

TUGS & TOWING NEWS.

SEPTEMBER KEPT MED MARINE MOVING



From a busy week at SMM Hamburg to a new floating dock project at Ereğli Shipyard, and from new tugboats joining the Yakamoz fleet to operations expanding across Türkiye, there was plenty happening at Med Marine this month. Some projects moved from the drawing board to the next stage. Some vessels moved from the shipyard into

service. And Yakamoz reached five key port areas across Türkiye. *Here's what September looked like at Med Marine.* **Four Days in Hamburg** September took us back to SMM Hamburg, and it was good to be there. Four busy days, a full schedule, countless meetings and plenty of familiar faces coming through our stand. We also had the pleasure of welcoming Mr. Mustafa Talha Pepe, Chairman of the Turkish Ship, Yacht and Marine Services Exporters' Association, to Med Marine. As always, the best part of a busy fair is the people you get to see along the way. Some meetings were planned months ahead, some conversations started between two meetings, and some were simply long overdue catch-ups. Thank you to everyone who stopped by, shared a conversation and made our time in Hamburg a good one. **A New Floating Dock for Ereğli Shipyard** While we were in Hamburg, another project was taking shape. At SMM 2026, Med Marine signed an agreement with Türk Loydu for the classification of a new floating dock to be built at Ereğli Shipyard. At 120 metres long and 36 metres wide, with a lifting capacity of 7,000 tonnes, the new dock will add another important capability to our shipyard infrastructure. The agreement is signed. The next part is where things get interesting. **Built in Ereğli.** **Now at Work in İskenderun** After completing her construction at Ereğli Shipyard, **MED İskenderun** is now operational in the Gulf of İskenderun. Built to the RAmports 2500-W design, her journey from steelwork to service has brought together the people, engineering and craftsmanship behind every Med Marine build. Now, the shipyard chapter is over. **MED İskenderun** is where she belongs: at work. **Yakamoz Keeps Expanding** There was plenty happening at Yakamoz Tug Services this month. With the launch of operations in Aliğa-2 on 8 September, Yakamoz expanded its network to four key service areas, following Ceyhan, İskenderun and Aliğa-1. At the same time, two more RAmports 2500-W sister tugs, **MED GEMLİK** and **MED ALİAĞA**, joined the fleet. Built at Med Marine's Ereğli Shipyard, the two new vessels bring additional capacity to Yakamoz, joining **MED CEYHAN** and **MED İSKENDERUN** in operations. A growing fleet and a growing network. And there was still one more stop to come. **Two New Tugs Join the Yakamoz Fleet** The Yakamoz fleet is getting bigger. Delivered in mid-September, **MED GEMLİK** and **MED ALİAĞA** have joined the fleet alongside **MED**

CEYHAN and **MED İSKENDERUN**, bringing two more RAmports 2500-W sister tugs built at Med Marine's Ereğli Shipyard into operation. With strong bollard pull, precise manoeuvrability and Class FiFi-compliant firefighting systems, the new vessels are ready for more than everyday harbour and towing operations. They are also equipped to support emergency response and rescue missions when needed. Two more vessels, more capacity and a Yakamoz fleet that keeps getting stronger. Five Port Areas. **One Growing Network.** On 17 September, Yakamoz tugboat services officially began in Gemlik. Following the successful tender in May and the service agreement signed with the Directorate General of Maritime Affairs, Gemlik became the fifth key port area in Yakamoz's growing operational network across Türkiye. With its expanding service network and tugboat capacity, Yakamoz is now Türkiye's largest private tugboat services provider. Five port areas, a growing fleet and plenty more work ahead. That was September at Med Marine. A busy fair in Hamburg. A new project for Ereğli. New vessels moving into service. And Yakamoz reaching five key port areas across Türkiye. From the shipyard to the sea, September was a month of things moving forward. (PR-Med Marine)



Advertisement

TugIO

By LionRock Maritime

LionRock

maritime

PORTS EXPLORED

An API service for operational, commercial and technical data on tugboats and towage operations

CALL FOR PAPERS NOW OPEN FOR TUGTECHNOLOGY '27

TUGTECHNOLOGY '27

CONFERENCE | EXHIBITION | AWARDS

19-20 May 2027, Rotterdam

Platinum sponsor

The global technical meeting place for the tug industry. The industry's premier technical gathering will return for its 11th edition on 19-20 May 2027 in Rotterdam. Over two days,

TUGTECHNOLOGY will bring together professionals from across the global tug and towage sector to explore the latest developments in tug design, propulsion, digitalisation, operations, safety and environmental performance. The conference, exhibition and awards event will provide an opportunity to examine the technologies, strategies and practical solutions shaping the future of the industry. Join leading port authorities, tug owners and operators, shipyards, technology providers and maritime professionals to assess the innovations and practical solutions that will define the next generation of tug and towage. **CALL FOR PAPERS NOW OPEN** Don't miss the deadline... We are calling on industry professionals, researchers and experts to share their knowledge, innovations and

experience through original papers, research and case studies. From tug design and construction, technology and automation to operations, safety, decarbonisation, alternative fuels, next-generation propulsion, regulation and workforce development, this is an opportunity to put your ideas at the heart of the global tug and towage conversation. [View Submission Detail](#)

Advertisement



The advertisement features two workboats under construction. On the left, the **MAASTROOM • UNDER CONSTRUCTION** is shown, identified as a EuroCarrier 2712 – DP1 – TIER III. On the right, the **RIJNSTROOM • UNDER CONSTRUCTION** is shown, identified as a Multi Purpose Workboat 4716 - DP2 - TIER III - Hybrid - ULEV. Both boats are red and white with yellow cranes. The Van Wijngaarden logo is visible in the top left corner. The text "The Right Partner... all over the world." is centered. The website wijngaarden.com is in the bottom right corner.

MARKET UPDATE: NEWBUILDS EXPAND US OWNERS' TOWBOAT FLEETS

Rising demand for transporting dry and liquid bulk cargoes along US inland waterways is supporting towboat owners in their fleet modernisation and expansion strategies and holding up US shipyard output. US towboat owners added multiple vessels to their fleets in Q3 2026 with deliveries from several shipyards in the nation, to expand their operations along



inland waterways. Vessel production in July to September 2026 demonstrated the variety of ownership and shipbuilding capabilities in the US and demand for modern towboats and pusher vessels for transporting dry and liquid bulk cargo along the Mississippi River system and the Intracoastal Waterway. Many of these towboats are produced with two or three high-speed four-stroke diesel main engines that are compliant with US Environmental Protection Agency (EPA) Tier 3 or 4 emissions standards. Most deliveries reported involve towboats with Mitsubishi engines and generator sets supplied by Laborde Products. C&C Marine and Repair was one of the busiest shipyards in Q3 2026, producing vessels from its facilities on the Intracoastal Waterway in Belle Chasse, Louisiana. This included **Capt. Pete Ciaramitaro** built for Memphis, Tennessee-headquartered Southern Devall as the first of a six-vessel towboat construction programme. Five other 26.5-m vessels are scheduled for delivery in two-month intervals, starting in November 2026. **Capt. Pete Ciaramitaro** has 1,940 kW (2,600 horsepower) of installed power, a beam of 10 m, a depth of 3.5 m, two Wintech 40-ton winches and accommodation for eight workers. Its propulsion comes from two Mitsubishi S12R main engines, compliant with EPA Tier 4 and driving fixed-pitch propellers through Reintjes WAF 665 reduction gears supplied by Karl Senner. “**Capt. Pete Ciaramitaro** was available when we needed to add horsepower to our fleet, and its size and 2,600 horsepower are well suited to our operations,” said Southern Devall vice president of engineering, Brandon Devall. “The vessel gives us the versatility to support both our river and coastal operations,” he said. Navigation and

communications equipment, including Furuno radars, satellite and magnetic compasses, bridge alarm system and a Horizon VHF radio were supplied by Gmeni Marine Electronics. C&C Marine also supplied [Mimsy H. Lindner](#), a new 26.5-m towboat, to New Orleans, Louisiana-based Canal Barge Co in August as part of a multi-vessel newbuilding campaign. Its twin-screw propulsion system is powered by two Mitsubishi S12R Tier 4-compliant engines, each rated at 940 kW at 1,600 rpm, while Laborde also supplied two gensets, rated at 99 kW, to support onboard electrical systems. C&C Marine had previously completed [Al Sloss](#), [Deborah H. Valentine](#) and [Cabby H. Boone](#) for Canal Barge. “The 2,600 horsepower from the Tier 4 engines gives us greater operational flexibility, from moving longer tows with more capacity along the Intracoastal Waterway to providing additional horsepower when heading upriver,” said Canal Barge executive vice president, David Lane. FMT Shipyard & Repair built two 16-m pushboats in Harvey, Louisiana, for Maritime Partners as part of a multi-vessel construction programme. [Ann Nash](#) was delivered in August and [Lulu Hamilton](#) in June,



following from earlier 2026 deliveries of [Deirdre Ann](#) and [Beth Williams](#). These twin-screw vessels have a beam of 6 m, a draught of 1 m for operating in shallow waters, two Mitsubishi S6R2 Tier 3-compliant engines, each rated at 600 kW at 1,400 rpm, and two 65kW generator sets. Maritime Partners director of newbuild programmes, Chris Miller, said FMT Shipyard “maintained

consistency throughout our newbuild programme to deliver dependable vessels for our fleet,” which includes “having a consistent platform across propulsion and onboard power.” Also in Harvey, Eymard Marine Construction & Repair is in the middle of an 11-boat construction programme for Hines Furlong Line, which included delivery of 23.7-m [Kelley Reid](#) with 1,800 kW of installed power, coming from three S6R2 Tier 3-compliant engines and two 65 kW gensets. In 2025 and 2026, Eymard had delivered sister vessels [Donny Mudgett](#), [Sun Valley](#), [Oxford](#), [Sawtooth](#) and [Bob Nienhuis](#) to Nashville, Tennessee-headquartered Hines Furlong. Standardising core systems across multiple builds enables the owner to manage performance, maintenance and crew familiarity across the fleet, said Hines Furlong senior engineer for new construction and leased vessels, Karl Morley. “When building at this volume, we do not want variation from one boat to the next,” he said, adding, “so we know exactly how it is going to run, how it is going to be maintained, and we know what to expect across the board.” Plaquemine, Louisiana-based Verret Shipyard has built two 1,200-kW towboats, [War Admiral](#) and [Sir Barton](#), for New Orleans-headquartered Turn Services. These have twin Mitsubishi S6R2-Y3 Tier 3-compliant engines, running at 600 kW at 1,400 rpm. In September, Turn Services completed its acquisition of St John Fleeting and its affiliate companies to expand its operations on the Lower Mississippi River. Parker Towing took delivery of Super Tiger-class towboat, [Chipper Rabbit](#), after its construction by Serodino Inc in Chattanooga, Tennessee. Blessey Marine Services officially named three vessels in July after their construction by three different shipyards. [David F Stone](#) was built by Verret Shipyard and features twin Cummins QSK 19 main engines, while [Capt Joey Anderson](#) was built by Sneed Shipbuilding, with Cummins QSK 19 main engines and 6BTA generators and Bollinger Shipyard completed towboat [Capt Chuck Myers](#), Diversified Marine built [Edwin Rider](#) for Vulcan Materials in Bourg, Louisiana (source: Laborde Products). In Bourg, Louisiana, Diversified Marine completed construction of 22-m twin-screw towboats [Larry Gravely](#) and [Edwin Rider](#), each with two S6R2 Tier 3-compliant engines, for Vulcan Materials. Rosedale, Mississippi headquartered Jantran, a subsidiary of Bruce Oakley Inc, was involved in two towboat

construction projects to bolster its fleet. In one project, it built 1,200-kW, twin-screw towboat [Miss Ruby](#), with two S6R2-Y3 Tier 3-compliant engines, for Oakley Barge Line. In another, Jantran took delivery of 19.5-m, 1,200-kW pushboat [Jerry L Jenkins](#) from Nichols Boat Co. Jantran operates towboats and barges throughout the Arkansas and Lower Mississippi River systems. In Bayou La Batre, Alabama, Steiner Construction launched [Fountain City](#) for the US Army Engineers



