, while additional hybrid PSVs and OSRVs continue to take shape at Detroit Brasil's shipyard. (Source: OneEnergy)

FUGRO VOYAGER AT NIEUWEDIEPKADE



After spending a day at anchor in the Marsdiep, the ***Fugro Voyager*** moored at the Nieuwediepkade on Friday, 18 September, to mobilize for a new project. The 83-meter-long survey vessel is primarily deployed for seabed surveys at sites for future wind farms, including operations in Irish waters earlier this year. A specialized drilling rig has been installed on the ship's working

deck for this purpose. The ***Fugro Voyager*** was delivered by the Tebma shipyard in Malpe, India, in 2013 and sails under the flag of the Bahamas. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

Advertisement



Landfall
Marine Contractors bv

Anchor handling tugs & workboats | Multi-purpose & Flat top pontoons | Ship management
Contact us: +31 (0)180-769033 or info@landfall.nl

PARATUS AND VANTRIS JV CLEARS PETROBRAS PLSV TENDER HURDLE

Paratus Energy and Vantris Energy joint venture Seagems has moved closer to adding another pipelay support vessel to its Brazilian operation after Petrobras accepted its bid for an unidentified third-party vessel. Paratus said that Petrobras had published partial results from its latest PLSV tender, confirming acceptance of the Seagems bid. The result is still subject to a formal contract award and execution of definitive



agreements. Seagems has secured exclusive access to the vessel through a memorandum of understanding that also includes a purchase option, giving the contractor the possibility of expanding beyond its existing six-vessel fleet if the Petrobras award is firmed up. Petrobras launched the tender earlier this year for contracts starting in 2028. It comprises five lots with different technical requirements and offers four-year charter periods. Seagems entered bids for both the **Sapura Jade** and the third-party vessel. The latest tender comes with Seagems' current fleet already carrying substantial Petrobras exposure. The joint venture had about \$1.1bn of backlog at the end of the second quarter, while Paratus became a pure-play PLSV company after completing the sale of its Mexican jackup business in July. The existing relationship was reset in 2024 when Seagems, then operating as Seabras Sapura, secured three-year Petrobras contracts worth a combined \$1.8bn covering its full six-vessel PLSV fleet. (Source: [Splash24/7](#))

BREMERHAVEN SURVEY VESSEL SOLD TO CROATIA

In Bremerhaven's fishing port on Friday afternoon (September 18, 2026), the approximately 175-ton offshore survey vessel "**Hogstean**" (IMO 8324610) was transferred to the Dutch heavy-lift freighter

"**Eemslift Hendrika**" (IMO 9671486) of the shipping company Amasus Shipping using its own cargo



handling gear, via the starboard side. That evening, the specialized vessel departed from the port city with another deck cargo of motor and sailing yachts, bound for the Croatian port city of Split, which is expected to be reached around October 3. The previous owner of the "**Hogstean**," the Bremerhaven-based offshore services company Haraco Shipping, which primarily operated the vessel in the North and Baltic Seas, has found a buyer in Croatia who

will use the ship under a new name for research projects in the Croatian coastal region, as Haraco Managing Director Oliver Rautenberg explained. Haraco acquired the vessel in spring 2019 through an auction conducted by Vebeg, the trust company for the disposal of decommissioned federal property. The 25.7-meter-long and 7.30-meter-wide vessel was delivered in 1985 by the Husum shipyard as the survey vessel "Oland" and operated on behalf of the Schleswig-Holstein State Agency for Coastal Protection, National Park and Marine Conservation until November 2018. Its shallow draft of only 1.60 meters proved particularly advantageous for operations in the Wadden Sea. Thanks to its four single berths and one double berth, even extended deployments at sea are possible. The vessel is equipped with, among other things, a Palfinger bow deck crane (lifting capacity: 1.28 tons) and an Atlas stern crane (lifting capacity: 1.55 tons). The Haraco Group, which also operates international branches in Malaysia and Singapore, offers not only the provision and chartering of specialized vessels, including the 50-meter-long specialized vessel "Schall," but also other industrial services in the maritime sector. The loading of the "**Hogstean**" has been entrusted to PM Shipping & Brokerage GmbH, a company recently established in Dörverden, Lower Saxony. Founded in 2010, the company organizes worldwide transport of yachts and boats for the maritime industry. With the aim of making European and international transport as convenient as possible for its customers, the company not only handles the transport itself but also, upon request, performs all necessary additional tasks. These include import and export customs clearance, berth reservations at the loading and unloading ports, providing its own skippers and loading masters, and organizing technicians. The company transports virtually any size boat – tenders, yachts, as well as sea rescue cruisers and commercial vessels of all kinds. "We recognized that we could offer our customers significant added value through personal 24/7 support, and we are pleased to be able to rely on expert and water sports-savvy staff," says Managing Director Tilmann Fuchs. A scheduled service between Northern Europe and the Mediterranean offers customers regular and reliable departures, including those on the bulk carriers "**Eemslift Hendrika**" and "**Deo Volente**," connecting yachting hotspots throughout Europe. The southbound voyages of these transport vessels typically begin in the Baltic Sea and proceed via the North Sea, often passing Norway and Great Britain, across the Bay of Biscay, past Portugal, and into the Mediterranean, where all major European yachting centers are served, from Gibraltar via Mallorca and the Côte d'Azur to Malta, the Adriatic Sea, and Turkey. At the southeastern end of the voyage, the ship reverses direction and generally serves all ports in reverse order for the return transport of yachts to Northern Europe. (Source: *Weser Maritime News*)

