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TUGS & TOWING NEWS.

MULLER FAMILY TRANSFERS OWNERSHIP OF MULLER DORDRECHT TO BOLUDA TOWAGE



After an intensive and careful deliberation process, the Muller family has decided to join Boluda Towage, the world's leading towage company, with a presence across five continents and operations in more than 230 ports worldwide. A difficult decision, because Muller Dordrecht is much more than a company; it is a family business over 100 years old into which the family and their employees have poured their heart and soul. At the same time, they are convinced that, from a business perspective, this is the best step for the future of the company. The sector is undergoing rapid change. Consolidation is playing an increasingly prominent role, and scale is becoming ever more important, particularly in the capital-intensive offshore market. The choice is more and more often: growing independently through acquisitions or merging with a bigger player. This strategic step creates a solid foundation for further development, growth, and continuity, while keeping the company's heritage and accumulated expertise at its core. The acquisition offers new opportunities to accelerate investments and attract more experienced professionals. This not only increases capacity, but also enhances the ability to serve customers even better and



unburden them further. At the same time, it provides employees with more opportunities for professional development and career growth. From its location in Dordrecht, Muller Dordrecht will continue to operate as an independent operational unit within the Boluda Group under the new name 'Boluda Muller Towage'. There will be a strong focus on offshore activities. The complementary activities will also remain in place. In daily practice, operations will in principle continue as before, but from now on with the leverage, investment capability, and international support of a large Spanish family-owned company. The current management team will remain unchanged, and former CEO and owner Bram Muller will remain involved as an advisor for the time being, as will the Advisory Board, to support a smooth transition and ensure knowledge and experience remain available. "We believe this step will take our company to the next level and enable us to further strengthen our position in the offshore market. Together with Boluda Towage, we will continue to build on growth, capacity, and quality. Our goal remains the same: to serve our clients in the best possible way, with the people and equipment required to do so. We look to the future with full confidence: One course, combined strength," said Bram Muller, former CEO and owner of Muller Dordrecht. *(PR-Muller Dordrecht)*

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UZMAR SHIPYARD LAYS KEEL FOR FOUR RAMPAGE 6000DE OFFSHORE TERMINAL SUPPORT VESSELS



UZMAR Shipyard held the keel laying ceremony for a series of four **RAmpage 6000DE** diesel-electric offshore terminal support vessels. The vessels are being built for SMIT Lamnalco and will support ExxonMobil's offshore terminal operations in Guyana. Before the ceremony, senior representatives of Boskalis, ExxonMobil, Robert Allan Ltd. and SMIT Lamnalco attended a conference on the progress of the project and inspected the vessels under construction on site. The ceremony featured speeches by Mr. Mike Fitzpatrick, CEO and President of Robert Allan Ltd.; Mr. Robert Jan van Acker, CEO of SMIT Lamnalco; Mr. John Jacobs, Manager Term Trading & Business Development at ExxonMobil; and Mr. A. Noyan Altuğ, President & CEO of UZMAR Shipyard. The ceremony culminated in a symbolic keel laying performed by advanced robotic welding arms, a contemporary take on one of shipbuilding's

oldest traditions. Designed by Robert Allan Ltd., the **RAmpage 6000DE** is tailored for offshore terminal support duties, with diesel-electric propulsion for efficient, flexible operation across varying load profiles. With a length overall of 60 metres and a beam of 16.4 metres, the vessels deliver 135 tonnes of bollard pull ahead and 120 tonnes astern from a total installed power of 9,680 kW, with a maximum speed of 14.5 knots. Four main generators provide full power generation redundancy, designed to keep the vessels on hire, and their extended endurance allows more than 60 days of continuous offshore duty. DP2 capability, Fire Fighting 1 class notation and integrated oil recovery and dispersant systems equip the vessels for terminal support and emergency response offshore Guyana. Mr. Mike Fitzpatrick, CEO and President of Robert Allan Ltd., said: "To build a truly exceptional vessel, you need five critical elements: a strong design from an experienced naval architect, high-quality equipment, an experienced shipyard committed to delivering a world-class product, an operator involved from the earliest design stages, and an end client like Exxon that clearly understands its operational requirements and the value of a customized design. I'm very pleased to say that all five of those critical pillars are in place for the construction of these tugs." Mr. Robert Jan van Acker, CEO of SMIT Lamnalco, said: "Today's keel laying ceremony marks an important milestone in a project that represents one of the most significant investments in SMIT Lamnalco's history. It reflects years of collaboration between ExxonMobil, UZMAR, Robert Allan Ltd. and our team to develop a vessel design that combines safety, reliability and operational excellence. As Guyana continues its remarkable growth as a global energy hub, these vessels will provide the reliable marine support needed to help underpin safe and efficient offshore operations for many years ahead." Mr. John Jacobs, Manager Term Trading & Business Development at ExxonMobil, said: "At ExxonMobil, nothing is more important than safety and operational integrity. These values are deeply embedded in how we operate and in how we select our partners. We seek to work with organizations that share our commitment to protecting people, safeguarding the environment, and delivering excellence in everything they do. I am proud to say that UZMAR, SMIT Lamnalco, Robert Allan Ltd., and Boskalis exemplify those values. Together, we have built a partnership founded on professionalism, technical excellence, and mutual respect. Those shared principles have been instrumental in bringing us to today's milestone and will continue to guide us through the successful delivery of this vessel." Mr. A. Noyan Altuğ, President & CEO of UZMAR, said: "The keel is the backbone of a vessel. Everything she will become is built on it. From today, these are no longer drawings. They are powerful vessels taking shape, and they will be the strongest tugs ever built in Türkiye. Building four vessels of this size and this power, side by side, is not something every shipyard can do. We can, and we are proud of it. They are built to keep going: each one has four generators on board, so if one stops, the others carry on. Our partnership is built the same way: no single point of failure, every partner backing the others. Every great vessel starts with a keel, and every great partnership starts with trust. Today, we are laying both." Delivery of the first vessel in the series is scheduled for November 2027. The project further strengthens UZMAR's position as a builder of advanced offshore and terminal support vessels for international operators. *(PR-Uzmar)*



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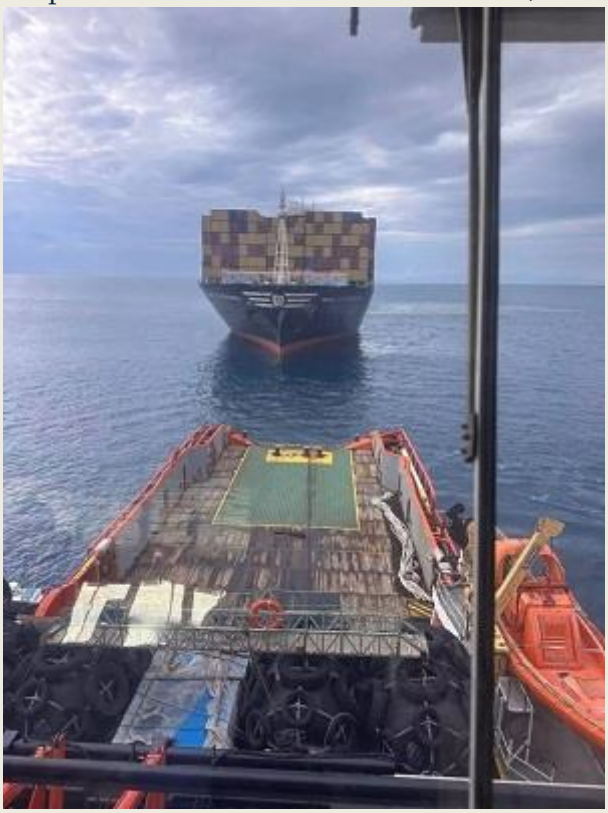


MSC DRAGON, THE OCEAN-GOING TUGBOAT THAT RESCUES AND ACCOMPANIES MSC GROUP SHIPS



The towing of the **Gnv Azzurra** towards Aliaga and the rescue of the **MSC Clorinda** which landed in Taranto are the last two interventions of the former **Normand Ivan** which has become the offshore emergency vehicle of the Aponte fleet. In less than two weeks, the ocean-going tug **MSC Dragon** has completed two long-range missions in the Mediterranean. On the evening of October 17, it left Genoa towing the **GNV Azzurra** ferry, destined for scrapping in Aliaga, Turkey. A few days later, it rescued the **MSC Clorinda**, a 366-meter container ship without propulsion, in Taranto. These are the final stages of an operation that, since 2024, has seen the tug intervene on burning ferries, damaged container ships, and end-of-life vessels. **MSC Dragon** is not a 'simple' harbor tugboat but an AHTS (Anchor Handling Tug Supply) measuring 81 meters long and 20 meters wide, built in 2002 by the Northern Shipyard in Gdansk. Until August 2022, it sailed as the **Normand Ivan**, then it was transferred to MSC, which operates it through MSC Shipmanagement in Limassol under the Liberian flag. The port of call is Gioia Tauro, the group's main container hub in Italy. From here, the unit departs (also and primarily) for long-distance towing of the family's ships, from MSC container ships to GNV ferries. At the end of July 2024, the **Dragon** was docked in Valencia to prepare to tow the ferry **Tenacia**, damaged by a fire on July 8. In September, MSC used it in Gioia Tauro in an exercise for its ship's crews. The tests simulated attaching the towline to crippled vessels, first at dock and then at sea with the container ship **MSC Regulus**, even in adverse weather conditions. On October 1, 2024, the first documented field test took place: the towing of the stricken containership **MSC Lena F** toward Valletta. As the port approached, the tow was handed over to local vessels, which took the vessel to the Palumbo Malta Shipyard (also 50% owned by the Aponte family). In July 2025, the **Dragon** took the GNV ferry **La Superba** under tow from Palermo, bound for the Aliaga scrapyard in Turkey. The ship had been idled since early 2023 after a fire broke out on deck 4 while in the Sicilian port. GNV had considered repairs, which were later deemed unviable. The *Dragon* worked with the **GNV Azzurra** vessel twice in the same year. On June 19, 2026, the ferry, en route from Porto Torres to Genoa, suffered a fire in the engine room off the coast of Corsica. The fire was extinguished without any injuries, but the vessel was left without propulsion and returned to Sardinia under tow. On June 24, after inspections, the Dragon towed the vessel to Genoa.