Corp's St Paul district in August. Steiner has since installed the engines and navigation systems, completed interior spaces and tested this vessel prior to the anticipated government acceptance date of 13 October. After it is delivered, the vessel will operate from an Upper Mississippi River service base in Fountain City, Wisconsin, to replace the district's previous vessel of the same name. Halimar Shipyard in Morgan City, Louisiana, delivered 1,800-kW [Miss Olivia](#) to Central Boat Rentals, which provides marine transportation services to the oil and gas sector across the US Gulf Coast. (Source: *Riviera by Martyn Wingrove*)

Advertisement



**MORE THAN 100 YEARS KNOWHOW
IN THE MARITIME INDUSTRY.**

TOWAGE | OFFSHORE | HEAVY TRANSPORT

WEBSITE

Muller.

SIR BARTON & WAR ADMIRAL – TOWING AND BARGE SUPPORT TUGS EXPAND TURN SERVICES' INLAND FLEET



The inland tugs combine Mitsubishi main engines with Reintjes reduction gears, establishing a repeatable machinery package informed by Turn Services' operating experience. Verret Shipyard in Plaquemine, Louisiana, has handed over the two new inland pusher tugs [Sir Barton](#) and [War Admiral](#) to New Orleans-based marine transportation company

Turn Services. The tugs are the first two units in a series of eight vessels that utilise a common 1,600hp (1,200kW) twin-screw propulsion package. Each vessel has a length of 65 feet (20 metres), a

beam of 26 feet (7.9 metres), and two Mitsubishi main engines rated at 803 hp (600 kW) at 1,400 rpm. **Sir Barton's** engines are identified as S6R2 EPA Tier III units, while **War Admiral's** are the S6R2-Y3 EPA Tier III variants of the engines fitted on her sister. *A familiar engine fitout for ensuring easier crew training* Turn Services' selection of Mitsubishi engines followed operating experience with the same engine family aboard the company's existing vessel Kenneland for over six years. Reintjes WF 570 reduction gears are fitted to both newbuilds. Turn Services said the common platform is intended to support operating consistency and maintenance planning as additional boats enter the fleet. Turn Services' Chief Operating Officer Lucian Lott said the company's goal is to build vessels that are aligned with present operations while supporting the long-term needs of the fleet. Consistency across the vessels is expected to help create a smoother transition for crews. *Designed for southern US inland waters* War Admiral's auxiliary equipment includes an Ahead Sanitation AT-6T marine sanitation device. The remaining tugs in the eight-boat programme are scheduled to be delivered to Turn Services later in 2026 and into 2027, continuing the operator's fleet expansion for southern US waterways. These will join the other vessels in the Turn Services fleet in providing shifting, towing, and barge support services on the Lower Mississippi River and Gulf Intracoastal Waterway. **Sir Barton** and **War Admiral** have adopted the names of two earlier predecessor pusher tugs in the Turn

Services fleet. *Specifications* Type of vessel: Inland pusher tugs; Flag: USA; Owner: Turn Services, USA; Operator: Turn Services, USA; Builder: Verret Shipyard, USA; Length overall: 65 feet (20 metres); Beam: 26 feet (7.9 metres); Main engines: 2 x Mitsubishi S6R2, each 803 hp (600 kW) at 1,400 rpm; Gearboxes: 2 x Reintjes WF 570; Propulsion: 2 x propellers;

Interior fitout: Ahead Sanitation AT-6T sanitation system (War Admiral only); Type of fuel: Diesel; Operational area: Lower Mississippi River, USA. (Source: Baird)



OUR COMPANY HAS SUCCESSFULLY DELIVERED A 2942 kW SPECIAL TUGBOAT



Jiangsu Zhenjiang Shipyard

On October 7 2026,, our Jiangsu Zhenjiang Shipyard company completed and delivered the 2942 kW special tugboat "**Donghua 6**" designed and built for Hudong-Zhonghua Shipbuilding (Group) Co., Ltd., which successfully set sail. The vessel has an overall length of 36 meters, a beam of 10.4 meters, a depth of 4.6 meters, a towing capacity of 50 tons forward and 45 tons astern, a range of 1,200 nautical miles, and a speed of 12.5 knots. (Source:

Advertisement



OFFSHORE SUBSTATIONS FOR GENNAKER WIND FARM EN ROUTE TO BALTIC SEA

The topsides and jackets for two offshore substations (OSS) that will connect the 927 MW Gennaker offshore wind farm to Germany's onshore grid have departed the Netherlands for installation in the Baltic Sea. The offshore substations, OSS Zingst and OSS Darß, form part of the OST-6-1 offshore grid connection developed by German transmission system operator (TSO) 50Hertz. Each substation has a capacity of approximately



450 MW. The topsides and jackets for OSS Zingst departed from Schiedam, and those for OSS Darß sailed from Vlissingen on 9 October. The HSI Joint Venture, comprising Smulders HSM and Iv, is responsible for the engineering, procurement, construction, transport, installation and commissioning (EPCIC) of both offshore substations. The joint venture completed the fabrication and load-out of the substations in September. "Delivering two complete offshore substations of this scale requires close integration across engineering, procurement, fabrication, systems integration and offshore execution. Seeing the topsides and jackets depart reflects the expertise, commitment and collaboration of the teams within Smulders HSM and Iv, together with our client and project partners", said Hans Leerdam, Commercial Director at Smulders HSM. The Gennaker offshore wind farm, owned and developed by Skyborn Renewables, is located approximately 15 kilometres north of the Fischland-Darß-Zingst peninsula in Mecklenburg-Western Pomerania. The wind farm will comprise 63 Siemens Gamesa wind turbines with a maximum capacity of 15.5 MW, for a total output of up to 976.5 MW. Skyborn reached financial close for the Gennaker project in September and has firmed up several major supply and installation contracts. EEW Special Pipe Construction and Dajin Heavy Industry will manufacture the 63 monopiles and transition pieces, and Seaway7 will install them. TKF and Boskalis are responsible for the inter-array cable supply and installation, while the 63 Siemens Gamesa turbines will be installed by Fred. Olsen Windcarrier. Wind turbine installation is scheduled to begin in 2027, with the wind farm planned to be commissioned in 2028. Watch the video [HERE](#) (Source: Offshore Wind)

THE MARITIME RESCUE VESSEL "MARÍA ZAMBRANO" WILL OPEN ITS DOORS AT THE BARCELONA BOAT SHOW



The Maritime Rescue vessel "[María Zambrano](#)" will open its doors to the public during the Barcelona Boat Show 2026, which will be held from October 14 to 18. The ship will be docked at the Muelle España Este, next to the Maritime Rescue unit "Salvamar Mintaka", opposite the Barcelona Aquarium and the Maremagnum area. Visitors will be able to get a close look at one of the ships in the Maritime Rescue fleet and

discover how its crews work in rescue and assistance operations at sea, as well as in the protection of the marine environment. The event will allow the public to learn more about the work carried out by Maritime Rescue to protect human life at sea and respond to maritime emergencies. The ship can be visited on October 14, 15, 16, 17 and 18. (Source: *Puente de Mando*; Photo: *Maritime Rescue*)

PROFILE: NEWBUILD ESCORT TUG ENHANCES GULF LNG TOWAGE FLEET

Gulf LNG Tugs has taken delivery of a new Z-drive tugboat, the first of three that a US shipyard has been contracted to build for the joint venture to escort and assist gas carriers at an LNG export terminal close to the Mexican border. Port Neches, Texas-based Sterling Shipyard delivered [Laguna Gulf](#) to the joint venture, Gulf LNG Tugs, between Bay-Houston Management, Moran Towing and Suderman & Young Towing, in July 2026. This 30-m, ABS-classed tractor tug, with 80 tonnes of bollard pull, will be



handling LNG carriers at NextDecade Corp's Rio Grande LNG export project in the Port of Brownsville, Texas. However, it was working in Corpus Christi and Ingleside, Texas, in September 2026, according to automatic identification system data. [Laguna Gulf](#) was built to Robert Allan Ltd's Z-Tech 30-80 design with a beam of 13 m, a depth of 5 m, 5,200 kW of installed power, a free running speed of 13 knots and a FiFi1 firefighting system for emergency response. Gulf LNG Tugs and its affiliates are contracted to support operations in five LNG export terminals along the US Gulf coast, as more such operations are opened to meet growing global gas demand and rising US gas production. "Delivery of Laguna Gulf marks an important milestone for Sterling Shipyard and represents the first of an orderbook for three LNG projects along with nine other harbour tugboats, for a total of 13, contracted for delivery through to 2029," said Sterling Shipyard chief executive Harry Murdock, adding that these would be "low-emissions workhorses to support operations at LNG terminals and ports". Laguna Gulf's propulsion consists of a pair of Schottel rudderpropellers of type SRP 510, with 2.8 m fixed pitch propellers, driven by two Caterpillar 3516E high-speed four-stroke main engines.

