

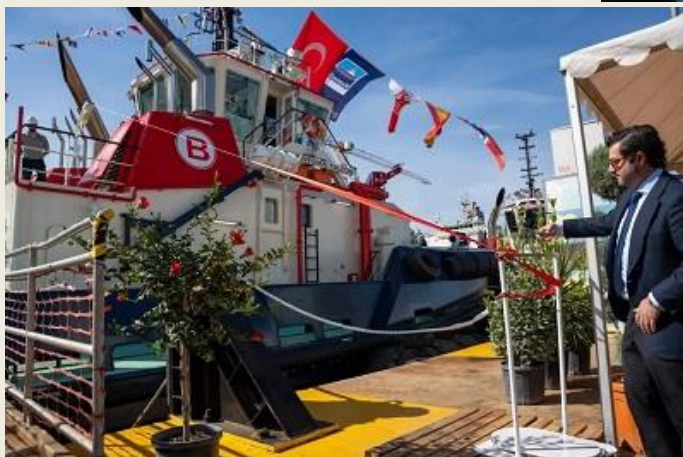
TUGS & TOWING NEWS.

BOLUDA TOWAGE ADDS VB NORWEGIAN FALCON TO REINFORCE ITS FLEET IN NORWAY



Boluda Towage has added the **VB Norwegian Falcon**, a state-of-the-art tugboat built by Sanmar Shipyards that will expand its operational activity in Norway and bring a significant component of innovation to the company. The arrival of this vessel represents a new step in Boluda Towage's development plan in the Nordic countries, a key region for the group characterized by high

service standards, highly demanding weather conditions, and intense port and offshore activity. The new tugboat has been built based on the RAstar 3200 SX design developed by the prestigious Canadian firm Robert Allan Ltd., and is equipped with azimuth stern drive (ASD) propulsion, over 6,700 HP of power, and a bollard pull of 90 tons-features that allow it to perform towing and maritime assistance operations with maximum efficiency in highly complex technical environments. This model



stands out for its hull architecture, designed to maximize maneuverability, stability, and safety even in adverse sea conditions. The combination of power, seaworthiness, and high-performance propulsion systems makes this tugboat a unit specially prepared to meet the needs of the Norwegian market. In addition, it complies with IMO Tier III regulations, one of the most advanced international standards in emissions reduction. With this addition, Boluda Towage continues to

strengthen its position in the Scandinavian countries through a modern, efficient, and highly specialized fleet, expanding the resources available to offer towing, vessel assistance, and offshore support services in one of Europe's most dynamic maritime regions. *(PR-Boluda)*

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ETA SUPPORTS THE NEW EUROPEAN WORKBOAT ALLIANCE

The European Tugowners Association (ETA) supports the European Workboat Alliance, an initiative led by ETA associate member Damen to strengthen Europe's maritime industrial value chain in the workboat sector. Workboats play a key role in Europe's maritime sector, operating in ports, along coastlines and on inland waterways. From tugs to CTVs, service vessels, dredgers and crane boats, they provide essential services that support maritime activities and supply chains. Europe is a global leader in the design, construction and maintenance of these vessels, making the workboat

The Workboat Alliance unites the maritime industry to keep Europe in the lead.

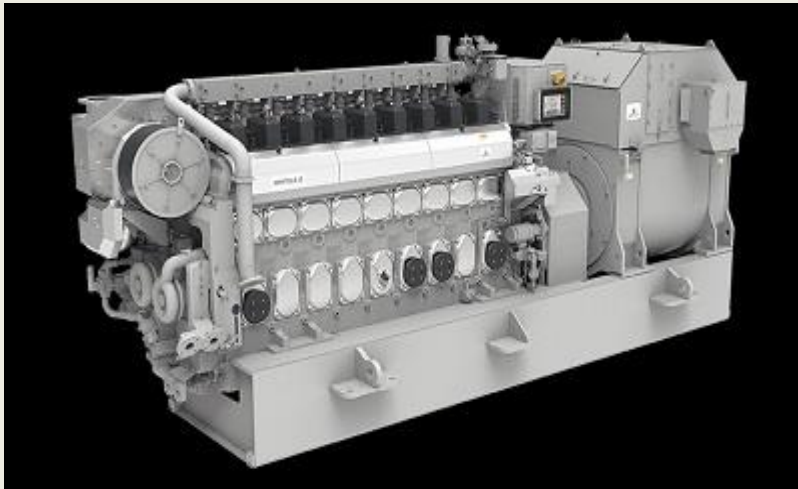


sector an important part of Europe's maritime industry. The Workboat Alliance contributes to the development of a stronger EU Maritime Industrial Value Chain Alliance, a new public-private partnership recently launched by the European Commission to strengthen Europe's maritime manufacturing, security, and technological sovereignty. By bringing together industry, policymakers and the wider maritime innovation ecosystem, the initiative aims to promote R&D, support the transition towards more sustainable maritime transport and strengthen Europe's competitiveness. ETA looks forward to contributing to the discussions on developing a strong and sustainable workboat sector. Watch the video [HERE](#) *(PR-ETA)*

ENGINES SELECTED FOR LHG MINING NEWBUILD BRAZILIAN PUSHER TUGS

A Brazilian shipyard has selected engines capable of consuming biofuels after securing orders to build two tugboats to push barges on the Paraguay-Parana waterway. LHG Mining has ordered at least two

tugboats with three engines each from Brazil's Estaleiro Rio Maguari to support its river logistics



operations on the Paraguay-Parana waterway. The Belém-headquartered shipyard is building two tugs to push barges of iron ore along the waterway from Brazil's Corumbá region, to a Robert Allan Ltd RApide design and with Wärtsilä 20 engines, for delivery in 2027. This follows Rio Maguari's completion of a 2025-signed order for four similar vessels with the same engine type. "As we continue to expand our

inland logistics fleet, reliability, efficiency and operational consistency remain important considerations," said LHG Mining president Darlan Carvalho. "The Wärtsilä 20 engine platform has proven well suited to our application. This follow-on order allows us to build upon an established concept while supporting the long-term development of our transport operations," he said. Wärtsilä said these engines have high fuel efficiency and can operate on a range of fuels, including biodiesel blends, enabling vessel operators to adapt to evolving operational and regulatory requirements. Under the contracts, the engine manufacturer is also responsible for providing tools and spare parts, a specific fuel-oil consumption guarantee, commissioning support and an extended warranty. "This contract represents another important milestone in our collaboration with both LHG Mining and Wärtsilä," said Estaleiro Rio Maguari commercial director, Fabio Vasconcellos. "The project builds on experience already gained through the earlier vessels and helps ensure efficient execution as we continue delivering modern river transport assets for the Brazilian market," he said. Inland waterways play an important role in transporting bulk cargo efficiently and reliably across South America, but owners are operating legacy fleets that require replacement or upgrades. "As operators continue to invest in growing and modernising their fleets, they need partners that can support both their operational needs today and the long-term performance of their assets throughout the vessel lifecycle," said Wärtsilä Marine general manager for Latin America, Mário Barbosa. "This repeat order reflects the confidence placed in Wärtsilä's technology, local expertise and long-term support capabilities, and we look forward to continuing our collaboration with LHG Mining and Estaleiro Rio Maguari." Wärtsilä provides LHG Mining with lifecycle support for engines and related equipment on various vessels within its fleet. *(Source: Riviera by Martyn Wingrove)*

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THE LATEST TWO NEW ENTRIES IN THE RIMORCHIATORI RIUNITI GENOVA FLEET HAVE BEEN CHRISTENED.

The ASD Tug 2813, called **VB Marte**, has just arrived from the Damen shipyards in Vietnam, while **VB Insignia** built by Med Marine has been in service in Genoa for a year. The christening ceremony of the two new vessels that have joined the Rimorchiatori Riuniti fleet, a subsidiary of Boluda Towage (50% Boluda and 50% MSC), was held in the port of Genoa. During the event, the latest vessel built by Damen, an ASD Tug 2813 tugboat, was officially named "**VB Marte**." The vessel was delivered by Damen last December at the Damen Song Cam shipyard and subsequently completed the voyage from



Vietnam to Italy under its own power. The ASD Tug 2813's design focuses on a combination of safety and efficiency. Thanks to its generous beam of 12.93 meters, the tug offers greater stability, while operators enjoy a clear, unobstructed view from the wheelhouse. During towing operations, the vessel is capable of exerting a bollard pull of up to 83 tons, according to the shipyard. The **VB Marte**, however, is equipped to perform much more than simple towing operations. It is Damen's practice to offer a wide range of options, allowing them to adapt their standard models—already well-proven—to the customer's

specific needs. In the case of this ASD Tug 2813, Boluda chose to install a stern winch, a crane, a FiFi 1 class firefighting system, and equipment for recovering oil in the event of a spill. Antonio Marte, Sales Manager at Damen, said: "Boluda has opted for a comprehensive outfitting, resulting in an extremely versatile vessel. Furthermore, although the Mediterranean is not currently designated as an IMO Tier III NOx Emission Control Area, Boluda has decided to install a Damen Marine nitrogen oxide reduction system, capable of reducing NOx emissions by 80%. This ensures the vessel's



suitability not only for current operations but also for the future, demonstrating Boluda's forward-thinking and responsible approach to its operations." At the same time, Boluda Towage christened the **VB Insignia** in Genoa, the vessel built by Med Marine and already in service in Genoa for about a year. This modern azimuth tug, designed for harbor towage, terminal assistance, and escort operations, has a towing capacity exceeding 80 tons. It is equipped with a Fifi 1 firefighting system, a Tier III NOx emission reduction system, and is specifically designed to operate in LNG terminals, ensuring high maneuverability and operational versatility. "We have invested nearly €20 million in the two vessels and are planning further investments to renew our fleet, which currently consists of 13 vessels, because we progressively renew our tugboats every two to three years," commented Alberto Dellepiane, longtime CEO, at the first launch following the shareholder change that saw the exit of the Dellepiane-Gavarone family and the entry of MSC and then Boluda, "two families with a great maritime tradition." *(Source: Shipping Italy)*