Damage to two of the four main engines made repairs uneconomical. On October 1st, GNV announced the sale for scrapping of the vessel, built in 1981, 168.5 meters long and the oldest in the fleet. On the evening of October 17th, MSC's ocean-going tugboat left Genoa with this ferry in tow, arriving in Aliaga about ten days later. The most recent mission, completed last week, involved the **MSC Clorinda**, a 366-meter-long Panamanian-flagged container ship that was hit by a fire on board, which the crew put out, damaging the main engine and making it impossible to continue sailing. The ship, coming from the Eastern Mediterranean, arrived in Taranto harbour under tow from the **Dragon**. From there, the maneuver was transferred to harbor tugs, under the guidance of two pilots and coordinated by the Port Authority and the Ionian Sea Port System Authority. The mooring at the Molo Polisettoriale was completed on the morning of October 30th. The **Clorinda** will remain in Taranto for several weeks. The containers will be unloaded and the propulsion system repaired, with mooring surveillance provided by the Mooring Group. The profile of these missions illustrates the strategy of Aponte's group. After acquiring Rimorchiatori Mediterranei and entering the harbor towage business, MSC now also has its own offshore vessel to rescue its ships and accompany its subsidiary GNV's ferries at the end of their service life. All this without resorting to external salvage operators. *(Source: Shipping Italy)*



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SVITZER TAKES DELIVERY OF ITS FIRST CHINESE-BUILT TRANSVERSE TUG

A major builder of tugboats in China has confirmed it has completed its first TRAnsverse design escort tug for the world's second largest tug owner. Svitzer's first Chinese-built TRAnsverse 2900-design escort tug has completed sea trials, left the shipyard, and is heading towards the Indian Ocean. **Svitzer Resolve** is the first of a series of these tugs that Cheoy Lee Shipyards is building at its Hin Lee Shipyard in Zhuhai. This 29-m, 490-gt tug was built to naval architecture developed by Svitzer and

British Columbia, Canada-headquartered Robert Allan Ltd. It has a beam of 13 m, twin Furuno radar and wheelhouse navigational electronics, and a FiFi1 firefighting system with two monitors and an all-round water spray capability. **Svitzer Resolve** is sailing under the UK flag towards Singapore and then Port Louis, Mauritius. It was passing the island of Borneo on 4 Nov 2026, having left Hong Kong on 27 October, according to automatic identification system data. A Svitzer spokesman confirmed **Svitzer Resolve** was bound for Southampton, UK, and should arrive in early to mid-January 2027. He said the escort tug has two Everllence 175D-MM engines with 12 cylinders in V formation, delivering 2,400 kW at 1,800 rpm and linked to an aftertreatment system for reducing NOx emissions and compliance with IMO Tier III regulations. These are driving two US 255S P30 azimuth thrusters of CP-PD2800 type from Kongsberg Maritime to deliver a maximum bollard pull of 81 tonnes and a top speed of 13 knots. For electric onboard power, Svitzer Resolve has two Caterpillar-manufactured C4.4 generators producing 99 ekW of alternating three-phase current at 415 V and 50 Hz. The TRAnsverse design includes a double-ended hull, inline fore-and-aft thrusters and a patented half-circle staple for ship handling and towage. Svitzer has previously said its TRAnsverse 2900-design tugs have a bollard pull of around 80 tonnes, but these tugs have higher escort steering and braking forces due to their hull design and propulsion system. Svitzer currently has 23 other TRAnsverse tugs under construction or on order in 26 m, 29 m and 32 m variants – in both electric and conventional diesel (biofuel-ready) propulsion options - for delivery in Q4 2026 to 2028. This includes 15 TRAnsverse 2900-design tugs on order at Cheoy Lee, of which seven are in a first batch contracted in 2025 and another eight in a second batch that Svitzer ordered in September 2026. Watch the YouTube video HERE *(Source: Riviera by Martyn Wingrove)*



THE SELF-ELEVATING PLATFORM "BUXENUS", TOWED BY THE TUGBOAT "EAS", MAKES A STOP IN GIJÓN ON ITS WAY TO THE NETHERLANDS

The jack-up platform "**Buxenus**" (IMO 8767331), towed by the tugboat "**Eas**" (IMO 7403146), has left the port of El Musel in Gijón, where it had been docked for several weeks due to bad weather at sea. The tugboat and the platform are now heading towards the Netherlands. The self-elevating platform "**Buxenus**" initially docked at the Romualdo Alvargonzález Figaredo Wharf , located in the expansion of El Musel, and was later moved to the Ingeniero Olano Wharf, where it remained waiting for an improvement in weather conditions to continue its journey and cross the Bay of Biscay. This jack-up platform is designed for maritime work from a stable structure that can be raised above the water's surface. Its four lifting legs can extend to a length of over 50 meters. It is also



equipped with a Hitachi EX1900 excavator . The tugboat "**Eas**" left the port of El Musel on October 30, towing the jack-up platform "**Buxenus**". Both vessels arrived in France on November 3, before continuing their voyage to the Netherlands, where they will carry out offshore work. *(Source: Puente de Mando; Photo: Port of Gijón)*

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COAST GUARD SEEKS COMMERCIAL ICEBREAKING CAPABILITY FOR NORTHEAST WATERWAYS



The Coast Guard is seeking information from commercial vessel operators capable of supporting domestic icebreaking operations in Northeast waterways this winter. A request for information issued Oct. 21 calls for U.S.-flag, coastwise-qualified vessels capable of operating in ice 4" to 18" thick. Operators would need to mobilize in the Northeast by Jan. 2, 2027, to support operations aimed at keeping commercial channels open, moving critical cargo and addressing ice-related emergencies. Responses are due Nov. 13 at 5 p.m. Eastern time. The notice is intended to inform a potential future procurement. It is not a solicitation, and no contract will be awarded from the announcement. Potential operating areas include Boston Harbor and its tributaries; Cape Cod Canal and Buzzards Bay; Hyannis, Nantucket and Martha's Vineyard, Mass.; Narragansett Bay, R.I., and its tributaries; and waterways serving Bridgeport, Stamford and New Haven, Conn. For planning purposes, the Coast Guard anticipates providing 72 hours' notice before services are needed, with a minimum seven-day operating window for continuous support. Vessels would need to be available for up to 12 hours of daylight icebreaking daily. Operations exceeding 12 hours would require prior approval from the contracting officer. The contractor would provide the labor, transportation, equipment and supervision needed to mobilize and perform the work. Vessels would operate under Coast Guard tasking and prioritization, while contractors would remain responsible for safe vessel operations. Each vessel must hold a valid Coast Guard Certificate of Inspection covering the routes and operating conditions required for the work and meet applicable manning and classification requirements. The Coast Guard is requesting vessel particulars, including ownership, build location and year, dimensions, draft, fuel capacity, endurance,

accommodations and manning levels. Operators should also describe their ability to break and maintain tracks through ice, escort vessels carrying critical cargo, clear channels and provide other icebreaking support. The notice seeks information on prior icebreaking and winter operating experience, crew qualifications, mobilization timelines, operating limitations and any permits or coordination needed to work in the identified waterways. In addition to maintaining commercial navigation, potential assignments include breaking ice jams to prevent severe localized flooding and helping isolated communities receive emergency supplies. Respondents may provide nonbinding cost information, including daily rate ranges, mobilization and demobilization costs, and major cost drivers. The Coast Guard also is seeking recommendations on contract structures, including standby, on-call and emergency services. *(Source: Workboat by Ben Hayden)*

FORMER USS ENTERPRISE TOWED TO ALABAMA FOR DISMANTLING



The former American aircraft carrier ex-USS Enterprise (CVN-65) began its final journey to the scrap yard in early November 2026. The massive vessel is being towed from the Newport News Shipbuilding yard in Virginia to Mobile, Alabama, by the ocean-going tugboats **Ocean Sky** and **Ocean Wind**. The Tugboats: The **Ocean Sky** serves as the lead tugboat. It is a highly powerful 44-meter ocean-going vessel boasting 10,880 horsepower. Alongside the **Ocean Wind**, it is guiding the carrier across the Atlantic Coast and through the Gulf of Mexico. Local harbor tugs were also utilized initially to safely manoeuvre the colossal ship out of port. *(Source AI; Photo: HII)*

RELIEF TUG SUPPORTS BERTHING OPERATIONS



Marine support: the tugboat Faithful, right, which was damaged in a fire in September, has been replaced temporarily by the Panamanian-registered tugboat **VB Bentayga**, left. A relief tug has arrived in Bermuda to support berthing operations, the Department of Marine and Ports Services confirmed. The **VB Bentayga**, which is registered in Panama, arrived in Bermuda on Friday and entered service immediately, assisting in two berthing operations on Saturday morning, a government spokeswoman said. She said the **VB Bentayga**, working alongside the tugboat Powerful, has restored Bermuda's two-tug capability,

supporting safe berthing and departure for vessels requiring two vessels. It replaces the tugboat **Faithful**, which was damaged in a fire on September 24. The spokeswoman said repair costs and the return-to-service timeline of the vessel remain under assessment. Two people were injured in the fire that ignited in the vessel's engine room. The Bermuda Fire and Rescue Service said the flames were contained by the vessel's fire-extinguishing system. *(Source: the Royal Gazette by Alva Solomon; Photo: Blaire Simmons)*

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PACIFIC MARITIME GROUP BEGINS ELECTRIC CONVERSION OF PMG HARBOR TUG SENTINEL



Harbor Sentinel will replace twin diesels with a modern electric powertrain supplied by Arc, then spend a year demonstrating its performance for regular harbor work. Pacific Maritime Group (PMG) has begun the battery-electric conversion of its 50-foot harbor tug, **Harbor Sentinel**, in partnership with marine technology company Arc. Supported by funding from the Port of Long Beach through its Technology Advancement Program (TAP) and SWIFT Program, along with a Volkswagen Environmental Mitigation Trust grant administered by the Bay Area Air Quality Management District, the project will replace the tug's twin diesel engines with an Arc electric powertrain. Naval architecture firm Glosten is leading vessel engineering. Following commissioning, **Harbor Sentinel** will return to work from PMG's Long Beach terminal for a 12-month demonstration. "**Harbor Sentinel** will outperform even newly constructed tugs when we're done," said Mitch Lee, co-founder and CEO of Arc. "Going electric delivers better performance, reliability, and ultimately economics, regardless of the age of the surrounding structure." The **Harbor Sentinel** joined PMG's harbor fleet in 2023. The tug currently runs on two Cummins KT19 diesel engines producing 950 horsepower and carries 8,900 gallons of fuel. Its work includes moving barges and supporting construction and shipyard operations. It is a proven workhorse for harbor work. In converting to electric power, the tug joins other efforts by the California Air Resources Board (CARB) to improve the air quality in California. "Whether we are moving barges or supporting complex construction or dredging operations, we are committed to meeting those challenges with reliability and sustainability," said Grant Westmorland, CEO of Pacific Maritime Group. "In pursuing this conversion, we want to see

exactly how Arc's powertrain handles the rigors of our Long Beach operations. We are eager to measure the real-world impact on fuel savings, maintenance downtime, and operational torque. The **Harbor Sentinel** is a proven workhorse, and this project will give us the concrete data we need to make informed decisions about scaling electric and hybrid propulsion across our fleet." Glosten completed a feasibility study and hull scan before engineering began. The firm is now adapting the vessel and designing onboard systems as well as plans to widen the tug 3.5' and design of a new deckhouse and pilot house, all to meet applicable U.S. Coast Guard Subchapter M requirements. PMG will remove both diesel engines and install an integrated electric powertrain tailored to the existing vessel. The system includes a battery bank targeting 2 MWh of usable energy, electric motors and drivetrain, power electronics for the existing AC equipment, updated helm controls and captain displays, and onboard charging with a DC fast-charge inlet. Telematics will support 24/7 remote monitoring. To accommodate the new systems, PMG will widen the Sentinel 3.5' and build a new deck and pilothouse. Arc will integrate, commission and test the system, then support PMG's crew on site and remotely after the tug returns to service. Arc will also prepare the technical documentation required for Coast Guard review of its systems and components. The Port of Long Beach's Technology Advancement Program supports demonstrations of emerging technologies on working port equipment as part of the San Pedro Bay Ports Clean Air Action Plan. During the 12-month demonstration, Arc will collect data on performance, operations and charging, report results to the Port quarterly, and deliver a final report evaluating the technology and its potential for broader commercial adoption. "Building the Port of the Future demands bold, innovative partners like Pacific Maritime Group and Arc to help create the market for cutting-edge equipment essential to achieving our ambitious Clean Air Action Plan goals," said Port of Long Beach CEO Dr. Noel Hacegaba. "This electric conversion is exactly the kind of forward-looking project the Technology Advancement Program was designed to champion. We're excited about the potential of Arc's electric powertrain to deliver next-generation efficiency and reliability for the tugs we rely on to keep our cargo moving." This project compliments other conversion projects in the Port of Los Angeles. Through the **Harbor Sentinel** conversion, Pacific Maritime Group and Arc aim to demonstrate the technical and economic feasibility of repowering existing commercial vessels with electric propulsion systems. A successful demonstration could establish a practical, cost-effective alternative to new vessel construction, providing a scalable pathway for fleet operators to modernize existing assets, reduce emissions, and accelerate the maritime industry's transition toward cleaner technologies. *(Source: Grant Westmorland)*

