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TUGS & TOWING NEWS.

New Ximbal Tugboat En Route to Mexico to Join SAAM Towage Fleet



• The vessel, built by the Turkish shipyard Sanmar, is currently on its way to the Mexican coast to join operations at the Port of Lázaro Cárdenas. The new tug **Ximbal** is currently en route to Mexico. This state-of-the-art vessel will join the SAAM Towage fleet to support port operations in Lázaro Cárdenas, one of the main commercial ports in the Pacific. "The addition of the **SAAM Ximbal** to our Mexican operations reflects our ongoing commitment to modernizing our services in the region. Lázaro Cárdenas is a key logistics hub for foreign trade, and adding a unit with over 80 tons of bollard pull, a compact design and high environmental sustainability standards ensures safe, agile operations aligned with the demands of modern maritime transport," explained Cristian Espinoza, Country Manager of SAAM Towage Mexico. The vessel, built by Sanmar Shipyards, aims to strengthen response capacity, safety and energy efficiency in maritime maneuvers at the Mexican port. Its name, the Mayan word for traveling and moving forward, has special meaning for SAAM. "It accurately reflects what we want to do at SAAM: support and assist our customers with a modern fleet prepared to accompany them as ports evolve," Espinoza commented. *Technical Specifications* A RAmparts 2400SX-MKII class tug designed by the Canadian firm Robert Allan Ltd., the **SAAM Ximbal** combines maneuverability in confined spaces with high traction capacity: • *Dimensions:* Length overall of 24.4 meters, beam of 12 meters, and navigational draft of 5.45 meters. • *Power and Propulsion:* Equipped with two CAT 3516E engines (2,350 kW each at 1,800 rpm), it boasts over 80 tons of bollard pull and a cruising speed of 13 knots. • *Safety and Emergencies:* Features firefighting certification under the international FiFi 1 standard. • *Environmental Management and Automation:* Incorporates high levels of automation in the wheelhouse and engine room, a wastewater treatment plant and an oily water separator, minimizing the environmental footprint during escort and berthing operations. *(PR-SAAM)*

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PORT OF BUNBURY TOWAGE CONTRACT AWARDED TO NEW OPERATOR



World-leading towage company Boluda Towage has been awarded a new contract to service Southern Ports' Port of Bunbury. ● Boluda Towage awarded 10-year contract to provide towage services at Port of Bunbury. ● The Port of Bunbury will become the ninth Australian port, and second in WA, serviced by the world's largest provider of towage services. ● The Cook Labor Government is committed to investing in infrastructure to support regional economies and boost resilience. World-leading towage company Boluda Towage has been awarded a new contract to service Southern Ports' Port of Bunbury. The company, which operates in more than 232 ports globally, was awarded a 10-year contract to provide services at the South West port following a competitive tender process. Boluda Towage will take over from current towage service provider Svitzer Australia in December when the company's contract is set to expire. It will service the port with new tugs, with the first set to arrive December followed by the arrival of a second in February - a tug from Boluda Towage's Esperance fleet will provide service in the interim period. The Port of Bunbury becomes the ninth port in Australia where Boluda Towage will offer services, alongside Weipa, Mackay, Gladstone, Brisbane, Newcastle, Port Botany, Melbourne and Esperance. It took over operations at the Port of Esperance, also operated by Southern Ports, in November 2025 after acquiring local tug operator Mackenzie Marine and Towage. Svitzer Australia will continue to provide its services at Southern Ports' Port of Albany. *Comments attributed to Ports Minister Stephen Dawson:* "WA's ports are key to our economic success, and tug services play a critical role enabling vessels carrying millions of tonnes of trade to safely come and go each year. "The Port of Bunbury alone facilitated 16.9 million tonnes of trade, with 418 vessel visits in the past year. Tug masters work closely in tandem with local marine teams to ensure each movement they make is a success. "As the Port of Bunbury grows alongside the South West, Boluda Towage will play an important role in supporting safe and reliable port operations. "The Cook Labor Government is proud to support our regional communities, and ports play a significant role in driving trade, creating jobs and delivering flow-on economic benefits across the State." *Comments attributed to Southern Ports chief executive officer Keith Wilks:* "Boluda Towage is a leading international towage provider

that has developed a strong reputation working at leading European ports and we expect that they'll provide great service alongside our Bunbury marine team. "Having a towage provider with global backing on the scale of Boluda's is a great opportunity as we continue to invest in the expansion of the Port of Bunbury to meet the needs of the growing South West region over the next decade. "We thank Svitzer Australia and its team for the tremendous service they have provided in Bunbury for the past five years and look forward to continue working with them at our Port of Albany." *Comments attributed to Boluda Towage managing director towage Australia Ivan Spanjic:* "Commencing operations in Bunbury marks an important milestone for Boluda in Western Australia. It builds on our established presence in Esperance, reinforcing our growing presence in the region. "We're investing in the operation with the introduction of two new IMO Tier III-compliant tugs, representing a significant improvement in emissions performance for towage operations in the Port of Bunbury, while delivering safe, reliable, and efficient services. "We value our longstanding relationship with Southern Ports and look forward to strengthening that partnership, supporting our customers, and contributing to the continued growth of the Port of Bunbury and the industries it serves." *(Source: Government of West Australia by Hon. Stephen Dawson)*

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DELIVERY OF TWO UNITS OF ASD TUGBOATS



On November 11 2026, two units of our Jiangsu Zhenjiang Shipyard company completed and delivered special tugboat "**Beibuwantuo 19**"、"**Beibuwantuo 20**" designed and built for BEIBU GULF TOWING (FANG CHENG GANG) CO.,LTD., which successfully set sail. The vessel has an overall length of 36.9 meters, a beam of 10 meters, a depth of 4.55 meters, a towing capacity of 33.4 tons forward and 28.5 tons astern, a range of 1,200 nautical miles, and a speed of 12.3 knots. *(Source: Jiangsu Zhenjiang Shipyard)*

PANAMA REACHES MID-POINT IN ITS HYBRID-ELECTRIC NEWBUILD TUG CAMPAIGN



Panama Canal Authority has seen the first 10 battery-hybrid tractor tugs built in Spain start handling ships through the locks of the waterway between the Caribbean and the Pacific. Armon Shipyards has completed the first 10 newbuild harbour tugboats that the Panama Canal Authority (ACP) ordered in 2023 to support ships through the locks of the busy maritime throughfare between the Caribbean and the Pacific Ocean. Delivery of 489-gt **Isla Otoque**, the 10th of these vessels, means the authority is halfway through its fleet renewal and expansion drive as it exercised an option, in 2026, for 10 more of these tugboats from Armon's Navia shipyard in Spain. According to automatic identification system (AIS) data, **Isla Otoque** was delivered in October and had reached Panama by the beginning of November, following a transatlantic crossing. In 2026, Armon completed five of these tugboats: **Isla Coiba** in February; **Isla Farallon** in April; **Isla Galeta** in June; **Isla Jicaron** in August; followed by **Isla Otoque** in October. Sister tugs **Isla Barro Colorado**, **Isla Bastimentos**, **Isla Bona**, **Isla Canas**, and **Isla Cebaco** were delivered sequentially between April and December 2025. All of these ABS-class tractor tugs have hybrid-electric propulsion with Corvus energy storage systems (ESS's) reducing the amount of CO2 emitted during vessel transits and mobilisations, while increasing the available power for ship handling and towage. This US$300M construction campaign is propelling the ACP to the top in terms of global operators of battery-electric tugboats; it is also making Armon one of the biggest builders of them. With an overall length of almost 29 m, a beam of 14 m, and maximum draught of just over 6 m, each of these tugs is equipped with two Wabtec 8L250 MDA four-stroke marine diesel engines, each delivering 2,331-kW, a 445-kW Corvus Orca ESS with nickel-manganese-cobalt batteries and two azimuth thrusters and each tug generates 80 tonnes of bollard pull and a top speed of 12.5 knots. Wabtec's Latin American channel partner Marinsa International is supporting the installation and commissioning of the engines in Spain, along with the service support of the operating fleet in Panama. Combining conventional diesel engines with batteries yields several advantages from both an environmental perspective and an operational standpoint. The batteries level out heavy transient loads on the primary Wabtec diesel engines and deliver additional energy when a tug needs immediate maximum power, preventing engine strain and maintaining fuel-burn efficiency. At low speeds or when idling, the Orca ESS provides the power to the thrusters and internal systems, minimising noise and vibration and cutting fuel usage and greenhouse gas emissions by 30% to 60%. The ESS acts as an integrated, fail-safe emergency backup power supply, stepping in when there is engine failure to maintain steering and propulsion control. Using energy storage for low- and zero-emissions operation means less wear and fewer operating hours on the engines, extending component life and time between overhauls.The ACP estimates that engine wear is reduced by 50%, The tugs are enhancing the canal's operational efficiency as they can work reliably for up to 700 hours per month, which the authority said is beyond that typically seen with conventional harbour tugs. ACP's tugs also have a FiFi1 system for fighting fires and enhanced accommodation for crew. *(Source: Riviera by Martyn Wingrove)*

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MASTER BOAT BUILDERS LAUNCHES INTREPID, FOURTH OF EIGHT TUGS BUILT FOR MARITIME PARTNERS



Fourth vessel marks the midpoint of Master Boat Builders' eight-tug program with Maritime. Master Boat Builders, Inc. ("Master Boat") recently announced the successful launch of Intrepid, the fourth of eight tugboats being built for Maritime Partners, LLC. With half of the vessels in the eight-boat series now launched, the milestone underscores the strength and continued momentum of the partnership between the two leading Gulf Coast maritime companies. "The launch of Intrepid marks an important milestone as we reach the halfway point in this eight-vessel program with Maritime Partners," said Garrett Rice, President of Master Boat Builders. "This series reflects the kind of long-term partnership that is so important to our industry, built on trust, shared standards and a commitment to delivering highly capable vessels. We're proud of the progress we've made together and look forward to delivering the next four." Constructed at Master Boat Builders' shipyard in Coden, Alabama, Intrepid measures 88 feet in length and is classified as an A1 Escort Tug and Towing Vessel. The vessel carries AMS (Automated Machinery System) certification, UWILD (Underwater Inspection in Lieu of Drydocking) certification, and FFV1 fire-fighting capability. It is also designated a Low Emissions Vessel (LEV) under U.S. standards. Four additional vessels are currently under contract, with deliveries scheduled to continue through the program's completion. *(PR-Master Boat Builders)*

