Tugs Towing & Offshore Newsletter

Worldwide Tug & OSV News
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27th Volume, No. 90 *1963 – "63 years tugboatman" – 2026* Dated 18 November 2026

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

Distribution twice a week 22.950+

MIDWEEK–EDITION

TUGS & TOWING NEWS

DAMEN COMPLETES ICE-CLASS TUGBOAT WITH SHAFT GENERATORS FOR LOW-EMISSIONS OPERATIONS IN SMALL HARBOURS



The latest ASD Tug 1810 has a strengthened hull, winterisation package and IMO Tier III-compliant propulsion for deployment in northern European ports. Damen Shipyards has built an azimuth stern drive (ASD), ice-class tugboat with hybrid propulsion for handling vessels in small European harbours in cold climates. **DFF Hamster** was completed in the Netherlands in November 2026 and was then made available for charter or sale, under the flag of St Vincent and the Grenadines, by Damen Marine Services. This 18.3-m tug was built to Damen's ASD 1810 design and Bureau Veritas ice class with a beam of 10.2 m, a draught of 4 m, a hull strengthened to navigate through first-year ice, a top speed of 11 knots, and a bollard pull of 31 tonnes ahead and 28 tonnes astern. Its propulsion incorporates twin Caterpillar C32 TTA/C main engines, developing 1,940 kW at 1,800 rpm, connected to a Damen-manufactured exhaust treatment system, minimising NOx emissions and ensuring IMO Tier III compliance. These drive two Schottel SRP 270 azimuth thrusters with a five-blade, fixed-pitch propeller of a diameter of 1,900 mm. For auxiliary power, DFF Hamster has two shaft generators, each producing 50 ekW at 400 V and 50 Hz and one Caterpillar C4.4 diesel generator rated at 64.5 kW, 400 V and 50 Hz. Damen said the vessel is a "compact harbour tug that is designed for high-manoeuvrability towing and vessel mooring." It can be adapted for firefighting or oil pollution control operations. It has a winterisation package that includes electrically heated wheelhouse windows, a central heating system with a fuel-oil fired boiler, heated battery locker, electric horn and CO2 locker and electric-powered jacket water heaters for the main engines and harbour genset. The insulated and air-conditioned accommodation for four crew members includes two crew cabins for two persons, a pantry and a messroom on the lower main deck. **DFF Hamster** has a hydraulically driven, split-drum towing winch located below the wheelhouse with 18 tonnes pull of up to 44 m/min and with a brake holding force of 114 tonnes. Other deck machinery includes: an electrically driven capstan of 4.5 tonnes at 16 m/min on the aft deck; an electrically driven anchor winch; and a Mampaey towing hook with a safe load of 41 tonnes. Its fendering includes a cylindrical rubber bow fender above a W-type block fender, and D-type rubber

fendering on the sides and stern. Tanks on **DFF Hamster** can hold almost 23 m3 of fuel oil, 4.4 m3 of fresh water, 3.2 m3 of sewage, 1.9 m3 of bilge water and 1.3 m3 of urea for the selective catalytic reduction unit. For fuel handling, it has two CJC oil purifiers and a Triplex oil filter, plus two Azcue CA-40/1B service pumps rated up to 19.0 m3/hr and up to 2 bar, one portable and electrically driven bilge pump, and a keel cooling system. There is also one DAB Euroinox fresh-water pressure set operating up to 3 bar, one Distrimex sewage pump of 1.3 bar and an internal CO2 firefighting system and a Damen Triton remote monitoring system. In the wheelhouse there is one of each of: Furuno FAR 1518-BB radar; FE-800 echosounder; NX-700B Navtex; FA-170 automatic identification system and FMD-3200 ECDIS; plus Simrad AP-70 autopilot; GN70 satellite compass and HS80A positioning unit; two Cobham Sailor 7222 radio telephones on VHF; two Sailor SP3540 for emergency calls; a Reflecta 11 compass from Cassens & Plath; and a MaxSea TZ electronic chart system. *(Source: Riviera by Martyn Wingrove)*



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BOLUDA TOWAGE OPENS ITS NEW HEADQUARTERS IN ANTWERP



Boluda Towage has officially opened its new offices in Noorderplaats, Antwerp, reinforcing its presence in Belgium, one of the most strategic maritime enclaves in Europe. The opening ceremony was led by Steven De Nijs , Deputy CEO of Boluda Towage Europe, and Filip De Wilde , recently appointed Managing Director of Boluda Towage in Belgium, as well as representatives of port

authorities, customers, employees and partners. The new facilities mark a new milestone in Boluda Towage's presence in Belgium. They offer a renovated workspace fully aligned with the brand's identity, and include a simulator for training its professionals. This tool facilitates the onboarding and development of new roles and plays a fundamental part in the ongoing training of crews and captains. Northern Europe represents a strategic market for Boluda Towage, as it encompasses some of the continent's busiest ports, as well as major industrial and logistics hubs. Over the past decade, the company has expanded its presence in the Netherlands, the United Kingdom, Germany, Belgium, Finland, and Norway, and currently operates in more than 21 ports across the region, with a fleet of 138 vessels and highly experienced local crews. Following the opening of Boluda's Rotterdam headquarters in July 2026, the new Antwerp offices represent a further step in the group's strategy to strengthen its European network, combining its international dimension with the development of local talent and the highest standards of safety and service. *(Source: Puente de Mando)*

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THE CHINESE SHIPYARD HGC DELIVERED FOUR ICEBREAKING TUGS OF THE HGC231401 PROJECT TO A RUSSIAN CUSTOMER.



A naming ceremony and official handover to Russia of a series of four Project HGC231401 icebreaking tugs—**Umba**, **Kola**, **Tuloma**, and **Yuri Luzhkov**—took place in China. The vessels are being built at the HGC shipyard under the technical supervision of the Russian Maritime Register of Shipping. The RS press service reports more details. Arc4 ice-class tugs are designed for operation along the Northern Sea Route, performing mooring operations, rescue, and firefighting missions in freezing seas. Equipped with fully rotating rudder propellers and two main engines, the tugs generate a bollard pull of up to 60 tons. The vessel's automation system allows for unattended servicing of the engine room. Class symbol: KM⍟ Arc4 (hull; machinery) AUT1 FF3WS Tug (escort) IWS. Four icebreaking tugs have completed the Register's full review cycle, from documentation approval to sea trials and the issuance of classification documents. The series has become a significant contribution to the Northern Sea Route's infrastructure and an example of effective international cooperation. Our job as a classification society

is to ensure that vessels comply with Russian requirements for operations in high latitudes. Arc4 ice-class tugs were built under the supervision of inspector engineers from the Register of Shipping's China branch. This ensures that the fleet receives exactly what it needs for operations on the NSR, noted Petr Vanyukov, Director of the Register's China branch. Furthermore, at the event, representatives of RS and the Chinese shipyard signed a contract for the implementation of new shipbuilding projects. Details of the new agreement were not disclosed. *(Source: Paluba: Photo: RS)*