BOOK NEWS

FIGHTER - DE SCHEEPSKRONIEK - JACCO VAN NIEUWENHUIJZEN

Samenvatting Dit boek gaat over de sleepboot **Fighter**. Tussen 1977 en 2000 een machtige verschijning op de rivier de Westerschelde. Betrokken bij vrijwel iedere berging of hulpverlening in die tijd. Ook betrokken bij de zogenaamde "slepersoorlog" op de rivier. Ze deed haar naam eer aan. Van ongeveer 2000 tot in 2007 deed zij hoofdzakelijk zeereizen door geheel Europa. Vanaf 2008 doet de **Fighter** dienst als openluchtpodium op het water, in de Schiehaven te Rotterdam. Deze scheepskroniek is rijk geïllustreerd en een opsomming van al haar werk. Bergingen zoals die van de **Herald of Free Enterprise**, **Viva**, **Hesperus** en **Olympic Dream** komen ruim aan bod. Een **"must have"** voor de sleepvaart liefhebber. **Productspecificaties** Binding: Hardcover; Taal: Nederlands; Publicatiedatum: dinsdag 15 september 2026; Editie: 1; ISBN: 9789403930534; Aantal pagina's: 472; Kleur binnenwerk: Kleur; Formaat: 193 x 260 mm; Auteur: Jacco van Nieuwenhuijzen; Categorie: Geschiedenis en politiek > Geschiedenis overig. Het boek is te bestellen/te koop bij <https://shop.bookmundo.com/cart> en kost Euro 62,93



Advertisement

ANY ANCHOR HANDLING TUG ANYTIME

GRS
OFFSHORE RENEWABLES

VESSEL OF THE DAY:
A strong Tug for assisting and towing your platforms and barges!

Your benefits:

- Towing Gear
- Offshore Crane
- DP 2

CHECK ALL TODAY VESSEL AVAILABILITIES ON OUR WEBPAGE

www.grs.group | T +49 40 411 60 68 0

MUSEUM NEWS

SAILING VESSEL 'BATAVIA' ARRIVES AT DAMEN SHIPREPAIR AMSTERDAM TO PREPARE FOR HER FINAL VOYAGE, TAKING HER ONSHORE

The wooden hull will be lowered into a purpose-built steel cradle in dry dock 4; the same dock she was launched from in 1995. The **Batavia**, the full-scale reconstruction of the 1628 Dutch East India Company 'retourschip', arrived at Damen Shiprepair Amsterdam on Saturday 19 September after a six-hour tow. The 56.6-metre wooden ship made the passage afloat on her own hull, masts standing, under tow by two tugs of Koninklijke Van der Wees. At the Damen yard she will be lowered onto a 100+ tonne steel and wood cradle in dry dock 4, the first step in moving her permanently ashore at

Museum Batavialand in nearby Lelystad. *A hull that cannot be replaced* The **Batavia** was towed



rather than carried. Placing her on a pontoon for the passage would have introduced loads the hull is not built to carry, so she stayed in the water, with her full rig in place and a 30.5-metre air draught. The timber has been afloat for 31 years. In the 17th century these vessels could last between 15 to max. 25 years. Hence, the vessel must be handled with the utmost care.

The hull is in fragile condition, which set strict weather limits on the operation: the ship could not be allowed to work or move excessively in a seaway. The guns and a large part of the ballast were removed in advance, and temporary steel shoring was fitted in the hold and on the decks to absorb the loads that arise once the supporting buoyancy of the water falls away. *Centimetre work in dry dock 4* The dry-docking follows a sequence engineered over the past 14 months. Crane mats are laid on a Van der Wees pontoon to distribute load, support pots are set on the mats, and the steel cradle - 39.7 metres long, 15.5 metres wide, 87.2 tonnes of steel and 14 tonnes of wood - is craned onto the pots from the quay. The pontoon is then ballasted down and submerged in dry dock 4, for which Damen Shiprepair designed a dedicated dock bed. Two small tugs manoeuvre the **Batavia** over the cradle, after which the dock is pumped down and the ship settles into her supports under controlled conditions. Once dry, the remaining voids between hull and cradle are packed with timber, a task expected to take two days while the structure beds in. The pontoon is then deballasted, and the dockreflooded until it lifts the pontoon with the ship clear, and the **Batavia** is towed to the quay, where the remaining ballast is removed. She will leave Amsterdam at a hull weight of almost 650 tonnes. Paul van de Craats, Commercial Manager at Damen Shiprepair Amsterdam: "I followed the construction of this ship during my own training years, under Mr Vos, and what struck me was that they built her authentically and taught young people the carpentry trade while doing it. We work the same way; we train our own people on the job to master ship repair. That is why this project means something here. Dutch maritime history came into dock 4 in 1995 and it is back now. In addition, the cradle carrying her, designed by Q3 Heavy Lift, was built by our sister company Niron