RAMPARTS-DESIGNED TUGBOATS BUILT TO ENHANCE YAKAMOZ PORT SERVICES IN TURKEY

Med Marine delivered four Robert Allan designed tugs to its joint venture with Marin Tug to support ships calling at growing Turkish ports as investment increases in the country's maritime sector and harbours. Yakamoz Tugboat Services, a joint venture between Med Marine and Marin Tug, took delivery of four newbuild harbour tugboats in Turkey in Q3 2026, after it started multiple service contracts in ports in the country. Med Marine built these vessels at its shipyard in Eregli on Turkey's Black Sea coast using Robert Allan Ltd's RAmparts 2500-W naval architecture and towage requirements in the ports. Yakamoz commenced tugboat operations in Ceyhan, İskenderun and the

Aliağa 1 service area in July and then in Gemlik and the Aliağa 2 service area in September, after gaining contracts from Turkey's General Directorate of Maritime Affairs, which followed tendering processes. Med Marine delivered **MED Ceyhan** and **MED Iskenderun** to Yakamoz in August; **Med Aliaga** and **Med Gemlik** followed in September. These 25.4-m tugboats have a beam of 12.4 m, a depth of 4.6 m, a top speed of 12 knots and accommodation for eight crew members. Their propulsion systems incorporate two high-speed four-stroke diesel engines driving two azimuth thrusters on the stern, delivering a bollard pull ranging from 65 to 80 tonnes. They are designed to undertake a wide range of harbour operations including ship escort, towing, manoeuvring, berthing and undocking at Turkish ports, which are expanding to increase capacities for various imports and exports. They are also ready to assist in maritime emergencies as they have FiFi1-class off-ship firefighting capabilities and can be equipped for seafarer rescue and oil-spill response. "Their propulsion arrangement has been developed to translate engine power into reliable bollard pull while maintaining the agility required for precise manoeuvring in demanding marine environments," said Med Marine. **Med Ceyhan** is working in the Aliağa operational areas, north of Izmir, **Med Gemlik** and **Med Aliaga** are in Gemlik and **MED İskenderun** has been assigned to support ships in the İskenderun Gulf, according to automatic identification system (AIS) data. More newbuild tugs are likely to be coming in 2027 as Med Marine said it is continuing to contribute to the development of the Yakamoz fleet through its shipbuilding capabilities and experience in tugboat operations. Yakamoz operates a 46-vessel fleet comprising 32 tugboats and 14 mooring boats, providing tugboat and mooring services in five port areas across Turkey. Aliağa is one of the largest industrial port areas in the Aegean region, with a cluster of petrochemical, steel and container plants and terminals. The İskenderun Gulf operational area is in the Hatay province of Turkey, with a multipurpose port able to handle breakbulk, dry bulk, roro and passenger ships, and with offshore facilities handling tankers. Gemlik Port is in the Bursa district, on the Sea of Marmara and south of Istanbul. *(Source: Riviera by Martyn Wingrove)*



TENJIN MARU – SHIP ASSIST AND CRANE VESSEL HANDLING TUG FOR JAPANESE OPERATOR



Japanese towage operator Kambara Tug and Marine Services has taken delivery of a new 5,000hp (3,700kW) tug. **Tenjin Maru** was handed over by Tsuneishi Miho Shipbuilding at its Niigata factory on October 22. The steel-hulled vessel will tow floating crane vessels, assist large ships during berthing and unberthing, and undertake mooring work. The newbuild

has an LOA of 37.4 metres (123 feet) excluding the fenders, a moulded beam of 10.5 metres (34.4 feet), a moulded depth of 4.5 metres (15 feet), and a gross tonnage of 288. *Highly manoeuvrable platform for busy port waters* The tug was developed by three companies under the Tsuneishi Group. Kambara set out requirements based on its operating experience. Tsuneishi Engineering, which had previously designed tugs for the same operator, prepared the basic and detailed design through repeated consultations with the owner. Tsuneishi Miho contributed construction site knowledge to the detailed design and built the vessel. Propulsion comes from two 2,500hp (1,900kW) diesel engines driving two azimuthing thrusters fitted with Kort nozzles. These allow the tug to move ahead, astern and sideways and to turn on the spot in confined harbour waters. During sea trials, the tug recorded a bollard pull of 65.8 tonnes and a maximum speed of 14.13 knots. The builder said the bollard pull is sufficient for the floating crane towing work for which the vessel was acquired. *Deck laid out for greater safety and efficiency* The towing winch is installed in a dedicated winch room enclosed by steel walls and a roof. This allows the crew to operate and maintain the winch under cover in rough weather. The deck equipment has been arranged to suit towing operations, and the hull has been treated at the points where towing ropes rub against it. The accommodation has single-size beds, with room and furniture layouts planned for crew comfort. *Specifications* Type of vessel: Harbour tug; Flag: Japan; Owner: Kambara Tug and Marine Services, Japan; Operator: Kambara Tug and Marine Services, Japan; Designer: Tsuneishi Engineering, Japan; Builder: Tsuneishi Miho Shipbuilding, Japan; Hull construction material: Steel; Length overall: 37.4 metres (123 feet); Beam: 10.5 metres (34.4 feet); Depth: 4.5 metres (15 feet); Gross tonnage: 288; Main engines: 2 x 2,500 hp (1,900 kW); Propulsion: 2 x Kort nozzles; Maximum speed: 14.13 knots; Bollard pull: 65.8 tonnes; Other equipment installed: Winch room; Type of fuel: Diesel; Accommodation: Cabins *(Source: Baird)*



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LIVING LANDS AND WATERS TOWBOAT TO RETURN TO SERVICE

In the fall of 2025, Living Lands and Waters (LL&W) was stationed in Cincinnati for what should've been a standard cleanup job on the Ohio River. The nonprofit organization travels throughout the

year to remove trash and debris from the nation's rivers and shorelines, working with surrounding businesses and volunteers along the way. Things took an unfortunate turn, though, when the crew woke up one morning to find that their towboat, the mv. **River Cleanup**, had sunk overnight. An unknown hull fracture at the starboard keel cooler box gave way, causing the vessel to take on water. None of the crew was on board at the time of the sinking, and no one was injured. Fortunately, the vessel was faced up when it sank. It only sank partially, with water submerging some of the first deck



at the back of the vessel and the lower engineroom, touching the shore. The captain of the vessel, the late Capt. Eric Scott Frederick, lived only seven minutes away, and the U.S. Coast Guard was called as well. What followed was a massive collaborative effort between LL&W and surrounding businesses to get the **River Cleanup** floating again and to a repair facility. C&B Marine came to the rescue the first day. The company provided a crane barge and, together with the LL&W team, used two cranes to lift the vessel off the shore. Crounse Corporation retrieved the vessel the next day and brought it to Evansville Marine, where it was instantly put on drydock, and the fracture in the keel cooler box was patched. From there, Hines Furlong Line moved the River Cleanup to Cairo, Ill., where CGB Marine provided fleeting services. The vessel was then picked up by Marquette Transportation Company and taken to Mike's Inc., in East Alton, Ill. The vessel has been undergoing repairs at Mike's Inc. for the last nine months, a tandem effort between shipyard employees and LL&W crew. The East Alton facility is also conveniently close to the LL&W headquarters in East Moline, Ill. "They're just wonderful people," said Chad Pregracke, founder and president of LL&W. "They've been so gracious." While the vessel has been undergoing repairs, other companies have stepped in to lend a helping hand. A Marquette Transportation Company mechanic helped the team get the **River Cleanup** engines back up and running, and American River Transportation Company (ARTCo) also provided mechanics to help get the towboat back on track. The company also provided an extra John Deere generator when it was discovered that they needed to be replaced. New watertight doors were donated by Arcosa. "Our boat wouldn't have sank if we had those doors," Pregracke said. One of the barges the **River Cleanup** pushes is named **Teamwork**, a fitting name for LL&W's mission. It has also come to represent not only what mariners can do to better the industry, but what happens when even competing companies come together in a time of need. "After this experience, the boat should be named Teamwork," Pregracke said. "It's a perfect example of why this organization is able to do what it does and produce the results that we do. In the river business, if you're in need, then people will extend a hand. Even competitors help competitors in a tight spot." At nearly 50 years old, the **River Cleanup** had undergone only infrequent repairs. According to the Inland River Record, the 54-foot by 20-foot towboat was originally built by Riverway Shipyard, Grafton, Ill., in 1978. It was owned by Tabor & Co., LaSalle, Ill., under the name **Nancy S** before it was sold to ARTCo in 1992. Thirty years later, the vessel was donated to LL&W to aid in the organization's cleanup efforts and was aptly renamed. The work completed this past year completely overhauled much of the vessel and has been the most major repair on record that the boat has undergone. While the **River Cleanup** underwent repairs related to the sinking, other necessary fixes were made as well. "We figured we'd redo

everything while (the **River Cleanup**) is out of commission," Pregracke said. "Getting everything done, getting everything right, doing the extra steps we need to do for the long term. Everything that needed to be done, we just went for it." According to Carson Lund-Fuller, a LL&W crew member who has been heavily involved in the repair process, and Mike Marko Jr., vice president of Mike's Inc., the vessel is now equipped with two refurbished generators. Cracked fuel lines were repiped, rewiring was completed, and one air compressor was replaced while another was repaired. Bent hand railing was removed and rewelded, new watertight doors were installed, a leaking hull doubler was replaced, and the vessel hull was cleaned and recoated. New cooler boxes were made and installed for the generators on the port and starboard sides, and about 6 feet of the stern starboard knuckle was replaced. Luckily, the **River Cleanup** didn't need new engines. Instead, the vessel's main engines, Cummins N14s, were "pickled," a process that involves running diesel through the machinery to break up any rust and to prevent corrosion. "We didn't get new mains, and they run great," Lund-Fuller said. Flooring on the second deck is currently being replaced after damage was discovered from the furnace below, and parts of the lower cabin walls that had rotted have also been replaced with new steel plate. "It's one of those things where the boat's already down, so might as well do it now," Marko said. "You won't want to do it later." "We'll come out of this with a much better boat," Pregracke said. "It's totally redone, and that's the silver lining." Since not having the **River Cleanup**, LL&W has had to ask other companies for rides. Pregracke expressed his gratitude to all the businesses that have helped LL&W continue its work while the **River Cleanup** has been out of commission. "As a consequence, we've asked a lot more of these companies, and they've all been awesome," Pregracke said. The team hopes that the vessel will be ready to go back into service in the next month. Once final inspections have been completed, the *River Cleanup* will leave Mike's Inc. to pick up the Mississippi River Institute (MRI), LL&W's floating classroom that is currently docked underneath the Arch in St. Louis, Mo. From there, it will meet up with other LL&W equipment in Paducah, Ky. *(Source: The Waterways Journal)*



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DAMEN RSD-E TUG 2513 AQUA STENTOR AT MALTA