WWII ARMY TUG TIGER RETURNS TO CENTRAL FLORIDA BIRTHPLACE



The World War II-era U.S. Army tug **Tiger ST-479** has returned to Lake Beresford in DeLand, Fla., as local preservationists work to bring the 82-year-old vessel ashore for permanent display. Volunteers moved the tug to Lake Beresford on Oct. 31, placing it less than 600' from where it was built in 1944, DeLand Historic Trust President Dan Friend told WESH in Central Florida. The trust is now working to secure land and develop a permanent monument for the vessel. The 140-ton, 86' tug was built near DeLand before its engine was installed in Jacksonville, according to the Jacksonville Port Authority, JAXPORT. The port authority says the vessel is believed to have performed rescue work and carried supplies from England to Normandy, France, following the Allied invasion. **ST-479** was part of a larger wartime shipbuilding effort on Lake Beresford. Research compiled by the DeLand Historic Trust says more than 300 area workers participated in building 29 U.S. Army tugs there during World War II. The **Tiger** remained overseas after the war and eventually entered private ownership in Sweden. Its owners later donated the vessel to the DeLand Historic Trust, which undertook the effort to bring it back to Florida. The tug returned to the U.S. through JAXPORT's Talleyrand Marine Terminal in July 2022 aboard the Spliethoff multipurpose vessel **Snoekgracht**. The ship's cranes lowered **Tiger** into the St. Johns River, where Cross State Towing moved it to a private dock in Jacksonville. The DeLand Historic Trust says the vessel still retains its original Clark diesel engine and original superstructure. The organization has spent years researching the Army's small tug fleet and working toward a permanent memorial honoring the vessels, their crews, and the workers who built them. Volusia County's Historic Preservation Board backed the preservation effort in 2023, asking the county to assist with grant opportunities and help find a permanent home for the tug. Friend told WESH that the trust hopes to raise about $500,000 to purchase land and build the memorial, which could include a bronze plaque and mural. The immediate challenge is getting Tiger out of the water after more than eight decades afloat. (Source: Workboat by Steve Mosco)

DIVERS FIND WRECK OF LAKE HURON TUG LOST IN 1874 BOILER EXPLOSION

Divers have located the wreck of a tug that sank in Lake Huron more than 150 years ago after a boiler explosion that killed six people. Undersea Research Associates (URA), a volunteer shipwreck-

hunting group, announced November 10 that it has found the steam tug **Tawas** in 225 feet of water off Harbor Beach, Michigan. **Tawas** was launched in 1864 by Myron Williams at Vicksburg, Michigan. At nearly 100 feet, she was one of the largest tugs on the Great Lakes, according to URA. In the early hours of May 14, 1874, **Tawas** was about 25 miles southeast of Harbor Beach, Michigan. She was operating alongside the schooner **Zach Chandler** and preparing for a tow when the boiler exploded. All five of the tug's crew were killed. The blast tore the **Chandler's** sails and rigging and killed her second mate, who was struck in the head by flying debris some 300 feet away. **Tawas** sank immediately. The wreck's location stayed unknown for 151 years. URA's survey team picked up the target on June 8, 2025, two weeks after it found the steel steamer **James Carruthers**, but did not follow up until this spring, when it confirmed that the target was a shipwreck and fixed its position. Side-scan sonar showed a hull about 100 feet long, intact at the bow and stern but destroyed amidships. That damage convinced the team that the wreck is **Tawas**, URA said. Divers first explored the site on September 7. Previous attempts to find the wreck may have overlooked the site because historical reports put the casualty event much closer to shore. URA's volunteers have been surveying four of the Great Lakes for 40 years. The group says that it has located more than 100 shipwrecks and has covered almost 3,000 square miles of Lake Huron alone. Watch the YouTube video HERE *(Source: Marex)*



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PACIFIC RESPONDER – PAPUA NEW GUINEA OPERATOR'S ASD TUG FOR HARBOUR TOWAGE AND EMERGENCY SERVICES

Built in Zhenjiang with twin medium-speed engines and firefighting class notations, Pacific Towing's newest tug will handle larger ships calling at Port Moresby under a PGK70 million two-vessel programme. Pacific Towing (PacTow), a marine services business based in Papua New Guinea, has taken delivery of **Pacific Responder**, a newbuild ASD tug that will be deployed primarily on harbour towage at Port Moresby. With a bollard pull of 70 tonnes, she is the most powerful vessel in PacTow's 23-strong fleet. She and the companion newbuild **Pacific Resolute**, which has a bollard pull of 67 tonnes and is assigned to Lae, account for PGK70 million (US$15 million) of a PGK100 million (US$20 million) programme by parent company Steamships. The remaining PGK30 million (US$7 million) is

allocated to life-extension drydockings, technical upgrades and maintenance of the existing PacTow fleet. Steamships Marine Logistics general manager Alistair Skingley said the pair, "will give PacTow greater capacity to support shipping companies operating in PNG, including those bringing larger vessels into our ports." *Proven diesel propulsion coupled with firefighting, salvage and rescue capability* The tug was built by Jiangsu Zhenjiang Shipyard under the name Dong Chuang Tuo 6 for a Chinese domestic owner. The yard launched her by crane on February 14, 2026, and sea trials took place on July 3 in the Yizheng channel of the Yangtze River. Pacific Responder has an LOA of 32.87 metres (107.8 feet), a length between perpendiculars of 30.7 metres (101 feet), a moulded beam of 12.5 metres (41 feet), a moulded depth of 5.3 metres (17 feet), and a draught of four metres (13 feet). Gross tonnage is 497, net tonnage is 149, and deadweight is 139.67. Propulsion is provided by two IHI Power Systems 6L28HX medium-speed diesel engines, each rated at 1,897 kW (2,540 hp) at 750 rpm, driving stern-mounted azimuthing thrusters. This configuration delivers a speed of 12 knots. Electrical power is provided via two Stamford UCDM274K1 alternators each rated at 180 kW. The vessel is classed by China Classification Society (CCS) with ★CSA hull and ★CSM machinery notations. The machinery notations include Z-Propulsion and AUT-0, the latter indicating remote control of the main propulsion machinery and machinery spaces that may be periodically unattended. Her Fire Fighting Ship 1 notation is the CCS category for early-stage firefighting. A Water Spraying notation records a cooling water system covering the exposed vertical hull surfaces, allowing the tug to approach a burning object for firefighting or rescue. The hull also carries Ice Class B and In-Water Survey notations. PacTow said the two newbuilds' firefighting systems and winches designed for high-capacity work, along with ASD propulsion, enable them to undertake complex harbour towage, salvage operations, emergency response and long-distance asset towage. The company added that the vessels will allow it to meet the requirements of the oil and gas sector and to pursue regional and international work. *First in new series* **Pacific Responder** left Zhenjiang on October 11 and called at Zhoushan before sailing to the Philippines, where she took on fuel, supplies and equipment and underwent a crew change. She then transited the waters north of Australia and the Torres Strait, encountering heavy swells and strong winds on the leg from China to the Philippines. The tug arrived at Port Moresby on November 6 after a 27-day voyage of approximately 4,400 nautical miles. Following customs clearance, PacTow tugs Keera and Tavurvur escorted her to the company's tug base and headquarters at Motukea. **Pacific Responder** will commence harbour towage duties once permits and





compliance requirements, including crew training, are completed. Pacific Resolute is en route to Lae, and Steamships said details of formal commissioning and naming ceremonies for both tugs will be announced later. *Specifications* Type of vessel: Harbour tug; Classification: China Classification Society (CCS): ★CSA; Fire Fighting Ship 1; Ice Class B; In-Water Survey; Water Spraying; ★CSM; AUT-0; Z-Propulsion; Flag: Papua New Guinea; Operator: Pacific Towing, Papua New Guinea; Builder: Jiangsu Zhenjiang Shipyard, China; Length overall: 32.87 metres (107.8 feet); Length bp: 30.7 metres (101 feet); Beam: 12.5 metres (41 feet); Draught: 4.0 metres (13 feet); Depth: 5.3 metres (17 feet); Deadweight tonnage: 139.67; Gross tonnage: 497; Net tonnage: 149; Main engines: 2 x IHI Power Systems 6L28HX, each 1,897 kW (2,540 hp) at 750 rpm; Propulsion: 2 x thrusters; Generators: 2 x Stamford UCDM274K1, each 180 kW; Maximum speed: 12 knots; Bollard pull: 70 tonnes; Firefighting equipment: Monitors; Type of fuel: Diesel; Operational area: Port Moresby, Papua New Guinea. *(Source: Baird)*