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IIMS, IMCA AND WORKBOAT ASSOCIATION LAUNCH INTERNATIONAL WORKBOAT CODE OF PRACTICE



IIMS, IMCA and the Workboat Association collaborate on a 122-page guide covering vessel safety, operational standards and crew competency for commercial workboats worldwide. The International Institute of Marine Surveying (IIMS), working in collaboration with the International Marine Contractors Association (IMCA) and the Workboat Association, has

announced the publication of the International Workboat Code of Practice, a 122-page guide providing best-practice guidance for the construction, operation and surveying of commercial workboats. The International Workboat Code of Practice is a Good Practice Guide is intended to establish a comprehensive safety and operational framework and guidance for commercially operated workboats at sea and in regional waters. It covers crewed vessels as well as remotely operated unmanned vessels (ROUVs), while excluding underwater vessels and craft used for sport or pleasure. Its stated objective is to provide a benchmark level of safety and environmental protection appropriate to modern commercial workboat operations globally. The Code places primary accountability on the vessel owner/operator and Master. Owners/operators are responsible for ensuring vessels are appropriately designed, constructed, maintained, inspected, certified and manned, and for conducting

risk assessments that address the intended operation, local conditions, equipment and the vulnerability of asset, environment, public, and persons on board. The Code places considerable emphasis on people and organisational controls, not only design and construction. It addresses PPE, safe work practices, personnel competency and familiarisation, emergency drills, preparedness and medical provision, training and formal safety-management arrangements. Industrial personnel must meet defined medical, training, familiarisation and PPE expectations before undertaking offshore voyages. IIMS CEO, Mike Schwarz, said, “Whilst standards and regulations surrounding workboats and their safe operation are plentiful and extensive in some parts of the world, this is by no means the case in certain countries. Working in close collaboration with our friends and partners, IMCA and the Workboat Association, we have produced the detailed International Workboat Code of Practice guidance to support those engaged in a growing industry sector where only limited regulations and advice may exist in many territories.” Download the International Workboat Code Of Practice [HERE](#) (Source: *Workboat365*)

BOLUDA TOWAGE NAMES DAMEN ASD TUG 2813 VB MARTE IN GENOA CEREMONY

Yesterday, the naming ceremony for the new vessels joining Boluda Towage’s fleet in the region took place in Genoa. During the event, the latest Damen-built vessel, an ASD Tug 2813, was officially named **VB Marte**. The vessel was delivered by Damen in December last year at Damen Song Cam Shipyard and subsequently completed its voyage from Vietnam to Italy under its own power. *Safety and efficiency*

The design of the ASD Tug 2813 is focused on a combination of safety and efficiency. With its wide, 12.93-metre beam, the tug offers extra stability. Operators are provided with a clear, unrestricted view from the wheelhouse. The tug is able to deliver up to 83 tonnes of bollard pull during towage. *Fully equipped VB Marte* is, however,



equipped for more than towage. It is Damen’s practice to offer wide-ranging options to enable its proven, standard designs to be tailored to client-specific requirements. In the case of this ASD Tug 2813, Boluda has opted to install an aft winch, crane, FiFi 1 fire-fighting system and oil spill recovery capabilities. *A tug for tomorrow* Damen Sales Manager Antonio Marte said: “Boluda has opted to build the tug fully equipped and this has resulted in an asset that is

extremely versatile. Plus, despite the Mediterranean not currently being designated as NOx Emission Control Area under IMO Tier III, Boluda has chosen to install a Damen Marine NOx Reduction System, which reduces NOx emissions by 80%. This ensures the vessel's suitability for operations not only now, but also into the future, demonstrating Boluda's forward-thinking and responsible approach to its operations. The lady sponsor for the naming was Anne-Marie Verheijden Marte, wife of Damen Sales Manager Antonio Marte. During the ceremony, Antonio added, "I am very honoured that my wife has been invited to name this wonderful tug. This occasion feels doubly special to me, marking the delivery of the state of the art ASD Tug 2813 to one of Damen's best customers, and also a proud moment for us all. Many thanks to the Boluda for this order and for the renewed trust in Damen."

(PR-Damen)



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ETA is again a supporting organization of TUGTECHNOLOGY. The 11th edition of this event will take place on 19-20 May 2027 in Rotterdam, at the Postillion Hotel & Convention Centre WTC. TUGTECHNOLOGY provides a leading forum for analysing, discussing and debating the latest concepts, innovations and advancements across the sector. The event brings together port authorities, tug owners and operators, shipyards, technology providers and maritime professionals to examine the technologies, strategies and solutions shaping the future of tug and towage. You can

already nominate your candidates for the following ITS2027 award categories: • tug of the year; • tugowner of the year; • innovation of the year; • lifetime achievement. You can find more information on TUGTECHNOLOGY '27 and register by clicking on the banner. (PR-ETA)

SANMAR DELIVERS 18TH TUG TO SAAM TOWAGE, STRENGTHENING PARTNERSHIP ACROSS THE AMERICAS



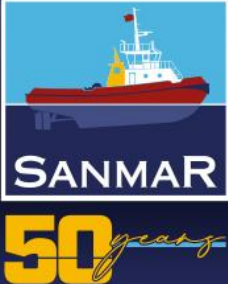
Sanmar Shipyards has delivered **SAAM XIMBAL**, a powerful new BOĞAÇAY Class tug, to SAAM Towage, marking the 18th SANMAR-built tug delivered to the leading towage operator in the Americas since 2018. Known as **BOĞAÇAY XCVI** during construction in Türkiye, **SAAM XIMBAL** will operate from the Port of Lázaro Cárdenas on Mexico's Pacific coast, supporting

demanding ship-handling operations at one of the country's major commercial ports. **SAAM XIMBAL** is based on the RAMparts 2400SX-MKII design, developed exclusively for SANMAR by internationally renowned Canadian naval architects Robert Allan Ltd. The latest delivery brings the number of BOĞAÇAY Class tugs in the SAAM Towage fleet to 13, underlining the proven performance and versatility of one of SANMAR's most successful tug series. Powered by two CAT 3516E main engines, each producing 2,350 kW at 1,800 rpm, **SAAM XIMBAL** combines high performance with environmentally responsible operation. A high level of onboard automation supports operational efficiency, while a sewage treatment unit and oily water separator further reduce the vessel's environmental impact as per SAAM sustainability requisites. With an overall length of 24.4 metres, a moulded beam of 12 metres, a least moulded depth of 4.5 metres and a navigational draught of 5.45 metres, **SAAM XIMBAL** combines compact dimensions with the power required for demanding harbour operations. The tug delivers over 80 tonnes of bollard pull and achieves a free-running speed of 13 knots. It is also equipped with FiFi 1 firefighting capability, further enhancing its operational versatility. **SAAM XIMBAL** joins a diverse group of SANMAR-built vessels already operating in the SAAM Towage fleet. Alongside the 13 BOĞAÇAY Class tugs, these include three all-electric ElectRA harbour tugs and two powerful BİGAÇAY Class RAstar 2900SX tugs, reflecting SAAM Towage's ongoing fleet renewal and investment in advanced and increasingly sustainable tug technology. Commenting on the delivery, Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards,



said: “The delivery of our 18th tug to SAAM Towage is another proud moment in a relationship that has grown significantly since 2018. It is particularly meaningful that **SAAM XIMBAL** is the 13th BOĞAÇAY Class tug in their fleet. BOĞAÇAY has become one of SANMAR’s most iconic and successful tug series, with a proven track record in international markets. SAAM Towage’s continued confidence in the design is a strong endorsement of its performance, versatility and reliability, and we are proud to continue supporting the renewal of their fleet across the Americas.” “Receiving the **SAAM XIMBAL** our 18th tugboat from SANMAR is a clear evidence of a partnership that has become more robust and valuable through time and that we certainly expect to make grow even more in the future. From the other side, delivering highly powered, versatile and more sustainable equipped tugboats to our operations in Mexico make us all at SAAM proud knowing that we are exceeding our stakeholders’ expectations”, said Pablo Caceres, SAAM Towage Innovation and Shipbuilding Director. The delivery of **SAAM XIMBAL** further strengthens a partnership that has grown through successive additions to SAAM Towage’s fleet, while expanding the presence of SANMAR-built tugboats across the Americas. *(PR-Sanmar)*