Staal. We are incredibly proud to be part of this project coming full-circle." *Where a wooden ship is strong* The load model behind the cradle took ten months to develop. FaraFlash established the ship's dimensions and weight and produced the basic cradle design; Q3 Heavy Lift carried out the detailed engineering, including the support and jacking arrangement. Kuperus & Gardenier verified dimensions and weight and



advised on the hull's vulnerable areas - Jan Kuperus and Rienk Gardenier trained on the **Batavia** as

apprentices under shipwright Willem Vos during her construction. Niron Staal fabricated the cradle. Trans Global Projects is responsible for project management, risk analysis, permitting and public safety. Ard Suvaal, Project Manager at Trans Global Projects, says: "When we were contracted to arrange this project for Museum Batavialand, we wasted no time in bringing in the specialized subcontractors needed for this job. That is where our strength sits: making sure every link in the chain is present and delivered on time, including permits, the risk analysis, the interfaces between parties and more. We normally move transformers and offshore structures for a living. Nobody ever sees that work, except for the people who are inconvenienced by road closures and such. This project is different: it's highly public and has enormous historical value. Both from a professional engineering point of view and from a personal perspective, it's very special to suddenly manage the logistics of a reconstruction of a 17th-century East India vessel. And I am especially proud of the smooth collaboration between all partners; that is what brings success." The [Batavia](#) is scheduled to return to Lelystad on the pontoon on 1 October and to be moved ashore at Museum Batavialand on 2 October. The entire operation is part of Museum Batavialand's large-scale redevelopment. (*Source: Robert Waagmeester*)

Advertisement



MARINE FIRE PROTECTION SYSTEMS

Clean Gas	Fire Detection & Alarm
Deep Fat Fryer	Dry Powder
External FI-FI	CO2 System
Gas Detection	Watermist



www.aksisfire.com

WINDFARM NEWS - RENEWABLES

DONG FANG OFFSHORE LINES UP ANOTHER NEWBUILD AT VARD



Taiwanese offshore vessel owner Dong Fang Offshore (DFO) has approved another newbuild at Norway's Vard, setting aside up to \$86m for a service operations vessel aimed at the international offshore energy market. A stock exchange disclosure shows DFO's board approved construction of one operations and maintenance support vessel with Vard Group or one of its

affiliates, including Vard Singapore. The authorised construction budget has been set at \$76m to \$86m. DFO said the vessel will be broadly similar to a service operation vessel but will use a different design from the three SOV/CSOV units it already has on order. Unlike those ships, which are tied to long-term Taiwanese offshore wind work, the latest investment is being made to provide

capacity for potential international projects. The decision extends a sizeable Vard-backed expansion programme. Splash covered DFO's €113.5m (\$134m) subsea construction vessel order at the Norwegian shipbuilder last year, followed by a third Vard-built CSOV scheduled for delivery in 2028. That vessel is already committed to a minimum 15-year charter in Taiwan. DFO has increasingly been pushing beyond its home market. Its Orient Adventurer is working under a multi-year charter with DeepOcean in Europe, while the company last year also teamed up with Australia's GO Offshore to pursue offshore wind and oil and gas vessel work across Asia-Pacific. The latest fleet decision came as DFO took delivery of the **Orient Inspirer** from Vard Vung Tau on September 16, two months ahead of schedule. The vessel is expected in Taiwan later this month and is due to start a 12-year operations and maintenance charter on November 1. That fixture, with Vestas for the Changfang-Xidao and Zhong Neng wind farms, was signed in 2024. *(Source: Splash24/7)*

ASTILLEROS RÍA DE VIGO IS MAKING PROGRESS IN THE CONSTRUCTION OF AN ECISOV VESSEL TO SUPPORT THE OPERATION OF OFFSHORE WIND FARMS