Each engine delivers 2,600 kW at 1,800 rpm and is connected to aftertreatment units to remove NOx from exhaust and to comply with US Environmental Protection Agency (EPA) Tier 4 emissions rules. Deck machinery on the tug includes a Markey DEF-48A, Class III winch, with 75 kW and a dynamic constant-tension control system on the forward deck for ship escort operations. Laguna Gulf is the 13th completed vessel in the Z-Tech 30-80 tugboat series. “The Z-Tech 30-80 is an evolution of the Z-Tech escort tug design, incorporating refinements that further enhance escort performance while maintaining its capability in manoeuvrability and towing stability for which the series is known,” said Robert Allan. “The tug can generate escort forces exceeding 130 long tons, providing outstanding capabilities for demanding escort and ship-handling operations,” said the naval architect. More Z-Tech-design tugboats are coming in the years ahead. Bay-Houston Towing has ordered an ABS-class escort tug from Sterling Shipyard for delivery in March 2028. This 30-m vessel will be built to a Z-Tech 30-85 design, with a bollard pull of 85 tonnes, and with twin Caterpillar 3516-E-HD, EPA Tier 4-compliant engines, driving two Schottel azimuth drives, and two Caterpillar C.7.1 auxiliary engines, each delivering 125 kW of power. *(Source: Riviera by Martyn Wingrove)*

Advertisement



MULTISHIP
TOWAGE & SALVAGE

+31 (0) 115 645000 (24/7)

HOW DIGITAL TOOLS ARE CHANGING VESSEL DESIGN AND CONSTRUCTION



For generations, naval architects worked at the drafting table, where lines on paper slowly gave shape to a vessel that did not yet exist. Hull form, stability, structure, machinery, and mission requirements were worked through, revised, and worked through again until the drawings were ready to move into a shipyard. Though the drafting table has largely disappeared, the design spiral remains. These days, what has changed most dramatically is how much of the vessel can be modeled, analyzed, reviewed, and prepared

for production before the first piece of steel or aluminum is cut. “Our competitor was paper and pencil and drawing boards,” said Bruce Hays, a naval architect and cofounder of marine design software developer Orca3D, Annapolis, Md. “We were really trying to educate people about the

benefits of moving off of the drafting table and onto the computer for the purposes of hull modeling and fairing and lofting.” Today’s tools go further. Naval architects can model hull geometry, calculate stability, track weight, run computational fluid dynamics, assess resistance and powering, coordinate onboard systems, and produce information that moves directly into fabrication. That gives owners, yards, class societies, and production teams a chance to resolve issues while the vessel is still digital. “It is more efficient and cost effective to resolve those items while it is a virtual boat,” said Lawren Best, director of business development at naval architecture firm Robert Allan Ltd., Vancouver, British Columbia, “instead of steel being cut and assembled in a shipyard.” *Earlier in the spiral* Software has not eliminated naval architecture’s tradeoffs. Changes in hull form, fuel, machinery, weight, and arrangement can affect performance, stability, structure, and maintainability. Hays described the design spiral as repeated passes through competing requirements, with higher-fidelity tools entering sooner while choices remain open. “What all of this does is [take] friction out of the design process,” Hays said. “Anytime we can not only shorten that time and take friction out, that improves the design process. But along the way, we can also provide insights to the naval architect that he or she might not have gotten just by going through the process repeatedly, even if it’s faster.” At HydroComp Inc., Newmarket, N.H., technical director Donald MacPherson approaches the vessel from the performance side. NavCad 2026 and PropElements support resistance, propulsion, and propeller analysis. “We’re making answers more precise,” MacPherson said. “We’re evaluating broader design spaces, which is great for the product, and it allows us to find optimizations and eliminate risk.”

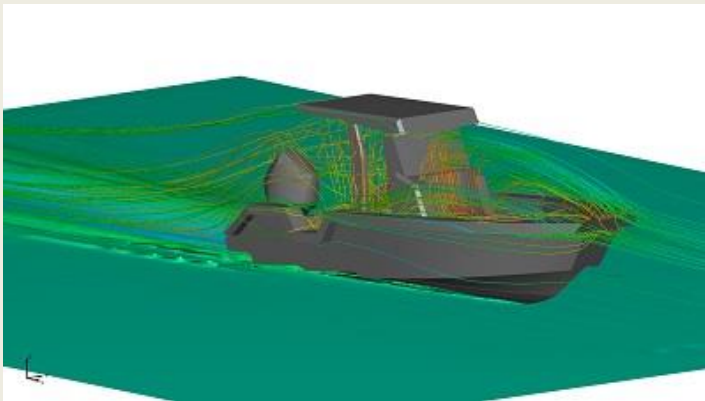
Earlier analysis can narrow the choices that later reach physical testing. Orca3D’s marine CFD tools can compare hull variations, inspect pressure distribution and flow, and narrow

alternatives before model testing. Repair brings different constraints. During the repower of the 77’ Edith Foss, Darren Monzingo, president of engineering firm Faro Industrial, Friendswood, Texas, had



to fit modern propulsion and Tier 4 emissions equipment into a tug built in 1980 with virtually no unused machinery space. Adding diesel exhaust fluid storage meant sacrificing some fuel capacity. “We used ORCA 3D to test out different tank partitioning strategies,” Monzingo said. “Once we were satisfied with those partitioning boundaries and volumes, we could immediately proceed to basic stability analysis to determine what, if any, penalties it created for intact stability or vessel trim.” *From model to production* The digital vessel becomes more consequential in production. Juan Nunes Prieto, regional manager, Americas, at Cadmatic’s North Vancouver, British Columbia, office, said the model can carry structural, piping, electrical, and outfitting information together and feed production machinery. “The biggest change is that software used to be a tool mainly for producing drawings,” Prieto said. “Increasingly, the tool is becoming a single source of truth that holds the vessel together, with the drawing as just one output of that model.” At Silver Ships, Theodore, Ala., naval architect Clay Danielson said the boatbuilder develops a functional model and extracts CNC-ready parts and assembly information as the design matures. “3D modeling at the level we’re doing it is essentially building the boat first with the software and analytical design tools that we use,” Danielson said. “In that process we have the opportunity to optimize the boat for equipment layouts, ergonomics, for production, et cetera, and also to find and fix conflicts where they arise.” Silver Ships is applying that approach to a patrol boat under construction for Calcasieu Parish, La. Its

digital model combines vendor equipment with components modeled from drawings and technical information, allowing the yard to examine arrangements before fabrication reaches those portions of the build. Best said earlier shipyard participation similarly reduces the gap between a naval architect's design and how a particular yard will build it. "You're getting something designed that is going to be far closer to the end product, and you're getting that product faster," Best said. "Everyone is on the same page and can make those agreements so there are no surprises down the road." Production personnel at Silver Ships can also access the model on workstations and tablets. "We're developing the model in the engineering department, but it's being referenced and used as a build tool for all production stakeholders inside the company as a supplement to the construction drawings," Danielson said. Prieto said the digital twin can continue after delivery, updated during repair and supplemented with operational information to give owners and yards a current representation of the vessel. "The idea is that this model shouldn't stop being used at delivery," Prieto said. "It should continue to represent the vessel throughout its operational life." *In the loop* Digital tools do not relieve naval architects, builders, or operators of responsibility for design decisions. Every tool works within assumptions, and every optimization affects the vessel. "Software is not a replacement for expertise," MacPherson said. "It takes expertise and provides it to a larger community, but that larger community needs to have some minimum level of understanding and appreciation of the discipline." Larry Leibman, an Orca3D co-founder and naval architect, said software can compare alternatives, but human experience remains central to design decisions. "The



human comes into play, especially humans with vessel design experience," Leibman said. "They're going to guide the decisions that have to be made. The human is still in the loop during the most critical portions of the design optimization process." Best said Robert Allan Ltd. is testing AI for efficiency, but not entrusting it with design, and still puts designers aboard vessels and into shipyards. Danielson said experience

remains central. "Our designers are professional boatbuilders with decades of experience in the boatbuilding trades, who learned the software and 3D modeling component of the business," Danielson said. "There is no software tool or AI platform that can replace the knowledge and experience they build into their designs. The software and digital tools that we use to create the designs ultimately serves our purpose to support production, and to support the boatbuilders and craftsman who build each boat by hand." (Source: *Workboat* by Steve Mosco)

Advertisement

Dedicated to the extreme

Discover the possibilities at smilamnalco.com

THE GALICIAN COAST GUARD WILL PARTICIPATE FOR THE FIRST TIME IN THE NATIONAL DAY MILITARY PARADE

The Galician Coast Guard will participate for the first time in the National Day military parade, which will be held in Madrid on October 12. The participation will coincide with the 36th anniversary of this public service of the Xunta de Galicia, dedicated to maritime rescue, the fight against pollution and surveillance against poaching. The organization will be represented at the parade by several of its professionals and resources. Specifically, it will send three pickup trucks and a trailer to



Madrid, the latter transporting one of its surveillance vessels on a gondola. The Galician Coast Guard will form part of the motorized contingent reserved for public agencies, along with other services such as Maritime Rescue. Approximately 4,380 members of the Armed Forces and State security forces will participate in the parade. Participation in the October 12th parade will allow the Galician service of rescue, maritime surveillance and pollution control to showcase its resources and work in Madrid. (Source: *Puente de Mando*; Photo: *Galician Coast Guard*)

VIVAX VISITS DEN HELDER AGAIN



A 32-meter Norwegian tug—a familiar sight in our harbor—called at Den Helder again last Saturday, mooring at one of the small jetties behind the Blue Port Centre. The vessel in question is the **Vivax**, owned by Rederi Ostensjo of Haugesund. Delivered in 2008 by the Turkish shipyard Sanmar Denizsilik, this tug is an RAL Rampart 3200W model with a bollard pull of 90 tonnes. In addition to towing duties, the **Vivax** can be deployed for

firefighting and oil spill response operations. (Source: *www.maritiemdenhelder.eu*; Photo: *Wim Albers*)

THE OMEGA SHIPYARD LAUNCHED THE NE038 TUGBOAT "SVYATITEL LUKA"

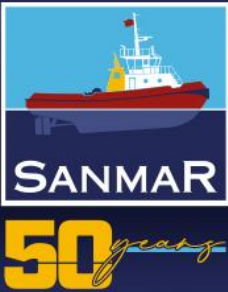
The new port tugboat "*Svyatitel Luka*," being built for FSUE Rosmorport, has launched at the

Onega Shipyard. The lead vessel of Project NE038 will join the fleet of Rosmorport's Azov-Black Sea Basin Branch this year. The tug is designed for guiding and turning large-capacity vessels, towing ships and floating objects at sea—both in open water and in icy conditions—and transporting pilots and special personnel. The [Svyatitel Luka](#) is capable of refloating vessels, assisting in firefighting, participating in oil spill response, and deploying floating warning signs. The vessel boasts high maneuverability and



controllability. Its Arc4 ice class allows it to operate in loose first-year ice up to 0.6 meters thick. Its cruising range, based on fuel, oil, water, and provisions, is at least 10 days at full cruising speed. A total of three vessels will be built at JSC OSSZ under Project NE038. The tugboats "Baikal" and "Musson" are currently under construction for the company's Sakhalin and Petropavlovsk branches, respectively. The lead vessel of the NE038 project was named in honor of the Archbishop of Simferopol and Crimea (Valentin Voyno-Yasenetsky), an outstanding surgeon, scientist, and spiritual figure who dedicated his life to saving people. (Source: Paluba; Photo: FSUE "Rosmorport")

Advertisement



ASD Tugs



RAMparts 2400SX-MKII



RAstar 2900SX



RAstar 3200SX

BREAKTHROUGH IN PORT TOWING IN SOUTHERN SARDINIA: THE PROCEDURE FOR A SINGLE CONCESSION HAS BEGUN.