The 2025 built Damen RSD-E Tug 2513 tugboat **AQUA STENTOR** berthed at Grand Harbour, Malta

on Friday 13th November, 2026 during her maiden call while underway to Portugal. The **AQUA STENTOR** (IMO: 9995703) is a fully electric / hybrid harbor tug. Flag & Call Sign. Saint Vincent and the Grenadines / J8B6712. The owner and managers are Registered under Damen Green Towage Charter 4 and managed by Damen Shipyards Gorinchem. She has a Length Overall (LOA). 24.73 m a Beam (Width). 13.00 m (13.13 m overall) a Depth at Sides. 4.95 m and a Draught. 3.60 m – 6.30 m (max design draught 6.50 m). Her Gross Tonnage (GT) is 353 GT and her Deadweight (DWT) is68 – 85 tonnes. The Full electric / hybrid propulsion system and Equipped with a ~2,800 kWh battery bank capable of a full recharge in 2 hours via a quayside charging station, backed up by diesel generator sets for extended range/hybrid operations. She performed a free sailing speed of 13 knots and has a bollard pull of 70 tonnes. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*



BOLUDA TOWAGE EXPANDS ITS PRESENCE IN LATIN AMERICA WITH CITITUG ACQUISITION



The world's largest tug owner has entered the Ecuadorian towage market by acquiring a local owner to raise its role in the growing South American port-services sector. Boluda Towage has acquired Ecuadorian operator specialising in harbour towage, Cititug, from the Citikold group to raise its position in the growing South American market. The subsidiary of Boluda Maritime Corp is gaining towage services in two Ecuadorian ports on the Pacific coast and added five tugboats to its fleet. Guayaquil-headquartered Cititug provides maritime assistance services and ship handling in Esmeraldas and Kochi, including at the Balao oil terminal with three azimuth stern drive (ASD) tugs and two other vessels. Boluda said "The transaction represents a further step in its international growth strategy and marks the company's entry into the Ecuadorian market." Cititug operates tugboats 30-m and US-built **Esperanza I** and ASD **Santa Fe**, 28-m ASD Mater, 23-m ASD **Alyssa** and 17-m **Valentina**, built by Damen Shipyards, and has more than two decades of experience in Ecuador. It provides harbour and sea towage, ship escorting, salvage, offshore operations, and supports tankers at terminals, buoys and single-point moorings. "Entry into Ecuador strengthens Boluda's presence in Latin America and expands its reach along South America's Pacific coast, a region of growing importance for international maritime trade and connections with major markets in Asia and the Americas," said Boluda. This deal forms part of Boluda Towage's international growth strategy, which aims to add complementary capabilities, expand its presence in strategic

markets and consolidate a global network of towage and maritime assistance services. “The acquisition of Cititug is an important step in our expansion in Latin America and enables us to enter Ecuador alongside a company with extensive experience and in-depth knowledge of the local market,” said Boluda Towage executive chairman, Vicente Boluda Ceballos. “The quality of its team and its operational capabilities complement our international network and reinforce our commitment to supporting our customers wherever they operate,” he said. Boluda has been planning this acquisition over the past year and is preparing to modernise and expand its fleet in Ecuador with new tugs built by Cheoy Lee Shipyards. 25-m, 348-gt **VB Bohemio** and **VB Buhonero**, sailing under the flag of St Vincent and the Grenadines, were built in China using Robert Allan’s RAmparts 2500-CL design. **VB Buhonero** is already in the port of Guayaquil, and **VB Bohemio** is en route off the coast of Colombia, according to automatic identification system data. According to the naval architect, Cheoy Lee has also built a ship escort tug, currently known as **VB-317**, using its RAstar 2800-CL design for Boluda. Damen Shipyards has supplied newbuild ASD tugs to Cititug and drydocking services to the owner in recent years, including the docking for an ASD 2813-design vessel in 2025 for scheduled maintenance on its two azimuth thrusters. This transaction comes swiftly after Boluda Towage acquired, in October, Muller Dordrecht, a Dutch maritime services company with multiple decades of experience in offshore towage, heavy transport and specialised marine projects. Boluda also acquired Seatrium Group’s tugs in Singapore to enhance its presence in the logistical heart of Southeast Asia, in May. *(Source: Riviera by Martyn Wingrove)*

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EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – ON SITE ALIGNMENT

On Site Alignment is a globally operating specialist in precision alignment, machining, and engineering services for the maritime industry. With strategically located hubs in Rotterdam (NL), Houma and Tampa (USA), Dubai (UAE), Singapore, and Glasgow (UK), we ensure rapid response and local support for clients worldwide. Our clients include shipowners, shipyards, classification societies, and insurers who rely on our expertise to optimise the performance and reliability of critical rotating equipment on board vessels. On Site Alignment delivers a comprehensive range of services, including global alignment and installation of propulsion and auxiliary systems and machinery, onsite machining, FEÍr/-based shaft alignment calculations, vibration and power measurements, and advanced troubleshooting. We specialise in multiple chocking and mounting solutions, such as epoxy resin chocking, adjustable steel chocks, elastic mounts, and solid steel chocks, tailored to each project's requirements. Using advanced technologies like 3D total stations and laser line-bore measurement systems, we perform high precision measurements in engines, sterntubes, and rudder trunks. Our mission is to provide reliable, efficient,

and accurate solutions that minimise downtime and maximise operational performance for our clients worldwide.

ACCIDENTS – SALVAGE NEWS

A CARGO SHIP WEIGHING OVER 23,000 TONS RAN AGROUND IN CHAN MAY BAY DUE TO STRONG WINDS AND HIGH WAVES.



A large cargo ship experienced an anchoring incident and ran aground in Chan May Bay (Hue City) due to strong winds and high waves. The location of the incident did not affect maritime activities in the area. On November 10th, information from the People's Committee of Chan May - Lang Co indicated that the commune's Military Command is coordinating with the Thua Thien - Hue Maritime Port Authority to assess the situation and implement plans to assist cargo ships that have run aground in the area. According to a report from the Military Command of Chan May - Lang Co commune, the incident occurred at approximately 8:30 PM on November 9th. At that time, due to bad weather, strong winds, and high waves, the cargo ship **VTA NEPTUNE** (Vietnamese nationality, IMO number: 9168752) with a total tonnage of 23,620 tons drifted and ran aground at approximately 16°20'38"N, 107°57'06"E in Chan May Bay. The ship ran aground near the Laguna resort beach area in Canh Duong village, bordering Loc Binh sea (Vinh Loc commune), approximately 2.75 nautical miles southwest of buoy number 0 in the Chan May maritime channel. This is a bulk carrier with a length of 150.52 m and a width of 26 m. At the time of the incident, the ship was not carrying any cargo, but was carrying 211.81 tons of fuel oil (FO) and 51.82 tons of diesel oil (DO). There were a total of 20 crew members on board. Authorities have noted that the current location of the stranded vessel does not affect general maritime activities in the area. The ship is lying at approximately 123 degrees bow, tilted 2 degrees to the left, with one underwater anchor line to the left and six underwater anchor lines to the right. Currently, the area where the ship ran aground is experiencing bad weather with strong winds and rough seas; specifically, northeast winds of force 6-7, gusting to force 8-9. The Military Command of Chan May Commune - Lang Co District is continuing to coordinate with the Thua Thien Hue Maritime Port Authority and the Chan May Port Border Guard Station to closely monitor developments and handle the incident. As Thanh Nien newspaper reported, due to the influence of a strong cold front, strong winds occurred in the inland and coastal areas of Hue city on the afternoon and evening of November 9th. In the city center, winds reached levels 4-5, gusting to levels 6-7; in coastal areas, winds reached level 5, sometimes level 6, gusting to level 8; and at sea, winds reached levels 6-7, gusting to level 9. According to the Hue City Meteorological and Hydrological Station, from the morning of November 10th to the morning of November 12th, the locality will continue to experience moderate to very heavy rain with a total rainfall of 170-350 mm, and in some places over 500 mm (total rainfall for the entire period will be 200-400 mm, with some places over 600 mm). *(Source: Thanh Nien)*

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A 124-METER-LONG CARGO SHIP RAN AGROUND IN THE SA HUYNH SEA.



A 124-meter-long Panamanian cargo ship, along with 14 crew members and over 80 tons of oil, ran aground about 150 meters off the Sa Huynh coast amidst rough seas on the morning of November 10th. At approximately 6:00 AM, the Sa Huynh Border Guard Station received a report that the **Tong Cheng 301** vessel had drifted onto a sandbank near the shore. They then notified the Quang Ngai Maritime Port Authority to inspect and verify the situation. According to the Port Authority, the ship departed from the Thi Vai - Phu My area (Ho Chi Minh City) on November 6th, heading to My Thuy International Port (Quang Tri) to pick up cargo. While passing through the Sa Huynh sea area, the ship encountered rough seas and strong winds, causing it to drift onto a sandbank in Vinh Tuy residential area, Sa Huynh ward. The vessel, captained by Mr. Rao Yihua (a Chinese national), was not carrying cargo or passengers. All 14 crew members (Chinese, Malaysian, and Myanmar nationals) on board are currently safe and in contact with authorities. Mr. Le Van Luong, Director of the Quang Ngai Maritime Port Authority, stated that the ship may have been swept ashore by waves because it was not carrying any cargo and its sides were relatively high above the water. The area where it ran aground is a sandy beach with no underwater rocks; the ship shows no signs of damage. According to the declaration upon departure from port, the ship was carrying approximately 26 tons of diesel fuel (DO) and 55 tons of fuel oil (FO). Initial inspections by authorities have not revealed any signs of an oil spill. The sea off Quang Ngai is experiencing strong northeasterly winds of force 6-7, gusting to force 8-9, with waves 3-5 meters high, sometimes exceeding 5 meters during thunderstorms. The rough seas are making it difficult for authorities to approach the vessel. The Quang Ngai Maritime Port Authority is coordinating with border guards, coast guard, and other relevant units to guide captains in implementing safety measures, monitoring oil leak risks, and developing rescue plans. According to Mr. Luong, the specialized unit will carry out the rescue after the plan is agreed upon. In some cases, stranded ships may be able to move on their own when the tide rises. **Tong Cheng 301** is a Panamanian-flagged vessel belonging to Ocean Faith Shipping Co., Limited, based in Hong Kong. The ship is 124 meters long, 18 meters wide, and has a gross tonnage of 8,571 tons. Watch the video HERE *(Source: VN Express)*