Astilleros Ría de Vigo is building a new eCSOV support vessel for offshore wind farms, designed to participate in the necessary operations during the commissioning and maintenance of these installations. The vessel has been commissioned by Bibby Marine and designed by the Spanish company Seaplace. This new vessel will support work related to offshore wind farms. It



will be equipped with an electric propulsion system, supplemented by auxiliary methanol engines. Furthermore, its battery system will allow it to store more than 24 MWh of energy, reducing fuel consumption during vessel operations. Its development responds to the growing need for ships capable of performing these operations with lower fuel consumption and reduced emissions. The project has been visited by Ignacio Galán, executive chairman of Iberdrola, to learn firsthand about the progress of the construction and the technical characteristics related to propulsion and energy storage. For Astilleros Ría de Vigo, the project also represents a new contract linked to specialized shipbuilding and new technologies applied to the maritime sector. *(Source: Puente de Mando: Photo: Iberdrola)*

JAN DE NUL ORDERS ANOTHER NEWBUILD TRENCHING SUPPORT VESSEL

Jan De Nul is further expanding its fleet with the order of a new trenching support vessel, which will be an exact copy of its **Isambard Kingdom Brunel**, announced in March. With this latest order, Jan De Nul has five vessels under construction for subsea cable installation and protection, including two XL cable-laying vessels (CLVs), an XL rock installation vessel to protect the cables, and now two vessels for the burial of cables. **Isambard K. Brunel**, announced in March, is of an Ulstein design and will be built at the China Merchants Heavy Industry (CMHI) shipyard. Both vessels will be capable

of burying cables in the seabed up to five meters deep, will be equipped with ultra-low emission



(ULEv) technology and will be able to run on biofuel, besides being prepared for future operation on methanol. “Our two new cable-laying vessels will soon enter the market. The **Fleeming Jenkin** has completed her first sea trials and is now in the final construction phase. The **William Thomson** will follow shortly,” said Wouter Vermeersch, Director Subsea Cables Offshore Energy at Jan De Nul. “The investments in vessels that can protect these cables at

the same pace are a logical next step. Last year, we already announced the order of the rock installation vessel **George W. Goethals**, which protects cables and other energy infrastructure with a layer of rock. With the **Isambard K. Brunel** and this new sister vessel, we are also adding two vessels for burying cables in the seabed. This will bring our fleet to a total of fourteen vessels for the installation and protection of subsea cables,” Vermeersch noted. Jan De Nul is also working on the conversion of an existing vessel, **Henry Darcy**, from a water injection dredger into a trenching support vessel. It will carry the Crayfish subsea robot, specialized in burying cables in shallow water. (Source: Offshore Energy)

Advertisement

Winches
for all kinds of
vessels

Kraaijeveld www.winches.nl

AFTER EQUINOR, NJORD SURVEY INKS THREE-YEAR AGREEMENT WITH RWE

RWE has awarded Swedish offshore survey company Njord Survey a three-year framework agreement for surveys using remotely operated vehicles (ROVs) across its offshore wind farms in the UK and European waters. “We are incredibly proud to secure this long-term agreement with RWE, one of the world’s leading renewable energy companies,” said Philip Ljungström, Project Director at Njord Survey. “Over the past years our teams have surveyed more than 23 full offshore wind farm areas on behalf of the wider industry, and we believe this latest framework agreement is a clear

recognition of that experience. It confirms our position as a trusted partner for the offshore wind industry and lets us keep delivering high-resolution data with precision, safety, and low emission vessel operations.” According to the Swedish firm, offshore campaigns will, under this framework agreement, be delivered and performed through carbon-neutral operations that prove sustainability and high performance can be seamlessly integrated. “This agreement reflects everything Njord Survey stands for,” said Martin Wikmar,



CEO of Njord Survey. “We strengthen our position in offshore wind further, delivering smarter and safer solutions while maintaining a net zero mindset. I’m proud of our team. Our dedication to effective operations and carbon-neutral surveys continues to set new standards for sustainable offshore surveying.” To remind, earlier this year, Njord Survey signed a three-year framework agreement with Norwegian state-owned energy firm Equinor for the delivery of pipeline inspection and integrity services offshore Europe. *(Source: Offshore Energy)*