The proceeding consolidates the activities of the basins of Cagliari, Oristano, Arbatax, Portovesme, Sant'Antioco and Sarroch, all currently managed by Rimorchiatori Sardi. A breakthrough is coming for port towage services in southern Sardinia. The Cagliari Port Authority, acting as the contracting authority, has initiated the process for a new service award, consolidating into a single concession the operations to be performed in the ports of Cagliari, Oristano, Arbatax, Portovesme, Sant'Antioco, and Sarroch. These operations, currently managed individually by Rimorchiatori Sardi (MedTug), are all currently managed by Rimorchiatori Sardi (MedTug). It did so with the publication of the relevant contract resolution, dated September 28, 2026, which must now be followed by the publication of the tender notice. The document does not disclose details such as the concession amount, nor does it clarify the timeframe for the procedure, which should begin shortly. Currently, the only certainty is the service duration, set at 15 years, as indicated in Ministry of Transport Circular No. 11 of 2019. The ministerial document also cites the need to

consolidate several operating basins into a single procedure, in order to ensure a balance between



the fleet's fixed costs and actual naval traffic, while also concentrating resources and allowing for the flexible management of adjacent docking areas. To date, the same resolution recalls, the port towage services in Cagliari, Sarroch, Arbatax, Sant'Antioco, Portovesme and in the Gulf of Palmas, as well as in the Gulf of Oristano, at the Torregrande piers and in the port of Oristano, had all been granted, at different times through separate procedures, to Moby

Spa, which was replaced, in December 2024, by Rimorchiatori Sardi, a new company to which the company had transferred the tugboat division in view of the planned sale to MSC, completed in March 2025. *(Source: Shipping Italy)*

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – INTERCON

Intercon is a US-based manufacturer of heavy machinery for the commercial marine, defence and industrial markets. Intercon's ATB couplers serve the largest articulated tug-barges in the world and support sea states up to 7 m. ATBs equipped with intercon ATB couplers operate in the Pacific from Peru to Hawaii to the Aleutian Islands, along the entire Atlantic Coast of the US, and throughout the Gulf of Mexico and Caribbean Sea. In 2026, Intercon has built the toughest towing winches in the world, with line pulls exceeding 400,000 lbs. Intercon's windlass and mooring winch products offer advanced control features to provide auto-mooring, anchor protection and line slip detection. Intercon supports its products with a team of highly respected service personnel based on the US Gulf Coast, able to mobilise anywhere in the world on short notice



ACCIDENTS – SALVAGE NEWS

IJSSELMEER CUTTER SIDESWIPES TUGBOAT YSKA AND RAMS INTO HOUSEBOAT: 'MIRACULOUS THAT THE OUTCOME WAS SO MINOR'

On Tuesday, October 6, the IJsselmeer cutter **VD-104** collided with the tugboat ***Yska*** and its tow—a concrete houseboat—on the Markermeer. The houseboat sustained a crack and began taking on water. "I did try to correct course, but he didn't notice a thing," said the skipper of the ***Yska***. The cutter grazed the tugboat but then collided head-on with the much wider houseboat. The skipper of the ***Yska***—operated by the towing and salvage company Amstel & Y—did not spot the **VD-104** until it was about 50 meters away. On board the IJsselmeer cutter, too, the oncoming vessel was apparently noticed only at the last moment. *Crossing course* The ***Yska*** was sailing outside the shipping channel, heading towards Amsterdam. The **VD-104** was approaching from the port side

and, according to the tugboat skipper, was on a crossing course. The cutter first grazed the port side



of the **Yska** and then struck the houseboat head-on. The **Yska** was traveling at a speed of approximately 7 kilometers per hour, while the cutter was reportedly moving at about 12 kilometers per hour. "That means a combined speed of around 18 or 19 kilometers per hour slamming into a concrete structure like that," he says. "It's actually remarkable that the outcome wasn't

more serious." *"Steel against concrete"* The bow of the cutter rammed the concrete houseboat, causing a crack that allowed water to flood in. The tugboat crew immediately took action to seal the leak as best they could using foam, plating, and other materials. Pumps were then used to keep the houseboat afloat while it was towed to Uitdam. The cutter did not spring a leak but sustained a significant dent. *'Massive overkill'* According to the skipper of the **Yska**, the collision triggered a major rescue operation. He first contacted the traffic control station and then tried to communicate with the boat being towed behind him. Before he could even switch to a different VHF channel to request assistance, the rescue operation was already underway. A lifeboat and a helicopter arrived at the scene. Police, Rijkswaterstaat (Waterways and Public Works), and the ILT (Human Environment and Transport Inspectorate) also responded. 'It was a massive overkill,' the skipper says. Neither he nor his colleague sustained any injuries; the skipper was treated only for a small scratch on his head. 'They thought I had a head wound. I did have a scratch, but I'd actually picked that up earlier while sailing.' The **Yska** and the houseboat are currently in Uitdam, awaiting emergency repairs. The vessel combination is not permitted to continue sailing for the time being. 'We aren't allowed to sail until both the insurance company and the ILT deem it safe to do so.' The skipper says he has been sailing for fifty years and has never experienced a collision like this before. 'That's why I always sail quite defensively around commercial inland shipping. With a concrete houseboat, you're essentially always the one likely to come off worse in a collision.' (Source: *Schuttevaer*; Photo: *KNRM Lelystad*)

Advertisement

GLOBAL SHIP DELIVERY

Because it's not just about getting from Port A to Port B, it's about optimising your asset so your vessel is ready to operate, sooner.

ims.global
commercial@ims.global



IMS.
Always delivering.

MAST FINALLY REMOVED FROM SS RICHARD MONTGOMERY



The masts have finally been cut off from the wartime wreck of the American Liberty **SS Richard Montgomery** which sank in 1944 in the Thames estuary. They were in danger of collapsing onto the ammunition that is still in the holds. Various surveys over the years have concluded it's better not to try to remove the wreck, or the ammunition itself. *(Photo: Geoff Watson)*

A CARGO SHIP EXPERIENCED A BREAKDOWN IN THE DARDANELLES STRAIT.

The 156-meter-long **DANZIGERGRACHT**, which experienced engine failure in the Çanakkale Strait, was safely towed to the anchorage area with the intervention of the Coast Guard teams. The 156-meter-long general cargo ship **'DANZIGERGRACHT'**, which was passing through the Dardanelles Strait, experienced engine failure. The ship was towed by a tugboat, under the escort of a pilot captain, and anchored in the Karanlık Liman Anchorage Area. The 156-meter-long, Dutch-flagged general cargo ship **'DANZIGERGRACHT'**, en route from Istanbul to Italy, experienced engine failure while passing through the Dardanelles Strait.



The ship's captain reported the situation via radio to the Çanakkale Strait Ship Traffic Services Directorate, whereupon the **'KURTARMA-17'** tugboat, belonging to the General Directorate of Coastal Safety (KEGM), was dispatched to the area. Other ships that would be passing through the strait were informed about the malfunction. The ship was towed and anchored at Karanlık Liman Anchorage by a tugboat, with the assistance of a pilot. *(Source: Deniz Haber)*

ELEFSINA: "BLUE CARRIER 2" ARRIVES AT ONEX SHIPYARDS – AUTOPSIES BEGIN ON BURNED VEHICLES



At noon, the ship "Blue Carrier 2" arrives at the Elefsina Shipyards. The complex plan for the autopsies, the ventilation of the garages and the unloading of the vehicles. With the assistance of tugboats and the rescue ship "Aegean Sea", the vehicle transport ship "Blue Carrier 2" arrived at ONEX's facilities at the Elefsina Shipyards at noon. It is recalled that a major fire broke

out on the ship on Friday, September 25. With the assistance of tugboats and the rescue ship "Aegean Sea", the vehicle transport ship "Blue Carrier 2" arrived at ONEX's facilities at the Elefsina Shipyards at noon. It is recalled that a major fire broke out on the ship on Friday, September 25. Immediately after its safe mooring in Eleusis, a complex inspection and unloading plan is expected to be put into effect. In the first phase, the company's executives will attempt to open the catapult in order to ventilate the garage areas and make the necessary measurements for the safe entry of personnel. *Autopsies and separation of vehicles* Once safety conditions are ensured, experts from the judicial authorities and the Coast Guard will enter the ship, in the presence of technicians from the ship-owning company, to investigate the causes of the fire. Then the critical process of unloading will begin. 166 trucks and 29 passenger cars remain in the ship's garages. During the operation, there will be a strict separation of burned cargo from those that suffered minor or no damage. According to initial indications, a small number of trucks in the lower garages appear to have been saved, as the fire is raging mainly on the upper decks. *Fuel pumping and damage assessment* Special management will be required for the removal of the completely damaged vehicles. Upon completion of unloading and full access to the areas, the crews will proceed to pump out the petroleum products and conduct a detailed technical assessment of the ship's condition, from which the exact scope and cost of repairs will be determined. It is worth noting that on the day of the accident, a total of 29 people were on board the "Blue Carrier 2" (28 crew members and a truck driver), who abandoned the ship in time and in complete safety. (Source: *Thriassio* by *Vangelis Liakos*)

Advertisement

Nav-Light[®]



The bright spot in the marine world
www.wkmcornelisse.com
+31 (0)34 55 17 122

THE TUNA FISHING VESSEL 'MONTE ARBALLU', SUNK IN THE PORT, HAS BEEN REFLOATED.