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CONSTRUCTION COMPLETED ON TWO NEW ESCORT TUGS FOR SALTCHUK MARINE



A total of four tugs will be built for operation on the US West Coast. Their duties will also include ship assist. The Eastern Shipbuilding Group (ESG) of Panama City, Florida, has completed the first two of four escort tugs ordered by Saltchuk Marine. ESG Chairman and CEO confirmed the completion, saying that the tugs are being, “finalised and preparing for delivery.” D'Isernia said the tugs are high-performance vessels for ship assist and escort duties. The remaining two Saltchuk tugs are being fabricated at ESG’s Allanton yard. The Saltchuk tugs are built to a Robert Allan Ltd ship-assist/escort design. Each tug has a length of 84 feet (26 metres) excluding fenders and a moulded beam of 42 feet (13 metres). Propulsion comes from two Caterpillar 3516E diesel engines each rated at 3,500 hp (2,600 kW) driving Schottel SRP 510 rudder propellers. The tugs have a minimum bollard pull of 86.2 tonnes and a speed of 12 knots. The first and second tugs were launched

in December 2025 and March 2026, respectively. All four tugs will support Saltchuk Marine's port operations on the US West Coast. *(Source: Baird)*

CURTIN MARITIME'S FIRST BATTERY-ELECTRIC HARBOUR TUG ENTERS SEA TRIALS



Tuuli C is due in Southern California in December. Curtin will rely on overnight shore power until a floating fast-charging barge enters service in Los Angeles in 2027. Curtin Maritime Corporation's first battery-electric ship assist tug is undergoing sea trials at Snow and Company in Seattle ahead of her scheduled arrival in Southern California in December. **Tuuli C** is the first of eight tugs being built for operations in the ports of Los Angeles and Long Beach under the Curtin Harbor Services brand. Curtin invested US$200 million in the vessels and the charging infrastructure. The company also holds a 50 per cent stake in the Seattle shipyard building the fleet. Arc, the supplier of the tug's batteries and electric drive system, announced earlier this month that **Tuuli C** had moved under her own power for the first time. Curtin said data gathered during sea trials will provide endurance figures under actual operating conditions. The ASD tractor tug has an LOA of 24.6 metres, a beam of 12.9 metres, and a draught of 3.8 metres. Two Schottel L-drives provide a bollard pull of 55 tons. Energy is stored in a 6MWh battery, and the battery room is protected by a Marioff HI-FOG water mist system. *(Source: Baird)*

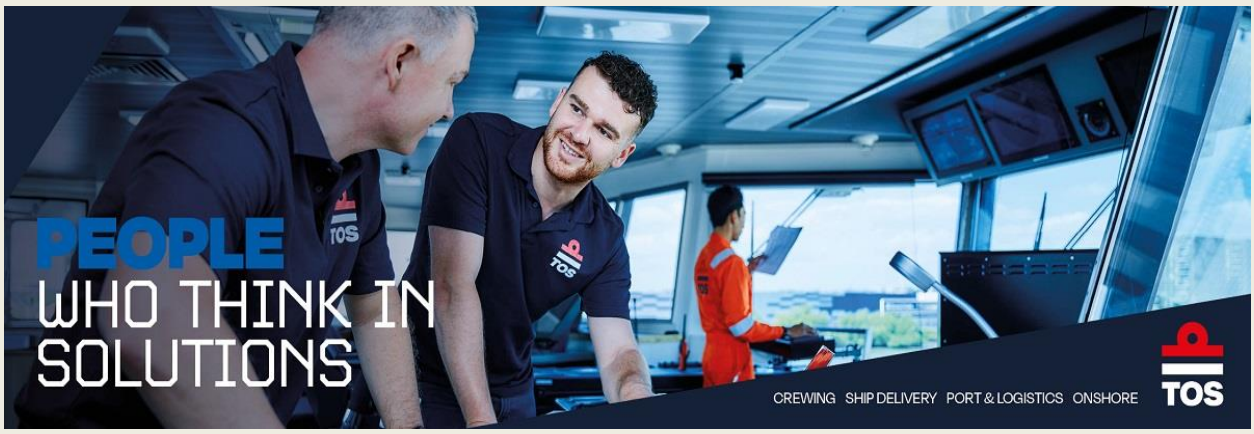
NEW ICEBREAKING TUG BRYTEREN JOINS BUKSÉR OG BERGING FLEET EQUIPPED WITH BUOYANT FENDERING



Norwegian maritime services provider Buksér og Berging has welcomed its latest fleet addition, the purpose-built icebreaking tug **Bryteren** (IMO 1126253). Designed by naval architects Robert Allan Ltd. and constructed by Turkish shipbuilder UZMAR, the vessel has recently arrived at her home port of Fredrikstad in Norway. **Bryteren** is currently undergoing final outfitting and preparations before officially entering active service. Purpose-built for demanding shallow-water operations and harsh winter icebreaking duties, the tug requires durable, high-impact hull protection. Marine fendering specialist Buoyant Works has supplied its innovative FenderTUG system for the newbuild. Constructed from lightweight, high-strength polyurethane, this modular fendering solution replaces traditional heavy rubber fenders—offering superior shock

absorption, reduced vessel weight, and effortless maintenance during year-round port and icebreaking operations. *(Source: Buoyant; Photo: Fredrik Scuderi)*

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INLAND SKIPPER LAUNCHES PUSH BOAT-BARGE CONCEPT AS A SOLUTION FOR LOW WATER LEVELS