OCEAN LINER SS UNITED STATES SUNK AS A REEF OFF FLORIDA PANHANDLE



A team of marine contractors has completed the sinking of the famed ocean liner SS **United States**, the fastest passenger ship ever to make a transatlantic crossing. 74 years after her delivery, the vessel has become an artificial reef and diving destination off the coast of Destin, Florida. Despite holes cut throughout her hull and interior to aid flooding, the ship took eight hours to settle low in the water and sink. She rolled to port before going down, and an inspection on Thursday will reveal whether she came to rest on an even keel (the ideal outcome for dive tourism). Built at Newport News, the SS **United States** entered service in 1952, and she set a new record as the fastest passenger ship to cross the Atlantic on her maiden voyage. She operated for just 17 years before retirement, her capabilities made obsolete by the advent of air travel (and by her high bunkering costs). After years in U.S. government ownership, her title passed from hand to hand among various private owners until ending up in the custody of a nonprofit conservancy. The group's hope was to find a permanent berth where the ship could be redeveloped for a commercial purpose, but no economically viable proposals emerged. Instead, the vessel was purchased by Okaloosa County, Florida for reefing; after extensive internal cleaning and preparation, and a last-minute lawsuit intended to block her sinking, she departed Mobile, Alabama this week to transit to her final resting place. Okaloosa County believes the wreck to be the world's largest intentionally-created artificial reef, nearly 1,000 feet in length and 53,000 GRT in volume. Divers will be able to access the wreck from Thursday onwards, and substantial boat traffic is expected. For visitors, SS **United States** may be found at permanent rest near 30° 07.148' N, 86° 46.755' W. Watch the YouTube video HERE *(Source: Marex)*



SIX MISSING AFTER FUEL TENDER SINKS IN GULF OF THAILAND

The vessel was reportedly carrying about 280,000 litres of diesel when she sank southwest of Sattahip Naval Base. A naval pollution response ship has been placed on standby. Six people have gone missing after a tender that supplies fuel to fishing boats sank in the Gulf of Thailand on Wednesday, November 11. **Venus 14** went down stern-first approximately 27 nautical miles southwest of the entrance to the Sattahip Naval Base channel off Chon Buri province. Navy spokesperson Rear Admiral Chanin Sriyapai said the patrol vessel Tor 113 and a maritime patrol

aircraft were sent out to look for the missing crew. Special operations personnel and Thai Marine Department vessels joined the search as it continued into its second day on Thursday, November 12. The Prachuap Khiri Khan regional marine office said seven people were missing. The office said the owner lost contact with the vessel at around 05:00 local time on Wednesday and notified it at 09:00. The precise time of the sinking remains unknown. According to the office, **Venus 14** was carrying approximately 280,000 litres of diesel in her cargo hold. The Royal Thai Navy pollution response ship HTMS Panyi, which has oil containment capability, has been placed on standby. The navy has also contacted the Marine Department's Oil Pollution Response Coordination Center. Preliminary checks have produced no reports of oil leakage. Authorities have also issued maritime safety warnings to vessels transiting the surrounding waters. The crew of the frigate HTMS Chao Phraya reportedly recovered an orange lifejacket near the area where **Venus 14** is believed to have sunk. Investigators are working to determine whether the lifejacket had indeed originated from the missing fuel tender. A model by Thailand's Geo-Informatics and Space Technology Development Agency indicated that any escaping oil could initially move south before turning west or southwest. If oil entered Prachuap Khiri Khan Bay, approximately 9.8 hectares of coral habitat could be affected. **Venus 14** was licensed to operate within a restricted area as a tanker supplying the fishing industry. Watch the video HERE *(Source: Baird)*



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INDIA'S SHIPPING MINISTRY ASKS PUBLIC FOR HELP ON COLD-CASE FATAL ACCIDENTS

India's Directorate General of Maritime Administration is looking for information about a long list of long-past fatality and missing-persons cases involving Indian seafarers, some dating back as far as 2013. It is putting out a public appeal partly because of a loss of records stemming from the closure of past victims' employers and crewing offices. The list covers 30 cases affecting 46 Indian seafarers, including 30 confirmed fatalities and 16 missing crewmembers. The DGMA says that it wants to collect as much evidence as possible about the cases, hoping to fill in any possible gaps, and it is soliciting input from the public and from shipping interests. "In respect of several such cases, the recruitment and placement service (RPS) companies, through which the concerned seafarers were

recruited, are presently either under suspension or their [licenses] have been withdrawn/ceased to be valid," the agency explained. "Obtaining updated information and records from the concerned RPS companies has, in several cases, have been inadvertently found to be restricted and limited." The list spans cases from 2013-2024. By far the largest on the list is the dual explosion and fire aboard the LPG carriers **Candy** and **Maestro** in the Kerch Strait in January 2019. The two vessels were engaged in a ship-to-ship transfer when a blast occurred, and their cargo tanks took more than a month to fully burn out. Out of 32 crewmembers on the two vessels, 20 were killed or left missing. The ministry is still seeking information on six Indian seafarers killed and six others unaccounted-for in connection with the severe double casualty. The case is still in litigation in a Russian court. The casualties on the list are clustered in the Mideast / Arabian Gulf and in Malaysia, reflecting regional patterns of seafarer employment. All vessel classes are represented on the list, with higher numbers involving freighters and tugs. *(Source: Marex)*



CARGO SHIP STRIKES BRIDGE BETWEEN NEW JERSEY AND PHILADELPHIA, CAUSING TRAFFIC BACKUP



A cargo ship struck a bridge across the Delaware River on Thursday, disrupting traffic between Palmyra, New Jersey, and Philadelphia, according to a Pennsylvania lawmaker. The collision left the 3,659-foot-long (1,115-meter-long) Tacony-Palmyra Bridge unable to close, causing a major backup on the Philadelphia side, state Rep. Ed Neilson said in a news release. No injuries have been reported, he said. The U.S. Coast Guard said the cargo vessel is currently moored at a Kinder Morgan facility in Bristol, Pennsylvania, where an inspection team is on site. The Coast Guard identified the vessel as the 591-foot (180-meter) **Strategic Alliance**, which was built in 2013 and sails under the flag of Singapore. The drawbridge was open for ships to pass through at the time of the collision around 1:15 p.m., according to the Coast Guard. It remained open afterward because another vessel needed to pass through, and has since come back down. The bridge reopened to traffic with a lane closure Thursday evening, the Burlington County (New Jersey) Bridge Commission Police Department said. The steel bridge carries vehicles along Route 73 between Palmyra and the Tacony neighborhood in northeast Philadelphia. It has three lanes of vehicular traffic, two into Philadelphia and one into New Jersey. Estimates from 2025 show the bridge can carry as many as 76,200 vehicles each day. Opened in 1929, the Tacony-

Palmyra toll bridge was found to be in “fair” condition, according to the Federal Highway Administration’s 2026 National Bridge Inventory data released this fall. Inspectors rated the deck of the Tacony-Palmyra Bridge as in good condition, the substructure as in fair condition and the superstructure — the component that absorbs the live traffic load — as fair. *(Source: AP News)*

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A 118-METER SHIP THAT SUFFERED A BREAKDOWN OFF THE COAST OF BÜYÜKÇEKMECE WAS RESCUED BY THE COAST GUARD.



he 118-meter-long dry cargo ship **PERFECT** experienced engine failure off the coast of Büyükçekmece. The ship, towed by the Coast Guard's tugboats **KURTARMA-6** and **KURTARMA-11**, was safely anchored at the Ambarlı Anchorage. A dry cargo ship that suffered engine failure off the coast of Büyükçekmece was rescued by the Coast Guard. The 118-meter-long dry cargo ship PERFECT experienced engine failure off the coast of Büyükçekmece. Following a report, the ship was towed to Ambarlı Anchorage by the tugboats **KURTARMA-6** and **KURTARMA-11**, belonging to the General Directorate of Coastal Safety. The General Directorate of Coastal Safety stated in a press release, "The 118-meter-long dry cargo ship named **PERFECT**, which experienced engine failure off Büyükçekmece in the Marmara Sea, was towed and safely anchored at Ambarlı Anchorage by our tugboats **KURTARMA-6** and **KURTARMA-11**, under the coordination of our Istanbul Ship Traffic Services Center." Watch the video HERE *(Source: Habeler)*

OIL TANKER RUNS AGROUND ON SONGKHLA BEACH AMID ROUGH SEAS

On 2 November 2026, An oil tanker carrying four crew members ran aground on a beach in southern Thailand, as rough seas and waves exceeding three metres battered parts of the Gulf of Thailand. The vessel, identified as the **N. RATCHAPREUK**, became stranded off Di Luang Beach in Sathing Phra district, Songkhla province, while returning to Bangkok without cargo. Marine Police Station 1, Subdivision 7, received a report from the Songkhla Regional Marine Office at

approximately 04:00 that a large oil tanker had run aground along the Gulf of Thailand coastline near Moo 1 village in Di Luang subdistrict. An initial inspection found four crew members aboard the vessel. The tanker was travelling without cargo at the time of the incident. Authorities coordinated with relevant agencies to respond to the grounding. Officials said the incident had not caused any impact on the surrounding coastline. The cause remains under investigation, although strong winds and rough seas in the Gulf of Thailand are suspected to have contributed. *Weather agency warns of waves exceeding three metres* The Southern Meteorological Centre (East Coast) warned that winds and waves in the Gulf of Thailand were strengthening. In the lower Gulf, from Nakhon Si Thammarat province southwards, waves were forecast to reach two to three metres, rising above three metres in areas experiencing thunderstorms. Mariners were urged to exercise extra caution and avoid sailing through thunderstorms. Small boats in the lower Gulf of Thailand were advised to remain ashore during the period of rough weather. Authorities have not yet announced when the stranded tanker will be refloated. *(Source: Khaosod)*



A CARGO SHIP SANK NEAR LIANYUNGANG!