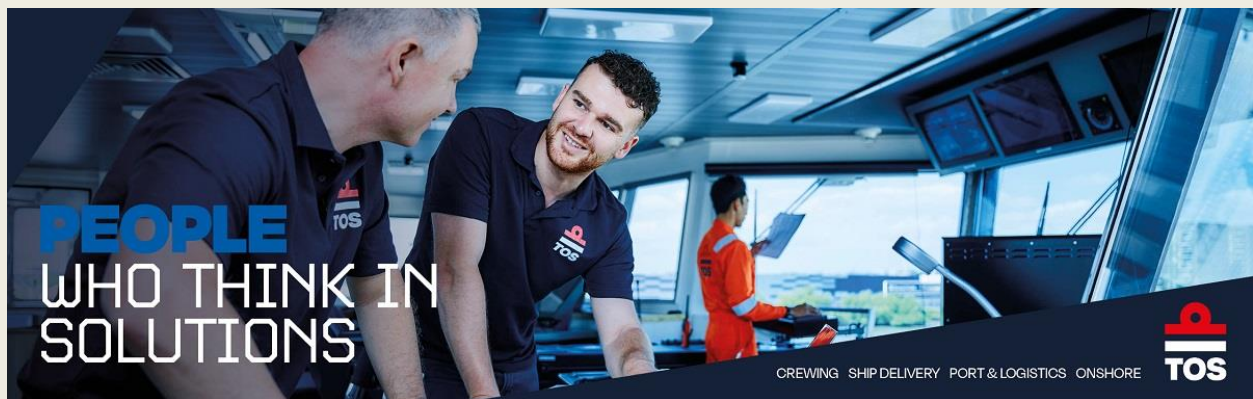
LS MARINE SEALS RECORD \$113M OFFSHORE WIND CABLE CONTRACT



South Korean subsea cable contractor LS Marine Solution has converted its preferred-bidder position on the Shinan Ui offshore wind development into a KRW156.9bn (\$113m) firm transport and installation contract with Hanwha Ocean. The contract is the largest in LS Marine’s history. It covers transportation, laying and burial of subsea cables for the 390 MW project off Uido in

South Jeolla province and runs from September 17, 2026, to September 6, 2028. The value is equivalent to 64.2% of the company’s latest consolidated annual sales. LS Marine said it will carry out the full offshore cable installation scope from the second half of this year through 2028. The company is part of the LS Cable & System group and has been building out its installation fleet, including the 13,000-tonne-capacity [InterOcean](#) cable layer currently under construction at Turkey’s Tersan Shipyard. Splash covered LS Marine’s selection as preferred bidder for Shinan Ui in July 2025, when no firm contract value had been disclosed. The new filing confirms the award, puts a price on the work and fixes the execution period. The 390 MW Shinan Ui scheme is the first project in South Korea’s planned 8.2 GW Shinan offshore wind belt. LS Marine has previously picked up cable installation work in Taiwan and last year secured a KRW94bn package on the 532 MW Anma offshore wind project at home. *(Source: Splash24/7)*

Advertisement



DREDGING NEWS

CHARLOTTE AMALIE DREDGING STARTS NEXT MONTH

The Virgin Islands Port Authority (VIPA) said that the Charlotte Amalie Harbor Dredging Project will start next month. According to VIPA, this major infrastructure initiative aims to improve navigational access in Charlotte Amalie Harbor and support the continued growth of St. Thomas as a premier Caribbean cruise destination. In their latest announcement, VIPA also provided an update on the



demolition of the former Addelita Cancryn Junior High School property in Crown Bay that will serve as a temporary placement site for beach-quality dredged material. VIPA Executive Director Ava Penn said that they have entered into a contract with Orion Marine Construction, Inc. to perform marine dredging services within Charlotte Amalie Harbor, including the entrance channel, turning basin, and West Indian Company (WICO) berth pocket in St. Thomas. The VIPA Board of Governors selected Orion Marine Construction through a competitive bidding process and approved the award at its March 18, 2026, meeting. The contract, executed between the parties on June 5, 2026, is valued at up to \$41,927,000, with the project to be completed within 365 days of dredging commencement. The Charlotte Amalie Harbor Dredging Project is scheduled to begin dredging by October 12, and be carried out in two phases: *Phase 1* — October 2026 through March 2027: This phase will consist of dredging the non-beach quality material from the entrance channel, turning basin, and WICO berth pocket. The material will be transported via vessel from the Charlotte Amalie Harbor to the south shore of St. Croix, where it will be temporarily placed for dewatering at the Gordon A. Finch Molasses Pier in Krause Lagoon. It will then be transported via truck for final placement at a disused quarry site on the north side of the Henry E. Rohlsen Airport, *Phase 2* — March 2027 through October 2027: This phase will consist of dredging the beach-quality material

from the entrance channel. The material will be transported via vessel to Crown Bay Cargo Port for unloading. It will then be transported via truck for placement at the former Addelita Cancryn Junior High School property. *(Source: Dredging Today)*

NSW GOVERNMENT: APPLICATIONS OPEN FOR BOATING INFRASTRUCTURE MAINTENANCE PROGRAM.