FMT DELIVERS 1,600-HP ANN NASH TO MARITIME PARTNERS

FMT Shipyard & Repair, Harvey, La., has delivered the 1,600-hp **Ann Nash** to Maritime Partners, Metairie, La., marking the fourth towboat the yard has completed for the marine leasing company. The 52.5' twin-screw towboat has a 19.6' beam and 3.3' draft. Propulsion comes from two Mitsubishi S6R2 Tier 3 engines, each rated at 803 hp at 1,400 rpm. Laborde Products, Covington, La., supplied the main engines along with two 65-kW generator sets for onboard electrical power. The **Ann Nash** follows the **Deirdre Ann**, **Beth Williams**, and **Lulu Hamilton** in the series of vessels FMT has delivered to Maritime Partners. Recent boats in the program have also used Mitsubishi S6R2 propulsion, giving Maritime Partners a consistent machinery platform across the builds. "Each new vessel gives us another opportunity to build on a process that has worked well for our team," said Chris Miller, director of newbuild programs at Maritime Partners. "Continuing to work with experienced partners helps us maintain consistency throughout our newbuild program while delivering dependable vessels for our fleet." Laborde worked with Maritime Partners and FMT from engine application through delivery. The mechanically controlled, six-cylinder S6R2 is a turbocharged, direct-injection diesel offered in Tier 3 configurations for commercial marine applications. "Successful vessel deliveries are

built on strong collaboration from application through delivery," said Bradley Matte, Gulf Coast



Territory Sales Manager at Laborde Products. "Working closely with both Maritime Partners and FMT Shipyard & Repair helped ensure the propulsion package met the vessel's operational requirements from day one. We're proud to be part of another successful addition to Maritime Partners' fleet." FMT operates its shipyard on the Harvey Canal between the Mississippi River and Intracoastal Waterway. The facility includes three floating dry docks and supports new construction, fabrication, maintenance, and repair work. Maritime Partners, founded in 2015, provides vessel leasing and financing for the domestic maritime industry. The company says its fleet now includes more than 1,900 vessels, with its towboats accounting for more than 220,000 hp combined. *(Source: Workboat)*

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PARKER TOWING CHRISTENS CAPT. BILL ARCHIE, HONORING A BLACK WARRIOR RIVER LEGEND

Parker Towing Company christened the mv. **Capt. Bill Archie** on October 27, honoring a Tuscaloosa, Ala., towboat captain whose career with the company began in 1969 and whose curiosity, patience and generosity helped shape generations of mariners on the Black Warrior River. Rose Archie, his wife, christened the vessel on a day that carried special weight for the family: it would have been Bill and Rose's 40th wedding anniversary. Archie family members gathered with Parker Towing employees and many of the mariners Archie trained. The 1974 towboat, renamed in his honor, is assigned to linehaul operations on the river where Archie spent most of his working life. "This is a real special day for us honoring Capt. Bill Archie, and I would especially like to recognize Rose and the Archie family," said Chas Haun, executive vice president of Parker Towing, who welcomed the crowd. Haun said he first met Archie in the late 1990s in Pickensville, Ala., when the mv. **Heloise** brought a tow of gypsum down to the landing there. Haun had just climbed out of a barge after running a Bobcat. "He said, in that voice that only Archie had, 'Hey son, why don't you come up here and see me?'" Haun said. "I sat up in the wheelhouse for a while, and he must have asked me 500

questions." Haun said he went home that day and told his father he had never seen so many electronics plugged up in one wheelhouse. That fascination, he said, made Archie a leader for the whole industry. "He loved having the latest and greatest in electronics," Haun said. "When he would get a new piece of electronics, you could be sure that everybody else would be calling and asking for it later on." Archie was one of the early users of Coastal Explorer and Rose Point navigation software, Haun said, and he worked with the



developers for years to help shape it into the commercial application that is now standard for mariners moving up and down the rivers. "If he was curious about something, he was going to find out," Haun said. "He would stay on the phone until he got an answer." That curiosity extended to people. When a speaker at a captains' conference discussed generations in the workforce, Haun said, Archie took more notes than anyone because he wanted to communicate with and teach his crews more effectively. "Archie was always training people," Haun said. "I don't ever remember him not having a cub pilot. Some of that may have been that somebody had to be up there he could talk to for a full hitch, because Archie was going to talk. I see a lot of faces here that he's trained over the years." What Haun said he remembered most, though, was Archie's graciousness. Whenever the company issued a pay raise or a bonus, Haun said, he knew the money had reached employees' accounts when Archie called to thank him. "I talked to him two or three times a year just on those days," Haun said. "He was always very proud of Tim and me for how we carried the mantle and continued to grow the business." When Haun first saw this vessel on drydock, he said, he knew right away it needed to be the Bill Archie. He likened the boat to a sister ship of the **Heloise**, which Archie piloted "for more years than most of y'all have been alive." According to the ceremony program, Archie was a lifelong resident of Tuscaloosa. His history with Parker Towing began in 1969, and he spent the majority of his career with the company, apart from a short stint pushing tows on the Mississippi River. He served as captain of the mv. **Seldon Hurt** and later spent 26 years as captain of the **Heloise**, becoming a fixture of the Black Warrior River and an unmistakable voice on the radio. The program credited Archie with training countless mariners and adapting through decades of change in technology, regulations and safety practices. "Bill didn't just run boats," it read. "He built mariners." Away from the wheelhouse, Archie was devoted to his family. He met his wife, Rose, in Tuscaloosa in 1985, and the two were married there in 1986. Together they raised three children and two stepchildren, and he was a proud grandfather to several grandchildren. He also enjoyed playing games and making the occasional trip to the casino, though those who sat across a card table from him said he was not an easy man to beat. Haun closed his remarks by turning back to the Archie family. "Unfortunately, Bill passed, and he's no longer with us, but his name now travels the Black Warrior River, and his legacy lives on in the mariners that he trained," he said. Zeb Duco-Moore, vice president of operations, gave the invocation. He gave thanks for the knowledge and friendship Archie passed on to so many and asked a blessing on everyone who works aboard. "Watch over every captain and pilot who takes her wheel, every deckhand who walks her deck, every engineer who keeps her engines turning," Duco-Moore prayed, asking for safe passage, good judgment and calm waters. Noting the anniversary, Duco-Moore asked that Rose be surrounded with comfort and strength, and that Bill's name and the life they built together be remembered each time the vessel gets underway. He closed by asking

God's blessing on the vessel, its crews, Rose and the Archie family. Rose Archie then christened the boat, and guests gathered afterward for a reception. As the program put it, the boat carries his name, and the mariners he taught carry his legacy. Both will keep working the Black Warrior River. *Vessel Specs* The mv. **Capt. Bill Archie** was built in 1974 by Fredeman Shipyard in Carlyss, La. The towboat measures 130 feet long and 34 feet wide, with a depth of 10.4 feet and an eye level of 34 feet. Power comes from two EMD 16-645-E2 main engines producing a combined 3,800 horsepower, turning 96-inch by 88-inch wheels through Western 1774-3 reduction gears at a 4:1 ratio. Two Cummins 6CTA 8.3 generators provide electrical power. The boat carries 96,840 gallons of fuel and 23,000 gallons of potable water and has six bedrooms across two decks. The wheelhouse is equipped with Rose Point navigation, two radars, AIS, a swingmeter and an electronic compass. (Source: The Waterway Journal)



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FINLAND SEES CONTINUED DEMAND FOR ICEBREAKERS DESPITE WARMING WINTERS, CITING SECURITY CONCERNS

Finland expects to operate at least as many icebreakers in the coming decades as it does today, despite rising temperatures and declining average ice coverage in the Baltic Sea. This is the conclusion of a new government-commissioned report that also highlights growing security requirements and changes in the commercial shipping fleet. The Finnish Transport Infrastructure Agency



(FTIA) published the proposed 2026–2045 fleet renewal program earlier this week, outlining a phased replacement of the country's aging icebreakers. The assessment, prepared in cooperation with the Swedish Maritime Administration, concludes that climate change will make ice conditions more variable and difficult to predict. Changes in merchant ship designs are also increasing the need for icebreaker assistance. Although average ice coverage is expected to decrease, Finland will continue to experience winters with severe ice conditions. The report also points to planned offshore wind farms in the Baltic Sea altering ice dynamics and narrowing the navigable areas available to commercial shipping. Further modeling of the effects is expected in early 2027. Another factor is the declining ice-going capability of newer commercial vessels. The report finds that merchant ships increasingly have lower engine power relative to their cargo capacity, less suitable bow designs and towing arrangements, and larger windage areas. As a result, even vessels with relatively high ice classifications often struggle to navigate independently in ice compared with older ships. The trend is partly linked to the optimization of commercial ships for open-water efficiency and lower fuel consumption. The report warns that the gap between a vessel's theoretical ice classification and its actual operational capability is becoming more pronounced, potentially increasing demand for icebreaker assistance even as average ice conditions become milder. Last winter Russia dispatched a nuclear icebreaker from the Arctic to assist in the Baltic Sea due to severe ice conditions. Thus the report concludes that a reliable winter navigation system will also require improvements to the ice-going capabilities of commercial vessels. Finland and Sweden are therefore also considering revisions to their shared ice-class rules to better reflect ships' actual performance in ice. The proposed renewal program would replace Finland's icebreakers progressively according to age. The first priority is the 1970s-built **Urho** and **Sisu**, followed by **Kontio** and **Otso** in the 2030s and the multipurpose icebreakers **Fennica** and **Nordica** in the 2040s. The program is separate from the ongoing replacement of the much older **Voima**, for which the new B+ class icebreaker **Aino** is being developed. Beyond commercial shipping requirements, the report highlights the growing importance of icebreaking for national security. Finland relies heavily on maritime transport, with more than 95% of its foreign trade in goods carried by sea. The report says reliable winter navigation is essential not only for industrial supply chains and security of supply but also for military mobility. It recommends assessing whether future icebreakers should have additional capabilities beyond their traditional role, including open-sea operational capacity, surveillance capabilities and the ability to communicate with government information systems. Such requirements would allow the vessels to support authorities during disruptions to maritime traffic and other emergency situations. This is in line with recent calls for an EU icebreaker fleet. The report also proposes closer Finnish-Swedish cooperation in future icebreaker procurement. Both countries have two and three vessels, respectively, in the aging **Urho/Atle** class, built in the 1970s. The agencies recommend exploring a common replacement design and the possibility of joint procurement and construction, potentially reducing costs while ensuring compatible capabilities across the northern Baltic Sea. No joint order has been announced. The agencies propose further work on the legal and procurement arrangements by the end of 2026. *(Source: gCaptain)*