The news article "Inland skipper launches pusher-barge concept as a solution for low water levels" appeared on the maritime news platform *Flows* on November 17, 2026. The concept addresses the persistent drought and low water levels that have severely hampered inland navigation throughout 2026. *Why a pusher-barge concept works during low water* When water levels are low, traditional self-propelled cargo vessels are often forced to carry only a fraction of their usual load to avoid running aground. A modular system consisting of a pusher tug and barges offers a practical solution. • Weight distribution. By spreading the same volume of cargo across multiple barges, the total floating surface area increases. This keeps the overall draft limited while still allowing for the transport of a substantial amount of cargo. • Operational flexibility. As water levels rise or fall, a pusher tug can easily add or detach barges, allowing skippers to adjust their capacity in real-time based on the current navigable depth. • Separation of propulsion and cargo. Since barges lack their own engines or wheelhouses, they are lighter and more cost-effective to build than self-propelled vessels. In conditions of extremely low water, the pusher tug remains maneuverable, while the barges can be loaded optimally. *Broader context within the inland shipping sector* This launch is part of a series of initiatives by entrepreneurs and shipowners aimed at reducing vulnerability to drought. • Sharp declines in volume. As reported by *Schuttevaer*, extremely low water levels—notably on the Rhine—led to a significant drop in transport volume during the third quarter of 2026. • Creative and technical adaptations. In addition to new coupled-vessel configurations, skippers are increasingly employing lighter types of steel, modified hull shapes, and smart ballast techniques to continue

navigating on shallow stretches. *(Source:AI; Photo: Hein Danser)*

OLD TOWBOAT COLUMN

THE DIGNIFIED DESTREHAN



Like my friend Capt. Don Sanders, I also have those boats from the past that I consider favorites, even though I never had the opportunity to tread their decks. The steam sternwheel towboat **Destrehan** is one of those vessels. Built by the Charles Ward Engineering Works, Charleston, W.Va., in 1922 for the Pan American Petroleum Company of New Orleans, the **Destrehan** had a steel hull 133.9 by 32 and was outfitted with four boilers and high-pressure engines, 18's – 7-foot stroke rated at 800 hp. A tall pilothouse situated mid-way back on the roof and two smokestacks well forward made for an imposing presence. The **Destrehan** was often in long runs delivering petroleum products. These runs were usually from New Orleans to Pittsburgh, and from Wood River, Ill., to New Orleans. Way's Steam Towboat Directory notes many masters that served aboard the **Destrehan**, among them Capts. Bob Roff, Bernard Chotin, C.F. Reid, W.P. McNair, Robert Haynes and Sid Chambers. The American Rolling Mill Company, founded in 1899 and known as Armco, decided it needed a fleet of boats and barges to tow coal from Huntington, W.Va., to Cincinnati in order to feed one of their main steel mills at Middletown, Ohio. Armco hired Capt. Phil Elsey away from the Socony Oil Company and placed him in charge of securing the necessary vessels. The **Str. S.S. Thorpe** was the first vessel acquired by Armco, purchased from the Inland Waterways Corporation in 1940. The second was the **Destrehan**, bought in May 1941. Others would follow. The two boats were renamed and christened in a double ceremony held at Cincinnati. Miss Jean Verity did the honors of swinging the champagne bottle as the **Thorpe** became the **Geo. M. Verity**, and Miss Jeanne Hook did the same as the **Destrehan** was renamed **Charles R. Hook**. The **Hook** settled in to the relatively short Huntington to Cincinnati run, quite a change from the early days of the long hauls to and from New Orleans. Way's lists the masters as including Capts. Henry Miller, Otto Aiker, R.F. Rogers and Everett Frost. (Capt. Otto Aiker is one who is mentioned often on several different boats in the news columns of old issues of The Waterways Journal.) Dana Wright was long the chief engineer aboard the **Charles R. Hook**. In 1947 Armco purchased the **Str. Atlas** from Island Creek Coal Company. The **Atlas** made a few trips under Armco ownership, and in late 1947 it was taken to the Marietta Manufacturing Company, Point Pleasant, W.Va., where it was dismantled. The stated intention was for the **Atlas** engines, which were condensing with compound cylinders 15's, 28's – 8-foot stroke rated at 1,400 hp., to be placed on the **Charles R. Hook**. The **Hook** did receive new Babcock & Wilcox water tube boilers in 1947, but a change of engines was never stated in either Way's or the Inland River Record through 1957, which is the last listing for this **Charles R. Hook**. It is apparent from some photos that the herringbone type sternwheel that was on

other Armco boats was also placed on the **Hook**. In the 1950s it ran a staged race at Huntington with the **E.D. Kenna**. Both boats had been built by Ward. The **Hook** was dismantled in 1957, and Armco purchased the **Str. J.T. Hatfield** from Amherst Barge Company, renaming it **Charles R. Hook**. This second **Hook** would only run until 1959 when it, too, was dismantled. News stories in some issues of the WJ in the 1950s indicated that Armco was looking to build a large diesel boat, and a drawing was once published. This advancement never came about, and in 1960 they discontinued their fleet of steamboats. In 1989 the company entered a partnership with Kawasaki Steel and was then known as AK Steel. AK was sold to Cleveland-Cliffs in 2020. The Middletown works are still in operation, but the large Armco mill at Ashland, Ky., is now just a memory. Dismantled within the past two years, the site is now a large vacant lot with a few buildings standing. The cells along the river where raw products were once received and finished steel loaded for shipment are still in place at Ohio River Mile 325. At some point after dismantling in 1957, the original **Charles R. Hook** was sold to Capt. John Beatty of Cincinnati. He remodeled it into a floating restaurant, which he called "**Captain Hook's**." It opened at Cincinnati in 1964 and became very popular. By 1968 he had purchased the former steam sternwheel towboat **Charles Dorrance**, originally the **John W. Hubbard** built by Dravo in 1936, and rebuilt it into an even larger restaurant called the **Mike Fink**, which replaced the **Hook**. After a long battle with the city of Cincinnati over the mooring spot, Capt. Beatty relocated the **Mike Fink** across the river to Covington, Ky., where it continued to do a great business. The **Hook** was moored some distance below on the Kentucky shore, along with some other equipment. It was here that it eventually burned, and the remains were scrapped. *(Source: The Waterways Journal by Capt. David Smith*



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EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – ONBOARD

Transform your fleet into a smart, connected maritime operation with the Onboard platform- unlocking data from every machine, system and sensor on board. We believe the crew is the heart of vessel operations, which is why they are central to our platform. The Onboard digital logbook app offers an intuitive interface with automatic voyage creation through dispatch integration, single-entry vessel activity logging, and real-time feedback on fuel efficiency. This leads to higher crew engagement and smarter operational decisions. Our application for shore teams combines sensor data with logbook data to create clear operational profiles and quickly identify inefficiencies. By aligning all stakeholders in the maritime supply chain with one source of truth, our clients achieve up to a 30% reduction in fuel consumption and emissions, along with significant savings in administrative time.

ACCIDENTS – SALVAGE NEWS

THE SEA COMPLETELY DESTROYS THE GALICIAN FISHING VESSEL "GENESIS" ONE MONTH AFTER ITS ACCIDENT IN THE ORKNEY ISLANDS



The Galician fishing vessel "Génesis" (IMO 7617010), which broke into three pieces after spending several days grounded in the Orkney Islands , north of Scotland, has almost completely disappeared. More than a month after the accident, heavy swells and storms have continued to fragment the vessel and scatter its remains along the coast. As reported by puentedemando.com on October 14, the vessel, registered in the United Kingdom and owned by the Galician company Basoñas Mar , broke into three pieces after remaining grounded for several days. The bow, bridge, and stern separated due to the continuous impact of waves against the rocks. Since then, various groups of volunteers have been trying to clean up the debris that washes up on the shores of Orkney: fishing boxes, pallets, pieces of the hull and other elements of the ship, which are being collected for later towing to a waste management center in the archipelago. The cleaning tasks , which are still underway today, are made difficult by the area, which is rocky and directly exposed to the Atlantic. The 17 crew members were rescued unharmed on the same day as the



accident in an operation coordinated by British emergency services. Four of them were Spanish and have already returned home, while the rest of the crew, of Indonesian nationality, also left the islands. *(Source: Puente de Mando; Photo: Orkney Nautical Charters)*