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ASD Tugs



Ramparts 2400SX-MKII



RAstar 2900SX



RAstar 3200SX

THE VESSELS NOBODY TALKS ABOUT: WHY OFFSHORE WIND CANNOT BE BUILT WITHOUT DP MULTICATS



When people think about offshore wind, they picture giant installation vessels, towering turbines and billion-euro projects. The headlines are typically reserved for monopiles, substations and record-breaking construction campaigns. Yet behind virtually every successful offshore wind project is a fleet of smaller vessels quietly enabling the work. Among them, the DP Multicat has become one of the most versatile and valuable assets in offshore construction. Today, dynamic positioning is almost a given for larger Multicats operating in offshore energy. Contractors, project managers and marine coordinators increasingly regard it as standard equipment. That was not always the case. *A Vision Ahead*

of Its Time I am fortunate to work for a company that recognised the potential of dynamic positioning long before it became commonplace. Our vessel Coastal Discovery was purpose-built as a DP Multicat to satisfy a specific tender requirement. Ironically, the project for which she was designed was never awarded. Instead of becoming an expensive lesson, however, the vessel demonstrated a capability that would eventually transform a significant part of the offshore support market. Looking back, that investment proved remarkably forward-thinking. Today, DP is a standard requirement on many larger Multicats operating in offshore wind, cable installation and marine construction projects. *Selling an Idea Before the Market Existed* When I joined the company, DP Multicats were still

relatively unfamiliar to many clients. I spent a considerable amount of time visiting works managers, project managers, estimators and marine departments carrying what might best be described as a photo album. The purpose was simple: show what a DP Multicat could actually do. Many saw a tug. Some saw an offshore support vessel. What I wanted them to see was a highly adaptable offshore construction platform. Page after page showed examples of projects where dynamic positioning removed the need for anchors, increased operational flexibility and enabled entirely new applications. Over time, those conversations became easier. The industry gradually realised what DP Multicats could contribute. *The Ultimate Swiss Army Knife* One reason DP Multicats have become so successful is their versatility. Over the years, I have seen these vessels operate as: • Spreader barges for discharging dredged material; • Backfilling support vessels on trenches; • Water Injection Dredging platforms; • Diving support vessels; • Survey support platforms; • Offshore construction support vessels; • Trenching support vessels; • Renewable energy support assets; • Cable laying / burying and deburying tools. The combination of substantial deck space, towing capability, crane capacity, anchor handling equipment and precise station keeping creates an operational flexibility few vessel types can match. A DP Multicat can be configured for one task today and a completely different task next week. For contractors, that flexibility translates into fewer assets offshore, lower mobilisation costs and improved project efficiency. *Feeding a Giant: Supporting Moonfish at Wijk aan Zee*

One project stands out among the many offshore campaigns I have had the privilege of being involved in. During the export cable installation works for Hollandse Kust (noord), Jan De Nul deployed its impressive intertidal trencher Moonfish at Wijk aan Zee. The 250-ton machine was specifically developed to bury export cables between the beach and several



kilometres offshore at burial depths of up to eight metres. To achieve this, Moonfish relies on powerful jetting technology, using pumped seawater supplied through floating pipelines to fluidise the seabed and create the trench while simultaneously burying the cable. The system delivers approximately 1,800 kW of jetting power. The headlines naturally focused on the trenching machine itself. Moonfish was a remarkable engineering achievement and played a key role in the successful installation of export cables for both Hollandse Kust (noord) and Hollandse Kust (west Alpha). What received less attention was the support infrastructure required to keep such a machine operating. Our DP Multicat carried and operated the pump spread that continuously supplied water to the trenching system. In effect, the vessel became a floating power plant feeding one of the most impressive trenching machines ever deployed in shallow coastal waters. For me personally, this perfectly illustrates the value of DP Multicats. A vessel that many would simply classify as a workboat was transformed into an essential component of a highly specialised offshore construction spread. Without the support vessel, the headline-grabbing asset cannot perform its function. *Offshore Wind's Quiet Enablers* The offshore wind industry is moving further offshore and becoming increasingly complex. Projects are larger. Cable routes are longer, with increased attention for security of essential subsea infrastructure. Environmental requirements are more stringent. Construction schedules are tighter. As a result, contractors increasingly need vessels that can perform multiple functions while maintaining precise station keeping around sensitive offshore infrastructure. DP Multicats are uniquely suited to that environment. Whether supporting cable installation, trenching, survey operations, floating wind developments, scour protection campaigns or maintenance activities, they

provide a combination of precision, flexibility and cost-effectiveness that is difficult to replicate with more specialised vessels. *From Innovation to Industry Standard* Having previously worked onboard larger DP offshore vessels and subsequently spent many years promoting, chartering and operating DP Multicats, I have been fortunate to witness this evolution first-hand. What started as an



innovative concept championed by a handful of forward-looking operators has become a standard across much of the offshore construction sector. The story of Coastal Discovery remains one of my favourite examples. A vessel designed for a project that never materialised ultimately helped demonstrate the future direction of an entire market segment. Sometimes innovation succeeds exactly as planned. More often, it succeeds because people recognise possibilities beyond the original objective. DP Multicats are a

perfect example of the latter. The next time you read about an offshore wind project, take a moment to look beyond the installation vessel in the photograph. Chances are that somewhere nearby, out of the spotlight, a DP Multicat is quietly helping make the project possible. (Source: Bert de Ruiter)

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The results are tangible: improved efficiency, measurable cost savings, reduced fuel consumption and fewer operational errors. By synchronising schedules, enhancing transparency and optimising port activities, OptiPort supports more reliable and sustainable port calls. As a spin-off from KOTUG International, OptiPort builds on decades of maritime expertise and innovation, offering schedule optimisation, port activity reporting, inland barge optimisation, expert consultancy and full port optimisation solutions - all delivered with the highest standards of data security and control.

ACCIDENTS – SALVAGE NEWS

SEA RESCUERS FREE SKIPPER FROM DANGEROUS PREDICAMENT

The sea rescue crews from the German Bight/Helgoland and Cuxhaven stations were called out on Tuesday, October 20, 2026, to assist a stricken gaff-rigged cutter. The skipper intended to sail his historic vessel from Föhr to Hamburg. However, the ship suffered engine failure in the North Sea, and water began to enter the vessel. The sea rescuers took the stricken vessel in tow, controlled the water ingress, and brought the ship and skipper



safely to Cuxhaven. In the afternoon, the captain of a 14.5-meter gaff ketch contacted the Maritime Rescue Coordination Centre Bremen (MRCC), operated by the German Maritime Search and Rescue Service (DGzRS). During its transfer, the former fishing cutter, built in 1938, suffered a total engine failure around 5 p.m. At that time, it was approximately 15 nautical miles (about 28 kilometers) from the mainland. The sea rescue cruiser **HERMANN MARWEDE** , after a supply run to Cuxhaven , was en route to its station on Helgoland at the time and was in the same sea area. The sea rescuers reached the stricken vessel after only twenty minutes and established a tow connection. Because the gaff cutter had already begun taking on some water, the skipper had started bilge pumps powered by an emergency generator. After about two hours of towing towards Cuxhaven, two of the three pumps failed. The water then rose to the floorboards in a very short time. The crew of the **HERMANN MARWEDE** launched the daughter boat **VERENA** and handed over a powerful bilge pump and a cable for the pump's power supply. **VERENA** also assisted with steering via an additional line connection. At approximately 7:20 p.m., the daughter boat of the **ANNELIESE KRAMER**, a sea rescue cruiser stationed in Cuxhaven, took over the gaff cutter from the **HERMANN MARWEDE**. The two daughter boats then safely moored it in the Cuxhaven marina. At the time of operation, winds of up to force seven (up to 61 km/h) prevailed, and sea conditions included waves up to three meters high. (PR-Seanotretter)

PEMEX PLATFORM CATCHES FIRE AT ABKATUN FIELD

On Monday, Mexican state oil company Pemex reported that it was fighting a fire on an unmanned satellite platform at a position about 60 nautical miles off the coast of Ciudad del Carmen in the Bay of Campeche. It is the latest in a long string of mishaps at the offshore-focused oil company's

platforms. At about 1115 hours on Monday morning, Pemex announced an emergency at the



Abkatun-H platform, an unmanned installation that is part of the larger Abkatun oilfield complex. Safety protocols were activated and vessels dispatched to fight the fire. As of Tuesday, Pemex has not released further details on the cause or status of the incident. The Abkatun field was one of six giant finds discovered in the late 1970s to early 1980s in Campeche

Sound, the core of Mexico's offshore oil wealth. These maturing fields continue to deliver returns for Pemex today - Abkatun alone puts out 3.3 million barrels per year in 2024 - but the infrastructure is aging. Pemex has had a long string of fires and accidents this year, primarily in its onshore operations. The list includes a fire at the Olmeca refinery complex that killed five workers in March; another refinery accident that injured six in Salina Cruz in May; and a runaway well fire that burned for four months and polluted dozens of towns in Veracruz. In April, Pemex also acknowledged a significant oil spill from a pipeline at the Abkatun field that began in February. The crude fouled beaches around Campeche and threatened the earnings of local fisherman. Several company officials were dismissed for failing to disclose the leak sooner. *(Source: Marex)*

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DURBAN TUG INYALAZI PARTIALLY SINKS

The Durban tug **INYALAZI** (IMO 8317679) partially sank at her Tug Basin mooring in the port overnight and is to be seen with her stern submerged underwater, hardly a stone's throw away from the semi-sunken museum minesweeper exhibit, **SAS Durban**. The cause of the latest sinking has not been announced by Transnet National Ports Authority. The Schottel-drive **Inyalazi** was built at Southern African Shipyards in Durban in 1984



under the then name of **PIET AUCAMP** and was renamed in the mid-1990s when she was given the name of a river in northern KwaZulu-Natal, in the Zululand region near Mtubatuba on the western side of the St Lucia area. (*Source: Africa Ports & Ships*)

FOCUSING ON PASSENGER HANDLING, THE MINISTRY OF TRANSPORTATION ENSURES COORDINATED FIRE FIGHTING



The Directorate General of Sea Transportation of the Ministry of Transportation, through the Banten Class I Harbormaster and Port Authority Office (KSOP), continues to monitor and coordinate the handling of the fire incident that occurred on the **KMP Batumandi** at the Merak crossing entrance, Cilegon, Banten, Tuesday (20/10) afternoon. The Head of the