It is planned to drain the fuel and move it to the shipyard for repairs. Emergency services refloated the tuna fishing vessel **Monte Arballu** yesterday, which sank in the port of Arrecife on September 29th due to a leak that had not been repaired. Firefighters from the Lanzarote Emergency Consortium participated in the refloating operation, using several pumps to remove water, along with a crane service, according to sources from the consortium. After raising it to the surface,



the plan is to drain the fuel and then move it to the dry dock. The Port Authority of Las Palmas initially established a perimeter to prevent water contamination, which ultimately did not occur. **Monte Arballu**, built in 1965, is one of the six tuna boats that remained in the artisanal purse seine fleet of Lanzarote, which once had around thirty, along with the **Santuario Barquereño**, **Zeruko Ereña**, **Izar Alde**, **Cima de Oro** and **Ave María II**. The fishing vessel, 27.62 meters long and without a crew on board, was docked and had an "uncontrolled" leak that "was supposedly not properly repaired," according to both agencies. The crews of the Maritime Rescue vessels Al-Nair and Acruz, whose docks were near the area where the incident occurred, went to the scene with several water pumps to try to refloat it, but their efforts were unsuccessful. The Port Authority of Las Palmas deployed a cleaning vessel, **Limpiamar**, to the site of the sinking in Puerto Naos, where its crew deployed two containment booms as a preventative measure. The diesel spill was minimal in the initial moments following the sinking and was contained by the containment booms deployed by the Port Authority. The Maritime Internal Plan (PIM) was activated by the Port Authority as a precaution, and by the Emergency Consortium. The fuel slick covered an area of 30x15 meters, and the fishing vessel's tank contained approximately 10,000 liters of diesel fuel. For its part, the Maritime Authority activated the National Maritime Plan (PMN) at the alert level. The fuel slick was located and contained within the deployed anti-pollution barriers, Ceko specified. Given this situation, Ceko reported that at 2:00 p.m. that day, it declared a pre-alert status for the Plateca system, for the purposes of monitoring the emergency, coordinating between the participating administrations and agencies, and ensuring the proactive availability of any resources that might be needed. From the outset, the Port Authority set to work trying to refloat the vessel, as the water where it sank is shallow. Specialized personnel intervened in the efforts to raise the tuna fishing boat, which is resting on the bottom of the dock, but it was impossible to recover it. After a week, the refloating operation finally took place yesterday, and it was not necessary to reactivate the Plateca system since the effects of the fuel spill were minimal. The vessel will now be cleaned. (Source: *La Provincia*; Photo: *Adriel Perdomo*)

CALM SEAS FAVOR SALVAGE OPERATIONS AT "SHADOW FLEET" TANKER WRECK OFF OMAN

Although there have not been any formal updates covering progress, it appears that the salvage activity on the wrecked Aframax tanker **Caroline Bezengi** (IMO 9224439) is continuing off Yemen's southeastern coast. The **Caroline Bezengi** remains firmly stuck on the rocks off the southwest tip of Jazirat Al Qibliyyah. The tanker is sanctioned by the EU, UK and US (OFAC), and has a past

association with Russian state shipowner Sovcomflot. The tanker had completed a transit of the Suez



Canal on May 30 and had left the Maritime Security Transit Corridor when a suspected limpet-mine blast occurred on June 8. The tanker was laden with oil taken on board at Novorossiysk and was destined for Gujarat. The crew was taken off without injury some four days later, reportedly by another sanctioned and Russian-connected dark fleet tanker,

the Noble Walker (IMO 9292981), which was also en route to India with Russian oil aboard. **Caroline Bezengi** continued to drift northeast with the monsoon winds until running aground on June 30. Post-monsoon season weather appears to have started, with wind speeds on October 8 reported as a comparatively light 11 knots. Swells on October 8 were less than one meter and are expected to remain so for the following week. These mild surface conditions will enable operations on the deck of the tanker, and may enable the next phase of the salvage plan: maneuvering a small tanker close in to the lee of the island to start the offloading process. As of October 8, there is no sign yet of an offload operation in progress. On satellite imagery and showing up on AIS on October 8 is the offshore vessel EDT Kennedy (IMO 9671400). There are three other vessels in the vicinity seen in the imagery. With the return of calmer seas, fishing boat activity in the area has now resumed. The **Caroline Bezengi** is still leaking oil, and the sheen of a plume can be seen flowing towards the northeast, as seen previously. In the changed and calmer weather conditions, it now also appears to be spreading southeast. (Source: Marex)

advertisement



A MOTOR SHIP DAMAGED A TUGBOAT WHEN IT COLLIDED WITH A VESSEL IN THE PORT OF ST. PETERSBURG.

A motor ship collided with a tugboat moored at the pier in the waters of the port of St. Petersburg. Transport police are conducting an investigation into the incident, according to the press service of the Transport Directorate of the Ministry of Internal Affairs of Russia for the Northwestern Federal District. The incident was reported to the duty unit of the St. Petersburg linear department of the Ministry of Internal Affairs of Russia for water transport on September 7 at around 10:00 pm Moscow time. According to preliminary reports, the ship collided with its port side at the berth of Harbor No. 1, alongside a moored tugboat designed for handling bulk cargo. As a result of the

incident, the tugboat's boat deck and bulwark were damaged. It is noted that there are no casualties, and no oil spills or water leaks were recorded. The transport police are establishing all the circumstances of the incident and the extent of the damage caused. According to the Northwestern Transport Prosecutor's Office, the motor ship **Sormovsky** collided with the tugboat **Yauza** while moored near Kotlin Island. The preliminary cause of the incident is adverse weather conditions. The prosecutor's office is conducting an investigation into compliance with legislation on traffic safety during the operation of water transport. Photographs provided by the Northwestern Federal District Directorate of the Ministry of Internal Affairs of Russia and the Northwestern Transport Prosecutor's Office. (Source: *PortNews*)



IN THE REGION, A DAMAGED MOTOR SHIP LEAKED OIL PRODUCTS INTO THE YENISEI RIVER.



In Krasnoyarsk Krai, a damaged motor ship leaked oil (bilge water) into the Yenisei River. Zapad24 previously reported that the incident occurred the day before, October 8, at around 5:30 PM near the village of Novoyeniseysk. It was discovered that the hull of the motor ship "**Arban**" was damaged while traveling along the Yenisei River. The regional Ministry of Emergency Situations reported the oil leak into the river. The volume of the spill has not yet been determined. The West Siberian Transport Prosecutor's

Office and the Eastern Interregional Investigative Directorate for Transport of the Investigative Committee of the Russian Federation are conducting an investigation into the incident. "Emergency services quickly arrived at the scene. To prevent the spread of pollution, rescuers from the Yenisei Search and Rescue Department installed booms around the ship. Rescuers also carried out extensive cleanup efforts: the ship's engine room and 1,000 square meters of river water were treated with sorbent ," according to a press release from the Regional State Public Institution. (Source: *Krasnoyarsk bezformata*)

OFFSHORE NEWS

SOLSTAD OFFSHORE EXERCISES \$125M CSV PURCHASE OPTION

Norwegian offshore vessel owner Solstad Offshore has exercised an option to buy the 2016-built **Normand Maximus** CSV. A subsidiary of Solstad Offshore entered into a bareboat charterparty for the vessel on October 7, 2022, with the vessel's owner and a subsidiary of Solstad Maritime, Maximus Shipping. Under the deal, Solstad Offshore is entitled to purchase the **Normand Maximus** after five



years of chartering with 12 months advance notice. Since the option was exercised on Tuesday, the vessel will change hands in October 2027 for a purchase price of \$125m. The **Normand Maximus** will be owned by a Solstad Offshore subsidiary of the same name. According to the Norwegian firm, Solstad Offshore will finance the purchase price through external debt financing. (Source: *Splash24/7*)

Advertisement

NJORD

SHIP BROKERS

SALE & PURCHASE
CHARTERING

info@njordshipbrokers.com
+31 (0) 6 5333 1724
www.njordshipbrokers.com

THE 4,000-TON ELECTRIC PROPULSION PLATFORM SUPPLY VESSEL (PSV) "ZHONGYOU HAI 781" WAS OFFICIALLY DELIVERED BY DALIAN LIAONAN SHIPYARD.

On September 29, the 4,000-ton electric propulsion platform supply vessel (PSV) built by Dalian Liaonan Shipyard for CNPC Offshore Engineering & Shipbuilding (Tianjin) Co., Ltd. was officially delivered. The vessel was named "**CNPC Offshore 781**". According to reports, this ship is the first vessel built by Dalian Liaonan Shipyard to meet cybersecurity requirements, and it is also the shipyard's first vessel equipped with a DP-2 dynamic positioning system. In addition, the ship was inspected and delivered by the Dalian branch and complies with the IMO's International Safety Code for Ships Carrying Industrial Personnel (IP Code). This vessel is electrically propelled, allows unrestricted navigation, and primarily provides support services for offshore drilling platforms, meeting the needs of oil and gas exploration and development operations in the South China Sea. Compared to other platform supply vessels of the same class, this vessel has a larger deadweight

tonnage and a wider deck cargo area, capable of transporting various liquid materials such as



methanol, ethylene glycol, drilling mud, and brine. It also has reserved space for energy storage battery installation to support future upgrades to a hybrid power system. After its completion and commissioning, the "**Zhongyou Hai 781**" vessel will further enhance the company's operational capabilities in areas such as maritime transportation, energy exploration, production support,

and emergency response. This vessel is another powerful tool for improving the capabilities of deep-water operators and ensuring the success of offshore oil and gas exploration and development. It is also an important component of serving and supporting the development of China National Petroleum Corporation's (CNPC) offshore business and implementing the "dual-sea" strategy. In the future, it will undoubtedly become a new force in supporting offshore platform operations. (*Source: iMarine*)

THE 80-METER MULTIPURPOSE PLATFORM SUPPLY VESSEL "HALUL 54", BUILT BY GUANGZHOU SALVAGE BUREAU, WAS DELIVERED TO QATAR.