NSW Government said that the boat ramps, jetties and pontoons across the state are set to benefit from a further \$1 million in maintenance funding, with applications for round two of the Boating Infrastructure Maintenance Program now open. The Boating Infrastructure Maintenance Program supports councils, community groups and the private sector to carry out repair and maintenance works on public boating infrastructure,

helping keep facilities safe, accessible and in good working order. Round 2 forms part of the \$44 million Boating Infrastructure and Dredging Scheme delivered by Transport for NSW, and follows \$2 million awarded to 40 projects under Round 1 in December 2025. NSW Maritime Executive Director, Nicole Watts, said that round two of the program follows strong demand from councils and community groups: “NSW is blessed with a wealth of incredible waterways. This funding supports the community by investing in the maritime infrastructure that provides access to our waterways for everyone to enjoy.” “Whether it’s slipway maintenance, fixing deck planks or repairing a pontoon, this funding supports our boating facilities to provide safe, fit-for-purpose community access. “This fund is a crucial part of our \$44 million Boating Infrastructure and Dredging Scheme, supporting the delivery of both economic and social benefits for our local communities, and we’re thrilled to see the appetite for the program.” Applications close on October 30 and must be submitted through the SmartyGrants platform. *(Source: Dredging Today)*

DAMEN DELIVERS CUTTER SUCTION DREDGER (CSD) 600 TO 4CLANS NIG LTD FOR MAJOR NIGERIAN PROJECT

Damen Shipyards Group has successfully delivered a Cutter Suction Dredger (CSD) 600 to 4Clans Nig Ltd for deployment on the Niger City Project in Asaba, Delta State, Nigeria. The dredger is part of Damen's next-generation CSD series, which combines proven dredging performance with a range of design improvements aimed at enhancing efficiency, transportability and ease of operation. The high-performance stationary dredger, which has been named **Lady Caroline**, will support the large-scale land reclamation works that form part of the ambitious Niger City waterfront development along the River Niger. With its powerful 250 kW cutter, robust design, and fuel-efficient operation, the CSD600 is ideally suited to the demanding conditions of the project. The dredger was customised for its operational requirements with the addition of a wedge piece to the suction ladder to optimise performance in shallow-water dredging, as well as an adaptor for the discharge pipeline connection.

The addition of the CSD600 further strengthens 4Clans Nig Ltd's dredging capabilities and reflects Damen's commitment to delivering reliable and efficient dredging solutions for major infrastructure and land development projects worldwide. Commenting on the delivery, Theodore Omalu, Executive Director of 4Clans Nig Ltd, said: "The arrival of the Damen CSD600 marks a significant milestone for the Niger City Project. This investment reinforces our



commitment to delivering a world-class waterfront development that will create lasting economic opportunities for Delta State and Nigeria." The dredger was disassembled at the building yard in the Netherlands and transported to Nigeria in a combination of loose pontoons and containerised components. Following delivery, the vessel was reassembled on site and commissioned with support from Damen Field Service Engineers. During this period, the operating crew also received training and familiarisation to ensure a smooth start. This latest delivery further demonstrates Damen's ability to provide proven dredging solutions that combine high productivity, operational efficiency, and long-term reliability for customers around the world. *(PR-Damen)*

Advertisement

DMT
MARINE EQUIPMENT

25 YEARS
OF BUILDING TRUST

www.dmt-winch.com

CONTROL UNDER LOAD

Every challenge on deck has an answer. Scan now to find yours!

Complete towing winch systems engineered to behave as one under load.

WINCHES | DECK FITTINGS | ELECTRIC & HYDRAULIC CONTROL SYSTEMS

Book a meeting: sales.ro@dm-t-winch.com

3500+ VESSELS EQUIPPED

25+ YEARS

100% IN-HOUSE

SINOCALAN RIVER DREDGING PROJECT ON THE WAY



The Philippines' Department of Public Works and Highways (DPWH), together with local government units (LGUs), said that they will implement dredging, deploy mobile pumps, and construct water detention basins as immediate, medium and long-term measures to address flooding in Dagupan City. "The first thing we need to do is to dredge from the upstream of the Sinocalan River, since there are a lot

of areas in the upstream of Dagupan City that are submerged in water for a long time," said DPWH Secretary, Vince Dizon. He said that the dredging equipment will be mobilized in the coming days to begin dredging work. "Pangasinan Governor Ramon Guico III wants to help, and we will accept the dredging equipment from the province. We will deploy it along with our other equipment," he said. Dizon also added that aside from dredging as an immediate solution, they will install four mobile pumps. "When we dredge the Sinocalan River, we also need to remove the water that remains in other barangays. I am also checking all the gabions to see if any need repair," he said. The floodgates in Barangays Bacayao Sur and Bacayao Norte will also be opened after repair and later turned over to the City Engineering Office, while the backflow of the Pantal River in Careenan Poblacion Oeste will be addressed, Dizon concluded. *(Source: Dredging Today)*

MNO ZEEZAND SEEKS SAFE HAVEN

As winds picked up to gale force last weekend, various vessels sought refuge in the roadstead or the harbor. Among them was the 82-meter-long trailing suction hopper dredger ***MNO Zeezand***, owned by Spaansen Grondstoffen en Logistiek of Winkel. The vessel dredges sand from the North Sea, which is then transported to IJmuiden or transshipped in the Den Helder roadstead to the hopper barges