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THREE MORE SHIPS HIT BY DRONE STRIKES OFF COAST OF ROMANIA



Romania's government is protesting a new series of strikes on merchant shipping off the coast of Sulina, a busy anchorage area and a strategic waypoint for cargo headed to and from Ukraine. It is the latest in a series of attacks widely attributed to Russia. According to Romanian prime minister Luca Niculescu, radar systems picked up inbound aerial targets near the vessels, prompting the launch of fighter jets to investigate the threat. He did not say whether any additional drones had been shot down. "We will continue to take all necessary measures, alongside our allies, to strengthen security in the Black Sea. This remains a key priority for the government, in close cooperation with our regional partners and NATO," Niculescu said, without naming Russia. "These incidents are unacceptable and constitute a violation of international law. They reflect the deteriorating security situation caused by Russia's ongoing war against Ukraine." The vessels hit included the product tanker **Evia Petrol V**, bulker **Marsol** and product tanker **Ali Najafov**. All were hit inside of Romania's territorial waters, a significant violation of sovereignty within NATO territory. An additional vessel, the freighter **Larissa 1**, was hit on Friday. No casualties were reported in any of these incidents. Romanian Defense Minister Stefan-Radu Oprea said on Sunday that he would solicit more help from the country's allies, including surveillance planes and drone defense equipment. France has already dispatched a maritime patrol aircraft to assist. Russia was not named as a suspect, but it is the only entity that would benefit from strikes on shipping off Sulina, much of which is destined for Ukraine's Danube River ports. Russia has claimed responsibility for attacks on 15 Ukraine-linked ships in the last week alone, all for allegedly delivering military cargo to Ukraine's seaports. In practice, the attacks have severely limited Ukrainian agricultural producers' ability to ship out grain cargoes by sea. *(Source: Marex)*

OIL TANKER CRASHES INTO LUMUT SEAWALL DURING UNAUTHORISED SEA TRIAL



An oil tanker that crashed into a seawall at Taman Esplanade Marina Wing here early today is believed to have been conducting an unauthorised sea trial. Manjung district police chief, Assistant Commissioner Hasbullah Abd Rahman, said preliminary investigations found that the 83m vessel, formerly known as **Fuji**, had changed ownership to a Thai national before being re-registered as **Midas**. He said the 2,400-tonne tanker had 10 crew members, all Thai nationals, on board when the incident occurred. "The crew members have not been detained. They are currently undergoing inspection by the Marine Department. "Initial checks were conducted by the police, together with the Malaysian Maritime Enforcement Agency, Marine Department, Immigration Department and local authority. "Based on preliminary information from the Marine Department, the vessel is believed to have left last night to conduct a sea trial without the necessary permission," he told reporters at the scene today. Hasbullah said any action against the crew or vessel would depend on the outcome of the Marine Department's investigation. He said the actual cause of the collision was still being investigated. "Investigations will also cover the vessel's registration documents, operating permits and other matters related to its movement," he said. Hasbullah said the tanker was empty and was not carrying any cargo when it struck the seawall. He added that the Manjung Municipal Council would assess the damage to public facilities. On plans to move the vessel, he said the Marine Department would tow it offshore and anchor it when the tide was high. "The water is currently shallow, so the operation will depend on the tide. The Marine Department will first tow the vessel and anchor it offshore," he said. Earlier, videos and photographs of the incident went viral on social media, showing the front section of the tanker lodged on rocks near the seawall. The collision also damaged part of a pedestrian walkway and nearby public facilities. The incident is believed to have occurred at 9.50am. Watch the YouTube video HERE *(Source: New Straits Times)*

A FISHING BOAT SINKS IN THE PORT, 4 SAILORS TEMPORARILY LAID OFF

A nasty surprise occurred this Saturday, November 14th, in the port of Boulogne-sur-Mer. The **Ma Gwen'do**, a crab fishing vessel, sank while moored at the Gambetta Nord quay. Significant rescue resources were mobilized, but the vessel had already sunk by the time they arrived. As a result, the four crew members are now temporarily laid off. Another blow for Boulogne fishing. On Saturday, November 14, 2026, firefighters were alerted to a fishing boat that was threatening to sink in the port of Boulogne-sur-Mer. The vessel in question is the **Ma Gwen'do**, a crab boat moored at the Gambetta quay . This type of boat is notably used for shellfish fishing using crab pots. *The boat had already sunk by the time rescuers arrived.* Faced with the risk of sinking, several specialized resources were mobilized. But upon their arrival, the rescuers found that the **Ma Gwen'do** had already sunk, while remaining moored to its pontoon. The firefighters finally cancelled the

additional resources deployed, as the ship was already submerged. *Four sailors deprived of their means of livelihood* Beyond the material damage, this shipwreck has immediate consequences for the crew of the **Ma Gwen'do**. The four sailors who work on this boat find themselves temporarily unemployed, their means of work now immobilized at the bottom of the port. The exact circumstances of the shipwreck are not yet known . *(Source: Radio6)*



Advertisement



SIX CREW AIRLIFTED TO SAFETY AFTER CARGO SHIP RUNS AGROUND IN WEXFORD



RNLI crews involved in a daring early-morning rescue off the Wexford Coast have been recalling the difficult conditions they were met with as they responded to a call of the cargo ship "**Fast Jef**" that had run aground in the early hours of Tuesday morning. Six people were airlifted from the 88-metre vessel, with the alarm having been raised shortly after 2 a.m. with the Irish Coast Guard's Marine Rescue Coordination Centre in Dublin. The Irish Coast Guard helicopter Rescue 116, the Courtown Coast Guard Unit, and RNLI lifeboats from Rosslare, Courtown and Arklow were also deployed to assist at the scene off the coast of Roney Point in Courtown. The 88-metre cargo vessel **Fast Jef** was sailing from Belfast to Spain, when it was run aground on rocks at Roney Point. No injuries are reported, but the boat remains aground and the Irish Coast Guard is monitoring the situation. Two

marine warnings came into effect at midnight off the Irish coast, with a Status Yellow marine gale warning due to expire on Tuesday at 11am and a small craft warning valid until midnight on Wednesday morning. Head of operations at the Irish Coast Guard, Kevin Whitney, said the six crew members have been discharged from medical care following their rescue in treacherous maritime conditions. "The Rescue 116 helicopter was tasked, and it arrived on scene, took the six crew members off back to the base in Weston Airport where they were assessed by the HSE and have been released now from medical care," he told RTÉ Radio 1's Morning Ireland. "It was southwest winds, up to gale force at times, and quite rough sea conditions, especially in close to the coast where the vessel was grounded." Such were the conditions that Courtown RNLI were unable to launch