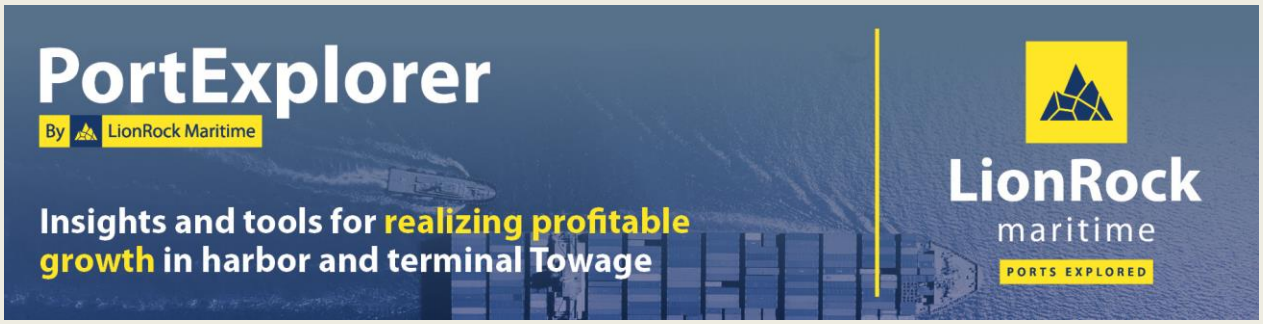
EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – MARSIS MAKINE VE GEMI SANAYI AS

IVARSIS has been a leading manufacturer of integrated external and internal firefighting solutions since 2005, combining inhouse engineering expertise, system design and manufacturing capabilities with full-scope supply services. N/ARSIS delivers complete external firefighting systems for tugboats and a wide range of commercial vessels, engineered in full compliance with international regulations

and tailored to project-specific operational requirements. ln addition, IMARSIS supplies fixed fire extinguishing systems, including water- and gas based solutions, as well as fire alarm and detection systems for all types of commercial vessels, with dedicated solutions also available for naval and defense-related ships. Since its establishment, IVIARSIS has been a trusted solution partner for customers worldwide, delivering firefighting systems and applications across numerous international projects.

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ACCIDENTS – SALVAGE NEWS

DRAMATIC RESCUE IN THE BLACK SEA: TUGBOAT SINKS AFTER COLLISION, 7 TURKISH SAILORS RESCUED



Romanian rescue teams responded after Turkish tugboat **AYAZ BEY** sank following a collision near Neptun. Three crew members were evacuated. A Turkish-flagged tugboat sank in the Black Sea off Romania's coast near Neptun on November 4, 2026, following a collision with a vessel it was towing. Seven Turkish crew members were aboard the tugboat **AYAZ BEY** when it issued a MAYDAY distress call at approximately 4:20 a.m. local time. Romanian emergency services, the Border Police Coast Guard and the Romanian Agency for Life Saving at Sea (ARSVOM) were mobilized for the search and rescue operation. According to Romania's Ministry of Internal Affairs, the tugboat **AYAZ BEY** and another tugboat, **RAMAZAN BEY**, had been towing the vessel **MENTOR**, which flies the flag of Antigua and Barbuda. The vessel had previously been damaged in Ukrainian waters near the port of Odessa and was being transported toward Turkey. No crew members were aboard **MENTOR**. During the night, adverse weather conditions caused the towing connections to break. Although the connections were subsequently restored, **AYAZ BEY** collided with the towed vessel and sank. *Three Sailors Evacuated, Four Refuse Assistance* In an update issued by Romanian authorities, three of the seven sailors were transferred to the Dutch-flagged tugboat **ODIN**, which is transporting them to the port of Mangalia for disembarkation. The remaining four crew members refused evacuation, telling rescuers that they did not require assistance. The tugboat **AYAZ BEY** was reported to be anchored at the time of the update. *Difficult Rescue Conditions* The rescue operation involved two vessels belonging to Romania's Ministry of

Internal Affairs, one operated by the Border Police Coast Guard and another by the Department for Emergency Situations. The ARSVOM rescue vessel **SAR ARES** also took part. The Maritime Rescue Coordination Center (MRCC) coordinated the operation. Rescue efforts were complicated by strong winds and very rough seas. Weather conditions also prevented authorities from deploying aircraft during the operation. Romanian authorities said protecting human life remained the priority and that the operation was being conducted in coordination with all participating emergency services. *(Source: Passport News)*

EGYPT TOWS SANCTIONED RUSSIAN TANKER 180 NAUTICAL MILES AFTER ENGINE FAILURE



A sanctioned Russian-flagged products tanker has been towed 180 nautical miles to Port Said after its main engines failed off Egypt's Mediterranean coast, according to a Suez Canal Authority statement. The 37,273-dwt **ALYSSUM** was disabled off El Alamein before the authority's salvage tug **Mohamed Beshir** brought it to the Port Said anchorage for maintenance and repairs. Suez Canal Authority chairman Ossama Rabiee said the operation followed a request from Egyptian shipping agent Sphinx Shipping Agency after the tanker suffered a sudden failure of its main engines. The authority said the tow was completed in "record time" but did not disclose how long the operation took or when the breakdown occurred. The 2006-built chemical and oil products tanker is owned and managed by Russia's Global Seaway LLC, which is listed as its registered owner, commercial manager and safety management company. Built by South Korea's Hyundai Mipo Dockyard, **ALYSSUM** measures 182.55 metres in length and has gross tonnage of 23,260. The tanker, previously named **Baltic Monarch**, **Mona** and **Miley**, was identified as blocked property by the US Treasury in January 2024 under its former name **Mona**. It was then beneficially owned by UAE-based Hennesea Holdings Limited. The UK subsequently imposed shipping sanctions on the vessel in September 2025 under the name **Miley**. Bangladeshi national Morshed Mamun is listed as a master associated with **ALYSSUM**, although his presence aboard during the latest incident has not been established. The Suez Canal Authority provides salvage and emergency towing services both within and outside the canal. Its fleet includes specialist rescue tugs, launches and floating cranes, including the recently acquired CC crane with a lifting capacity of 2,200 tonnes. Established in 1956, the Suez Canal Authority is an Egyptian public authority responsible for operating, maintaining and developing the canal. Its services also include vessel repairs, oil-spill response and marine medical assistance. Sphinx Shipping Agency is an Egyptian maritime agency providing shipping and canal transit services. Global Seaway LLC is a Russian limited-liability company engaged in shipowning and vessel management. *(Source: PortNews)*

SHIP RUNS AGROUND OFF BEYKOZ: 13 CREW MEMBERS EVACUATED

The 13 crew members on board the cargo ship that ran aground off Anadolu Feneri due to engine

failure have been evacuated. According to a statement on the Coast Guard General Directorate's social media account, the 97-meter-long dry cargo ship **BYB OTHELLO**, which was sailing from Kocaeli to Ukraine, ran aground off Anadolu Feneri after experiencing engine failure. Ship runs aground off Beykoz: 13 crew members evacuated. The Flag-1 boat and the Rescue-11 tugboat were dispatched to the scene to rescue the ship. Due to severe weather and sea conditions, the ship requested assistance and evacuation, and since intervention from the sea was deemed unsuitable, the evacuation was carried out by land. Watch the video HERE *(Source: Ekonomim)*



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SMALL FIRE ON ACCOMMODATION SHIP SILJA EUROPA IN ROTTERDAM QUICKLY BROUGHT UNDER CONTROL

A fire broke out on the cruise ship *Silja Europa*, docked on Marconistraat in Rotterdam. The fire started on Friday morning inside a container filled with washing machines on the third deck. Although emergency services responded in large numbers, the situation was quickly brought under control, and no one was injured. The report initially came in around 10:30 a.m. as a fire on a cruise ship. It turned out to be the *Silja*, a vessel used to house asylum seekers. Since the summer of 2023, Rotterdam has served as the home port for this ship, which currently provides temporary accommodation for at least 2,000 individuals who have been granted legal residency status.



Automatic fire-extinguishing system A large number of police units, fire engines, and ambulances responded to the fire. "Because there were so many people on board the ship, we took the situation very seriously," stated a spokesperson for the Rotterdam-Rijnmond Safety Region. In the end, the situation appeared worse than it actually was; it involved a small fire. An automatic fire-suppression system on board the ship activated to combat the blaze, which immediately resulted in a significant amount of smoke. The fire department was able to bring the fire under control quickly. *No evacuation* The smoke did not reach the residents' cabins. No one inhaled any smoke, and there were no injuries. Consequently, the ship was not evacuated; those on board were able to remain in their own cabins. It is not known whether any individuals chose to leave the ship on their own accord, but according to the spokesperson, this was not necessary. The fire department remains on-site to ventilate the ship. *(Source: AD)*

CAPSIZED OFF YEONHWADO



On the afternoon of November 5, the 2.75 ton fishing vessel (name not disclosed) capsized in the Korea Strait off Yeonhwado Island, Tongyeong, South Korea. The South Korea Coast Guard reported the fishing vessel was attempting to return to port due to worsening weather conditions when it capsized. The two crew members on board would be later rescued by a nearby 6.63 ton fishing vessel. One suffered a laceration while the other crew member suffered from hypothermia. The Coast Guard plans to take the overturn fishing vessel under tow back to port. The incident is under investigation. *(Source: Shipwreck Log)*

HERE IT IS BANGING IN THE ENGINE ROOM – VIKING LINE CONFIRMS INCIDENT ON CINDERELLA



One of **Cinderella's** engines failed during a port stop on Monday. A video showing the incident shows an explosion filling the engine room with sparks, smoke and parts. Viking Line's technical director Ulf Hagström confirms the incident, but does not want to call it an explosion. – The engine overrevved. They were doing maintenance work on the ship during a port stop and when they were going to test start it, something happened and parts inside the engine broke. He emphasizes that there were no injuries or material damage other than to the engine. The personnel in the engine room were at a safe distance. – I have spoken to those who were there and we have had a briefing

about it. Everyone is doing well under the circumstances, as far as I know, says Ulf Hagström. Ulf Hagström says that the engine will be repaired, but that he does not yet know the extent of the damage. Cinderella is operating according to schedule for the time being. "We can operate with less engine power. The ship is designed to meet the schedule with three engines," says Ulf Hagström. He is aware of similar incidents, but not at Viking Line. – I have been with this shipping company for a total of 30 years and this is the first time it has happened to us, so it is probably unusual. The article has been updated on November 5, 16.29 with quotes from Ulf Hagström and that the incident occurred during a port stop. *(Source: Alands Radio)*

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OFFSHORE NEWS

BNDES APPROVES UP TO R$ 2.2 BILLION FOR FINANCING 4 NEW RSVS FROM BRAM.