Affected by the first cold wave of the second half of the year, a dramatic scene unfolded in the southern Yellow Sea on the morning of November 9th. A bulk carrier carrying steel suddenly took on water, listed severely, and eventually sank. In this critical moment, a rescue helicopter on standby in Lianyungang took off immediately and, in coordination with maritime rescue forces, successfully rescued all 14 crew members in distress! Upon receiving the report, the East China Sea Rescue Bureau of the Ministry of Transport immediately activated its emergency response plan and dispatched the "**Donghaijiu 116**" vessel, the "**B-72DT**" helicopter on standby in Lianyungang, and the "**B-7359**" helicopter on standby in Yancheng to the rescue. With winds reaching force 8 and waves reaching 4 meters, the rescue operation was significantly hampered. Upon arrival, rescue teams quickly mobilized, coordinating rescue helicopters and vessels to successfully rescue all 14 crew members from the sinking vessel and the 8 people who had fallen into the water. All individuals have now been handed over to relevant local authorities. After confirming the ship's sinking, the Lianyungang Maritime Safety Administration promptly issued a

navigation warning at 14:57 on November 9th to prevent secondary accidents . Vessels navigating nearby were reminded to take evasive action and ensure their safety. *(Source: 163.com)*

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TANKER STRIKES DOCKED PADDLEWHEELER ON MISSISSIPPI RIVER, CAUSING IT TO CAPSIZE



A Marshall Islands-flagged asphalt tanker struck the docked American Cruise Lines riverboat **American Heritage** on the Mississippi River in New Orleans on Friday, sending people into the water and leaving the cruise ship capsized at the dock. The 160-meter tanker **Atlantic Asphalt** collided with the U.S.-flagged American Heritage at about 12:30 p.m. local time below the Crescent City Connection bridge, according to the Port of New Orleans. Video of the incident shows the tanker striking the port side of the docked river cruise ship. In the aftermath, the **American Heritage** took on water, rolled over and subsequently capsized alongside the dock. Other video circulating online showed people in the water wearing life jackets as rescuers responded. Port NOLA said about 129 passengers, in addition to crew members, were aboard the **American Heritage** at the time of the collision. The mayor's office said multiple people had been rescued and search-and-rescue operations were ongoing. American Cruise Lines confirmed that the **American Heritage** was involved in a collision while it was docked in New Orleans. "We are in close coordination with the U.S. Coast Guard and local authorities. Guests and crew were evacuated, and we are deeply concerned for everyone involved. We will share more information as it becomes available," the company said. The collision triggered a major emergency response involving the U.S. Coast Guard, New Orleans Fire Department, police, EMS and Port NOLA Harbor Police. The Coast Guard has closed the river to all vessel traffic between mile marker 93 and 96 while responders assess the situation and conduct response operations. The NTSB is launching a "go team" to investigate the collision. The team expects to arrive tomorrow morning. According to vessel-tracking data from MarineTraffic, the 81-meter **American Heritage** had arrived from Natchez, Mississippi and docked in New Orleans earlier on Friday. MarineTraffic recorded a "proximity event" involving the **Atlantic Asphalt** at 18:29 UTC, or 12:29 p.m. local time, corresponding with the reported time of the collision. AIS data shows the **Atlantic Asphalt** called at Amuay, Venezuela, in mid-October before arriving in Paulsboro, New Jersey, on October 24. The tanker departed

Paulsboro on October 26 and arrived in New Orleans on November 11, two days before the collision. The **Atlantic Asphalt** was not operating under the current Jones Act waiver, as it was continuing an international voyage after discharging part of its foreign-loaded cargo in New Jersey rather than transporting cargo loaded at Paulsboro to New Orleans. The Trump administration's emergency Jones Act waiver, which was extended Friday, allows certain foreign-flagged vessels to transport domestic cargo between U.S. ports. American Cruise Lines said guests and crew had been evacuated and that it was coordinating with the Coast Guard and local authorities. Passengers were being taken to the Port of New Orleans Administration Building for assistance and medical evaluation. The cause of the collision remains under investigation. Authorities have not said whether the tanker experienced a mechanical or propulsion failure before the impact. Louisiana Governor Jeff Landry said he had been briefed on the incident and was in contact with local officials as the emergency response continued. The **American Heritage**, built in 2015, is a 150-passenger paddlewheel river cruise ship operated by American Cruise Lines. The vessel features multiple passenger decks, private balcony accommodations and a traditional stern paddlewheel design. It operates cruises along the Mississippi River and other U.S. inland waterways. Watch the video HERE *(Source: gCaptain)*

MIRACLE ON THE MISSISSIPPI: ALL ACCOUNTED FOR AFTER TANKER CAPSIZES CRUISE SHIP IN NEW ORLEANS - UPDATE



All passengers and crew aboard an American Cruise Lines riverboat survived after a Marshall Islands-flagged asphalt tanker struck the docked paddle-wheeler on the Mississippi River in New Orleans on Friday, causing it to capsize and sending people into the water. New Orleans Mayor Helena Moreno confirmed that everyone aboard the American Heritage had been accounted for following a massive rescue operation. Thirty-two people were taken to local hospitals, including 30 passengers and two police officers, but none suffered critical injuries. "We have zero people unaccounted for, which truly is a miracle on the Mississippi," Moreno said at a news conference. The 160-meter tanker Atlantic Asphalt struck the U.S.-flagged **American Heritage** at approximately 12:30 p.m. local time as it was traveling upbound on the Lower Mississippi River, just below the Crescent City Connection bridge, according to the Port of New Orleans. Video of the collision shows the much larger tanker striking the docked paddlewheeler, which began taking on water and listing heavily before eventually capsizing alongside the dock. Other footage shows people in the river wearing life jackets as tugboat operators, nearby vessel crews, police and emergency responders rushed to pull them to safety. The **American Heritage** had docked outside the Port of New Orleans Administration Building approximately two hours earlier to begin disembarking passengers following an eight-day Mississippi River cruise. Port officials initially reported approximately 129 passengers aboard, in addition to crew members. Moreno said passengers began evacuating after the initial impact, but the vessel overturned before everyone could get off, forcing rescuers to pull people from the water. Louisiana Governor Jeff Landry praised the response, calling the outcome "nothing

short of a miracle." "While we will continue to work through the details of this incident, one thing is clear: our first responders on the national, state, and local level saved countless lives today, and for that I and all of our country are thankful!" Landry said. American Cruise Lines Arranging Hotels for Survivors In an updated statement Friday, American Cruise Lines said it was arranging hotel accommodations and assistance for everyone who had been aboard the **American Heritage**. "We are getting everyone who was aboard the ship settled into hotels and making sure they have everything they need," the company said. American Cruise Lines also thanked the U.S. Coast Guard, its crew and local first responders for their rescue efforts, adding that it remained in close contact with the Coast Guard, New Orleans Police and other agencies. *Possible Steering Failure Under Investigation* The cause of the collision remains under investigation, although the U.S. Coast Guard said the tanker may have experienced a steering failure. Coast Guard Capt. Melanie Burnham said the tanker appeared to have experienced "some type of loss of steering," but emphasized that the exact cause had not been determined. The National Transportation Safety Board has launched an investigation and is sending a team to New Orleans, with investigators expected to arrive Saturday morning. The Coast Guard also closed the Mississippi River to vessel traffic between mile markers 93 and 96 while emergency operations continued, temporarily disrupting navigation along one of the nation's busiest commercial waterways. Officials said they were evaluating when the waterway could safely reopen. According to MarineTraffic, the **Atlantic Asphalt** is a 160-meter asphalt and bitumen tanker sailing under the Marshall Islands flag. The **American Heritage** is an 81-meter U.S.-flagged paddlewheel cruise ship built in 2015 with accommodations for up to 150 passengers. AIS data shows the Atlantic Asphalt called at Amuay, Venezuela, in October before arriving in Paulsboro, New Jersey. The tanker departed Paulsboro on October 26 and arrived in New Orleans on November 11, two days before the collision. The investigation will focus on what caused the tanker to strike the docked passenger vessel along the busy Lower Mississippi River, where deep-draft oceangoing ships regularly navigate in close proximity to river cruise vessels, tugs and barges. *(Source: gCaptain)*

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OFFSHORE NEWS

NORTH SEA QUINTET P&A OPS DONE AS MERMAID SUBSEA CHECKS OFF DECOM MISSION

Mermaid Subsea has wrapped up a plug and abandonment (P&A) campaign with an undisclosed North Sea operator in UK waters. As North Sea oil and gas fields reach the end of their lifecycle, the demand for P&A work is rising to permanently seal aging wells, as illustrated by Aberdeen-headquartered Mermaid Subsea Services (UK), which has now finished a multi-well decommissioning campaign on the UK Continental Shelf (UKCS). Utilizing the **Island Valiant** vessel, Mermaid Subsea UK has completed what it describes as a significant plug and abandonment campaign for an unnamed North Sea operator by "safely and efficiently" decommissioning five wells. The company portrays

decommissioning as some of the most important work happening in the North Sea nowadays since



wells need to be permanently and safely sealed so they pose no risk to the marine environment for generations to come, as fields reach the end of their productive lives. The firm emphasizes that doing the P&A scope frees up the seabed for other uses, including fishing and offshore wind, while keeping the skills, vessels, and supply chain built over decades of oil and gas working in the UK. "It is specialist, demanding work, and we are proud to play a key role in it across the UK Continental Shelf. Our thanks go to our client for its collaboration and professionalism throughout the campaign," highlighted Mermaid Subsea. The company started utilizing the 93.4-meter-long **Island Valiant** vessel in 2024 for plug and abandonment activities and inspection, repair & maintenance (IRM) campaigns. Mermaid Subsea prolonged its use of the vessel earlier this year. Island Valiant, owned by Island Offshore Management, was delivered in 2007. *(Source: Offshore Energy)*

DOF RAKES IN UP TO $160 MILLION FOR NEW VESSEL DEAL AND 2009-BUILT CSV'S JOB EXTENSION



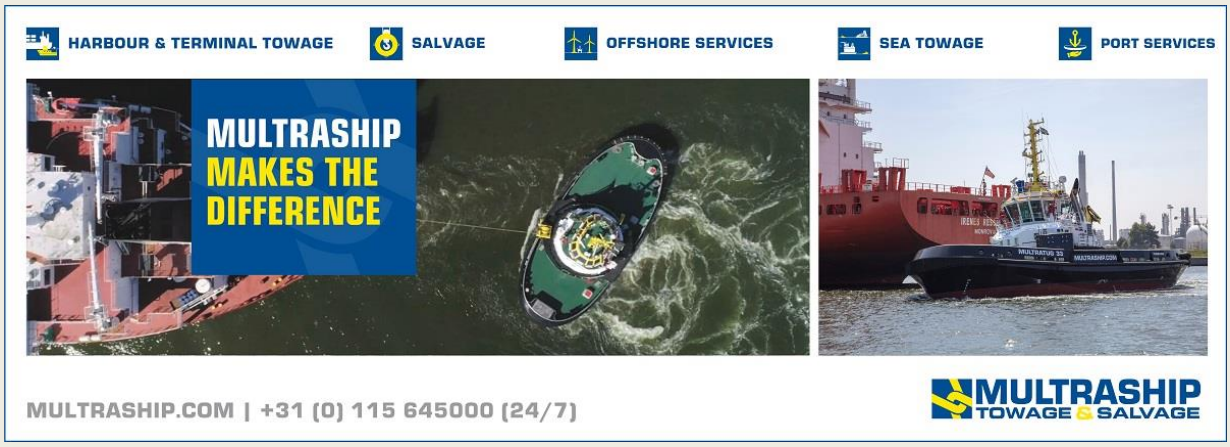
DOF has secured a seven-year assignment for a construction support vessel (CSV) and an extension of the charter for its 2009-built vessel. DOF Group, a Norwegian operator and owner of a fleet of vessels for the energy and marine sectors, has bolstered its order backlog through a multimillion-dollar long-term contract for an undisclosed CSV and an extension for its 17-year-old vessel running through April 2028. DOF Group has landed a seven-year contract for one of its smaller construction support vessels, including remotely operated vehicle (ROV) services. This deal adds approximately $110 million to the firm's backlog. The company has also confirmed that an option was exercised for the 2009-built CSV **Skandi Constructor**, which is now busy until April 2028. This extension is valued between $25 million and $50 million. DOF recently won multiple deals for its fleet, including a subsea contract to be executed by the 2008-built **Skandi Acergy** offshore support and heavy construction vessel in Africa. The vessel owner also obtained a contract extension for its 2017-built anchor handling tug supply (AHTS) **Skandi Mariner** vessel. *(Source: Offshore Energy)*