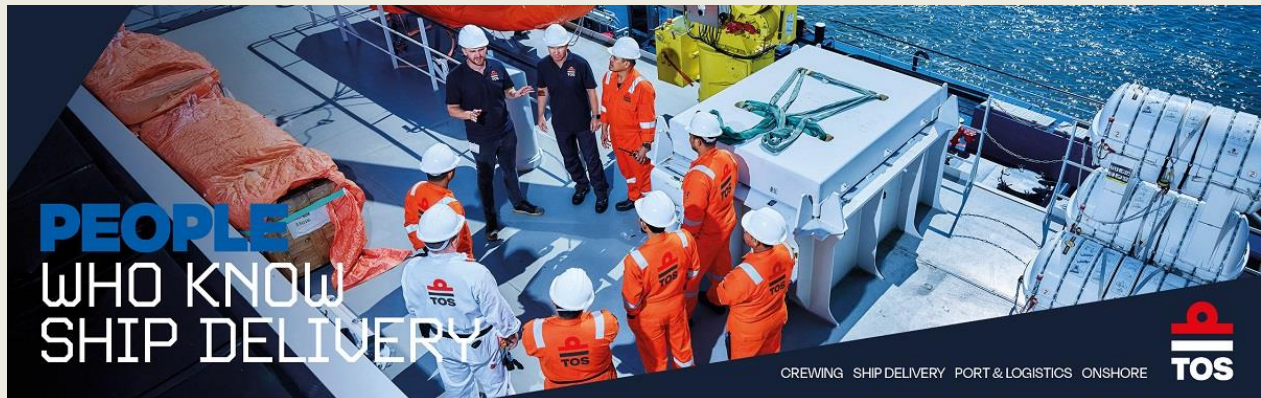
Recently, the 80-meter multipurpose platform supply vessel (MPSV) "**HALUL 54**", built by the Guangzhou Salvage Bureau of the Ministry of Transport, was officially delivered to Qatar's MILAHA Company in Xinhui, Jiangmen. Multipurpose platform supply vessels are hailed as "all-rounders" in offshore operations, integrating



multiple functions such as material transportation, equipment hoisting, underwater operation support, personnel transfer, and offshore living support. They can be adapted to various marine engineering application scenarios such as offshore oil and gas development and offshore wind power construction. The newly delivered "**HALUL 54**" vessel is 80 meters long, 21 meters wide, and 7.2 meters deep. It features dedicated compartments for fuel oil, fresh water, and dry cargo, allowing for the simultaneous transport of supplies, equipment, and fuel. It boasts a spacious 650-square-meter working deck, equipped with a 30-ton crane and a moon pool, providing strong support for underwater operations and offshore equipment hoisting. The vessel can accommodate 120 personnel and is equipped with a DP2 dynamic positioning system, along with advanced automated control, communication, and navigation equipment, enabling precise positioning even in complex sea conditions and ensuring safe and efficient offshore operations. The successful delivery of "**HALUL 54**"

fully demonstrates China's self-manufacturing capabilities and marine engineering intelligent manufacturing level, and is another important achievement in the joint construction of the "Belt and Road" initiative through intelligent manufacturing services for rescue and salvage. (*Source: iMarine*)

Advertisement



FS SCEPTRE SPOTTED UNDERWAY



We owed you this one: a fine shot of the **FS Sceptre**—owned by Aberdeen-based Fletcher Supply Vessels—underway. The 83-meter supply vessel has been operating for a year now under charter to the SNS Pool, which is managed by a logistics service provider. Our photographer, Wim Albers, spotted the vessel en route to Den Helder, navigating the somewhat turbulent waters of the Marsdiep. (*Source:*

www.maritiemdenhelder.eu; Photo: Wim Albers)

LILLY BORDELON – PLATFORM SUPPLIER RE-ENTERS SERVICE AS IMR AND LIGHT CONSTRUCTION SHIP

The Houma rebuild retained the vessel's hull and superstructure while renewing major systems, installing a 60-tonne heave-compensated crane and providing space for two work-class remotely operated vehicles. Bordelon Marine has completed the conversion and redelivery of **Lilly Bordelon** as a DP2 vessel classified as an ultra-light intervention vessel (ULIV). Rebuilt at Bordelon Marine Shipbuilders in Houma, Louisiana, the vessel is intended for subsea inspection, maintenance, repair and light construction, combining an existing platform supply vessel hull with renewed machinery and subsea working systems. The company's ULIV concept centres on missions that can be undertaken with two remotely operated vehicles (ROVs), a crane and a smaller, high-specification vessel. Bordelon Marine presents this arrangement as a lower-cost option for work that would otherwise employ a larger subsea vessel. The conversion kept the existing steel hull and superstructure while replacing or adding most of the vessel's major systems. New generators,

thrusters, switchboards, variable-frequency drives, motor controls, cooling systems and pumps were among the additions, along with electronics, navigation, automation, power management, and alarm and monitoring equipment. Wes Bordelon, President and CEO of Bordelon Marine, said that using a well-maintained hull as the base shell brought the vessel's overall cost to nearly half that of a newbuild. He also cited difficult supply chain conditions and high



construction costs as reasons for undertaking the extensive rebuild instead of opting for a newbuild vessel. The ABS-classed **Lilly Bordelon** has an LOA of 76.8 metres (252 feet), a beam of 16.45 metres (54 feet), and moulded depth of 5.8 metres (19 feet). The loaded draught is 4.8 metres (16 feet) and the deadweight is 2,930. The principal lifting equipment is an SMST active heave-compensated crane with a 60-tonne static payload rating and a fully redundant power source. The clear main working deck covers 511.71 square metres (5,510 square feet) and measures 32.92 by 15.54 metres (108 by 50.98 feet). Its specified strength is 5,273 kg/m². There is also a separate launch and recovery system (LARS) deck. *Full range of ROV handling gear* The mezzanine arrangement supports two work-class ROVs and includes an integrated ROV control room. The LARS deck meanwhile carries the same specified load rating as the main deck. Deck services include 480V three-phase electrical supplies at three locations, with 380A specified, and compressed air at 95 psi. The conversion also added two independent, through-hull USBL deployment systems, complementing the vessel's subsea working equipment and positioning references. *Propulsion arrangement suitable for dynamic positioning as well as transits* The diesel-electric plant has a total output of 7,050 kW from six generators. Two Cummins QSK60 EPA Tier III units each provide 2,250 kW, one QSK38 Tier II unit provides 975 kW, and three QSK19 Tier III units each provide 525 kW. A separate Cummins 6TA8 emergency generator is rated at 201 kW. Propulsion and manoeuvring are provided by two Steerprop SP20 azimuthing thrusters and two Berg bow thrusters. A DP2 multi-function integrated bridge system incorporates independent systems. Position references include two CNAV 3050 DGPS



receivers with independent tracking and Kongsberg CyScan and RadaScan equipment. The integrated alarm, monitoring and control installation tracks 1,000 input/output points through independent consoles. Power management and load shedding extend across all power sources. Bordelon Marine said the vessel has a maximum speed of 12 knots, a service speed of 10

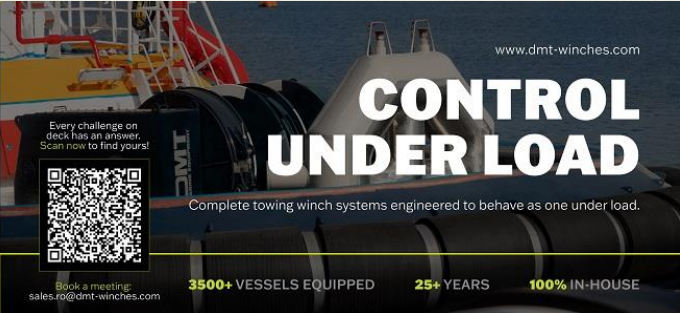
knots, and an economical speed of 8.5 knots. Its stated consumption during dynamic positioning is 12 to 30 gallons (45 to 110 litres) per hour. The total diesel fuel capacity is 540,000 litres (140,000 gallons). *Expanded and modernised crew facilities* The rebuild also renewed heating, ventilation and air conditioning, joinery, flooring, ceiling work and lighting. The work covered the galley and cold store facilities, offices, staterooms, a lounge, an auxiliary mess and a gym. The tanks, hull, and

superstructure were recoated. The new staterooms meanwhile have individual heads and climate controls. Accommodation increased to 63 berths across 22 staterooms, with 25 heads and showers. Project spaces include an offshore manager's office, a conference room, an ROV online room, project and client offices, a survey area, a shift supervisor desk, and a dedicated power distribution and instrument room. Two laundry facilities contain eight stacks, and the hospital has capacity for three people. The D-value helideck is certified by the US Coast Guard and ABS to CAP 437 requirements and can support an AW189 helicopter. The safety equipment includes six 25-person life rafts, a Schat Harding self-propelled fast rescue craft, and water and foam firefighting monitors. *(Source: Baird)*

advertisement



WINCHES | DECK FITTINGS | ELECTRIC & HYDRAULIC CONTROL SYSTEMS



www.dmt-winches.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.

3500+ VESSELS EQUIPPED 25+ YEARS 100% IN-HOUSE

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

VIKING ENERGY PSV MOVES CLOSER TO AMMONIA OPERATIONS

Azane Fuel Solutions has received approval from Norway's Directorate for Civil Protection (DSB) to conduct a test bunkering of up to 73 tonnes of ammonia aboard the **Viking Energy** platform supply vessel (PSV), marking a milestone in its conversion to ammonia propulsion. The operation is scheduled for October or November 2026 at Stord, Norway, as part of the commissioning of ammonia fuel



systems being installed under the Apollo project. Ammonia will be transferred to the vessel from up to three tank trailers, allowing project partners to test the bunkering arrangements and onboard safety systems before the vessel enters ammonia-fueled offshore service. The **Viking Energy** PSV is owned and operated by Eidesvik Offshore, which aims to make it the world's first ammonia-powered platform supply vessel and demonstrate the technology during operations for Equinor in the North Sea. The Apollo project has received \$5.6 million (€5 million) in EU funding to install a dual-fuel ammonia engine and associated fuel supply system aboard the vessel. An order for the Wärtsilä 25 engine and complete fuel supply system was placed in July 2024. Azane has reviewed safety plans for the operation with the local fire and rescue service. The test forms part of an agreement between Azane and Equinor covering ammonia supply and truck-to ship bunkering, with initial fuel deliveries planned for late 2026. The ammonia engine and storage tank were delivered to Halsnøy Dock earlier this year as part of the vessel's conversion program. The conversion is designed to replace at least 70% of Viking Energy's existing fuel consumption with ammonia, with the project

targeting a reduction in greenhouse gas emissions of 70% or more. The project also aims to demonstrate the feasibility of ammonia propulsion retrofits for other vessel types, including dredging and offshore construction vessels, while supporting the development of ammonia bunkering infrastructure in the North Sea. The Apollo project brings together Eidesvik Offshore, Equinor, Wärtsilä, Breeze Ship Design, Maritime CleanTech, DEME Group, VTT Technical Research Centre of Finland and Greece's Demokritos research center. (Source: [MarineLink](#))

FLOATTEL SECURES FRESH OFFSHORE WORK IN BRAZIL



Oslo-based offshore accommodation vessel specialist Floatel International has signed a contract to provide maintenance and safety unit services using one of its vessels. The contract was awarded to the 2016-built **Floatel Triumph**, which will work offshore Brazil for an unnamed client. The assignment has a duration of four months, with options to extend the contract by up to four months. The scheduled commencement is in

mid-first quarter of 2027. The contract award follows a letter of intent awarded to Floatel International in late August. During 2026, **Floatel Triumph** has been working off Australia. The last commitment in the country will start in the fourth quarter of this year. (Source: [Splash24/7](#))

SKAGERRAK 2 CABLE BACK IN OPERATION AFTER FAULT-FINDING AND FIXING COMPLETED

One of the oldest submarine cables between Norway and Denmark, Skagerrak 2, has been put back into operation after being repaired. On 2 June 2026, an error occurred on Skagerrak 2, one of the four submarine cables between Norway and Denmark. The fault caused the cable to fall out. After troubleshooting, investigation and repair, the cable was back in regular operation on 20



September 2026, said asset owner Statnett. The repair work was undertaken by Nexans using the vessel **Skagerrak. Nexans**, the owner of Skagerrak, has a framework agreement with the PRSI Pool, a repair pool managed by Equinor. Statnett is a member of PRSI. Skagerrak was mobilised in August to undertake the work. After the fault location was located, a cut and seal operation was carried out. The cable was cut on each side of the damage and the cable ends sealed to prevent water ingress. The cost of the repair were shared between Energinet and Statnett, and are estimated to be in excess of Nkr160M. This is somewhat higher than originally estimated, because the repair took somewhat

longer than anticipated, which as partly due to challenging weather conditions. *(Source: Riviera by David Foxwell)*

Advertisement



OVER 950 VESSELS DELIVERED

PROUD SHIPBUILDERS







WINDFARM NEWS - RENEWABLES

A 16 MW FLOATING OFFSHORE WIND TURBINE MANUFACTURED BY SANHANG HAS BEEN PUT INTO OPERATION.