their lifeboat at the time of the incident. Thankfully, back up was quickly forthcoming from Arklow and Rosslare RNLI stations. "We got a call to say that they had called Arklow and Rosslare into our area because of the weather conditions, and I was able to confirm they were too severe to launch," Mark Chambers of Courtown RNLI explained. Following this, five crew from Rosslare RNLI and members of Arklow RNLI were deployed, including Keith Miller, who said weather conditions were very poor at the time. During the service, which involved a 60km round passage, there was heavy rain, heavy swells, a force 8/9 South Westerly wind and overall rough conditions. "We felt it was too dangerous to go alongside of where the cargo ship was. The waves were breaking in too much in there," Keith added. Unsure exactly how the vessel ran aground, Mr Miller said the anchor had possibly been deployed too late. "I don't know exactly what happened to the ship but she [cargo ship] ended up being on the Roney Rock," he said. "She possibly broke down. She had an anchor deployed, but it was possibly deployed too late, and it dragged." Upon arrival at the scene, he said crews discussed the possibility of moving the ship to shore. However, it was later decided the safest option was to wait for helicopter Rescue 116 to attend the scene as he said the ship had been taking on water. "The safest option was for us to stand by and allow the helicopter to arrive," he said. "It turned up after half an hour after we were there. They assessed the situation for 20 minutes or so, then started lifting the lads off." Crew from Arklow and Rosslare stood by for 90 minutes whilst the Coast Guard helicopter Rescue 116 winched each crew member to safety. After the six crew members were removed safely from the vessel, Keith said volunteers from Arklow RNLI remained at the scene to further monitor the ship for some time. The Rosslare RNLI lifeboat returned to the Harbour at 6 a.m. He praised the quick assistance of Rescue 116 for safely removing all six crew members from the ship. It is understood that members of Wexford County Council have been deployed to further monitor the boat, as pollution controllers may need to be deployed. Irish Coast Guard drones and aircraft are in operation to assess the viability of the vessel due to damage sustained during the incident. *(Source: Irish Independent; Photo: Sabrina Ffrench)*

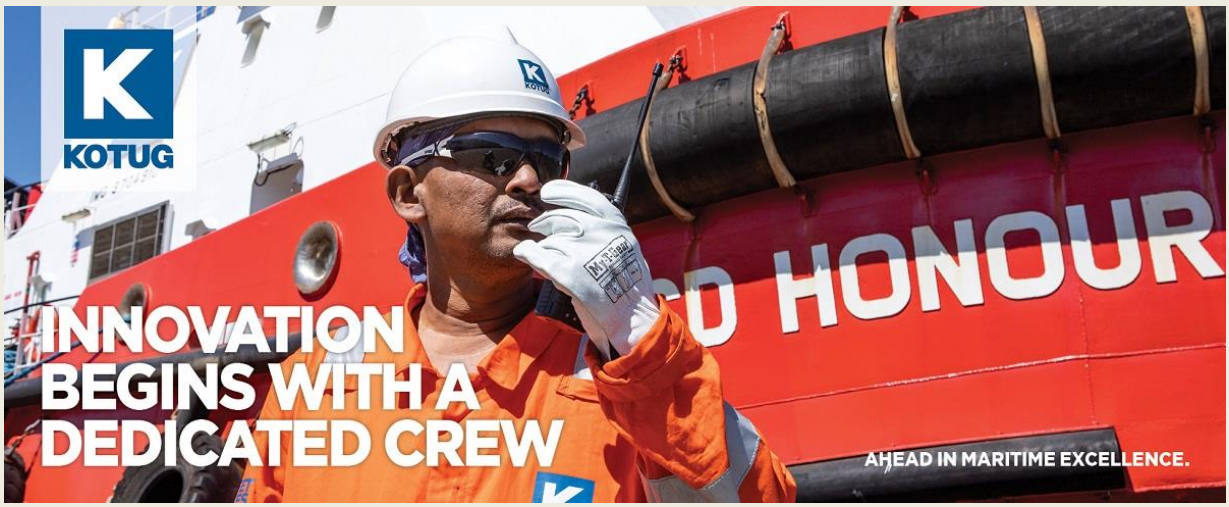
27 CREW MEMBERS SAVED AFTER SHIP SUFFERS FLOODING OFF

ODISHA



The Paradip Port Authority (PPA) and the Indian Coast Guard averted a major maritime disaster on Tuesday by rescuing 27 crew members off the Odisha coast. Officials said the Shipping Corporation of India (SCI) sent an urgent distress message reporting that its vessel, MV **Vishva Uday**, suffered water ingress and a propeller shaft breakdown. Responding swiftly to SCI Limited's request, the PPA launched a coordinated rescue mission approximately 50 nautical miles off Paradip Port, the port authority announced on social media platform X. Official sources noted that MV **Vishva Uday** was sailing from Haldia Port in West Bengal to Mozambique in East Africa when its propeller shaft suddenly malfunctioned mid-sea. Water began flooding the stranded ship, raising serious fears among officials that the vessel could sink in the deep waters. During the intervening night of November 15 and 16, Indian Coast Guard District Headquarters Paradip deployed ships ICGS Amulya and ICGS Vijaya to assist the distressed vessel. The Coast Guard reported on social media that the ship suffered severe engine room flooding caused by a damaged tail shaft off the Paradip coast. Battling rough sea conditions, a specialist Coast Guard Damage Control Team boarded the ship, rigged submersible pumps, and successfully stopped the heavy water ingress. Following the emergency stabilization, rescue teams towed MV **Vishva Uday** to safety and anchored the vessel outside the outer port limits on Tuesday morning. All 27 crew members aboard the cargo ship remain safe, and maritime officials confirmed that the joint operation prevented a severe environmental and human tragedy at sea. Watch the video HERE *(Source: The Avenue Mail)*

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THE MARIAM M SHIP, DAMAGED IN A DRONE ATTACK, RAN AGROUND

ON THE BEACH BETWEEN CAPE MIDIA AND VADU



The sinking of the **MARIAM M** is directly related to the war in Ukraine and the increasing risks to commercial navigation in the western Black Sea. A cargo ship abandoned and damaged two months ago, following a Russian drone attack at the mouth of the Danube, ended up stranded on Monday, November 16, on the Romanian coast, between Cape Midia and Vadu, after drifting in the Black Sea. The alert was given on Monday afternoon, at 1:55 p.m., when the Constanta Zonal Captaincy requested the support of the Romanian Agency for Lifesaving at Sea (ARSVOM) after the commercial vessel **MARIAM M,** under the Tanzanian flag, was reported drifting approximately 6 nautical miles from the northern pier of Midia Port. At 14:12, the specialized **SAR ARTEMIS** rescue vessel departed from berth 78 of the Port of Constanta towards the indicated perimeter. Upon arriving at the scene, the rescuers found that the currents and waves had already pushed the cargo ship ashore, it having run aground on the beach sector between Capul Midia and Vadu. Under these conditions, the mission at sea was completed, and the ARSVOM vessel returned to base. The sinking of the **MARIAM M** is directly related to the war in Ukraine and the increasing risks to commercial navigation in the western Black Sea. Exactly two months ago, on September 17, 2026, the same cargo ship was hit by a Russian drone in the Bâstroe Canal area, on the Ukrainian sector of the Danube Delta, a short distance from the Romanian port of Sulina. The September attack resulted in a tragic toll. The ship's captain and another crew member died, and 13 other sailors were injured. Damaged and later abandoned, the floating wreck was carried south by currents until it ran aground on the Constanta coast on Monday. The incident takes place in a tense context in the Black Sea basin, recently marked by new attacks on commercial ships near the mouths of the Danube and the sinking of another ship loaded with wheat from Romania off the coast of Bulgaria. According to the international maritime registers for the vessel **MARIAM M**, IMO number 9167667, the identification and operating data of the cargo are as follows: Flag – Tanzania (radio call sign 5IM382, registered under this flag since June 2024; previously sailed under the flag of Belize and China). Shipowner (Registered Owner & Commercial Manager) UBSM SHIPPING CO, a company based in Turkey. Dimensions – 96.7 meters long, 17.4 meters wide and a capacity of 8,442 deadweight tons (DWT). *(Source: Radio Romania Constanja; Photo: Ovidiu Titi Ciutescu)*