The Brazilian National Bank for Economic and Social Development (BNDES) has approved financing of up to R$ 2.18 billion for Bram Offshore, using resources from the Merchant Marine Fund (FMM), for the construction of four RSV (ROV support vessel) type vessels. The subsidiary of Edison Chouest Offshore will build the vessels at the Navship shipyard, also part of the Edison Chouest Offshore group, located in Navegantes, Santa Catarina. Since 2023, BNDES has approved more than R$ 15 billion in the naval sector throughout the country. The Bram project is the third operation approved by the development bank in the 2025/2026 biennium with FMM resources to boost new maritime support constructions in the Santa Catarina naval hub. According to BNDES, the operations together total R$ 6.6 billion and the creation of 4,000 jobs. The total investment planned for this project is approximately R$ 2.42 billion. The vessels will be used to support offshore activities, including support for the use of remotely operated underwater vehicles (ROVs) employed in inspection, maintenance, and installation of submerged systems. The project encompasses the incorporation of solutions focused on energy efficiency and the reduction of atmospheric emissions, including a hybrid propulsion system with batteries and

technologies to decrease fuel consumption and improve the operational performance of vessels. During the construction phase, between 2027 and 2030, it is estimated that approximately 2,000 direct jobs will be maintained at the shipyard. After completion, the operation of the new vessels should expand the workforce linked to maritime support activities, generating around 120 direct and 160 indirect jobs. *(Source: PortoseNavios)*

MDL SUPPORTS OCEANEERING OFFSHORE EGYPT



UK-based Maritime Developments Limited (MDL) has completed a cable replacement and flowline installation scope for Oceaneering's subsea umbilicals, risers and flowlines (SURF) campaign offshore Egypt. MDL reported that it had mobilized a complete flex-lay spread onboard the multi-purpose offshore vessel Energy Savanah to replace a damaged production umbilical, followed by the installation of an umbilical termination assembly (UTA) and flowline in Egyptian waters. The work was part of a campaign that aimed to restore production capacity at two fields in the Mediterranean. The package consisted of MDL Generation 3 reel drive system (RDS), horizontal lay system enabled with a four-track tensioner, deck winches and sheaves, together with a bespoke hang-off platform for secure transport and handling of the umbilical's gooseneck, the company said. The tilting frame was conceptualized and subsequently manufactured and tested by MDL's engineering and technical teams in-house. MDL also provided additional project management and engineering services, including the development of the gooseneck handling methodology, sea-fastening design and mobilization support from its Peterhead Energy Service Base quayside facility in the north-east of Scotland. "This campaign brought together multiple aspects of MDL's capability: from engineering and mobilisation support through to offshore execution of flex-lay and retrieval scopes. Supporting projects where production-critical infrastructure is being repaired places a strong emphasis on planning, operational readiness and dependable delivery. The team worked closely with Oceaneering to ensure all these aspects were met in the challenging Mediterranean Sea," Jim Millar, MDL Project Manager, said. "This project also demonstrates the value of MDL's modular rental fleet and Integrated Project Services approach, enabling tailored solutions to be developed around the client's operational requirements and vessel configuration." *(Source: Offshore Energy)*

SEA1'S FIRST METHANOL-READY OFFSHORE ENERGY SUPPORT VESSEL FITTED WITH OFFSHORE CRANE AND HELIDECK

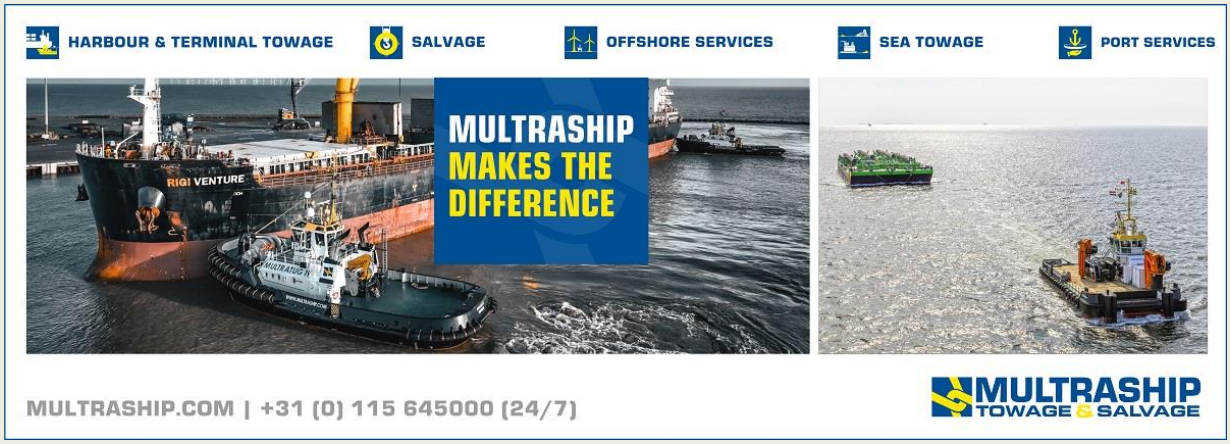
Sea1 Offshore's first of four 120-meter-long offshore energy support vessels (OESVs) being built in China has been fitted with an offshore crane and helicopter deck, with delivery expected in January. Norwegian offshore services provider Sea1 Offshore placed the order for the first two OESVs with Cosco Shipping in November 2024, revealing at the time that negotiations were ongoing for the delivery of more vessels. The contract for the construction of two additional vessels was announced in March 2025. The construction of the first vessel, named Sea1 Diamond, began in September 2025,

with the second, named **Sea1 Citrine**, following in December. **Sea1 Diamond**, launched at the yard in July, is currently undergoing outfitting and commissioning at the COSCO Nantong Shipyard, with the offshore crane and helicopter deck installed, as Sea1 Offshore reported on November 3. According to the Norwegian firm, the 250 T Huisman crane is designed for subsea lifting operations down to 3,000 meters, while the helicopter deck is dimensioned for Sikorsky S-92.



The vessel is expected to be delivered in January 2027. Sea1 Offshore also reported that the OESV is still uncommitted and open for clients after delivery. Based on the ST-245 design, the OESVs will have a cargo deck of 1,400 square meters, and each will be equipped with a 250-ton deck crane, two remotely operated vehicle (ROV) hangars, and a moonpool. They will provide accommodation for up to 120 personnel. The vessels will be methanol-ready, with generators that can operate on 100% biofuel, and will be capable of serving both the oil & gas sector and the renewable energy market. Kongsberg Maritime will deliver comprehensive equipment packages. *(Source: Offshore Energy)*

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JUMBO OFFSHORE SUCCESSFULLY COMPLETES TRANSPORT AND INSTALLATION CAMPAIGN FOR VMOS PROJECT IN ARGENTINA

Jumbo Offshore has announced the successful completion of its transport and offshore installation scope for the Vaca Muerta Oil Sur (VMOS) project in Argentina. The campaign supports the development of a major new oil export terminal near Punta Colorada, which will be connected to Argentina's Vaca Muerta formation by a 437 km



pipeline. *Ship-to-ship* Contracted by Altius S.A., Jumbo deployed its DP2 heavy-lift vessel **Jumbo Javelin** to transport two CALM buoys weighing approximately 340 t each and two Pipeline End Manifolds (PLEMs) weighing up to 232 t. The project was secured with the local support from the JSI Alliance. The campaign began in Muscat, Oman, where the cargo was lifted onboard by the Jumbo Javelin in a double-banking, ship-to-ship heavy-lift operation. Following loading and seafastening, the vessel sailed to Argentina via the Cape of Good Hope. *Successful discharge* Upon arrival in Argentina, Jumbo carried out the offshore installation of both PLEMs at approximately 40 m water depth using the vessel's DP capabilities, alongside the successful discharge of both CALM buoys. The VMOS marine terminal, located approximately 5–8 km offshore Punta Colorada, will facilitate the export of oil from Argentina's Vaca Muerta formation to Very Large Crude Carriers (VLCCs). The project is designed for an initial capacity of up to 550,000 barrels per day, with the potential to increase to 700,000 barrels per day. *Team effort* Freek Muurling, Project Manager at Jumbo Offshore, commented, "This project demonstrates Jumbo Offshore's integrated heavy-lift transport and offshore installation capabilities, supporting the development of important energy infrastructure around the world. I'm proud of what our team has accomplished throughout this challenging campaign. From the ship-to-ship loading operation in Muscat and the safe transport of the CALM buoys and PLEMs, to the successful offshore installation of both PLEMs and discharge of the buoys in Argentina, it has been a tremendous team effort. My thanks go to everyone involved, both onboard and ashore, and to our project partners for their flexibility, support and cooperation throughout the campaign." VMOS commented, “Throughout this demanding journey, across long distances and challenging hurdles, Jumbo lived up to its name, showing resilience, teamwork, improvisational skills, good communications and a clear sense of our common goal. Well done!” With Jumbo's scope now successfully completed, work continues on the wider VMOS development ahead of the terminal's future start-up and first oil exports. *(PR-Jumbo)*

BOURBON ADDS TO FLEET WITH DELIVERY OF NEWBUILD 34-M CREWBOATS



As part of its ongoing fleet renewal programme, OSV owner Bourbon has taken delivery of two high-spec, high capacity crewboats. Following successful sea trials, the first of the new vessels was delivered to the company in Dubai by Grandweld Shipyards on 3 November 2026. Designed to transport offshore personnel, the new crewboats combine increased passenger capacity – they are capable of carrying 60 offshore personnel in business-class seating – with enhanced reliability and improved fuel efficiency. The company said the addition of the new vessels to its fleet “is a milestone in the renewal of one of the core business areas in its fleet.” Compared to the previous generation of 32-m vessels, the new units are faster, having a cruising speed of up to 38 knots, and have reduced fuel consumption, thanks to the use of an electronic fuel monitoring system. The company said the newbuilds also have greater operational redundancy compared to earlier designs. In addition to increased passenger capacity, the vessels also have 18 m2 of deck space with compartments for passenger luggage, a redesigned bridge with improved visibility, and a satellite communication system that connects the vessel to Bourbon’s team onshore. Bourbon chief operating

officer Stephan Midenet said, "With these two new crewboats, Bourbon is strengthening its ability to offer customers reliable, high-performance crew transport solutions, tailored to the demands of offshore operations." *(Source: Riviera by David Foxwell)*

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BRAZIL APPROVES SAIPEM-SUBSEA 7 MERGER ON CONDITION OF VESSEL SALE



Brazil's competition watchdog CADE has given conditional approval to the proposed merger between Italian offshore engineering giant Saipem and Norway's Subsea 7, requiring the companies to sell a specialised pipelay vessel to address competition concerns. The Brazilian regulator approved the combination, which will create Saipem7, after the companies agreed to divest the Seven Borealis, a vessel capable of operating in deepwater and ultra-deepwater projects. CADE raised concerns that the merger would eliminate competition between two major contractors in Brazil's subsea engineering, procurement, construction and installation market, particularly for projects involving Petrobras and the country's prolific pre-salt fields. The agreement also includes provisions to ensure the buyer can compete for future offshore contracts while protecting the execution of projects already in the companies' backlog. Saipem and Subsea 7 said the disposal would not materially affect the merger's strategic rationale or the previously announced annual synergies of approximately €300m ($338m). The two companies signed a binding merger agreement in July 2025 following an initial agreement earlier that year. The proposed combination will create an offshore engineering powerhouse with annual revenues of approximately €21bn ($23.6bn) and a combined backlog of €43bn ($48.5bn). However, the Brazilian clearance does not complete the regulatory process. The European Commission launched an in-depth investigation into the deal in July, raising concerns about reduced competition in the market for subsea umbilicals, risers and flowlines. Brussels subsequently suspended its review in August while awaiting additional information from the companies. The transaction also remains subject to regulatory scrutiny in Australia, where the competition authority is conducting a detailed assessment of its potential impact on offshore engineering services. *(Source: Splash24/7)*