Banten Class I KSOP, Yogie Nugraha, stated that all passengers and crew were safely evacuated. To date, there have been no reports of casualties in the incident. The main priority in handling this incident is ensuring the safety of all passengers and crew and implementing appropriate handling measures in accordance with established procedures. "Our top priority is ensuring the safe evacuation of all passengers and crew. Upon receiving information about the incident, officers immediately coordinated with the Merak VTS, port officials, Basarnas, and related agencies to support the evacuation process and handle the fire quickly and in a coordinated manner," said Yogie. Based on initial information from the Merak Vessel Traffic Service (VTS), the incident was reported at around 4:15 p.m. WIB (Western Indonesian Time) when the **KMP Batumandi** was at the Merak crossing entrance. The ship had previously departed Bakauheni Port at around 2:52 p.m. WIB and was heading towards Merak Port. VTS officers immediately conveyed emergency information and coordinated the deployment of assistance from port elements, tugboats, ferry boats, and related agencies to support the extinguishing and evacuation process. "Based on information received from VTS Merak, at 16:56 WIB, **KMP Royce 1** reported that all passengers and crew of **KMP Batumandi** had been evacuated to the ship. Thus, all passengers and crew were reported to have been safely evacuated. Meanwhile, the source of the fire still needs to be investigated," said Yogie. The handling process involved a number of ships and supporting elements, including **TB Gunung Cipala**, **TB Avatar Harbour**, **TB Teluk Jakarta**, **TB Tirtayasa V**, **TB Gunung Batur**, **TB Gunung Santri**, **KNP 333**, **KMP Royce 1**, **KMP Munic 3**, **KMP SMS Mulawarman**, as well as Customs elements **BC 9006**. "VTS Merak continues to monitor the situation and coordinate with relevant agencies. This communication and monitoring support is crucial for conveying emergency information and mobilizing aid in the waters surrounding the incident location," he said. Yogie emphasized that the next handling process was carried out by prioritizing the safety of personnel and the safety of shipping around the incident location. "We continue to coordinate with all relevant parties to ensure that the handling of the incident follows safety procedures. We will also support further investigations to determine the cause of the incident and ensure necessary follow-up actions based on the results of the field investigation," he added. Yogie stated that the cause of the fire remains undetermined and requires further investigation by authorities. Information regarding the ship's condition and progress will be released based on official verification results. The Directorate General of Sea Transportation appreciates the response and cooperation of all elements involved in the

evacuation and handling of this incident. Inter-agency coordination and officer preparedness are crucial in handling emergencies in the shipping sector. "We urge all ship operators to always prioritize shipping safety, ensure that their ships meet technical requirements, and increase emergency preparedness to protect passengers, crew, and maritime transportation users," he concluded. *(Source: Koran-Jakarta)*

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UPDATE ON THE ON THE SS UNITED STATES

Florida's Okaloosa County has updated the timeline for converting the SS **United States** into the "World's Largest Artificial Reef" and has announced that the ship's deployment is planned for the second week of November. The SS **United States** will be deployed in the Gulf approximately 22 nautical miles southwest of Florida's Destin-Fort Walton Beach. The ship has been in Mobile, Alabama



since March 2025 undergoing remediation and preparation for reefing. More details will be released in the coming weeks, including the final schedule of events, and how Conservancy supporters and the public can participate, both in person and online. More details will be released in the coming weeks, including the final schedule of events, and how Conservancy supporters and the public can participate, both in person and online. *(PR-OT News)*

THE BANDA TANKER, WHICH RAN AGROUND IN KISIRKAYA, HAS BEEN RESCUED.

The 238-meter-long **BANDA** tanker, which ran aground in Sarıyer Kısırkaya, was refloated by Coast Guard teams. The **Nene Hatun** ship participated in the rescue efforts. The 238-meter-long Liberian-flagged crude oil tanker **BANDA**, which ran aground off Kısırkaya in Istanbul's Sarıyer district due to severe weather conditions, was rescued and refloated in an operation carried out by

the General Directorate of Coastal Safety (KEGM) teams. The **BANDA** tanker, which was swept



ashore by a severe storm in the Black Sea on October 15, ran aground off Kısırkaya. Coast Guard teams launched an operation to rescue the approximately 42-meter-wide vessel. *First, an underwater survey was conducted.* Prior to the rescue operation, a diving team from the General Directorate of Coastal Safety inspected the underwater sections of the tanker. Following the underwater survey, a salvage plan was put into action to safely remove

the ship from its location. *Nene Hatun and tugboats took part in the operation.* The rescue operation involved the **Nene Hatun** Emergency Response Vessel, the **Rescue-8** and **Şark** tugboats, and the **KEGM-4 boat**, all belonging to the General Directorate of Maritime Affairs (KEGM). As a result of efforts coordinated by rescue experts, the **BANDA** tanker was pulled from where it had run aground and refloated. The Ministry of Transport and Infrastructure announced in a statement on the evening of October 20 that the operation had been successfully completed. *He was rescued five days later.* The tanker, which ran aground on October 15, was refloated on October 20, marking a significant milestone in the five-day rescue operation. The refloating of the 238-meter-long crude oil tanker marked the successful conclusion of rescue operations by Coast Guard teams along the Black Sea coast. Details regarding the ship's post-salvage technical inspections, sailing plan, and cargo status have not yet been released. (Source: *Deniz Haber*)

BRITAIN LOSES ONLY POLAR ICEBREAKER

The Royal Navy's polar icebreaker, **HMS Protector**, has been towed to its home port of Devonport after suffering a serious engine failure. The incident comes at a very unfortunate time, due to renewed conflict over the Falkland Islands. There is no official information on the extent of the damage, but according to The Telegraph, the ship has suffered a so-called double engine failure. **HMS Protector** was built in



Norway 25 years ago as a commercial polar research and support vessel by GTC Rieber Shipping. The ship was taken over by the Royal Navy in 2013, after the Navy had chartered it for the previous two years. The 89-meter-long ship is Ice Class 05, has a displacement of 5,000 tons and a crew of 88.

It can also carry a unit from the Royal Marines. The crash comes at a time when the conflict between Britain and Argentina over the Falkland Islands has flared up again, following renewed Argentine claims to the islands. *(Source: Maritime Denmark)*

Advertisement



THE KMP BATUMANDI, WHICH CAUGHT FIRE IN MERAK, SANK AFTER BEING EXTINGUISHED



The passenger motor ship (KMP) **Batumandi**, which caught fire at the entrance to Merak Harbor, has sunk. The wreckage sank after officials extinguished the fire. The ship's sinking was confirmed by a safety warning broadcast by Vessel Traffic Service (VTS) officers in Merak. The warning was broadcast to all passenger ships in the Sunda Strait. In a video

recording received, VTS Merak officers reported that the KMP **Batumandi** sank at the Merak crossing entrance. "Security, security, security, all ships, all ships, all ships, here Merak VTS, Merak VTS, Merak VTS. Navigational warning, information to all passenger ships for KMP **Batumandi** has sunk at position 05°56.732'S 105°59.376'E in the Merak ferry entrance channel," said a Merak VTS officer, Wednesday (21/10/2026). The radio communication broadcast warned passenger ships to exercise caution when entering the area. "So that ferry vessels entering the channel can be more careful and vigilant. Thank you. Merak VTS out," he said. Meanwhile, ASDP confirmed that the KMP **Batumandi** sank at around 8:45 PM WIB. ASDP is coordinating with relevant authorities to ensure the sinking site does not disrupt shipping traffic. "PT ASDP Indonesia Ferry (Persero) conveyed the latest developments in handling the incident of KMP **Batumandi** which was reported to have capsized and sank in the waters around Merak Port on Wednesday (21/10), at around 20.54 WIB. As a follow-up, ASDP is coordinating with relevant parties to ensure the location of the sunken ship does not disrupt the safety and smooth flow of shipping traffic," he said. *(Source: DetikNews)*

FISHING VESSEL SUCCESSFULLY PULLED FROM ROCKS IN BAY DE

VERDE

High Roller III took on water over the weekend with more than 5,000 kg of cod on board. The fishing vessel **High Roller III** is off the rocks at the Bay de Verde breakwater and on its way for repairs. It's been several days since it first had to be abandoned by its crew. The boat was moved at about 7 p.m. Tuesday, with a tug boat and tow line. The successful attempt followed an



earlier one that failed, a little after 6:30 p.m. In that case, the established tow line snapped, with the ship remaining stubbornly aground in the dark. During the day, the boat was seen at the centre of a flurry of activity on and off, aimed at ongoing environmental protection measures and a plan to ultimately have the vessel moved to safe harbour for repair. Specialized divers and the Coast Guard have been present. At least two large airbags were attached to the bow, and the Dalton Warrior tug boat was on site. When daylight was fading, it was unclear if an attempt might be made to move the boat. Pumps were seen taking water off the vessel during the day. A reporter at the scene late afternoon did not see any sheen suggestive of oil or hydraulic fluids. The Coast Guard did do an initial assessment beginning Saturday when the vessel was first grounded, with no visible pollution reported. In a statement to CBC News Tuesday morning, the Coast Guard said it was notified Saturday of the High Roller III taking on water near English Harbour and the CCGS Sacred Bay, based in Old Perlican, was sent to respond. As the Coast Guard boat was towing the **High Roller III**, the decision was made to abandon the vessel due to water intake. Five crew members on the fishing boat took to the life raft, were taken in by the CCGS Sacred Bay and brought to shore. According to the Coast Guard, the vessel then ran aground outside of the Bay de Verde Harbour. The fishing boat contained about 10,000 litres of diesel fuel, as well as engine and hydraulic oil, in addition to more than 5,400 kilograms of cod. The statement added the vessel's owner brought in a tug, commercial divers and a contractor to help with ongoing salvage, refloating and fuel removal. "The Canadian Coast Guard remains on scene with response equipment to support operations and to ensure an appropriate and effective response," reads the statement. CBC News previously reported the boat was grounded close enough to a seawater intake system for the Quinlan Brothers seafood plant that operations at the plant were temporarily put on hold out of caution, according to Robin Quinlan. CBC was told the plant was preparing to process farmed salmon from Placentia Bay. The company wanted to be sure the plant's wells and water system did not pick up any diesel fuel. Quinlan said the plan was to resume processing operations Wednesday but they would not be sourcing water from their water system for the time being. (Source: CBC)