Recently, the world's largest single-unit capacity 16 MW floating offshore wind power project, constructed by CCCC Third Harbor Engineering Co., Ltd., was put into operation, marking a key step forward in my country's deep-sea floating wind power development. The project is located in the waters off Yangjiang, Guangdong Province, more than 80 kilometers offshore and in waters deeper than 50 meters. The main construction contents include the installation of a 16 MW wind turbine, the

construction of a four-post semi-submersible platform with a total weight of approximately 7,667 tons, the construction and installation of nine suction anchors, the laying and reconnection of nine mooring cables, and the laying of a dynamic submarine cable with a total length of approximately 1,400 meters. Once fully operational, the project will provide 44.65 million kilowatt-hours of clean energy annually, meeting the annual electricity needs of 24,000 households and reducing carbon dioxide emissions by approximately 35,000 tons per year. Unlike traditional stationary wind turbines, the 16 MW floating wind turbine is mounted on a semi-submersible platform that is 80.82 meters long, 91 meters wide, and has a displacement of 24,100 tons. As the platform moves with the waves, the core challenge in ensuring its long-term stable operation in complex sea conditions with a depth of over 50 meters lies in the seabed mooring system. To address the platform's stabilization requirements, the project's mooring system employs a catenary mooring cable combined with suction anchors. Suction anchors embed themselves into the seabed through internal and external pressure differences, offering greater load-bearing capacity and facilitating deeper-sea construction compared

to other anchoring methods. During the suction anchor sinking process, the project team relied on the company's proprietary intelligent negative pressure sinking technology and equipment to collect real-time data on the suction anchor's position, azimuth, horizontal attitude, and pressure, dynamically controlling the sinking process. The final sinking angle deviation was only 0.15 degrees, far exceeding the design standard of 2 degrees. This achieved complete localization of the core technologies and equipment for suction anchor construction, successfully overcoming the industry bottleneck of precise underwater construction without reference in deep water. During the wind turbine installation phase, considering that the platform is in a state of significant movement for extended periods during on-site construction, direct hoisting operations are difficult; and given the heavy weight of wind turbine components, onshore lifting equipment and dockside work areas are insufficient to meet installation requirements. The project team innovatively developed a large-megawatt floating wind turbine harbor basin installation technology, utilizing the company's self-elevating offshore wind power installation platform "[Haifeng 1002](#)," and employing an integrated transportation and installation process. By using polymer cables combined with ball bearings to secure the platform at multiple points, the impact of water fluctuations was effectively reduced, ensuring platform stability and controllability, and achieving a 100% first-time acceptance rate for the installation process. The completion and commissioning of the project fully demonstrates the company's ability to tackle key technologies across the entire chain in the field of deep-sea floating wind power, and provides a replicable and scalable "three-way solution" for the large-scale construction of similar projects in the future. (Source: *iMarine*)

DOGGER BANK B WIND TURBINE INSTALLATION PASSES HALFWAY MARK

Forty-nine wind turbines have been installed at the Dogger Bank B offshore wind farm site in the UK, according to the latest mariners' notice issued by the project team. Jan De Nul's wind turbine installation vessel (WTIV) [Voltaire](#) installed the first of Dogger Bank B's 95 GE Haliade-X 13 MW turbines in March this year, shortly after completing work on Dogger Bank Wind Farm's first phase, Dogger Bank A. The vessel will



soon be joined by WTIV [Seaway Ventus](#), under a contract Seaway7 signed with the Dogger Bank Wind Farm joint venture (SSE Renewables, Equinor, and Vårgrønn) in 2024. According to the recently issued mariners' notice, [Seaway Ventus](#) is scheduled to arrive at the Dogger Bank B site on 9 October. The vessel's AIS data available online shows [Seaway Ventus](#) arrived at the Port of Nigg a couple of days ago. Earlier this year, GE Vernova announced that it selected Maraen Port of Nigg in Scotland as the marshalling port for wind turbine components for Dogger Bank B and C, after using Able Seaton Port in Hartlepool for wind turbine installation at Dogger Bank A, and initially also Dogger Bank B. According to information about the project shared earlier, the installation of Dogger Bank B wind turbines will continue until approximately the second quarter of 2027. The 3.6 GW Dogger Bank Wind Farm will comprise a total of 277 wind turbines: 190 Haliade-X 13 MW turbines at Dogger Bank A and B, and 87 Haliade-X 14 MW turbines at Dogger Bank C. Wind turbine

installation at Dogger Bank C is scheduled to begin next year. *(Source: Offshore Wind)*

Advertisement



120
YEARS OF
SHIP DELIVERY **Redwise**

1906 - 2026

120 YEARS OF SHIP DELIVERY

A maritime journey that began in 1906 and continues around the world today.

Read more at redwise120.com

THE FLEET OF OFFSHORE WIND SUPPORT VESSELS IS EXPECTED TO EXCEED 100 UNITS IN SERVICE WITHIN A YEAR.



The fleet of large offshore wind support vessels continues to grow and is expected to exceed 100 units in service within a year. While the owners of these SOVs are overwhelmingly European, the competition is becoming increasingly fierce between European and Chinese builders for these vessels, which average 80 meters in length. As a champion of fixed offshore

wind power, Europe logically dominates the fleet of large support vessels designed to remain at sea for several days at wind farms. Used during the construction phase but especially during operation for transferring maintenance personnel to wind turbines, these SOVs (service offshore vessels) or CSOVs (construction and service offshore vessels) appeared almost twenty years ago in the North Sea. *(Source: Lemarin)*

DREDGING NEWS

DREDGER TRUD R LEAVES GOLD COAST WATERS

The City of Gold Coast's offshore dredging operations are nearly complete for 2026 with the dredger Trud R set to leave the Gold Coast this week. During its time in Gold Coast waters between April and October, the dredge transferred approximately 1.2 million cubic meters of sand back onto the beach. Miami and Mermaid Beach received a combination of 797,740 cubic meters of sand, Surfers Paradise received 231,164 cubic meters of sand and Main Beach 36,702 cubic meters. This equals a total of 1156 loads of sand returned to the beach over six months. The total amount of sand returned to the beach since Tropical Cyclone Alfred totals almost 3 million cubic meters. "The **Trud R** dredge has

increased the volume of sand along the coastal strip from Miami to Main Beach,” said Mayor Tom Tate. “Gold Coast beaches are one of the city’s most important assets contributing around \$3.4 billion into our economy each year so taking proactive action for long-term sustainability is crucial. The additional sand has improved the resilience of these beaches to erosion and will provide greater protection during future storm events.” The dredging operations were fully funded by the Australian and Queensland governments under the Disaster Recovery Funding Arrangements. *(Source: Dredging Today)*



TSHD PORT FREDERICK GEARS UP FOR ROSS RIVER DREDGING



Port of Townsville Limited said that a maintenance dredging project will take place in Ross River, between the Townsville Marine Precinct and the end of the Port Reclaim, in the following months. According to the Port, these works are needed to remove built up natural sands and sediments in the Ross River channel. The dredging operations will be completed using the trailing suction hopper dredger (TSHD) **Port**

Frederick, working during daylight hours only, seven days a week. The dredging program is set to begin on October 10, and will last until late December. *(Source: Dredging Today)*

BOSKALIS NEDERLAND, VAN OORD PLACE FIRST SAND FOR IJSSSELMEERDIJK REINFORCEMENT

After six months of preparation, the moment has arrived: the IJsselmeerdijk Consortium (Boskalis Nederland and Van Oord) has placed the first sand for the reinforcement of the IJsselmeerdijk, on behalf of Waterschap Zuiderzeeland. "For this first step, we are deploying a spray pontoon and excavator," Van Oord said. "From the water, the pontoon sprays sand onto the designated location. Step by step,



this creates the foundation for the future foreshore and the ecological zone behind it. In the coming period, we will continue placing more sand, gradually shaping the foreshore." The companies will then install fascine mattresses and rock armor to provide a robust protective covering. This project is part of the joint task of the water boards and the national government to make the Netherlands flood-proof by 2050. (Source: *Dredging Today*)

Advertisement



The advertisement features three main components. On the left, a blue and white tugboat labeled 'FENDER TUG' is shown with a circular inset highlighting a black, perforated cylindrical component. In the center, a green box contains the text 'BETTER PERFORMANCE & REDUCING YOUR CARBON FOOTPRINT' in bold blue letters, with the 'BUOYANT WORKS' logo below it. On the right, a blue and white catamaran labeled 'FENDER CTV' is shown with a circular inset highlighting a yellow and black component. The website 'buoyantworks.com' is displayed at the bottom right.