Robbenzand, ***Zandexpres 4***, and ***Zandexpres 5***. These barges, in turn, deliver the sand to various Spaansen unloading wharves across North Holland. The ***MNO Zeezand***, delivered by Barkmeijer Stroobos in 2000, has a hopper capacity of 1,600 cubic meters. *(Source: www.maritiemdenhelder.eu;*

Photo: Paul Schaap)

HOPPER DREDGER TRUD R CONTINUES WORK AT GOLD COAST SEAWAY ENTRANCE



Over the past several weeks, the split hopper dredger Trud R has been hard at work in the Gold Coast Seaway entrance, Gold Coast Waterways Authority (GCWA) said. "Our latest surveys show an overall reduction of approximately 45,000 cubic metres of sand across the dredging area. That's around 18 Olympic-sized swimming pools," GCWA said. "This figure reflects the change between surveys, so it may include sand moved by both

dredging and natural coastal processes." Most of the sand collected by the **Trud R** is being transported offshore near Main Beach, keeping it within the Gold Coast's coastal sand system. The hopper dredger returned to the Gold Coast in May to replenish sand on the City's beaches between Miami and Main Beach. The specialized sand dredging vessel will be continuing the recovery works following Tropical Cyclone Alfred, forming part of the City's overall beach nourishment program. According to GCWA, the overall beach recovery works funded by both the Australian and Queensland governments under the Disaster Recovery Funding Arrangements are estimated to cost \$37.2 million. *(Source: Dredging Today)*

Advertisement



Dick van der Kamp
SHIPSALES

Netherlands
shipsales@vanderkamp.com
www.vanderkamp.com

PRICE
Euro 575.000,-



FOR SALE

GRANIT
PATROL VESSEL

- Built 1997 Fassmer GmbH, Germany
- Aluminium hull and superstructure
- Built to Germanischer Lloyd 100 A 5 E Patrol Boat
- OC 2 + MC AUT, traded with SBG (German certification)
- Dims 24.50 x 6.00 x 1.60 m draft
- 2 x MAN D2842 LE408 – 732 kW each
- 19,000 running hours each
- Up to 22 knots speed
- Palfinger PK 8000 crane
- Accommodation 3 cabins x 2 persons
- Galley, messroom, airconditioning



Built to
Germanischer Lloyd rules



Well maintained
ex government vessel



Up to 22 knots speed

YARD NEWS

HUISMAN TO DELIVER LEG ENCIRCLING CRANES FOR CADELER'S NEW T-CLASS VESSELS

Huisman has been awarded a contract by COSCO Shipping (Qidong) Offshore Co. Ltd., (COSCO) for the delivery of two Leg Encircling Cranes as well as two Auxiliary Cranes for Cadeler's next-generation T-Class offshore wind installation vessels. Featuring an improved load curve, these Leg Encircling Cranes are specifically designed to enhance the vessels' lifting



capabilities and operational flexibility, supporting the installation of increasingly complex offshore wind projects. The auxiliary cranes will support a broad range of lifting and handling activities, contributing to safe, efficient and productive offshore operations. Manufactured at Huisman's production facility in Zhangzhou, China, the cranes will be installed onboard Cadeler's new vessels being built by COSCO in Qidong. The next-generation T-class vessels are designed to support the continued growth of the offshore wind industry, offering the capability and capacity required to

install larger foundations and turbines. David Roodenburg, CEO at Huisman said: "We greatly value the continued trust Cadeler places in Huisman's crane delivery capabilities and are pleased to support their ambitious growth journey. These next-generation cranes are designed to safely and reliably lift and install the largest monopiles, supporting predictable and efficient offshore wind installation operations." (*PR-Huisman*)

DAJIN SELECTS ULSTEIN HX122 FOR OFFSHORE INSTALLATION VESSEL



Dajin Heavy Industry selects ULSTEIN HX122 with U-STERN® design for next-generation offshore installation vessel. Dajin Heavy Industry has selected the ULSTEIN HX122 design, featuring the U-STERN® hull solution, for the development of its offshore installation vessel. The vessel has been designed by Ulstein Design & Solutions B.V. in the