OFFSHORE NEWS

SECOND ISLAND OFFSHORE OCEAN ENERGY CONSTRUCTION VESSEL IN NORWAY FOR COMPLETION

The second hybrid power ocean energy construction vessel (OECV) that Norwegian shipbuilder VARD is building for compatriot Island Offshore has arrived in Norway for completion, ahead of the planned delivery at the beginning of next year. Island Offshore placed an order with VARD for the

design and construction of the first hybrid power OECV in May 2024, named **Island Evolution**, also



agreeing on an option for two more vessels. The order for the second vessel, called Island Explorer, came in three months later. The keel laying for Island Evolution took place in May 2025, with the keel laying for the second OECV following in September 2025. This first vessel, marked NB 977, arrived at Vard Langsten in Norway on July 29 for the final phase of outfitting and

completion. **Island Explorer**, marked NB 978 and being the 41st vessel VARD is building for Island Offshore, left Vard Shipyards Romania - Tulcea in mid-September towards Vard Langsten in Norway. With the vessel's arrival in Norway on Sunday, October 18, the commissioning and final outfitting will take place. Delivery is planned for Q1 2027. The sister vessels are of VARD 3 25 design and are 120 meters long. They will be capable of performing subsea operations including inspection, maintenance, and repair (IMR), pipe laying, subsea infrastructure construction and installation, diving support, and equipment for remotely operated underwater inspection. The OECVs will feature a 250-ton heave-compensated subsea crane, DP2 capability, and accommodation for 120 personnel. Watch the video [HERE](#) (Source: Offshore Energy)

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DOF CEMENTS ITS SPOT ON AFRICA'S SUBSEA STAGE WITH MULTIMILLION-DOLLAR VESSEL JOB

DOF Group has won a new subsea installation contract in Africa, locking in 100 days of work for its 2008-built vessel in early 2027. DOF Group, a Norwegian operator and owner of a fleet of vessels for the energy and marine sectors, is gearing up for a busy start to 2027 off the coast of Africa with a multimillion-dollar assignment for its 18-year-old DP3 multi-purpose offshore construction vessel, securing just over three full months of continuous vessel utilization for deepwater installation work that expands its footprint in the region. DOF Group has disclosed the award of a significant subsea

contract with a value between \$15 million and \$25 million, which will be executed by the 2008-built **Skandi Acergy** offshore support and heavy construction vessel in Africa. This assignment with an undisclosed company is scheduled to start in early Q1 2027 with an expected duration of approximately 100 days. The award further strengthens the European firm's position in the African subsea market and adds to its backlog for 2027. The Norwegian shipowner will deliver project management,



engineering, logistics, and offshore execution services for the transportation and installation of various subsea production systems (SPS) in deepwater field developments. Mons S. Aase, DOF Group's CEO, commented: "We are pleased to secure this award and the trust placed in DOF by a leading operator. Deepwater SPS installation is a critical phase in the development of any field and requires careful planning, strong engineering and proven execution capability. "Our priority will be to safeguard the installation, effectively manage project risks and deliver the work safely, efficiently and on schedule. We look forward to supporting our client in the successful delivery of this project." While project management, engineering, and planning activities will be delivered by DOF's Atlantic region teams in Bergen and Aberdeen, offshore execution will be carried out during an offshore campaign in support of the unnamed firm's field development objectives. The Norwegian shipowner and operator recently landed multiple deals, including a contract for a subsea decommissioning campaign in the North Sea. *(Source: Offshore Energy)*

THE NAVY BUYS THE FSV "OCEAN MARLIN" SHIP, AT ALMOST DOUBLE THE PRICE OF ITS TWIN "CARNOTA" (A 61)



The Navy has closed a purchase-sale agreement for the ship "**Ocean Marlin**" (IMO 9669213), for an amount of 28.9 million euros, in a process in which the company Navaleva acted as intermediary, reports the specialized digital infodefens.com. It is a twin of the FSV ship "**Ocean Osprey**", which is the current "**Carnota**" (A 61). Delivery is scheduled for the first quarter of 2027 and will bear the number A 63. The revaluation and price difference between the acquisition in 2023 of the twin

"**Ocean Osprey**", at 14.9 million euros, as reported then, and now its twin, at almost double, is striking. Built at Zamakona Shipyards and in service since 2014, it currently flies the Norwegian flag. *(Source: Puente de Mando)*

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ISLAND CHAMPION JOINS SNS POOL

Logistics service provider Peterson Den Helder has chartered the ***Island Champion***—owned by Ulsteinvik-based Island Offshore Management—on the spot market for deployment within the SNS Pool. The 93-meter-long supply vessel, an Ulstein UT776E design, has been hired for a four-week period, with options to extend the contract. The ***Island Champion*** is a relatively large supply vessel, featuring a load capacity of 4,800 tonnes and a 1,040-square-meter work deck. Its diesel-electric propulsion system delivers 9,480 hp. Sailing under the Norwegian flag, the vessel was built by the Norwegian shipyard Brevik Construction and delivered in 2007. The ***Island Champion*** arrived in Den Helder from Aberdeen yesterday morning. This same vessel was also chartered by Peterson Den Helder for several weeks earlier this year, operating out of Den Helder. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)



2020 BULKERS HANDS CEO REINS TO BABINSKI IN OFFSHORE SWITCH



Oslo-listed 2020 Bulkters has appointed offshore industry veteran Tom Babinski as group chief executive, replacing Lars-Christian Svensen following its transformation from a dry bulk owner into a major anchor-handling vessel player. The company said Svensen has resigned with immediate effect, with Babinski taking over the top job after previously being lined up

to lead its newly acquired AHTS AS business. Babinski brings experience from Aurora Offshore Management, Viking Supply Ships, Westshore Shipbrokers, Framar and Sevnor. The management reshuffle comes just weeks after 2020 Bulkera completed the bulk of its offshore fleet consolidation, following a deal unveiled in September to acquire companies controlling up to 15 large anchor-handling tug supply (AHTS) vessels. On October 1, the company closed its acquisition of AHTS AS and stakes in four associated vessel-owning companies, securing control of 11 large anchor handlers. The fleet expanded further this month with the acquisition of Anchor Australia, which had taken over the **Skandi Peregrino** (pictured) from Akastor's DDW Offshore for \$21.6m. The transaction brought another vessel into the group, lifting its fleet to 12. Three additional AHTS vessels are lined up for acquisition during the fourth quarter, potentially taking the fleet to 15 units. The expansion has been backed by a \$175m private placement completed in September, with the underlying fleet transactions initially carrying an aggregate agreed vessel value of approximately \$407m on a debt-free, cash-free basis. The offshore venture has brought together several prominent Norwegian shipping investors, including Harald Moræus-Hanssen's Uthalden, Arne Blystad's Songa Capital, chairman Magnus Halvorsen's MH Capital and Tor Olav Trøim's Drew Holding. For 2020 Bulkera, the move marks a complete change of direction after the company disposed of its entire newcastlemax fleet earlier this year. The group was originally built around eight scrubber-fitted newcastlemaxes ordered from 2017 at an average cost of \$47.6m per vessel. Following the disposal of its remaining six ships, the company returned approximately \$316m to shareholders through a special distribution in April. Svensen, a former Golden Ocean executive who took over as CEO in April 2025, oversaw the final stages of the dry bulk exit and helped prepare the company for its move into offshore shipping. He has also held chief executive roles at Himalaya Shipping and tanker investment vehicle Bruton. The group has previously outlined plans to change its name to AHTS and pursue further consolidation in the large anchor-handler segment, with the ambition of distributing most of its free cashflow after debt servicing to shareholders. (Source: *Splash24/7*)

HAVILA BORG CONTRACT EXTENDED

Logistics service provider Peterson Den Helder has once again extended the charter contract for the ***Havila Borg***, owned by Fosnavaag-based Havila Shipping. As a result, the 79-meter-long ***Havyard 832 CD*** type supply vessel will continue to operate out of Den Helder as part of the SNS Pool until September 2027. Peterson holds options to extend this contract even further. The ***Havila Borg*** was delivered in



2009 by the Havyard shipyard in Tomrefjord, Norway, and has been operating out of Den Helder since 2022. (Source: *www.maritiemdenhelder.eu*; Photo: *Paul Schaap*)

PRYSMIAN'S 193-METER CLV ALESSANDRO VOLTA PERFORMING SEA TRIALS

Prysmian's new cable-laying vessel (CLV) **Alessandro Volta**, built by Norway's VARD, has begun sea

trials in Norway. The Norwegian ship designer and shipbuilder commenced construction of the CLV



in September 2024 at its shipyard in Tulcea, Romania, where the vessel's hull was erected in September 2025. In mid-January this year, [Alessandro Volta](#) left the shipyard in Romania for Norway, where its construction was completed. Both Prysmian and VARD reported today, October 23, that the vessel was currently performing sea trials. With a length of 192.8 meters, the cable

layer is the largest vessel ever launched by VARD, the shipbuilder said. Built on the VARD 9 18 design, the vessel is equipped with three carousels for a total load capacity of 19,000 tons, with the system of tensioners able to sustain a maximum tension of 60 tons, and capable of conducting power cable lay in up to 1,500 meters of water depth. Prysmian's new, latest-generation heavy-duty plough, developed by the UK's SMD, will be deployed on [Alessandro Volta](#), as well as on [Monna Lisa](#). (Source: *Offshore Energy*)

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DOF OPTS TO SELL 2018-BUILT SUBSEA VESSEL AS ATTRACTIVE OFFER EMERGES