DOF EXTENDS ANOTHER PETROBRAS PLSV DEAL INTO 2028



Norwegian offshore vessel owner DOF has secured another long-term contract extension with Petrobras in Brazil. The company said that the pipelay support vessel (PLSV) **Skandi Olinda** has been awarded a 304-day extension following negotiations with the Brazilian state-controlled oil and gas giant. The contract, previously scheduled to expire in April 2027, will now run through January 2028. The vessel is owned by a 50-50 joint venture between DOF and offshore engineering and technology company TechnipFMC. The latest agreement follows two other PLSV extensions secured by the same joint venture with Petrobras in July this year. At the time, DOF announced that the **Skandi Buzios** and **Skandi Recife** had received extensions of 516 and 550 days, respectively. Both vessels had contracts scheduled to expire in the third quarter of 2026, but the extensions pushed their employment through January 2028. In addition to the two Petrobras extensions, DOF secured contracts for two unnamed anchor handling tug supply vessels in July. The contracts were for periods exceeding one year, with each valued between $15m and $25m. *(Source: Splash24/7)*

ELPI NETS DOUBLE MIDDLE EAST OFFSHORE VESSEL DEAL



Indonesian offshore vessel operator PT Pelayaran Nasional Ekalya Purnamasari (ELPI) has secured a three-year charter contract worth $12.04m with UAE-based Atlantic Maritime Group. The contract covers two crewboat vessels, **Kazo Agility 2** and **Kazo Agility 3**, which will support offshore hook-up and transportation activities in Saudi Arabia, the United Arab Emirates, Qatar, and Bahrain. Indonesian shipbuilder PT Orela Shipyard built both vessels. The **Kazo Agility 2** was delivered in 2024, followed by its sister vessel in 2025. The two offshore crew and supply vessels measure approximately 40.3 m in length. In September, ELPI reported that both vessels were working for Saudi Aramco, as the Indonesian company continued targeting additional offshore vessel contracts in the region. The latest charter follows a series of fleet expansion initiatives by ELPI, including the acquisition of the multipurpose support vessel Bourbon Evolution 805 earlier this year. ELPI has also secured a long-term marine services contract worth Rp2.39trn ($131.69m) for the planned floating LNG development in Bintuni Bay, West Papua. The 18-year agreement covers six vessels, including an offshore supply vessel, three multipurpose tugs, a crewboat, and a pilot boat. *(Source: Splash24/7)*

HEA ENERGY BUYING SEAWAY7'S HEAVY TRANSPORT VESSEL BUSINESS



HEA Energy has agreed to acquire Seaway7 Heavy Transport, the heavy transportation business of Seaway7, part of the Subsea7 Group. According to Subsea7, the transaction covers six vessels, five owned by Seaway7 Heavy Transport and one chartered from a third party. While the acquisition announcement does not identify the vessels by name, Seaway7's published fleet information lists six vessels in its heavy transportation business: **Seaway Eagle**, **Seaway Falcon**, **Seaway Hawk**, **Seaway Osprey**, **Seaway Albatross** and **Seaway Swan**, with the latter being the chartered vessel. The open-deck semi-submersible vessels are used to transport offshore wind foundations, substations, jack-up vessels, offshore modules and other oversized cargo. Seaway7 says its fleet can carry loads of up to 55,000 tonnes. Completion of the acquisition by HEA is expected in the first half of 2027, subject to customary closing conditions, including regulatory approvals. The financial terms have not been disclosed. Subsea7 said the sale constitutes a permitted business divestment under its merger agreement with Saipem, with the transaction to trigger a EUR 105 million special dividend to Subsea7 shareholders, as approved at the company's extraordinary general meeting in September 2025. For HEA Energy, the acquisition adds heavy transportation capabilities to its existing portfolio of offshore support and jack-up vessels. The Abu Dhabi-headquartered company has been expanding its presence in the European offshore wind market, including through the acquisition of three Seajacks jack-ups from Eneti in 2023 and two offshore wind support vessels, **Thor** and **Wind Lift 1**, from Semco Maritime in August 2026. *(Source: Offshore Wind)*

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LD ARMATEURS BUYS THREE PSVS FOR CABLE-LAYER CONVERSIONS

French shipowner LD Armateurs (LDA) has acquired three platform supply vessels currently under construction for conversion into cable-laying ships as it looks to expand its presence in the subsea telecommunications market. The three vessels are scheduled for delivery in the second quarter of 2027 before heading to an undisclosed shipyard for conversion. They are expected to enter service in

the first quarter of 2028. Each vessel will have a cable-carrying capacity of 2,800 tonnes and will be equipped for subsea cable installation, maintenance, and repair operations. The trio will also feature hybrid-electric propulsion systems designed to improve fuel efficiency and reduce emissions. The French company, which has more than 25 years of experience in subsea telecommunications cable operations, said the investment would help address growing demand for cable installation and repair capacity amid concerns about an ageing global fleet. The company has previous experience converting offshore vessels for cable operations, including the Ile de Molène, which entered service with Alcatel Submarine Networks in 2022 following an extensive conversion programme. The latest investment follows the September delivery of the DP2 multipurpose support vessel **TVO Mariner** to LDA subsidiary LD TravOcean, which specialises in subsea cable installation and protection. Alongside the three PSV conversions, LDA is launching a training academy to support recruitment and crew development across its expanding fleet. The initiative will also support the arrival of three methanol-capable, wind-assisted ro-ro ships being built for Airbus logistics operations. The first of these, Spirit of Toulouse, recently completed the installation of six Norsepower rotor sails. *(Source: Splash24/7)*



DINA MERKUR IN ACTION



Our editorial team has once again received a photograph of a supply vessel operating out of Den Helder in the Dutch sector of the North Sea. This time, it is the ***Dina Merkur***, shown delivering containers of fuel and provisions to a gas production platform. Full containers are dropped off, while empty ones are taken back to Den Helder. Each platform is equipped with its own onboard crane for transferring cargo. The ***Dina Merkur*** is one of eleven supply vessels operating under the banner of Peterson Den Helder as part of the SNS Pool. This UT 755 LC-type supply vessel is managed by the Norwegian company Myklebusthaug, based in Fonnes, but sails under the flag of Gibraltar. The ship was launched in 2006 at the Norwegian shipyard Simek and features a 680-square-meter working deck. *(Source: www.maritiemdenhelder.eu)*

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OFFSHORE LOBBY GROUP URGES EU TO PAUSE ETS RULES



A coalition of eight European maritime organisations has called on the EU to overhaul emissions reporting rules for offshore vessels following Maritime Journal's report last week that IMCA was preparing to push for the change. From 1 January 2027, offshore vessels above 5,000 gross tonnes will be brought into the EU Emissions Trading System (ETS), requiring operators to monitor emissions and buy ETS allowances for qualifying emissions. Industry groups argue the current reporting rules are designed for merchant shipping, not offshore operations such as wind farm installation, dredging, geotechnical surveys and subsea construction, and those likely to be affected are precisely those engaged in offshore wind activities. In an open letter signed by eight signatories including the International Marine Contractors Association (IMCA) and European Dredging Association (EUDA), the parties say the rules, due to come in force on 1 January 2027, 'impose significant financial obligations, distort competition and create opportunities for circumvention' and are based on an MRV reporting framework that was not designed for offshore operations 'and is widely recognised as not fit for purpose'. "The offshore sector supports Europe's energy security, climate ambitions and industrial competitiveness," says the letter, which is addressed to members of the European Parliament and EU member states. "Yet the current ETS framework risks undermining these objectives by creating distortions and opportunities for circumvention. "Unlike conventional shipping, offshore vessels do not primarily transport cargo or passengers between ports. They perform specialised, project-based activities such as installation, construction, maintenance, dredging and inspection at offshore worksites. Applying traditional concepts such as cargo, transport work and voyage based reporting therefore does not reflect their operational reality." *The letter makes three specific demands on the EU:* ● Ensure a level playing field

by closing loopholes that could incentivise operators to mobilise vessels from non-EU ports – which don't levy penalties. ● Create clear definitions for offshore activities as opposed to transport-based activities. ● Postpone ETS compliance obligations for offshore vessels above 5,000GT until the revised MRV framework has been implemented and tested. "The offshore sector is not asking for exemption from carbon pricing," the letter says. "We are asking for a framework that reflects the operational realities of offshore activities and avoids unintended consequences." The organisations warn that unless changes are made, the regulations could encourage operators to shift activity outside the EU, resulting in carbon leakage and a weakening of Europe's offshore maritime capability. The eight signatories are IMCA; EUDA; the Belgian Shipowners' Association (KBRV); Royal Association of Netherlands' Shipowners (KVNR); Norwegian Shipowners' Association; Armateurs de France; Danish Shipping; and the Swedish Shipowners' Association. *(Source: Maritime Journal)*

NORTHERN GALE BEHIND THE MOORMAN BRIDGE



A new arrival in our port is the *Northern Gale*, operated by Njord Survey, based in Gothenburg, Sweden. Having arrived in Den Helder from the Baltic Sea on the first of this month, this 25-meter-long aluminum catamaran is now moored at the quay behind the Moorman Bridge. Sailing under the British flag—with Southampton as its home port—the vessel is equipped for geophysical seabed surveys. The *Northern Gale* was built in 2017 and is powered by two Baudouin diesel engines, which together enable a speed of 25 knots. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

RUNBANG MARINE'S FIFTH SPP40 PLATFORM SUPPLY VESSEL SUCCESSFULLY COMPLETED SEA TRIALS



Recently, Runbang Marine, a subsidiary of Runbang Group, successfully completed all sea trials and returned home . Its fifth SPP40 platform supply vessel (N1057) has been successfully completed. Based on the mature experience gained from the previous four vessels of the same type, the project team fully reused and optimized the process and control measures, carried out special refinement of the entire sea trial process, promoted the continuous improvement of the construction system, and achieved a new high in sea trial efficiency. Sea trial data shows that the

ship's propulsion system operates stably and reliably, its control system is flexible and easy to use, and its DP system is reliable and precise. Key indicators such as speed, fuel consumption, vibration, and noise all meet or exceed design requirements, demonstrating excellent system compatibility. This fully showcases the high level of technological maturity and superior performance accumulated through multiple iterations of the SPP40 series. After berthing, the project team immediately moved on to follow-up work: establishing a closed-loop rectification list based on the feedback from the sea trial, and simultaneously advancing the final outfitting and mooring commissioning; strictly adhering to the delivery standards to eliminate defects one by one, refining daily production nodes, and making every effort to sprint towards final delivery. Currently, several SPP40 series vessels have been delivered this year, with several more under construction. Moving forward, Runbang Marine will continue to leverage its technological and managerial advantages to meticulously advance all remaining tasks and deliveries, consistently providing the international offshore engineering market with safe, green, and high-quality offshore vessels and professional services. *(Source: iMarine)*

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GUARDIAN BACK IN ITS USUAL SPOT



The Coast Guard's *Guardian* has returned to its familiar position on the Harssens peninsula. The emergency response vessel had been out of service for some time; during that period, its duties were covered by the tugboats *Multratug 3* and *Multratug 36*, operated by Multraship Towage and Salvage from Terneuzen. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