NIGERIA'S MARINE PLATFORMS TO TAKE FULL CONTROL OF FORMER TECHNIP VESSEL

Marine Platforms and DS Global held a naming ceremony on 31 October 2026 for the vessel **Zhong Fei Huan Qiu 1200** (African China Global 1200), a well known pipelay/construction vessel it intends to take full ownership of and deploy offshore West Africa. Built in 2010, the vessel, the former **Global 1200**, was previously owned and operated by Technip before its acquisition by DS Global, an offshore engineering, marine equipment, oil, gas and wind EPCI company based in China. Marine Platforms acquired a 51% stake in the pipelay and construction vessel in 2025. The remaining 49% ownership was retained by DS Global, which is based in Tianjin, China. Marine Platforms, a Nigerian upstream oil and gas service company, said it will assume 100% ownership of the vessel "in the next two years." It described the agreement as "a major step in Marine Platforms' global expansion strategy, enabling the company to deploy the vessel for EPIC and SURF projects worldwide." The company continued, "With the Mellitah Area D project among work ahead, and major projects lined up across Nigeria and international markets, the vessel is set to play an important role in our expanding offshore operations." The vessel has a track record on international subsea assignments and is equipped with a 1,200-tonne crane, 800-tonne abandonment and recovery system, S-Lay pipelay capabilities, and accommodation for 264 people. Built by Keppel Singmarine in Singapore, Global 1200 was designed by Ulstein Design & Solutions BV, and is a customised version of Ulstein's SOC 600 design. In 2015, the vessel was upgraded at Damen Shiprepair Rotterdam, during which its DP capability and pipelay equipment were upgraded. Ulstein was contracted directly by Technip to design and engineer the upgrade and modification work; Damen Shiprepair contracted Ulstein to provide support for the project. *(Source: Riviera by David Foxwell)*



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2020 BULKERS SECURES CREDIT AGREEMENT TO REFINANCE AHTS VESSEL COMPANIES

2020 Bulkers Ltd, the company behind the recent acquisition of a fleet of high-spec anchor handling tug/supply (AHTS) vessels has refinanced the company's group of wholly-owned ship-owning

companies. 2020 Bulkers said its wholly-owned subsidiary UMAS 50 AS has entered into a US$146M senior facilities agreement for the refinancing of the ship-owning companies. The facilities were arranged by a syndicate of Norwegian and European banks. The agreement comprises a US$110M term loan facility for part-financing vessel acquisitions and refinancing existing vessel indebtedness, including seller credits, a US$10M revolving credit facility for general corporate and working capital purposes, and a US$26M revolving facility to finance special periodical surveys. The facilities bear interest at compounded SOFR plus a margin of 3.35% per annum and mature on 30 October 2030. The term facility is repayable in quarterly instalments of approximately 4% of each tranche's original principal amount, commencing six months after the relevant drawdown, with a balloon payment of 40% payable at maturity in addition to the final ordinary instalment. The revolving SPS facility is subject to a scheduled maximum outstanding amount that varies over the life of the facility. The facilities agreement otherwise contains financial covenants customary for this type of financing, including customary covenants in relation to dividends and distributions. Completion of the refinancing and drawdown under the facilities remain subject to customary conditions. *(Source: Riviera by David Foxwell)*



A BRIEF VISIT FROM THE BALTIC EXPLORER



Late last week, the **Baltic Explorer** made a short stop at our port. The 46-meter-long diving and survey vessel, operated by Garant Diving from Klaipėda, Lithuania, arrived in Den Helder from Nyborg, Denmark, and moored at the quay behind the Moorman Bridge. The ship is currently engaged in survey operations in the North Sea. The **Baltic Explorer** (formerly the **Jean Marie Christian** and the **Jif Explorer**) was built in 1991 and has changed ownership several times since then. It has been operating under its current name since December 2020. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

ANKARA HAS GIVEN PERMISSION TO FRANCE.

Türkiye has granted permission for the French research vessel **Abeille Marengo** to work on an electricity transmission line in the Eastern Mediterranean. In the Eastern Mediterranean, all eyes are on Ankara regarding the planned submarine electricity cable project that would connect Greece, the Greek Cypriot Administration (GCA), and Israel. Türkiye has issued a NAVTEX for the French-

flagged **Abeille Marengo** vessel, which will participate in the research phase of the project. Ankara announced that the research will be conducted along routes coordinated with and approved by Turkish authorities. Thus, Türkiye's approval for the research activities, which have been the subject of diplomatic contacts between Athens and Ankara for days, was officially confirmed via NAVTEX. Turkey has issued a NAVTEX for marine research to be carried out by the French-flagged vessel **Abeille Marengo** in the Eastern Mediterranean as part of an underwater cable laying project. According to NAVTEX number 1127/26 issued by the Turkish maritime authorities, scientific research will be conducted within Türkiye's NAVTEX service area and the Turkish continental shelf, along lines coordinated with and approved by the Turkish authorities. The announcement also explicitly referred to the continental shelf boundaries that Türkiye notified to the United Nations on March 18, 2020. *Türkiye emphasizes permission for Athens and the Republic of Cyprus.* The NAVTEX, issued after days of diplomatic contact between France, the project's implementing agency, and Türkiye, has brought the jurisdictional dispute in the Eastern Mediterranean back to the forefront. Ankara noted that research activities would be conducted along routes determined with the approval and coordination of its own authorities. Thus, Turkey once again clarified its position regarding activities to be carried out within its continental shelf through this maritime announcement. *Greece reacts to Ankara's NAVTEX.* Türkiye's published NAVTEX has angered the Athenian government. The Greek Ministry of Foreign Affairs argued that the Turkish NAVTEX is invalid and void, claiming that the announcement has no legal consequences. The Greek side claims that the application for permission to conduct research activities was only submitted to Greece and the Republic of Cyprus. Athens is also expected to issue a counter-NAVTEX in response to the Turkish NAVTEX. *The French ship had been waiting in the harbor for days.* The French-flagged **Abeille Marengo**, which had been waiting in Heraklion Port on the island of Crete since October 27, left the port for testing purposes on the evening the NAVTEX was issued. Following the tests, the ship is expected to set sail for the Eastern Mediterranean within approximately 24 hours and begin research activities off the coast of Kasos Island. Within the scope of the NAVTEX covering the period between November 10, 2026 and March 19, 2027, the ship is planned to conduct scientific research for the laying of the underwater cable. *(Source: Haber Denizde)*



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CBED EXPANDS FLEET WITH NEW CSOV: WIND DEDICATION

We are very excited to announce that CBED has acquired a new vessel to join their fleet. The new



CSOV, **Wind Dedication**, has already been delivered and joins the CBED fleet already consisting of the three vessels Wind Innovation, **Wind Creation** and **Wind Evolution**. Following delivery from the seller, international offshore wind contractor Seaway7, **Wind Dedication** (formerly *Seaway Moxie*), will feature the CBED logo and carry her new CBED name before being repainted in CBED's full fleet design during the next scheduled dry-docking survey. The vessel will be chartered back to Seaway7 and continue to support its existing project commitments until early 2028. *Daniel Alon, General Manager, CBED:* "We are very pleased to be able to expand our fleet with a fourth vessel. Seaway Moxie – soon to be **Wind Dedication** – has a strong reputation in the market and is well-known for her high operational capabilities. We look forward to building on this track-record together with the crew and in close cooperation with Seaway7. We have been looking to add a new vessel for some time, and **Seaway Moxie's** high operational performance combined with her ability to work at significant wave heights up to three meters makes it a very good addition to our current fleet of walk-to-work vessels." *Seamless operations and onboard well-being* **Wind Dedication** has room to accommodate up to 60 persons living comfortably onboard. The customised walk-to-work vessel has an Uptime motion compensated gangway and DP2 system, allowing for safe transfers to and from offshore installations in significant wave heights up to 3 meters. The vessel also includes onboard offices and meeting rooms allowing for seamless operations, and offers onboard well-being facilities such as a fitness room, cinema and lounge area with TV and gaming facilities. *Wind Dedication* Year built: 2014; Flag: UK; IMO: 9676216; Type: DP2 walk-to-work accommodation vessel; Class: DNV, Comfort Class III; Accommodation: 60 beds incl. crew *(PR-CBED; Photo: Jan Plug)*

ROYAL NAVY PICKS OCEAN INFINITY TO SET UP "ATLANTIC NET" SUB-HUNTING SYSTEM



The Royal Navy has picked Ocean Infinity to use its autonomous capabilities for support of the future Atlantic Net sub-hunting program - a robotic antisubmarine warfare network designed to supplement the service's conventional force, which is in decline due to an aging-out frigate fleet. Ocean Infinity's civilian-world expertise is in lean-crewed and fully-autonomous survey operations, and it is a leader in high-automation marine services. It operates a fleet of small offshore

vessels designed for roboticized geophysical surveys, geotechnical investigations and other services with a focus on minimal manning and "software and technology first." For the Royal Navy, the company will work with other partners to "bring together the technology, data and maritime expertise needed to deliver a persistent operational capability in the North Atlantic over the long term." The degree of involvement for Ocean Infinity's own 14-vessel offshore fleet was not immediately defined. The UK MoD said that the $120 million project will create 200 new jobs, and will involve a combination of new drones, sensors and AI systems. It will be one component of a broader program, Atlantic Bastion, aimed at containing threats on the northern flank. "The Royal Navy has been exploring how to move beyond traditional, heavily crewed fleets towards a broader mix of robotic and lean-crewed platforms. Atlantic Net is that idea coming to life. It is a significant step forward in how naval capability can be delivered, using uncrewed and autonomous systems at a scale that has not been seen before," said Ocean Infinity president of solutions Joe Robinson. *(Source: Marex)*

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SEABIRD'S FULMAR EXPLORER LANDS SIX-MONTH SEISMIC CONTRACT IN WEST AFRICA