Norway's DOF Group is selling its 2018-built subsea construction vessel (CSV) [Skandi Implementer](#) to an undisclosed buyer. Mons S. Aase, CEO of DOF Group, said: "While we have not actively pursued a sale of this high-end subsea vessel, the terms are accretive for the DOF Group and its shareholders, making this the right decision." The vessel is planned to be delivered to the new owner in the second quarter of 2027. The sale will contribute



to a material reduction in the group's net debt, the company said. [Skandi Implementer](#) was designed for subsea construction, inspection, repair and maintenance (IRM) and ROV services up to 3,000

meters of depth. The 137.6-meter-long vessel offers accommodation for 129 persons. (*Source: Offshore Energy*)

EQUINOR ENERGY AS HAS EXERCISED ONE YEAR OPTION FOR THE PSV VESSELS HAVILA CHARISMA AND HAVILA FORESIGHT



Equinor Energy AS has exercised one year option for the PSV vessels **Havila Charisma** and **Havila Foresight**. Following the exercise, **Havila Charisma** has contract until 16 December 2027, **Havila Foresight** until 1 January 2028. (*PR-Havila Shipping*)

THE OFFSHORE VESSEL "ARMADA 86 04" DOCKS IN THE PORT OF MALAGA TO RECEIVE TWO UNMANNED UNDERWATER ROBOTS



The offshore vessel "**Armada 86 04**" (IMO 9980760) has docked in the port of Malaga for a stay of between four and six weeks, during which it is scheduled to receive two remotely operated underwater vehicles (ROVs). These units will allow it to carry out underwater work by remote control. The Singapore-flagged vessel arrived at the port of Malaga on October 16th and is expected to remain docked for

approximately one month. It specializes in services for maritime installations, such as oil platforms, offshore wind farms, and underwater infrastructure. It will soon receive two underwater vehicles that will allow it to carry out inspections and work in submerged areas without having to send divers directly to each location. The offshore vessel "**Armada 86 04**" stands out for its striking design and its green hull, an unusual color for this type of vessel. Furthermore, it is designed to carry out various operations with a reduced crew and has the capability to be operated remotely from shore. During its stay in the port of Malaga, the ship will wait for the arrival of the two underwater robots before continuing with its activity. (*Source: Puente de Mando*)

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MUSEUM NEWS

RENOVATIE SLEEPBOOT NOORDZEE

Zoals al of niet bekend, heeft het Nationaal Sleepvaartmuseum een opengewerkt model van de sleepboot “**NOORDZEE**”. Nagenoeg alle ruimten zijn in 2012 voorzien van een verlichting. Het licht wordt door middel van een drukknopje ingeschakeld, zodat de bezoeker het idee krijgt waarvoor die verlichte ruimte gebruikt werd. Er wordt van deze technische mogelijkheid veel gebruik gemaakt door de bezoekers of rondeliders bij hun toelichting. Helaas, het geheel is



storingsgevoelig, regelmatig moeten schakelknopjes vervangen worden Nadat begin dit jaar weer een tweetal drukknopjes defect waren geraakt en deze vervangen werden, kwam tijdens de traditionele gezellige maandagochtend koffie ronde in het museum, het verzoek van een van de vrijwilligers of daar niet iets definitiefs aan gedaan kon worden. Er werd vorsend gekeken naar ondergetekende en onze automatiseringsvakman Kees Koree en toen kwam aansluitend de vraag...hebben jullie niet een idee? Ik kan u vertellen dat na die vraag en onderlinge blikken wisseling tussen Kees en mij, er heel wat water door Het Scheur is gestroomd, alvorens wij deze week, 10 oktober, het model opnieuw hebben opgeleverd. We zijn nu afwachting van de op en aanmerkingen van de vrijwilligers, rondeliders en niet te vergeten het belangrijkste: onze gewaardeerde bezoekers. Op en aanmerkingen en alle overige kritieken om het resultaat nog beter te maken dan als zij nu is geworden. Het unieke is, dat alle tweeëntwintig knoppen afzonderlijk geactiveerd kunnen worden en dat er dan uit de luidspreker een korte toelichting klinkt, waar die verlichte ruimte voor dient. Maar er is ook aanvullende toelichting bijvoorbeeld.... Wat zijn “runners” tijdens de veelal langdurige sleepreis, wat is hun taak? Ook wordt onder schakelaar “tweeëntwintig” “de historie van de sleepboot “**NOORDZEE**” uitgebreid verteld. Kees Koree heeft met zijn bijzonder gevoel voor talen ook zorg gedragen dat niet alleen in het Nederlands de toelichting wordt gegeven, maar ook in het Duits en in het Engels. We overwegen nog om ook e.e.a. uit te breiden met de Oekraïense of de Poolse taal! Maar dat is toekomst! De technische uitvoering is door ondergetekende uitgevoerd. De opbouw van het

bedieningspaneel met al haar schakelaars, de aansluitingen van de microcontroller, het display en fin velen meters heel dun draad in verschillende kleuren zijn verwerkt. Bedradingsschema's werden herschreven. Gelukkig was er voldoende expertise opgedaan bij de langdurige opbouw van de Voigt - Schneider simulator. Bij nader inzien had ik de opbouw misschien wat royaler moeten opzetten, maar voorruit het voldoet wat wij voor ogen hadden. Kortom, Het Nationaal Sleepvaartmuseum te Maassluis heeft weer een mooi vernieuwd object erbij. Het informeert de bezoeker uitgebreid naar de zeesleepvaart en haar historie. De historie van de zeesleepvaart, waardoor de stad Maassluis zo'n een unieke plaats op de nautische wereldkaart heeft.

(PR-NSM)



WINDFARM NEWS - RENEWABLES

SEAWAY 7 LINED UP FOR MAJOR 1.4GW SCOTTISH OFFSHORE WIND JOB

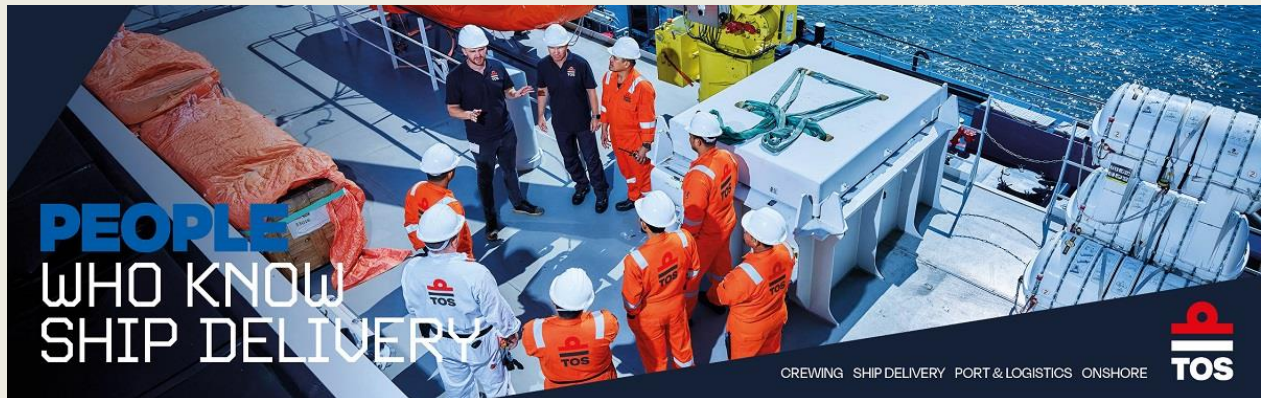
Aberdeen-based Seaway 7 has been selected as preferred supplier for major offshore construction work on SSE Renewables' 1.4GW Berwick Bank B wind farm off Scotland. The Subsea 7 subsidiary is lined up for an engineering, procurement, construction and installation (EPCI) contract covering the design, supply, and installation of around 90 fixed-bottom turbine foundations and the project's subsea inter-array



cables. Located around 38 km off the Scottish Borders coast in the outer Firth of Forth, the site has an average water depth of 52 m. SSE said the development would become the world's deepest fixed-bottom offshore wind farm when it is completed. The installation campaign is expected to involve Seaway 7's [Seaway Alfa Lift](#), [Seaway Strashnov](#) and [Seaway Phoenix](#) vessels. A Scottish port will also be selected for marshalling the turbine foundations, with the location yet to be announced. The agreement remains subject to a final contract award and SSE's final investment decision, expected in late 2027. Financial details were not disclosed. Subject to approval, preparatory offshore construction work could begin in 2028, with foundation and inter-array cable installation scheduled to start in 2029 and finish in 2031. The companies previously worked together on EPCI contracts for the Beatrice and Seagreen offshore wind farms, while Seaway 7 is also involved in turbine installation work at Dogger Bank. Berwick Bank B forms part of SSE's wider 4.1GW Berwick Bank development, which received Scottish government consent in July 2025. The 1.4GW phase secured a 20-year

contract for difference in January this year, providing long-term revenue certainty for the project. Last month, SSE selected Montrose Port as its preferred operations and maintenance base for Berwick Bank B. (Source: Splash24/7)

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DIVERSE MARINE AND OEG MARINE SERVICES EXTEND PARTNERSHIP WITH THREE FURTHER CTVs