MUSEUM NEWS

ALLES IS STOOM! STEUN DE CHRISTIAAN BRUNINGS

Misschien heb je het al voorbij zien komen, we zijn een bijzondere crowdfundingcampagne gestart. Met 'Alles is Stoom!' willen we de **Christiaan Brunings** restaureren, zodat de oudste nog varende

stoomijsbreker van Nederland ook minimaal de komende 30 jaar kan blijven varen. En daar hebben we jouw hulp bij nodig! Al 126 jaar vaart de **Christiaan Brunings** door de Nederlandse wateren. Ooit gebouwd als ijsbreker voor Rijkswaterstaat, tegenwoordig een uniek varend monument aan de steiger van Het Scheepvaartmuseum. Misschien ken je het schip wel van de jaarlijkse Sinterklaasintocht in Amsterdam of van SAIL. Samen willen we €75.000 ophalen om de restauratie mede mogelijk te maken. Inmiddels hebben al 261 donateurs bijgedragen en staat de teller op €42880 (57%). Een prachtig resultaat, maar we zijn er nog niet. Help jij mee om de Christiaan Brunings ook voor toekomstige generaties op stoom te houden? Klik op de link Doneer HIER



EVENT NEWS

DIT WEEKEND OP WILLEMSOORD: HISTORISCHE SCHEPEN, OUDE AMBACHTEN EN MARITIEME DEMONSTRATIES TIJDENS DE EOC-TRADITIONELE SCHEPEN BEURS



In het levendige havenkwartier op het Willemsoordcomplex wordt op 6, 7 en 8 november in theater De Kampanje, de Medemblikkerloods, het stadhuis en de werkplaatsen van Museumhaven Willemsoord de negende editie van de EOC-Traditionele Schepen Beurs gehouden. De beurs is een jaarlijks evenement waar geïnteresseerden in nautisch erfgoed samenkomen om van gedachten te wisselen, nieuwe ideeën op te doen of op zoek te gaan naar spullen voor hun schip. De belangstelling voor de beurs is groot. “Begin oktober was de beursvloer al nagenoeg gevuld”, vertelt beursmanager Michiel Tegelberg. In de Stadshal presenteren zich onder andere behouds- en belangenverenigingen, leveranciers van scheepsuitrusting, verkopers van nautische boeken en kleding en scheepsmakelaars. Een opvallende nieuwkomer is de Dienst der Hydrografie met een eigen presentatie. *Maritieme ambachten centraal* Dit jaar staat de beurs in het teken van maritieme ambachten. Voor onder andere het Ambachtelijk Botenbouw Centrum en het Hout- en Meubileringscollege wordt een centrale plek op de beursvloer ingeruimd. Michiel Tegelberg: “Ons doel is jongeren in de praktijk kennis te laten maken met maritieme ambachten, dat zij zien dat hiervoor speciale opleidingen bestaan en dat er een goede boterham mee te verdienen valt.” Het aan de Stadshal grenzende Wim de Bruijn Theater biedt een doorlopend programma met lezingen en presentaties. Op De Brug worden korte presentaties gegeven over onder andere astronavigatie en conservering. *Ambachten, demonstraties en historische schepen* Deze beurseditie heeft echter nog meer in petto. Zo worden in de Medemblikkerloods ambachten gedemonstreerd en wordt er op

traditionele wijze vis gerookt. In het stadhuis heeft de Stichting Natuurlijk Varen een expositie van bijzondere zeilvaartuigen ingericht en toont de Helderse Modelbotenvereniging hier eigen werk. Verder exposeert Evert Marsman er een serie foto's van enthousiaste vrijwilligers die het nautisch erfgoed in de museumhaven in stand houden. Aan boord van het lichtschip Texel en de stoomsleper Noordzee wordt open huis gehouden, terwijl bezoekers in dok 1 aan boord van Zr.Ms. Bonaire rondleidingen kunnen volgen. Aan de afbouwkade wordt hard gewerkt aan de zeilschepen Morgenster en Tres Hombres. In de mechanische werkplaatsen in gebouw 73 worden bovendien oude ambachten als smeden en klinken gedemonstreerd. Bijzonder is de samenwerking met de Stichting Verenigde Maritieme Compagnons. In het kader van de Dag van de Binnenvaart laten zij aan boord van hun schip de Verenigde Provinciën jonge mensen kennis maken met de aantrekkelijke mogelijkheden van de binnenvaart. *Jongeren gratis naar de beurs* Jongeren tot en met 25 jaar mogen de beurs drie dagen lang gratis bezoeken. Iedere beursbezoeker krijgt bovendien op vertoon van zijn of haar toegangsbewijs gratis toegang tot het naastgelegen Nationaal Reddingmuseum Dorus Rijkers en het Marinemuseum, dat op loopafstand ligt. Verder kunnen jongeren meedoen aan een doe-route langs ambachtelijke stands en daarmee een maritiem ambachtendiploma, inclusief presentje, verdienen. Ook kunnen zij deelnemen aan een loterij waarbij een fraaie, door Ruys Jachtbouw uit Broek op Langedijk gemaakte en beschikbaar gestelde houten zeilpunter te winnen is.



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WINDFARM NEWS - RENEWABLES

CADELER NEWBUILD TO DEBUT ON DOGGER BANK TURBINE CAMPAIGN

Danish offshore wind contractor Cadeler has secured the first assignment for its newbuild installation vessel, **Wind Apex**, signing a firm contract to transport and install turbines at the Dogger Bank C offshore wind farm in the UK North Sea. The vessel will join the installation campaign in the third quarter of 2027, shortly after its scheduled delivery from the shipyard in the first half of the year. The contract value was not disclosed. Under the agreement, **Wind Apex** will provide additional installation capacity alongside an existing project vessel, supporting the installation of 87 GE Vernova Haliade-X 14MW turbines at the 1.2 GW Dogger Bank C development. The vessel will also

be available for deployment across the remaining phases of the wider Dogger Bank project. **Wind Apex** is the third vessel in Cadeler's A-class series, following Wind Ally and Wind Ace. The newbuild features 5,600 sq m of deck space and a payload capacity exceeding 17,000 tonnes, with a design allowing it to undertake both foundation and turbine installation work. Cadeler secured a €247m ($277.5m) green loan facility in July to finance part of the vessel's construction. "The campaign will also mark the first deployment of **Wind Apex**, and we look forward to seeing her begin operations on a project of this scale," said Cadeler chief executive Mikkel Gleerup. The latest award comes as construction continues across the three phases of the 3.6GW Dogger Bank development, located approximately 130 km off England's northeast coast. All 277 foundations and transition pieces were installed by November 2025, while turbine installation at Dogger Bank B passed the halfway mark in October. The Port of Nigg in Scotland has been selected as the marshalling base for turbine components destined for phases B and C. Dogger Bank is owned by SSE Renewables and Equinor, each holding 40%, and Vårgrønn with 20%. SSE is leading construction, while Equinor will operate the project upon completion. *(Source: Splash24/7)*



FUGRO AWARDED MULTIYEAR FRAMEWORK CONTRACT FOR GEOTECHNICAL SITE INVESTIGATIONS OFFSHORE GERMANY, FOR OFFSHORE WIND DEVELOPMENT

Fugro has secured a multiyear framework agreement with the German Federal Maritime and Hydrographic Agency (BSH) to undertake geotechnical site investigations in the German North Sea. The acquired data, complemented by detailed laboratory testing, will provide critical input for future wind farm developers during the tendering and development phases. Through the framework agreement, Fugro will help derisk and accelerate development timelines, supporting the continued expansion of clean energy infrastructure in the German North Sea. The workscope comprises data acquisition using a range of geotechnical drilling vessels and seabed Cone Penetration Testing (CPT) vessels, together with geotechnical laboratory testing services performed in Fugro's facilities in Germany, Belgium and the UK. The programme will be delivered through Fugro's combined Marine operations in the Netherlands and Germany. With preparations already in progress, the programme is scheduled to commence in mid-March 2027. The German Federal Maritime and Hydrographic Agency (BSH), as the Contracting Authority, shall be entitled to call off services under this multiyear Framework Agreement from the date of its award. Fugro highly values its partnership with BSH and is honoured to support the



agency in implementing its vision for the future development of offshore renewable energy in Germany. As Germany progresses towards its long-term offshore wind ambitions, Fugro is proud to play a role in helping deliver the data and insights that underpin a successful and sustainable energy transition. "Fugro's strong track record of providing reliable geotechnical data and expert advice in support of offshore development and bidding programmes has undoubtedly contributed to the award of this project. Our ability to mobilise dedicated geotechnical drilling vessels and specialised seabed Cone Penetration Testing (CPT) assets was also a key factor in the success of our tender," said Erik Vogt, Project Director at Fugro Germany. "The strength of Fugro's integrated international network. The close and long-standing cooperation between our teams in the Netherlands, the United Kingdom and Germany has been instrumental in developing a highly competitive solution for BSH," added Sven Plasman, Principal Commercial Manager, Fugro Netherlands Marine. *(PR-Fugro)*

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FIELD TIME FOR OFFSHORE WIND POWER PLANTS.



Ground surveys are beginning for Türkiye's offshore wind farm project. The project will be carried out by DenAr. In the "NCS-01 Geophysical and Geotechnical Soil Studies" project, Turkey's first offshore wind farm ground investigation implemented by the Ministry of Energy and Natural Resources (ETKB), field operations and critical preparation processes have gained momentum. In the project undertaken by DenAr Marine Research, DenAr is conducting a comprehensive survey program in two separate areas of the Marmara Sea by simultaneously mobilizing the DenAr, **Denar Explorer**, **Denar Surveyor**, and **Salvor** vessels. The operation, conducted in areas with the busiest maritime traffic and challenging winter conditions in the region, will include geophysical-seismic studies consisting of multiple beam echo sounder (MBES), side-scan sonar (SSS), subsurface profiling (SBP), magnetometer measurements, and UHR seismic surveys, as well as unexploded ordnance (UXO) scans to ensure site safety. However, all data obtained from CPT and seabed sampling conducted at sea with the DP2 class M/V **Denar Explorer** vessel will be supplemented with laboratory tests and detailed seabed reports. *The first meeting was held at Denar Explorer*. A significant milestone was reached in the project this week. A comprehensive project risk assessment meeting was

held on board the M/V **Denar Explorer**, with the participation of ETKB officials, representatives from the project's international consulting firm IMDC, and the DenAr field team. During the meeting, the details of the geophysical and geotechnical studies, the coordination of the three vessels, and the entire field schedule including winter operations in the Marmara Sea were discussed step by step. DenAr officials, evaluating this first step which marks a turning point in Türkiye's clean energy vision, expressed their gratitude to the Ministry of Energy and Natural Resources and IMDC for their confidence in and contributions to the project. *(Source: DenizHaber)*