OFFSHORE NEWS

THE CABLE-LAYING VESSELS "MONNA LISA" AND "VICTORIA" COMPLETE THE LAYING OF THE SUBMARINE CABLES OF THE BAY OF BISCAY INTERCONNECTOR

The electrical interconnection project between Spain and France across the Bay of Biscay continues to progress with the installation of the submarine cables that will link the two countries. Red Eléctrica has now completed laying the cables along the Biscay coast, following the completion of the second phase of work using the Italian cable-laying vessel "**Monna Lisa**" (IMO 9995911), owned

by the company Prysmian. This second phase has allowed for the installation of a 50-kilometer section of submarine cable . This work complements the first 65 kilometers laid last August by the Norwegian cable-laying vessel "Victoria" (IMO 9791016), owned by NKT. With this, all the planned submarine cables for the Biscay section of the interconnection are now installed. The laying operations will continue off the coast of Gipuzkoa between November and February. The goal is to have all sections in place in French waters before next summer. On the Spanish side, the project is also progressing with the start of 100% of the onshore work. Red Eléctrica is building the new Gatika converter station, which will feature two buildings integrated into the environment using vegetation to minimize its visual impact. Furthermore, work has already begun on the aboveground section, which will be entirely underground. Once the work is completed, the surrounding area will be restored, and only small manholes will remain visible every 500 meters. Another ongoing project is the directional drilling to connect the land-based infrastructure to the submarine cables off the coast of Lemoiz. This technique will allow the connection to be made from land without the need to dig a conventional trench in the coastal area. Cable installation at this location is scheduled to begin in approximately one year and will continue until 2027. The interconnector will link Gatika, in Biscay, with Cubnezais, in France, and will increase the electricity exchange capacity between the two countries from the current 2.8 GW to 5 GW . The infrastructure will be approximately 400 kilometers long, with most of its route underwater . The project is 70% complete and also includes the construction of the facilities necessary to transform the electricity at both ends of the connection. *(Source: Puente de Mando: Photo: Prysmian)*



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DOF STARTS ACTIVITIES AS PART OF 'LARGE' CONTRACT IN APAC

DOF Group has secured a subsea umbilicals, risers and flowlines (SURF) services contract with Amplitude Energy Limited (AEL) for a project in the Asia-Pacific (APAC) region. For the East Coast Supply Project, DOF's scope includes the tie-in of three to four subsea wells to existing infrastructure, including the transportation, installation, and pre-commissioning of subsea structures, flexible flowlines, umbilicals, flying leads, and associated ancillary equipment. The work

will be supported by DOF's integrated in-house project management, engineering, procurement, and logistics services. I-Class vessel **Skandi Inventor** will be deployed for offshore operations, expected to begin late this year or early in 2028 in Otway Basin, Bass Strait, Australia. Project management and engineering activities have started from the company's offices in Perth, Australia, and Singapore. According to DOF, the contract is a large one, which it defines as having a value between $50 million and $100 million. Mons Aase, CEO of DOF Group, said: “The award recognises DOF's proven track record as a trusted partner in the APAC region, and we look forward to working closely with AEL to successfully deliver safe, efficient, and high-quality subsea and marine services." *(Source: Offshore Energy)*



SUBSEA 7 LANDS US GULF DEEPWATER CONTRACT

Norwegian offshore engineering and construction specialist Subsea 7 has secured a contract worth between $50m and $150m from Kosmos Energy for the Tiberius development in the US Gulf. The deal covers the fabrication, transportation and installation of a 14 km steel catenary riser and wet-insulated flowline connecting the deepwater development to Occidental’s existing Lucius spar. Subsea 7 will also install an umbilical and subsea control systems at the project, located in Keathley Canyon block 964, at a depth of approximately 2,200 m. Engineering and project management will begin in the coming months at the company’s Houston office, with offshore installation scheduled to start in 2028. Tiberius was discovered in 2023, with the partners taking a final investment decision on the initial development phase in March this year. The first phase involves completing an existing well and tying it back to Lucius, with first oil targeted for the second half of 2028. Initial production capacity is estimated at around 13,000 barrels per day. Subsequent development phases could include additional wells, potentially increasing production to 30,000 barrels of oil and 9m cubic feet of gas per day. Kosmos operates Tiberius with a 33.34% stake, alongside Occidental and Israel’s Navitas Petroleum, which each hold 33.33%. Navitas acquired its interest from Kosmos and Occidental earlier this year, agreeing to cover up to $68m of future development expenditure as part of the transaction. *(Source: Splash24/7)*



N-SEA PATHFINDER MOORED BEHIND THE BLUE PORT CENTRE



(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)

On Thursday, November 12, the 62-meter-long diving and survey vessel *N-Sea Pathfinder*, operated by the Dordrecht-based diving company N-Sea, moored behind the Blue Port Centre. The diesel-electric powered ship was launched in 2010 as *Noordhoek Pathfinder* at the De Hoop shipyard in Foxhol. Since 2024, it has been operating under the name *N-Sea Pathfinder* for N-Sea. Its home port is IJmuiden.

Advertisement



NEW ARRIVAL: OCEAN MARLIN



A new sight in the port of Den Helder is the *Ocean Marlin*, operated by Atlantic Offshore, based in Straume, Norway. The 67-meter-long diving and survey vessel—a Havyard 820 design—arrived in Den Helder from Great Yarmouth last Friday. Immediately upon its arrival, the *Nieuwediepkade* quay has become a hive of activity as the vessel is prepared for a new project. The *Ocean Marlin* was built in 2014 by the Spanish shipyard Zamakona in Pasajes, originally as an emergency response and rescue vessel. In early 2024, the ship was chartered for a three-year period by the Glasgow-based diving company Sulmara, for which it has been converted into a diving and survey vessel. Its home port is Bergen, Norway. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

ALCEDO RETURNS TO DEN HELDER WITH FUGRO ORCA



On Thursday, November 12, the support vessel **Alcedo**—operated by SeaMar—moored in our port, accompanied by the 12-meter-long unmanned survey vessel Fugro Orca. Both vessels arrived in Den Helder from Lowestoft. The **Alcedo** has frequently worked alongside the **Fugro Orca** when the latter is deployed for seabed surveys in the North Sea. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