Diverse Marine and OEG Marine Services are pleased to announce the signing of a contract for three further crew transfer vessels (CTVs), scheduled for delivery throughout 2027. The three vessels will be Diverse Marine BREVITY SL Class CTVs, designed by Southampton-based Chartwell Marine. Each vessel

will have an overall length of 26 metres and a load line length of less than 24 metres. The first vessel will feature quad Volvo Penta IPS propulsion, compliant with IMO Tier III emissions standards, together with Hull Vane transom foils. The arrangement is optimised for fuel efficiency at cruising speeds, with the aim of delivering industry-leading performance for vessels of this size. All three vessels will be built to the same specification, classed by Bureau Veritas and operated under the UK flag. Ben Colman, Director of Diverse Marine, said: "Our team in Cowes takes great pride in the quality of the vessels we build and the solutions-focused approach we bring to every project. These new vessels will join OEG Fulmar, which we delivered to OEG in 2025. We look forward to continuing our relationship with OEG and delivering these larger craft." Leif Cooper, Director of OEG Marine Services, said: "This contract marks the second collaboration for OEG with Diverse Marine, and we are pleased to continue working together to progress our fleet renewal and expansion program. The Chartwell design has proved to perform above expectations, and the quality of the build from Diverse bears testament to us continuing the relationship for a further three vessels. These new vessels will help OEG to continue to provide the best service to our clients for 2027 and beyond." Andy Page, Director of Chartwell Marine, said: "It is great to see the Brevity design continuing to develop through this latest collaboration between OEG and Diverse Marine. Innovative vessel design can improve operational efficiency, flexibility and safety in deep-water environments. With AR7 unlocking a new wave of vessel activity and investment, it is vital that we invest in UK supply chains to deliver the next generation of CTVs. We are proud to be working

closely with both teams as these vessels progress towards entering service in offshore wind operations.” (Source: *PR-Diverse Marine*)

OST-6-1 INSTALLATION CAMPAIGN SUCCESSFULLY COMPLETED

Allseas has successfully completed the transport and installation of two offshore substations and their supporting suction bucket jackets for 50Hertz’ OST-6-1 offshore grid connection in the German Baltic Sea. The Zingst and Darß offshore substations were delivered by the HSI Joint Venture, comprising Smulders HSM and Iv, as part of its full EPCIC scope. Using [Pioneering Spirit](#), we installed the structures during a single offshore campaign, showcasing the



vessel's unique installation capabilities. The project also demonstrated the versatility of our jacket lift system (JLS), which was used to install not only the suction bucket jackets but also the topsides – a solution developed to overcome the shallow-water conditions. Developed by transmission operator 50Hertz, OST-6-1 will connect the Gennaker wind farm located 15 kilometres off Germany's Darß peninsula, which will be the largest offshore wind farm in the Baltic Sea. With a capacity of more than 900 MW, it will supply electricity to around one million households. The successful completion of this project reinforces Allseas' role in delivering strategic offshore energy infrastructure across Europe. (PR-Allseas)

DREDGING NEWS

PREMIER MARINAS SUBMITS BRIGHTON DREDGING APPLICATION



Premier Marinas has submitted a new marine license application to the Marine Management Organization (MMO) seeking permission to undertake maintenance dredging at Brighton Marina and dispose of the dredged material at the established marine disposal site off Newhaven. The application seeks a 10-year license and follows several months of detailed technical work to assess the suitability of Newhaven as a dependable long-term solution for Brighton Marina. Maintaining

navigable depths at Brighton Marina is essential to ensuring vessels can continue to enter and leave safely, Premier Marinas said. Following the quashing of Premier's previous 10-year license in 2025, dredging has been unable to take place while alternative licensing routes have been examined. Premier is now aiming to recommence maintenance dredging in spring 2027, subject to the determination of the new application. Once the application has been validated, it will enter the MMO's formal consultation process, giving berth holders, marina businesses, marina users and members of the wider community an opportunity to submit representations. *(Source: Dredging Today)*

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NMDC GROUP'S NEW DREDGER ABU AL BAKHOUSH

NMDC Group inaugurated the new self-propelled heavy-duty cutter suction dredger (CSD) **Abu Al Bakhoush** on October 9. According to the company, this ceremony - held in Nantong, China - marked a strategic milestone in the Group's long-term international growth strategy and ongoing fleet expansion, adding to its 170+ vessel fleet



and reinforcing its readiness to execute complex, large-scale projects across international markets. Built by Jiangsu Haixin Shipping Heavy Industry Co. Ltd., the **Abu Al Bakhoush** is a heavy-duty, rock-cutting dredger with an overall length of 148 meters and a maximum dredging depth of 38 meters, making it fully equipped for the high-precision dredging of trenches, navigation channels and harbors. Powered by a 7.8 MW cutter and 30,040 kW of total installed power, the self-propelled cutter suction dredger is set to significantly expand NMDC Group's dredging capacity.

(Source: Dredging Today)

CHINA TO ADJUST EXPORT CONTROL MEASURES ON DREDGER-RELATED ITEMS

China's Ministry of Commerce said that the country has decided to impose export controls on items including tunnel boring machines, and to optimize and adjust export control measures on dredger-related items, with the rules set to take effect on November 18, 2026. According to the Ministry, these actions were taken in accordance with related laws and regulations, and aimed at safeguarding

China's national security and interests. The items included in these measures have a clear dual-use



nature and can be applied for both military and civilian purposes, said a spokesperson for the Ministry, who added that China's lawful implementation of export control measures conforms to international practices. The Chinese Government is willing to work with all countries to maintain the stability and smooth flow of global industrial and supply chains, the spokesperson said. The country will review

export permit applications in accordance with laws and regulations, and applications that meet requirements will be approved. (Source: *Dredging Today*)

SPOTLIGHT ON DAMEN ELECTRIC CSD AMORIS

Delivered in 2010, the **AMORIS** is an electrically driven cutter suction dredger (CSD) with several standout features, including four spuds with two spud carriages, a swing ladder and a barge unloading arm. The stationary CSD, with a 450 mm discharge pipe diameter, was built in only 14 months and was designed to precisely meet customer specifications. During the design and building process, Damen Dredging Equipment and SeReAnt cooperated closely to integrate all requirements. Today, it is still going strong in Antwerp Harbor. (Source: *Dredging Today*)



GLDD KICKS OFF NEW HAVEN HARBOR IMPROVEMENT PROJECT

The U.S. Army Corps of Engineers' New England District will start work on a project to improve New Haven Harbor in Connecticut this week. "New Haven Harbor is being modernized to strengthen the safe, efficient movement of essential goods and energy resources throughout Connecticut and the Northeast," said Craig Martin, senior project manager with the USACE New England District. "The U.S. Army Corps of Engineers and the Connecticut Port Authority, the project's non-Federal sponsor, are advancing improvements that will allow larger, more efficient vessels to use the harbor while improving vessel maneuverability and reducing delays." The work has been coordinated with the U.S. Coast Guard, Connecticut Port Authority, New Haven Port Authority, federal and state regulating agencies, port pilots and stakeholders of the harbor. Great Lakes Dock and Dredge Company (GLDD), the USACE contractor awarded the job, is expected to complete the project over two dredge seasons (a five-month period between October to March)

starting this week and running through the beginning of March 2028. The New Haven Harbor



Improvement Project will modernize the approximately 5.5-mile New Haven Harbor federal navigation project serving deep-water terminals at the head of navigation. Planned improvements include:

- Deepening the entrance channel, main channel, maneuvering area, and turning basin from -35 feet to -40 feet Mean Lower Low Water (MLLW);
- Extending and widening the entrance channel from 500 feet to 600 feet

outside the breakwaters; • Widening the channel bend between the breakwaters from 560 feet to 800 feet; • Widening the main channel from 400 feet to 500 feet inside the harbor; and • Optimizing the turning basin for more efficient use by larger vessels. *(Source: Dredging Today)*

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BOSKALIS' BACKHOE DREDGER MAGNOR RAISES THE BAR IN DUBLIN

Boskalis' backhoe dredger **Magnor** is deepening and widening Dublin Port's selected berth pockets, removing approximately 140,000 cubic meters of material. Delivered through their Irish home-market organization Irish Dredging Company Limited, this work marks Boskalis' second capital dredging campaign in Dublin. Last year's campaign involved their trailing suction hopper dredger (TSHD) **Shoalway** and a smaller local backhoe dredger. A third campaign is



scheduled for next year. *(Source: Dredging Today)*

TSHD COSTA ATLANTICA BEGINS PORT SANTO DREDGING JOB



DRAVO S.A. has launched a new dredging project in Port Santo, on the Madeira archipelago. "The main goal of of this work is to add 170,000 cubic meters of sand onto the beaches to combat severe coastal erosion affecting the island, and our dredger **Costa Atlantica** is already hard at work," the company said. "Through this beach nourishment project, we are not only restoring a valuable stretch

of sand but also taking a decisive step toward mitigating and combating the effects of climate change." Porto Santo Island faces significant coastal and beach erosion, losing up to 20 to 30 meters of its iconic golden sand beaches over the past 50 years, and now, the Government of Madeira is investing EUR 2.1 million to stop this process. *(Source: Dredging Today)*

HID SHIPYARD LAUNCHES NEW CSD AT YAN'AN RESERVOIR IN CHINA

HID Shipyard has launched a newly built cutter suction dredger (CSD) at the Yan'an Reservoir project site in China, marking an important milestone ahead of commissioning and operational deployment. Designed for large-scale reservoir desilting and waterway improvement, the new CSD features a 4,500 m³/h flow capacity, a double-pump configuration, a maximum dredging depth of 25 meters, and a discharge



distance of up to 5,000 meters. Equipped with a 20-inch dredging system and a powerful cutter head, the dredger is designed to loosen compacted sediment and transport dredged material efficiently over long distances. According to HID, its configuration also supports sand extraction and other demanding dredging applications. *(Source: Dredging Today)*

YARD NEWS

GRSE OFFICIALLY SIGNED AN ORDER FOR FOUR PLATFORM SUPPLY

VESSELS.