SeaBird Exploration, a wholly owned subsidiary of SED Energy Holdings, has secured a contract for ocean bottom node (OBN) source work in West Africa, extending employment for its **Fulmar Explorer** vessel into 2027. The campaign will use the 2009-built vessel and is expected to last approximately six months, including mobilization and demobilization, Energy Holdings announced on November 12. Mobilization is scheduled to begin in December 2026. The company did not disclose the contract value, client or specific offshore location in West Africa. “We are pleased to secure another OBN source project for **Fulmar Explorer**, extending the vessel’s activity well into 2027. The award supports our view of an improving OBN market, with increased tendering activity and better visibility for 2027. “With limited availability of relevant high-end tonnage, we believe SeaBird is well positioned to capture further opportunities as market activity continues to improve,” said Finn Atle Hamre, CEO of SeaBird Exploration. *(Source: MaritneLink)*

WINDFARM NEWS - RENEWABLES

CADELER LINES UP THREE VESSELS FOR UK OFFSHORE WIND PROJECT



Danish offshore wind contractor Cadeler has signed an exclusivity agreement with an unnamed client for foundation and turbine installation work at a large-scale offshore wind farm in the UK. The installation campaign is expected to begin around 2030 and will involve three vessels from Cadeler's fleet. An A-class vessel and an O-class vessel will handle foundation installation, while a P-class unit will be deployed for the turbine installation campaign. The exclusivity agreement has not yet been converted into a firm installation contract. Cadeler chief executive Mikkel Gleerup described the agreement as another endorsement of the company's ability to deliver increasingly large and complex offshore wind developments. The latest agreement follows a firm contract secured earlier this month for turbine transportation and installation at the 1.2GW Dogger Bank C offshore wind farm in the UK North Sea. Under that deal, Cadeler's newbuild **Wind Apex** will make its operational debut in the third quarter of 2027, working alongside an existing installation vessel to support the installation of 87 14MW turbines. The newbuild is scheduled for delivery in the first half of 2027 and will be available for work across the remaining phases of the 3.6GW Dogger Bank development. The company currently operates 11 offshore wind installation vessels, with another A-class newbuild and two T-class foundation installation vessels scheduled for delivery by 2031. The two T-class newbuilds were ordered from China's COSCO Shipping Heavy Industry in August for approximately €805m ($935m) combined. *(Source: Splash24/7)*

CADELER SECURES TURBINE AND FOUNDATION INSTALLATION WORK ON LARGE UK OFFSHORE WIND FARM



Cadeler has signed an exclusivity agreement for the installation of foundations and wind turbines on a large-scale offshore wind farm in the UK, the company said on 11 November, leaving the client and the project unnamed. The work under the agreement is expected to start around 2030. For the foundations campaign, Cadeler will be using two vessels, one A-Class vessel and one O-Class vessel, and the wind turbines will be installed by a P-Class vessel. The company

announced the exclusivity agreement shortly after securing a contract to transport and install wind turbines at the 1.2 GW Dogger Bank C offshore wind farm in the UK with its newbuild A-class installation vessel Wind Apex. The vessel is currently under construction at the COSCO Shipping Heavy Industry shipyard in China. Earlier this year, Cadeler signed firm contracts with COSCO Shipping Offshore shipyard for the construction of two new foundation installation vessels. The new vessels, of T-class design, are scheduled for delivery in 2030 and 2031. *(Source: Offshore Wind)*

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ØRSTED GEARING UP FOR TURBINE INSTALLATION AT 2.9 GW UK OFFSHORE WIND FARM



Ørsted is preparing to start installing wind turbines at its Hornsea 3 offshore wind farm in the UK, with the first Siemens Gamesa turbine components now at Able Seaton Port in northeast England and installation vessels mobilising for the campaign. The developer said blades, nacelles and tower sections were on site at Able Seaton Port, where the components are being handled and prepared for offshore deployment. Able said the first Siemens Gamesa turbine components arrived at the port in July 2026. Since then, its heavy-lift and logistics teams have moved blades, nacelles and tower sections from the quayside into storage, with tower sections being pre-assembled ahead of load-out. According to Able, DEME's jack-up installation vessel **Norse Energi** has arrived at the port for the offshore installation campaign. The project's Notice to Mariners issued on 9 November lists **Norse Energi** as mobilising from Teesport that day, with Cadeler's wind turbine installation vessel **Wind Pace** scheduled to mobilise from Hull on 15 November. *IWS Seawalker* and support vessels **Fob Swath 9** and **Fob Swath 10** are scheduled to mobilise from Hull on the same date for commissioning work. According to the notice, wind turbine installation and commissioning will be underway until November 2027. The preparations for wind turbine installation come as offshore

construction work progresses at Hornsea 3, after the first monopile was installed in May this year. In September, Heerema Marine Contractors completed the installation of the project's second offshore converter station, following the installation of the first in March. This month, Seaway7 also started installing the wind farm's inter-array cables. Hornsea 3, located approximately 120 kilometres off the Norfolk coast and 160 kilometres off the Yorkshire coast, will comprise 197 Siemens Gamesa SG 14-236 DD turbines. According to the developer, the 2.9 GW offshore wind farm is expected to generate enough electricity to power more than 3.3 million UK homes once fully operational. *(Source: Offshore Wind)*

SEAWAY7 KICKS OFF CABLE INSTALLATION WORK AT ØRSTED'S HORNSEA 3



Seaway7 has begun installing inter-array cables at Ørsted's Hornsea 3 offshore wind farm site in the UK. The company will install 500 kilometres of cables to connect the project's 197 offshore wind turbines to two offshore converter stations. "After almost five years of hard work we've reached the key moment for our array cables. The installation programme is a significant milestone that underpins the construction of Hornsea 3 Offshore Wind Farm," Luke Bridgman, Managing Director, Hornsea 3 at Ørsted, said. As reported recently, Seaway7 has deployed its cable layer **Seaway Phoenix** for the operation, as well as the walk-to-work vessel Seaway Moxie to support the campaign. Hellenic and Prysmian have been selected as inter-array suppliers, while JDR Cable Systems is in charge of array cable testing and termination. Hornsea 3 is Ørsted's first European HVDC project and its third gigawatt-scale project in the Hornsea zone, following the 1.2 GW Hornsea 1 and the 1.4 GW Hornsea 2. The 2.9 GW offshore wind farm will feature 197 Siemens Gamesa's SG 14-236 DD offshore wind turbines. *(Source: Offshore Wind)*

ACTA MARINE TAKES DELIVERY OF ACTA AQUARIUS, COMPLETING FOUR-VESSEL NEWBUILD PROGRAMME



Acta Marine proudly announces the delivery of **Acta Aquarius**, the fourth and final vessel in its series of next-generation Walk-to-Work (W2W) DP2 Construction Service Operation Vessels (CSOVs), built by Tersan Shipyard in Yalova, Turkey. Following the deliveries of **Acta Pegasus**, **Acta Hercules** and **Acta Gemini**, **Acta Aquarius** completes an

important fleet expansion programme and represents another step in Acta Marine's continued investment in a modern and sustainable fleet. As the final vessel in the series, Acta Aquarius marks an important milestone in Acta Marine's ambition to support the offshore energy sector with increasingly sustainable vessel solutions. **Acta Aquarius** is certified and operates as dual-fuel methanol powered vessel. Combined with her battery power system, this supports Acta Marine's pathway towards lower-emission offshore operations, while maintaining the safety, reliability and efficiency at the core of its Walk-to-Work services. Acta Aquarius is accompanied by daughter craft Acta Situla, which was delivered to Acta Marine earlier this year in June. Rob Boer, CEO of Acta Marine, commented: "The delivery of **Acta Aquarius** is a proud moment for Acta Marine and marks the completion of our four-vessel newbuild programme with Tersan Shipyard. Together, these vessels represent an important investment in the future of our fleet and strengthen our ability to support our clients in the offshore wind industry. With dual-fuel methanol propulsion capability, **Acta Aquarius** marks an important step towards more sustainable offshore operations, significantly reducing CO2 emissions, while continuing to provide the safe, reliable and efficient services our clients expect from us." With the four-vessel newbuild programme now complete, Acta Marine looks forward to deploying **Acta Aquarius** and continuing to support the growth of offshore wind with safe, reliable and increasingly sustainable offshore solutions. *(PR-Acta Marine)*

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WINDWARD MUNICH REFUELS FROM THE BEVENRODE



It is always an impressive sight when the 88-meter-long *__Windward Munich__*, operated by Hamburg-based Windward Offshore, calls at our port. This was the case again last Tuesday, when the vessel—a so-called commissioning service operation vessel (CSOV)—moored at the Nieuwediepkade. On this occasion, it was there to refuel. Rather than using one of the smaller local bunker vessels, the operation was carried out by the 85-meter-long motor tanker *__Bevenrode__*, which had traveled from Rotterdam to Den Helder specifically for this purpose. The *__Bevenrode__*—a German-flagged motor tanker owned by Naval Inland Navigation, based in Halsteren—delivered approximately 1,400 tons of fuel. The *__Bevenrode__*

is a double-hulled tanker with Hamburg as its home port. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

DREDGING NEWS

ROHDE NIELSEN WRAPS UP CAISSON FILLING WORKS AT PORT OF BILBAO



Rohde Nielsen has completed caisson filling works as part of the ongoing expansion of the Port of Bilbao, Spain, contributing to the development of new port infrastructure. Using TSHD **Njord R**, approximately 248,000 cubic meters of dredged material was placed into the caissons through a specially designed side pipe system developed by Rohde Nielsen. The system enabled accurate and controlled filling, helping to minimise material dispersion and support a progressive, homogeneous filling process, the company said. The works form part of the Port of Bilbao's long-term modernisation, supporting increased operational capacity and future maritime traffic demands. *(Source: Dredging Today)*

SWITZERLAND'S SUBAX DEPLOYS AMPHIBIOUS DREDGER TO RESTORE LAKE SHORELINE



Around 14,000 cubic metres of lakebed sand is being pumped back onto the Grande Cariçaie reserve's shore to form a wave-absorbing beach, with reed planting to follow in early 2027. Swiss contractor Subax is using a amphibious dredger to return approximately 14,000 cubic metres of lakebed sand to the eroding shoreline of the Grande Cariçaie nature reserve on Lake Neuchâtel. The project is led by the Association de la Grande Cariçaie (AGC). It covers about one kilometre of shore at Crevel, between the port of Cheyres and the Crevel residential area, with nourishment extending roughly 30 metres out from the shore. The dredger, built by Aquamec of Finland, is working approximately 350 metres offshore. It pumps sand from selected extraction areas through a floating pipeline to the placement area, where a separate machine reshapes it. Subax Director Ludovic Piccand said the dredger's arm can excavate to a maximum depth of 5.4 metres while put the delivery rate is 50 to 80 cubic metres of sand per hour. The fill forms a gently sloping beach intended to dissipate wave energy. Reed clumps will be planted in February 2027, when the lake level is low, to stabilise the fill and allow reed beds to recolonise the shore. "The sand that was

here has moved offshore," said AGC Director Michel Baudraz. "We will simply retrieve it offshore and bring it back here, create a gentle slope so that the waves can no longer erode it, and plant reeds on top and rebuild the reed beds." Waves and wind-driven currents cause local shoreline retreat of up to around one metre per year. Baudraz said the section shelters high-value natural habitats, UNESCO World Heritage archaeological sites, and homes about 50 metres from the water. The CHF900,000 (US$1.1 million) project is funded by the cantons of Fribourg and Vaud and the Swiss Government. Effectiveness monitoring is planned for at least five years. AGC would like to extend the method to the roughly 11 kilometres of southern shoreline affected by erosion. *(Source: Baird)*