Netherlands. The vessel is optimised for installing monopiles, jacket foundations and offshore substations, supporting the growing demand for larger and more complex offshore wind projects. Dajin Heavy Industry is a leading supplier of offshore wind foundations and related services. *Expanding into offshore installation* The project marks an expansion of Dajin's capabilities from manufacturing, logistics and transportation into offshore installation. By adding offshore installation capacity to its existing capabilities, Dajin aims to provide a more integrated offering across the offshore wind value chain and reduce interfaces between different parties during project execution. Combining U-STERN® and X-BOW® for enhanced operability in demanding offshore conditions. Capable of installing future 4XL monopiles, the vessel can also support oil and gas construction and decommissioning assignments. This flexibility allows it to meet the growing demands of the offshore wind sector while serving a broader range of offshore energy operations. Developed for future installation requirements, the ULSTEIN HX122 combines a large working deck, advanced lifting capabilities, dynamic positioning, and ULSTEIN's hull innovations. The integration of the U-STERN® solution enables longitudinal storage and upending of monopiles along the vessel centreline at the stern, supporting installation operations with the vessel heading into the prevailing seas. Combined with the X-BOW® solution, the concept is designed to improve operability, enhance vessel motions and support an increased weather window for demanding offshore installation campaigns. The project reflects the continued development of offshore installation assets as the industry prepares for larger foundations and increasingly demanding offshore wind projects. "Offshore wind has entered a new development phase, and installation capacity is the core bottleneck for project delivery. The ULSTEIN HX122 with U-STERN® project represents Dajin's strategic layout to close the final link in offshore wind foundation delivery. We aim to develop high-performance, multi-functional installation platforms, enabling a shift from developers' separate coordination of manufacturing, transportation and installation to Dajin's one-stop delivery, to better support large-scale offshore wind development," says Feng Qi, Vice President at Dajin. "We are pleased to welcome Dajin Heavy Industry as a new customer. The company has established a strong position within the offshore wind supply chain, and we appreciate their trust in Ulstein by selecting

our ULSTEIN HX122 with U-STERN® design as they enter offshore installation services. The combination of Dajin's industrial capabilities and Ulstein's experience in offshore vessel design provides a strong foundation for the project, and we look forward to working closely together on this exciting project," says Edwin van Leeuwen, Managing Director at Ulstein Design & Solutions B.V. (*PR-Ulstein*)

Advertisement



HANWHA MARINE BEGINS CONSTRUCTION ON SOUTH KOREA'S SECOND ICEBREAKING RESEARCH VESSEL.

On September 11, Hanwha Marine Geoje Shipyard held a steel plate cutting ceremony for the new generation icebreaking research vessel being built for the Polar Research Institute of the Ministry of Oceans and Fisheries of South Korea, marking the official start of construction on South Korea's second icebreaking research vessel. The ship was



ordered in July 2025 at a cost of 250 billion won (approximately 1.3 billion yuan), and is expected to be delivered in December 2029 and put into use in the Arctic in the summer of 2030. South Korea's new generation of icebreaking research vessels has a gross tonnage of 16,560, more than double that of South Korea's first icebreaking research vessel, the "Araon" (7,507 gross tons). This will provide more space for research facilities and living quarters, and the number of crew members will increase from 85 to 100. The new ship boasts approximately 50% improvements in performance and icebreaking capabilities. It can break through 1.5-meter-thick ice at a speed of 3 knots, classifying it as a PC 3 icebreaker with bidirectional icebreaking capabilities. Designed to operate normally in extreme cold environments down to -45 degrees Celsius, it will be equipped with an environmentally friendly dual-fuel system of LNG and MGO (low-sulfur fuel oil) to reduce carbon emissions. To support researchers conducting long-term scientific research in extreme environments, onboard living facilities such as cabins and restaurants will meet top-tier passenger ship standards. Previously, South Korea only had one icebreaking research vessel, the "Araon," which was responsible for research in the Arctic and Antarctic. However, its deployment was time-consuming and the actual research time was short. In addition, due to its limited icebreaking capabilities, it was difficult to enter the Arctic Ocean. South Korea's Ministry of Oceans and

Fisheries announced plans to utilize a new vessel for Arctic scientific expeditions, studying sea ice conditions, Arctic fish resources, and seabed geology. This plan will increase South Korea's annual scientific expeditions to the Arctic and Antarctic from 85 days to 270 days, more than tripling the previous year. (*Source: iMarine*)

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

**ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER.
PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE**

Last week there have been new updates posted:

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

- *[Sanmar-strengthens-long-standing-partnership-with-h-schramm-towage-with-seventh-tug-delivery](#)*
- *[Master-boat-builders-delivers-barbara-g-first-rapport-3000-escort-tug-in-series-of-two-for-bay-houston-towing](#)*
- *[Yakamoz-continues-to-expand-its-fleet-with-state-of-the-art-tugboats-med-gemlik-and-med-aliaga-ready-for-duty](#)*
- *[Svitzer signs contract with Cheoy Lee Shipyards for six additional 29-metre TRAnsverse tugs](#)*
- *[New Pacific launches first shipbuilding program featuring two tugboats for american marine corporation](#)*

2. Several updates on the Broker Sales page posted last week.

(New page on the website. If you are interested to have your sales on the website)

(pls contact jvds@towingline.com)

3. Several updates on the Newsletter – Fleetlist page posted last week

- *[McKeil Marine - Burlington Ontario](#) by Jasiu van Haarlem **(new)***
- *[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

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense howsoever caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this

free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.