Indian state-owned defence shipyard Garden Reach Shipbuilders and Engineers (GRSE) announced that it has formally signed a contract with Oil and Natural Gas Corporation of India (ONGC) to build four Platform Supply Vessels (PSVs) worth approximately 10.32 billion Indian rupees (approximately 700 million yuan), with delivery expected by July 30, 2030. Information regarding the award was disclosed in August. This PSV

is approximately 80 meters long, 20 meters wide, has a deadweight of 3,000 tons, a range of 45+3 days, is classed by the Indian Classification Society (IRS), has an open deck area of approximately 650 square meters, and is capable of performing various maritime logistics support and assistance tasks. It also employs advanced technologies to support offshore oil and gas exploration and production operations. The new vessel will employ a hybrid power system, equipped with an electric-driven azimuth thruster and a lithium-ion battery energy storage system. This battery system will support peak load management, spinning reserve, dynamic positioning operation, and emergency response capabilities, thereby improving operational efficiency and reducing environmental impact. Previously, it was reported that ONGC had set a target to procure 25 offshore support vessels by 2030, aiming to increase the proportion of its own fleet to approximately 30%. Based on this plan, more vessel orders are expected to be announced subsequently. According to its official website, GRSE's history dates back to 1884. It now boasts modern shipbuilding infrastructure, VR laboratories, and other shipbuilding equipment, with an annual production capacity of 20 vessels. Since 1961, the shipyard has delivered over 800 vessels of various types. In terms of shipbuilding, GRSE shipyard currently holds orders for four research vessels; is building 12 multipurpose cargo ships for German shipowners; holds defence shipbuilding orders; and has orders for 13 diesel-electric hybrid ferries and four newest PSVs. Unless otherwise stated, all articles on this site are compiled, edited, or original works of this site. Please indicate the source as "Dragon Boatman" when reprinting. *(Source: iMarine)*

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NUCLEAR-POWERED ICEBREAKERS OF PROJECT 10510 "LIDER" MAY BE MASS-PRODUCED AFTER 2030.

The new nuclear-powered icebreaker "Rossiya," a Project 10510 "Lider" vessel, is in the final stages of construction. Alexey Likhachev, head of the Rosatom state corporation, announced this in an interview with the Vesti news service. We've been building our own icebreaker fleet, well, de jure since the 1950s, de facto since the transfer of the Nuclear



Icebreaker Fleet to us in 2009. By presidential decree, the designs for the current generation of icebreakers, the so-called Project 22220, were developed, laid down, and implemented. Then came the "Lider" icebreaker project, which is now in its final construction phase at the Zvezda shipyard in the Far East, stated Alexey Likhachev. The head of Rosatom also noted that Project 22220 icebreakers are already in serial production, and expressed confidence that Project Lider icebreakers will begin serial production after 2030. (Source: Paluba)

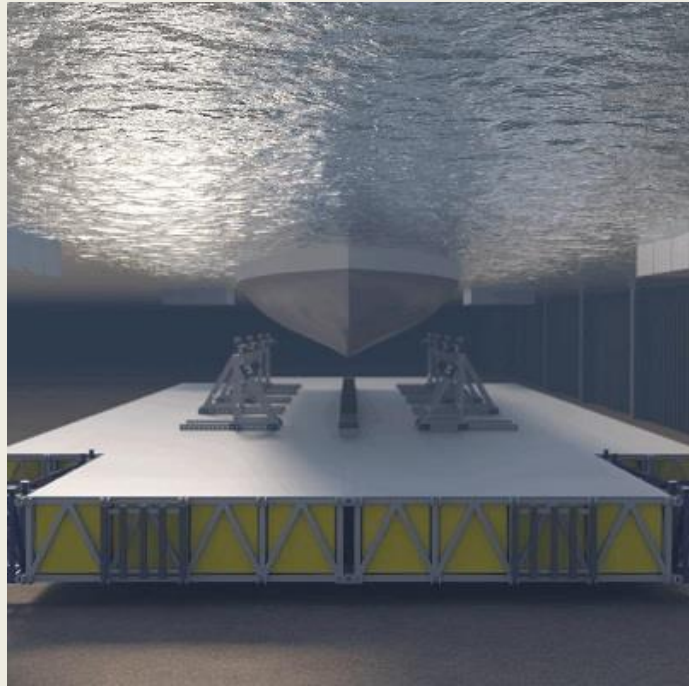
PARTNERSHIP BUILDS ON MAMMOET'S ESTABLISHED PRESENCE AT PORT OF ARGENTIA AND SHARED CONFIDENCE IN THE GROWING MARKET FOR SHIP REPAIR AND MARINE INDUSTRIAL SERVICES.



Mammoet Canada Eastern Ltd., Port of Argentia Inc., and Argentia Capital Inc. (ACI) have signed a Memorandum of Understanding (MOU) to advance the development of a floating dry dock and marine repair facility at Port of Argentia. The initiative brings innovative marine technology and new industrial capacity to Newfoundland and Labrador.

The partnership integrates Mammoet's global expertise in engineered heavy lifting, transport, and marine operations, specialized technology from its subsidiary Tugdock Submersible Platforms Ltd., and Port of Argentia's strategic marine infrastructure and development capabilities. At the center of the initiative is Tugdock's Submersible Platform (TSP), a modular floating dry dock system designed to accommodate a wide range of vessels and industrial applications. Its scalable design provides a flexible alternative to conventional dry-docking infrastructure and can adapt to evolving market requirements. "This partnership represents an exciting opportunity to build on Mammoet's established presence at Argentia and introduce advanced, scalable marine technology to the Canadian market," said Jeremy Asher, Managing Director at Mammoet. "By combining our technical expertise and Tugdock's adaptable platform with the Port's strategic infrastructure, we

see significant potential to develop a competitive marine repair and servicing operation.” The proposed facility would leverage Port of Argentia’s world-class graving dock infrastructure, deep-water and ice-free harbor, extensive industrial land base, and separation from residential areas, conditions that support year-round, around-the-clock marine industrial operations. The project would also benefit from access to a skilled regional workforce with extensive experience in marine, industrial, and heavy construction sectors. “We have developed a strong working relationship with Mammoet through its operations at the Port, including its presence at the Cenovus Graving Dock site and its role in the Port’s offshore wind marshalling projects,” said Scott Penney, CEO, Port of Argentia. “Our advanced marine infrastructure, combined with Mammoet’s global expertise and innovative technology, presents an exciting opportunity to expand marine industrial capabilities at Argentia. This partnership aligns perfectly with the opportunities we see emerging across Canada’s marine industry.” The facility is intended to serve a diverse marine market, including commercial vessel operators, the Canadian Coast Guard, the Royal Canadian Navy, offshore oil and gas operators, and the emerging offshore wind industry. “Port of Argentia should be viewed not just as a location for individual projects, but as a strategic national industrial and marine hub capable of supporting Canada’s long-term trade, economic security, critical minerals, defense, and industrial development objectives,” said Carl Sheppard, CEO, Argentia Capital Inc. “The former Cenovus Graving Dock site is a valuable marine industrial asset. This MOU provides an opportunity to work collaboratively with partners who bring proven technology and expertise to explore new marine industrial opportunities at Port of Argentia.” Through the MOU, the partners will advance plans for a scalable, multi-client facility that strengthens Newfoundland and Labrador’s marine supply chain, creates opportunities for local businesses and skilled trades, and expands the province’s marine industrial capabilities. In the coming months, the partners intend to initiate a formal Expression of Interest (EOI) process to identify a globally recognized marine industrial operator with the expertise and capacity to operate the proposed facility and support the development of marine services at Port of Argentia. (PR-Mammoet)



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CHINA TO BUILD SELF-PROPELLED FLOATING MARINE RESEARCH ISLAND



The construction order was signed this week in China for what is being called the world's first floating deep-sea island. Designed for ocean research, it will be a self-propelled vessel, a catamaran designed for long-term residence at sea with the ability to change positions. The ship will be built by Shanghai Waigaoqiao, which highlights that it will leverage its

experience building the world's largest sixth-generation 3,000-meter-deep-water semi-submersible drilling platform. The yard also highlights that China is the first shipbuilding nation to build aircraft carriers, LNG carriers, and large passenger vessels, as well as specialized vessels such as this research ship. Shanghai Waigaoqiao won the bidding for the research vessel, which is being built at a cost of \$413 million. It will be operated by Shanghai Jiao Tong University and is scheduled for delivery in June 2030. Construction is scheduled to begin in 2028. The shipyard will be responsible for the design and construction using a catamaran base, which is known for good seakeeping capabilities. The main platform will have a semi-submersible twin hull. China's research vessel will measure 138 meters by 85 meters (453 feet by 279 feet) and have a main deck height of 45 meters (148 feet). It will have a displacement of 74,000 tons and a speed of 11 knots. It is designed to sustain a sea state of 7 (20- to 30-foot waves) and survive a category 17 typhoon (maximum sustained winds exceeding 165 mph). The main facility will include six shipborne laboratories for marine heavy equipment and systems technology. It will also make observations and conduct research on marine disaster meteorology and long-term marine ecosystem observations. The ship will accommodate 238 crew and researchers. The reports describe it as a pioneering concept that combines long-term residence with the ability to rapidly move to new locations. (Source: Marex)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Boluda-Towage-names-Damen-asd-tug-2813-VB-Marte-in-geoa-ceremony](#)
 - [Sanmar-delivers-18th-tug-to-Saam-Towage-strengthening-partnership-across-the-Americas](#)
 - [Sanmar-delivers-powerful-escort-tug-for-Med-Tugs](#)
 - [Fairplay-Towage-group-orders-six-new-tugs-from-Sanmar-Shipyards](#)
 - [Saam-Towage-celebrates-the-christening-of-the-Petrel-in-Arica-Chile's-first-imo-](#)

*tier-III-tugboat**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](mailto:jvds@towingline.com)*

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