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DREDGER NIKO NIKOLADZE STILL GOING STRONG



Delivered in 2001 by Damen, the **Niko Nikoladze** is a 600 m³ grab hopper dredger with staying power. More than two decades later, she is still going strong in and around her home port of Poti, Georgia. *(Source: dredging Today)*

USACE COMPLETES FALL DREDGING AT CLEVELAND HARBOR

The U.S. Army Corps of Engineers, Buffalo District, completed fall dredging of Cleveland Harbor in just over two weeks, ensuring safe and navigable waterways for Great Lakes commercial vessels, recreational boaters and other harbor users on Lake Erie. The work was completed 43 per cent sooner than planned – in similar fashion to the efficient dredging completed earlier this year in Conneaut and Lorain – and brings this year's USD 11.7 million dredging operation in Cleveland to a close, USACE said. Dredged sediment from Cleveland Harbor is being recycled, beneficially used and stored using Port of Cleveland facilities. Dredging of Cleveland Harbor is conducted twice annually by USACE, based on need and the availability of funding. The harbor was last dredged in 2025, with 255,651 cubic yards of sediments removed. Fall dredging started October 26 and was completed on November 11 as part of an USD 11.7 million contract awarded in April 2026 to New York-based DMYLES, Inc. for all 2026 dredging in Cleveland. Fall dredging removed approximately 60,000 cubic yards of sediment from the federal navigation channel in the upper Cuyahoga River, including 10,000 cubic yards added to the contract to address critical areas of shoaling and support local industry needs. Of the approximately 260,000 cubic yards of sediment dredged from Cleveland Harbor in 2026, 110,000 cubic yards were beneficially used through recycling at the Port of Cleveland's sediment processing management facility, and 150,000 cubic yards were placed in the port's confined disposal facility 12. Authorized depths within Cleveland Harbor range from 18 to 29 feet, with the shallowest depths in the Cuyahoga River turning basin and the deepest depths in the entrance channel. The Corps of Engineers maintains these depths to support safe and efficient navigation for large vessels. "With this work complete, we're able to turn our focus to more dredging across Ohio and Lake Erie to keep ports thriving, waterways safe, and the U.S. economy strong." *(Source: Dredging Today)*



YARD NEWS

ROC SIGNS AHTS CONSTRUCTION CONTRACT WITH SOUTH AMERICAN SHIPOWNER

Recently, ROC has achieved another important breakthrough in expanding into the international offshore engineering market, successfully signing a construction contract with a South American shipowner for an anchor handling tug supply vessel (AHTS). This marks a further expansion of the company's overseas layout and signifies that its comprehensive competitiveness in the offshore support vessel (OSV) sector has gained broader recognition in the international market. The AHTS vessel under this contract has an overall length of 71.95 meters and a molded breadth of 17.20 meters. It features a bollard pull of 110 tonnes and is equipped with a 300-tonne stern roller, shark jaws, and tow pins, capable of meeting deepwater anchor handling and towing operational requirements. The vessel adopts advanced diesel-electric propulsion, offering excellent maneuverability while complying with Tier II emission requirements. As a versatile all-rounder, the vessel is classed by ABS and features chemical supply capability, FiFi-2 (second-level firefighting), oil spill recovery (OSR-C1), and DP2 dynamic positioning capability. It can undertake material

transport and supply, handle offshore fire emergencies, and perform oil spill recovery and emergency rescue operations, making it a "super nanny" at sea that covers multi-scenario requirements. This cooperation fully demonstrates the shipowner's trust in ROC's R&D and design, construction quality, and delivery assurance capabilities, creating conditions for further participation in the South American offshore engineering equipment industry chain cooperation and for undertaking more high-value-added offshore engineering vessel orders. Currently, ROC's order delivery and market development are progressing steadily. The successive landing of high-quality overseas orders will further consolidate the company's serialized and batch construction advantages, optimize the structure of its order backlog, and lay a foundation for deeply cultivating the high-end offshore engineering vessel market in the future and enhancing its global market competitiveness. *(Source: iMarine)*



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AURAMARINE SECURES DUAL METHANOL FUEL SYSTEM ORDER

The Finnish marine fuel systems specialist will supply complete methanol fuel supply systems for two GONDAN-built hydrographic research vessels being constructed for Germany's BSH. Auramarine has secured a contract with Spanish shipbuilder GONDAN Shipbuilders to supply complete methanol fuel supply systems for two new hydrographic research vessels, Wega and Deneb, being built for Germany's Federal Maritime and Hydrographic Agency



(Bundesamt für Seeschifffahrt und Hydrographie – BSH). The systems are scheduled for delivery between November 2027 and February 2029, supporting Germany's programme to modernise its research fleet and maintain continuous operations in the North Sea and Baltic Sea. Designed in collaboration with Seaplace Engineering, the two vessels will each measure approximately 70 metres in length, with a 15-metre beam. Their propulsion systems will be configured to operate on green methanol, while the vessels will also be certified to the Blue Angel environmental standard and meet Silent-R requirements for reduced underwater noise. Research operations in harsh marine environments depend on reliable onboard systems, and stable fuel supply is critical for keeping the vessels at sea. Auramarine's complete methanol fuel supply system is designed to ensure the safe bunkering, transfer, handling, and supply of methanol onboard a vessel. The scope includes integrated control and monitoring systems and an emergency shutdown system to ensure safe and reliable operation. Auramarine will design each system to meet the specific requirements of the vessel and its engine configuration. The delivery also covers testing, sea trials and commissioning. The systems will enable BSH to operate the vessels on green methanol, supporting lower emissions during research operations. Auramarine will also provide methanol system training for the crew, ensuring safe use from the first day of operation. "Methanol has established its place in the marine fuel portfolio, and a growing number of vessel types are now being designed to run on it. **Wega** and **Deneb** are good examples of this. We are pleased to be part of this demanding project, where our systems will operate in a challenging marine research environment," says John Bergman, CEO, Auramarine. "The construction of Wega and Deneb is a particularly exciting challenge, bringing together innovative design, advanced technology and ambitious sustainability goals. At GONDAN, we are fully committed to ensuring the successful delivery of these vessels through rigorous planning, close coordination with our partners and constant attention to detail throughout the entire build process. We are proud to be part of a project that will contribute to the future of environmentally responsible maritime research." Iván Artime, Factory Director, GONDAN. *(Source: Workboat365)*

EKSFIN BACKS OMS GROUP'S ULSTEIN NEWBUILDS



Eksfin's guarantees support OMS Group's financing of two new cable-laying vessels, **CS Resilience** and **CS Alliance,** which are scheduled for delivery from Ulstein Verft in 2028. Export Finance Norway (Eksfin) is providing guarantees of up to USD 183 million to support OMS Group's long-term financing of two new cable-laying vessels being built by Norwegian shipbuilder Ulstein. The vessels will strengthen OMS Group's capacity to install and maintain subsea fibre-optic cables, which form a critical part of the global telecommunications infrastructure carrying international data traffic. Financing has now been secured for OMS Group's four-vessel newbuilding programme, with the two vessels backed by Eksfin's guarantees named **CS Resilience** and **CS Alliance**. Designed by Ulstein Design & Solutions AS, both vessels will be constructed at Ulstein Verft in Norway, with deliveries scheduled for 2028. Each vessel will measure 130 metres in length and have the capacity to carry up to 6,500 tonnes of fibre-optic cable, providing additional capability for subsea cable installation and maintenance operations. Eksfin is supporting the transaction both during construction and through guarantees for

OMS Group's long-term bank financing. "Our role is to support Norwegian exporters competing internationally. By financing Ulstein and OMS Group at different stages of this transaction, we help Norwegian suppliers secure business contracts abroad," says Tone Lunde Bakker, CEO of Eksfin. "Financing is an important part of competing for international shipbuilding contracts. Working closely with Eksfin and the banks has helped us put this transaction together," says CFO Johannes Volle at Ulstein. OMS Group is a global, neutral and integrated digital infrastructure service provider with capabilities spanning subsea cable installation and maintenance, cable landing stations and marine and terrestrial connectivity. Its four new fibre-optic cable-laying vessels, scheduled for delivery in 2027 and 2028, will expand its capacity to meet growing demand for subsea connectivity. Eksfin's guarantee supports financing for the two vessels from Ulstein. The other two cable-laying vessels will be built at a Dutch owned yard in Vietnam, with financing supported by Atradius Dutch State Business N.V. Commercial banks are providing the loans under the export credit agency-backed facilities. Standard Chartered and HSBC acted as joint global coordinators, bookrunners and ECA coordinators for the transaction. *(Source: Workboat365)*

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KEEL LAID FOR HEEREMA'S BARGE PURPOSE-BUILT FOR TENNET 2 GW OFFSHORE GRID CONNECTION PLATFORMS



Construction of Heerema Marine Contractors' new **H-731** float-over barge has reached the keel-laying stage, around eleven months after the first steel was cut for the vessel at the CIMC Sinopacific Offshore & Engineering (CIMC SOE) yard in Daishan, China. Heerema announced the milestone on social media, saying the keel was laid this week at the Chinese shipyard. The company started construction of the 222.5-metre-long barge in December 2025. **H-731** is being built specifically to support the installation of offshore converter station topsides under TenneT's 2 GW offshore grid programme, for which the companies signed a contract in January 2025. TenneT's programme involves the installation of 14 high-voltage direct current (HVDC) offshore grid connection systems in the North Sea, in both Germany and the Netherlands, each with a capacity of 2 GW. The H-731 barge is scheduled for delivery in the second

quarter of 2027 and will support the installation of TenneT's 2 GW offshore substations from 2028, according to Heerema. According to the vessel owner, the barge will have a float-over capacity of up to 40,000 tonnes and will be used to install topsides weighing more than 30,000 tonnes. *(Source: Offshore Wind)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *New-Ximbal-tugboat-en-route-to-Mexico-to-join-Saam-Towage-fleet*
   - *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*
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

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