ØRSTED STARTS COMMERCIAL OPERATIONS ON ITS SECOND US OFFSHORE WIND FARM



Revolution Wind, an offshore wind farm providing power to Connecticut and Rhode Island, has entered commercial operations, despite repeated challenges from the Trump administration. Developer Ørsted confirmed today that the wind farm entered commercial operations in October, while it is also making progress on another location for New York State. Group President and CEO Rasmus Errboe reported the development during the company's quarterly investor call on November 5, saying Revolution Wind began commercial operations under the PPAs, delivering power to Connecticut and Rhode Island. He called the development "a major milestone," while also reporting they were making "solid progress" on the Sunrise Wind project off New York's Long Island. Construction started in 2023 for Revolution Wind, which is a 704 MW project located more than 15 miles south of the Rhode Island coast. Reports said the total investment was more than $6.2 billion and also included the development of facilities at ProvPort, Quonset, and State Pier to support the project. Revolution Wind is a partnership between Ørsted and Skyborn Renewables, which is owned by BlackRock's Global Infrastructure Partners. The project has 20-year power agreements, with media reports that it is delivering power to Rhode Island Energy, Eversource Energy, and United Illuminating. The project delivered its first power in March 2026. Reaching this point comes after several challenges from the Trump administration. It issued a stop-work order for the project in August 2025, when it was already 80 percent complete. A court issued a preliminary injunction allowing construction to resume in late September, only to have the Department of the Interior issue a second stop-work order at the end of the year. A US federal court granted a second preliminary injunction, allowing construction to again resume in mid-January. The project is still facing court challenges from environmental groups. Last month, the Department of Justice filed in the case, asking the court to remand the approval of the project's Construction & Operations Plan for further review. The administration has alleged the project's review and approval was rushed and that it needs to reevaluate its compliance with the Outer Continental Shelf Lands Act. The news that the project had entered commercial operations received strong statements of support from Connecticut and Rhode Island's elected officials. In addition, Senator Chuck Schumer issued a statement, "Despite Donald Trump's efforts to end offshore wind production, Revolution Wind is now fully operational! ... It's great news for lower costs, union jobs, and a cleaner environment and it's one of many victories to come in our ongoing fight to lower prices for Americans." Revolution Wind becomes the third large,

commercial-scale offshore wind farm in full operation in the United States. Ørsted recently marked two years for the smaller 132 MW South Fork Wind off New York. The other large project in commercial operation is Vineyard Wind, owned by Copenhagen Infrastructure Partners (CIP) and Avangrid Renewables. Boston public radio station WBUR reported that last Friday, October 30, wind power in New England peaked at 2,400 MW, breaking a record for the region. Revolution Wind was one of the five offshore wind farms under construction in the United States. Errboe told investors today that the company's other project, Sunrise Wind, is now nearly 60 percent complete and should commission its first turbine around the end of the year. He reported that installation has been completed for the foundations and that 31 turbines are installed. Ørsted expects the project to reach commercial operations in the second half of 2027. *(Source: Marex)*

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DREDGING NEWS

TOWNSEND'S INLET DREDGING WORK WRAPS UP



The Avalon beachfill project and the dredging operations on the Townsend's Inlet navigation channel will both conclude Tuesday, November 5th. According to the Borough of Avalon, the beachfill totals 1,201,259 cubic yards of sand; in addition, approximately 130,000 cubic yards of sand have been removed from the navigational channel. Beach paths continue to be closed from 12-14th streets. Today, final sand quantities will be calculated before the operation moves to Stone Harbor by the end of the week. All equipment will be mobilized to Stone Harbor by November 14th with all beach paths open in Avalon, the Borough concluded. *(Source: Dredging Today)*

LUMACON, UK DOCKS COMPLETE WORK ON TSHD CITY OF LONDON

Lumacon Accolade Group said that Tarmac Marine's trailing suction hopper dredger (TSHD) **City of**

London recently visited UK Docks for the inspection, cleaning and overhaul of a 660V–415V transformer. The work involved a thorough inspection of the transformer and associated components, followed by cleaning and maintenance to ensure the equipment remains in safe and reliable operating condition. The oldest in the Tarmac's fleet – the **City of London** – has been operational since 1989. So far, the **City of London** has landed more than 28 million tons of material. It operates 24 hours a day, 365 days a year, according to Tarmac. Lumacon Accolade Group collaborates with UK Docks Marine Services to provide specialized marine electrical, transformer overhaul, and refit engineering for commercial and leisure vessels. *(Source: Dredging Today)*



BOSKALIS' TSHD FREEWAY WRAPS UP DREDGING CAMPAIGNS IN BARROW



This year, Boskalis' trailing suction hopper dredger (TSHD) **Freeway** completed several short dredging campaigns in Barrow, removing a total of more than 1 million cubic meters of sediment from the port area. For more than 20 years, Boskalis has been carrying out a range of projects in this area through Boskalis Westminster. "With over 115 years a century of experience in the maritime industry, Boskalis regularly calls at certain ports. This may be to load or discharge cargo, or to carry out dredging operations as part of an expansion or maintenance project. One of the ports where we have made a significant impact over the past few decades is Barrow in the United Kingdom," Boskalis said. Regular dredging is required to keep the Port of Barrow and its approach channels at advertised operational depths (managed via bodies like the Marine Management Organization). *(Source: Dredging Today)*

KNOWLEDGE MARINE ACQUIRES RIVER PEARL 48 TSHD

Knowledge Marine & Engineering Works Limited (KMEW) has completed the acquisition of the trailing suction hopper dredger (TSHD) **River Pearl 48**. According to KMEW, the transaction - valued at approximately Rs 250 crore (over $26 million) - is set to expand KMEW's fleet and enhance its execution capacities for large-scale maintenance dredging projects. This modern vessel, built in 2021, boasts substantial capabilities, with a maximum dredging depth of 36 meters and an annual dredging

capacity of 8 to 10 million cubic meters. Commenting the latest news, Mr. Sujay Kewalramani, CEO of KMEW, said: "Completing the acquisition of **River Pearl 48** is a major milestone in KMEW's growth journey. Its capabilities create a platform for KMEW to explore opportunities in the defense dredging market." The new dredger is slated for immediate deployment at the New Mangalore Port Authority (NMPA) to undertake recently awarded Rs 303.17 crore ($32 million) three-year maintenance dredging contract. The project - set to begin on November 15 - covers financial years 2026-27, 2027-28 and 2028-29. It carries an annual base value of about Rs 101.07 crore ($10.6 million) and was awarded after KMEW emerged as the lowest bidder. *(Source: Dredging Today)*



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BOSKALIS WRAPS UP CAPITAL DREDGING PROGRAM IN LERWICK



Following the departure of specialized drill barges and dredging fleet, the major capital dredging program at Lerwick Harbor in Shetland has officially concluded. Wrapped up in early November, the work marked the end of the multi-phase £25m harbor improvement initiative. The dredging project was carried out by Boskalis, utilizing equipment like the drill barge **Rock Mate** and backhoe dredgers **Manu Pekka** and **Odin**. According to the Lerwick Port Authority, this program was designed to enhance deep-water access and capacity to accommodate larger vessels across the cruise, fishing, and offshore energy sectors. *(Source: Dredging Today)*

WESTERN BALTIJA COMPLETES CONSTRUCTION OF ANOTHER HYBRID

TSHD



Western Baltija Shipbuilding has completed the construction and partial outfitting of the **Bestla R**, the second hybrid trailing suction hopper dredger (TSHD) built this year for Danish client RN Shipping A/S (Rohde Nielsen). Its sister vessel, the **Borr R**, departed for the client in June. Measuring 85.4 meters in length and 17.4 meters in width, this dredger - like Borr R - features a hydraulic longitudinal hull-opening system and is designed to accommodate a hybrid power plant. “Building specialized vessels requires more than manufacturing capacity. It calls for integrated engineering expertise, coordinated execution and the ability to bring together multiple disciplines within a single industrial ecosystem. Projects like Bestla R demonstrate that Lithuania has the capabilities to deliver complex, large-scale orders for international clients," said Arnoldas Šileika, CEO of Western Shipyard Group. "By combining specialized expertise with strong production capacity, our maritime engineering industry strengthens its position in global markets, creates value for the national economy and reinforces Klaipėda’s role as a center for specialized shipbuilding.” The shipyard is currently carrying out six other shipbuilding projects, including a hybrid ferry for a Norwegian client and hulls for offshore patrol vessels destined for Singapore. *(Source: Dredging Today)*

SEA TRIALS OF NEW TSHD 1000 KAPUKA UNDERWAY



The sea trials of the new trailing suction hopper dredger (TSHD) 1000 **Kapuka**, built at Damen partner yard 189 Shipyard in Vietnam for Port Otago and Napier Port, are underway. "The trials tested her at full speed with a full load (just under 10 knots), through a six-hour endurance test that included vibration and noise analysis, and, of course, dredging. She loaded a full hopper of thick clay with ease," Port Otago said in its latest update. The Napier/Otago ports’ oversight team will return to the yard in mid November for the final acceptance visit. In early December, the dredger will go in for a hull clean and finishing touches to her underwater systems, so she arrives in pristine condition. **Kapuka’s** arrival in Port Chalmers is now expected in February 2027. "This gives Damen a buffer to finish the final elements to the same high standard they have maintained throughout the build," Port Otago added. The new dredger will be jointly operated by Napier Port on New Zealand's North Island and Port Otago on the South Island. *(Source: Dredging Today)*

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YARD NEWS

MALAYSIAN CABLE FIRM OMS RAISES $1.03BN FOR FOUR CABLE-LAYING NEWBUILDS



Malaysian subsea telecommunications infrastructure provider OMS Group has secured $1.0315bn of financing to back a four-ship fibre-optic cable-laying newbuilding programme, according to a company statement. The package comprises $911.5m of corporate and trade facilities and export credit agency-backed term loans, plus $120m of trade facilities pending financial close. Atradius Dutch State Business and Norway's Eksfin are supporting the ECA-backed facilities. HSBC Singapore and Standard Chartered Bank acted as joint global coordinators, bookrunners and ECA coordinators, while KKR Capital Markets was corporate adviser. OMS said the corporate and ECA-backed facilities were more than twice oversubscribed. The newbuilding programme covers CS Genesis, CS Triumph, CS Resilience and CS Alliance. CS Genesis and CS Triumph are under construction at Pacific Shipbuilding JSC in Haiphong, Vietnam, under a programme involving Royal IHC. CS Genesis is targeted for delivery in 2027 and CS Triumph in 2028. The Type-22 vessels will each have two large cable tanks and dual firing lines for installation and maintenance work. CS Resilience and CS Alliance have their hulls under construction at CRIST Shipyard in Gdynia, Poland, before completion, outfitting and commissioning at Ulstein Verft in Norway. Both are due in 2028. The Ulstein SX252-design vessels are 130 metres long and 22 metres wide and can carry up to 6,500 tonnes of cable. OMS said the four ships will increase its cable-laying capacity as cloud computing, artificial intelligence and data-centre development drive demand for subsea connectivity. "With these four newbuild vessels, we aim to strengthen our cable-laying capacity," OMS Group chief executive Ronnie Lim said. OMS Group Sdn Bhd is headquartered in Shah Alam, Malaysia, and traces its operations to 1988. Its businesses include OMS Telco and LitUp Network. KKR agreed in October 2023 to commit $400m to OMS Group to support growth including fleet expansion, cable landing stations and subsea cable activities. Atradius Dutch State Business is the Netherlands' official export credit insurer, while Eksfin is

Norway's official export credit agency. Royal IHC is a Dutch maritime vessel, equipment and services group. Pacific Shipbuilding JSC is a Vietnamese shipyard. Ulstein is a Norwegian ship design and shipbuilding group, with Ulstein Verft as its shipyard in Norway. CRIST S.A. is a Polish joint-stock shipbuilding company. *(Source: PortNews)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Uzmar-Shipyard-lays-keel-for-four-RAmpage-6000de-offshore-terminal-support-vessels*
   - *Muller-family-transfers-ownership-of-Muller-Dordrecht-to-Boluda-Towage*
   - *Sanmar-delivers-new-harbour-tug-to-long-standing-bulgarian-partner-vtc*
   - *Sapor-Shipbuilding-Industries-delivers-two-powerful-tugs-to-Winning-group-for-operations-in-Guinea*
   - *Boluda-Towage-names-Damen-asd-tug-2813-VB-Marte-in-genoa-ceremony*
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*

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