THOR – COMPACT WATER INJECTION DREDGER FOR INLAND AND MARINA OPERATIONS



Designed and built by the Kooiman Marine Group, the compact water injection dredger can be disassembled for truck transport and is intended to replace **Borr** in Van Oord's UK maintenance fleet. Van Oord has taken delivery of a new water injection dredger (WID). **Thor** was designed and built by Netherlands-based Kooiman Marine Group for maintenance operations in small

ports, marinas and rivers (Kooiman Marine had also built Van Oord's earlier WIDs **Maas**, **Mersey**, **Rijn** and **Rhône**, which are more ideal for harbour and deep-sea dredging). Van Oord opted to have some of its vessels be capable of water injection dredging as a means of making operations more sustainable. The company had said that removing sediment "the natural way" is an efficient and environmentally friendly means of maintaining the depth of a range of waterways including navigation channels, ports, and rivers. The WID has an LOA of 14 metres (46 feet) and a beam of five metres (16 feet). A shallow draught and a low profile allow the vessel to safely pass underneath and operate near low-hanging bridges. *Low-emission systems coupled with improved deployability and access to a range of waterways* The operator has described the compact, modular vessel as a low-emission development with high manoeuvrability, intended to serve smaller dredging projects. The WID's operating role combines the maintenance of navigable depths with a transportable configuration, allowing the vessel to be disassembled, moved overland and reassembled between projects. Van Oord plans to base the vessel primarily in the UK for the maintenance dredging market. She will replace the company's older WID **Borr**, which was also dismantlable and can be carried on two trailers. Van Oord said its WIDs can work close to embankments and quay walls, a capability attributed to their manoeuvrability. *Optimised for working with materials requiring gentle handling* Water injection dredging uses water introduced into the seabed to fluidise sediment. The mobilised material is then carried away from the dredged area by a density current and natural water

movement. The method is generally suited to recently deposited fine sediments, including silts, clays and fine sands. Its effectiveness depends on both seabed conditions and the surrounding water conditions, which govern how the fluidised material moves away from the area being maintained. The Port of London Authority subsequently selected **Thor** for water injection dredging at Robins Wharf in Northfleet. The work was scheduled to begin on or around September 9, 2026, with operations either side of high water over an estimated three working days. *Specifications* Type of vessel: Water injection dredger; Flag: Netherlands; Owner: Van Oord, Netherlands; Operator: Van Oord, Netherlands; Designer: Kooiman Marine Group, Netherlands; Builder: Kooiman Marine Group, Netherlands; Length overall: 14 metres (46 feet); Beam: 5.0 metres (16 feet); Operational area: London, UK. (Source: Baird)



DREDGE MCFARLAND ON DELAWARE RIVER



The ports of the Delaware River handle billions of dollars in cargo annually - from energy and raw materials to consumer goods and agricultural products. Throughout her 58-year career, the Dredge **McFarland** has supported the U.S. Army Corps of Engineers' navigation mission in multiple districts across the country before making Philadelphia her home

in the 1980s. Since then, she has played an important role in maintaining the Delaware River federal navigation channel and keeping commerce moving through the region. (Source: Dredging Today)

ESPERANCE - VAN OORD'S FIRST DREDGER

73 years ago today, a decision was made that would help shape the future of Van Oord. On October 8, 1953, Jac. G. van Oord signed the contract to purchase **Esperance**, the first dredging vessel ever owned by the Van Oord family business. Built in 1926, the vessel represented a major investment for a company that did not yet own a dredger of its own. Jac. G. van Oord believed that to grow, the company needed the capability to undertake dredging projects independently. According to Van Oord, it was a bold step, driven by vision, determination and entrepreneurial spirit. The vessel was



extensively rebuilt, including the conversion from steam to oil-powered operations, and was renamed **Westerschelde**. By the end of 1954, it was ready to enter service. More than seven decades later, that small company has grown into a global marine contractor. *(Source: Dredging Today)*

Advertisement



FFS
Fire Fighting Systems

Leader in the global firefighting market

fifisystems.com

Photo: Courtesy by Sammar

DONJON WINS \$53.1M NEWARK BAY DREDGING CONTRACT



Donjon Marine has won a \$53.1 million firm-fixed-price contract for maintenance dredging of the Newark Bay Federal Navigation Channel. Under the contract W912DS-26-C-A029, Donjon will dredge designated areas of Newark Bay, including the Main, Port Newark, and Port Newark Pierhead channels. According to the Army Corps, this work will help maintain critical navigation routes at their required depths and widths. "The

cumulative contract value is \$69,225,650, with \$53,165,800 being initially obligated through the government's fiscal 2026 civil operations and maintenance funds. The USACE award letter accepted an additional \$16,059,850 for contract options," Donjon said. The project is estimated to be completed in February 2027. *(Source: Dredging Today)*

DE KLOP DELIVERS NEW SOIL FEEDER TO VAN OORD

DE Klop BV has delivered a new **Soil Feeder** to Van Oord. The installation has now been successfully commissioned and is operating in Friesland, where the **Soil Feeder** is working in combination with a booster unit. According to DE Klop, the **Soil Feeder** is designed to receive soil and mix it with water into a homogeneous and pumpable mixture. The mixture can then be transported through a floating



discharge pipeline. Combined with the booster unit, this provides a flexible and effective solution for pumping material over longer distances, the company concluded. *(Source: Dredging Today)*

YARD NEWS

A SHIPYARD IN BAHIA IS ALREADY ASSEMBLING A NEW DIVING VESSEL FOR PETROBRAS, USING R\$ 115 MILLION FROM THE FMM (MERCHANT MARINE FUND) AS PART OF A R\$ 2.7 BILLION CONTRACT PACKAGE.



A diving support vessel is progressing along the production line at Belov shipyard in Bahia, while new contracts with Petrobras are driving investments, shipyard expansion, and the renewal of the Brazilian offshore fleet. The Belov Shipyard, in Simões Filho, Bahia, has made progress in the construction of the Belov Arembepe, a new diving support vessel that will be used in

contracts related to Petrobras. The vessel received R\$ 115 million in financing from the Merchant Marine Fund (FMM) and is expected to enter operation in the second half of 2027. The project is part of a larger move by the company in the offshore market. At the end of February 2026, the Belov Group signed eight contracts with Petrobras, totaling R\$ 2.7 billion and with a term of four years. The agreements involve chartering and providing services with vessels to support diving and operations with remotely operated underwater vehicles, ROVs. Construction of the **Belov Arembepe** began in February. In April, the shipyard carried out the first cut of the steel for hull CN038, a step considered the formal start of the vessel's manufacture. Four months later, on August 17th, the keel laying ceremony took place, marking the advancement towards the structural assembly of the ship. *The Belov Arembepe dive support vessel will be 40.5 meters long and equipped for underwater operations.* The **Belov Arembepe** belongs to the SDSV category, an acronym for Shallow Dive Support Vessel, a vessel designed to support diving operations in shallow waters. The ship will be 40.50 meters long, 10.98 meters wide at the molded beam, 3.85 meters deep at the molded depth, and have a draft of 2.88 meters. The configuration is based on the Rally 4000 model from the Canadian company Robert Allan Ltd., already used on the ships **Belov Humaitá** and **Belov Amaralina**. According to Belov, the **Arembepe** will be the group's fourth SDSV (Ship-Deep Supply Vessel) and the third of its kind built by the shipyard itself. The vessel was designed to operate with four 565 kW generators, in addition to a 96 kW emergency generator. The propulsion system includes three 520 kW water jets and three 150 kW tunnel thrusters, while classification will be handled by the classification society RINA. The use of water jets also appears on previous vessels in the Rally 4000 project. Robert Allan explains that this solution was adopted considering the safety of divers during operations, as well as the need to maintain positioning and maneuverability at low speeds. The ships in this series can also be fitted with systems for ROV launch and recovery, a diving bell, and a decompression chamber. *New ship will be used on Petrobras platforms.* When it enters service, the **Belov Arembepe** will be used for inspection, maintenance, and support activities on offshore platforms belonging to Petrobras or units contracted by the company. The operation also

includes diving and the use of ROVs, remotely controlled equipment for underwater work. The eight contracts announced in March cover four SDSVs and will come into effect at different times between the second half of 2026 and the second half of 2027. In addition to the new [Arembepe](#), Belov includes the vessels [Belov Humaitá](#), [Belov Amaralina](#), and [Cidade Ouro Preto](#) in the agreements. Each of the units already mentioned by the company is linked to chartering and service contracts. In practice, the package guarantees the use of the vessels in underwater activities and, at the same time, supports the incorporation of the [Arembepe](#) into the fleet. André Weber Carneiro, director of the Belov Group, stated in the announcement of the contracts that the agreements increase the operational predictability of the fleet and are part of the expansion project that includes the construction of the new SDSV. This information was released by the company itself in March. [FMM finances R\\$ 115 million of the new SDSV](#). Belov reported that the [Belov Arembepe](#) project secured R\$ 115 million in financing from the Merchant Marine Fund. The figure refers to the financing of the vessel and should not be confused with the total individual cost of the ship. There is also a broader project linked to the construction of two SDSV vessels at the shipyard. Information released by the Ministry of Ports and Airports and reproduced by Sinaval indicates R\$ 230.2 million for the two units, with Caixa Econômica Federal as the financial agent and a forecast of 277 direct jobs. The keel laying ceremony held in August was attended by representatives from the Ministry of Ports and Airports, Codeba, Caixa, RINA, Robert Allan, and other organizations linked to the project. The keel-laying ceremony for the [Belov Arembepe](#) brought together representatives from the naval sector and marked the beginning of the structural assembly of the new SDSV. Credit: ASCOM MPOR. The ceremony took place at the Belov shipyard in Aratu Bay. Codeba reported that construction should be completed in approximately 18 months and confirmed the expected start of operations in the second half of 2027. [Belov Shipyard is also undergoing expansion in Bahia](#). While [Arembepe](#) progresses along the production line, the shipyard itself has entered a new phase of investment. (Source: Sinaval)



Advertisement



FUEL FLEXIBLE TUGS
**Keeping the door open
 for the right solution
 at the right time**



DAMEN

Damen.com

DUTCH DESIGN ULTRA-SHALLOW-DRAFT DSV FOR GULF REGION'S OIL & GAS

Saudi Arabia's Zamil Offshore, established in 1977, has contracted Dutch ship design and engineering company Conoship International to design an ultra-shallow-draft dive support vessel

(DSV) for the Gulf Region's oil & gas sector. The 76.2-meter-long vessel, with a shallow draft of 2.5



meters, features a lightweight hull structure and optimized hull shape, as well as an efficient diesel-electric propulsion arrangement for DP operations, Conoship reported. According to the company, CFD analysis and tank testing have been applied to minimize hull resistance and optimized flow to the propulsion gear. The DSV has a clear working deck of 360 m², a knuckle boom crane with a reach of 22

meters and 20-ton load capacity, as well as two Azimuth thrusters. Dive support capabilities are centered around a dedicated diving deck and control room featuring equipment including LARS, ROV and dive support systems. Conoship's scope included the full concept and basic design packages, delivering a complete engineering package suited for yard selection and construction. The vessel can achieve station keeping by the DP class 2 system or by twin spud-poles in shallow draft scenarios. Lower hull resistance and optimized engine load distribution are said to reduce fuel consumption per operational hour compared to standard alternatives. It offers accommodation for 76 persons. (Source: Offshore Energy)

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:
 - [Fairplay-Towage-grouporders-six-new-tugs-from-Sanmar-Shipyards](#)
 - [Saam-Towage-celebrates-the-christening-of-the-Petrel-in-Arica-Chile's-first-imo-tier-III-tugboat](#)
 - [The-Mary-McAllister-McAllister's-latest-high-tech-low-emission-tug-arrives](#)
 - [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](#)
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
 - [Wilson Sons - Brazilie](#) by Jasiu van Haarlem (new)

- *McKeil Marine - Burlington Ontario* by Jasiu van Haarlem
- *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

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

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.