FUGRO DELIVERS ULTRA-DEEPWATER SITE INSIGHTS FOR AZULE ENERGY'S GREATER PAJ PROJECT



Fugro has completed the survey phase of a geophysical programme for Azule Energy's Greater PAJ project off the coast of Angola. The programme is delivering critical Geo-data and insights to support design activities for subsea infrastructure development, helping reduce uncertainty and optimise subsea routing for one of the most significant ultra-deepwater developments in sub-Saharan Africa. As Angola continues to invest in offshore energy production, projects such as Greater PAJ play an important role in supporting the country's long-term energy ambitions and economic development. The project is a cross-block development and is expected to promote efficient resource management, optimise infrastructure and sustain production, creating long-term value for the country. With the site located approximately 200 km offshore in water depths of 1,500 m to 2,000 m, Fugro deployed its Echo Surveyor® VI autonomous underwater vehicle (AUV) from the **Fugro Venturer**. The AUV can move faster and deploy survey sensors close to the seafloor to produce survey data of the highest quality and optimum resolution. To complement the geophysical survey, a 2D high-resolution seismic survey was conducted across the development area to understand the buried salt layers and build a clear picture of the ground conditions. Throughout the programme, Azule Energy and Fugro specialists have jointly monitored and reviewed data quality, using their findings to optimise acquisition parameters and survey settings where required. Preliminary assessments show that the acquired data is of high quality and meets the expected performance standards. Quinton Gero, Head of Business Development Africa at Fugro, said: "Across Africa, offshore developments are moving into deeper waters and more

technically challenging environments, making access to reliable Geo-data increasingly important. By combining advanced offshore survey technologies with regional expertise, we're helping clients gain the insights they need to make informed decisions and progress major developments safely and efficiently." The programme builds on Fugro's recent offshore survey activities in Angola and highlights the company's continued support for energy clients across the region. *(PR-Fugro)*

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SHORTLY AFTER CONTRACT IN APAC, DOF REPORTS 'VERY LARGE' ONE IN AFRICA



DOF Group has won a contract described as very large for the provision of a field support vessel (FSV) in Africa. The contract was awarded by an international oil company in Africa and will see the utilization of the 120-meter-long **Skandi Seven** for a firm period of three years. DOF will deliver integrated services, project management, engineering, procurement and logistics for deep-water construction and maintenance of existing subsea assets, as well as the transportation and installation of flexible products and various subsea equipment. The Norwegian firm said that the contract has a value between $100 million and $200 million. Mons S. Aase, CEO of DOF Group, said: "We are pleased to secure this long-term award with a repeat client. The contract builds on our extensive experience in the region and demonstrates the value of our integrated subsea offering. The three-year commitment provides strong visibility for **Skandi Seven** and our integrated services team, and we look forward to delivering safe and efficient operations for our client." This comes shortly after DOF secured a subsea umbilicals, risers and flowlines (SURF) services contract with Amplitude Energy Limited (AEL) for a project in the Asia-Pacific (APAC) region. *(Source: Offshore Energy)*

DOF'S LARGEST VESSEL NETS CONTRACT WITH TECHNIPFMC

DOF Group has secured a new contract for its largest vessel, following the announcement of two other contracts this week. The new contract for the 161-meter-long subsea construction vessel

(CSV) **Skandi Africa**, designed for subsea construction and equipment installation, IRM and ROV services up to 4,000 meters of depth, will begin in direct continuation of the current one. DOF said that the contract was very large, which it defines as having a value of between $100 million and $200 million. Mons Aase, CEO of DOF Group, said: "I am very happy to be able to announce that we will continue our excellent collaboration with TechnipFMC. This award to our largest and most sophisticated vessel contributes with significant backlog and visibility." Built in 2015 by Vard Soeviknes in Norway, **Skandi Africa** comes equipped with a 900-ton active-heave compensated crane and a 650-ton Tiltable Lay System which can operate in water depths up to 3,000 meters. The vessel can accommodate 140 people. To remind, it was reported yesterday, November 16, that DOF had secured a subsea umbilicals, risers and flowlines (SURF) services contract with Amplitude Energy Limited (AEL) for a project in the Asia-Pacific (APAC) region, as well as a contract in Africa for a field support vessel (FSV). *(Source: Offshore Energy)*



EXXONMOBIL PUSHES AHEAD WITH GUYANA'S EIGHTH OIL PROJECT AS SAIPEM GETS THE ALL-CLEAR AND SBM OFFSHORE BAGS FPSO JOB



ExxonMobil Guyana, a subsidiary of the U.S.-headquartered energy giant ExxonMobil, has given Italy's Saipem the go-ahead to proceed with the $1-1.5 billion subsea assignment on its eighth oil development project in the Stabroek block off the coast of Guyana and handed out a floating production, storage, and offloading (FPSO) award to the Netherlands-based SBM Offshore. Saipem has received the authorization to proceed with the execution of the Longtail project in Guyana's Stabroek block, located at a water depth of approximately 1,750 meters. This comes shortly after ExxonMobil made a final investment decision (FID) for the eighth development on the offshore block and follows Saipem's announcement regarding the receipt of the limited notice to proceed (LNTP) in April 2026 to begin the preliminary activities for detailed engineering and procurement of long-lead equipment destined for the project. The contract, with an estimated overall value of between $1 billion and $1.5 billion, entails the engineering, procurement,

construction, and installation (EPCI) of the subsea structures, umbilicals, risers, and flowlines (SURF) system. Following the receipt of the necessary government and regulatory approvals, as well as the FID for the project, the Italian giant is in the clear to continue with the execution of the remaining contract activities, with an expected duration of around four years. The company will perform offshore operations using vessels from its fleet, such as **FDS2**, **Castorone**, and Constellation. Fabrication activities will be executed at Saipem's Italian yard in Arbatax, Sardinia, while logistics will be managed in Guyana through the Vreed-en-Hoop Shorebase Inc. (VEHSI) yard, involving the local supply chain and resources. “With the Longtail project, Saipem confirms its presence in a strategic country, where it has already been awarded seven offshore development contracts by ExxonMobil Guyana Limited, namely Liza Phase 1 and Phase 2, Payara, Yellowtail, Uaru, Whiptail and Hammerhead,” emphasized the Italian company. Meanwhile, SBM Offshore has been awarded contracts by ExxonMobil Guyana for the same development project to construct and install an FPSO, which it expects to operate for an initial period of ten years, combining the strengths of both companies and leveraging the expertise, experience, and operational excellence of the FPSOs currently deployed in the Stabroek block. The award follows completion of front-end engineering and design (FEED) studies and the final investment decision on the project by the operator and its block co-venturers. The FPSO design is based on SBM Offshore’s Fast4Ward program, incorporating the company’s tenth new-build multi-purpose floater hull. The FPSO, which will be designed to produce and process 1.2 billion standard cubic feet of gas per day and 250,000 barrels of condensate per day, will be spread moored in a water depth of about 1,750 meters and able to store around 2 million barrels of condensate. "We are proud to receive this sixth FPSO award from ExxonMobil Guyana. This milestone demonstrates our strong collaboration with ExxonMobil and highlights the strength of our Fast4Ward program, which industrializes complex deepwater developments through standardized design, disciplined execution and the transfer of lifecycle learnings across our fleet. Combined with a culture of continuous improvement and a relentless pursuit of excellence, this approach allows us to continuously evolve our solutions, accelerate delivery and create lasting value for our clients." — Øivind TangenChief Executive Officer of SBM Offshore. Building on the experience gained from the FPSOs Liza Destiny, Liza Unity, Prosperity, One Guyana, and Jaguar, SBM Offshore emphasizes that it remains committed to supporting local content development in Guyana by expanding its collaboration with Guyanese companies, sourcing fabrication scope locally, and recruiting and integrating Guyanese engineers into both the execution and operational teams, including the FPSO project team. ExxonMobil Guyana operates the Stabroek block and has a 45% interest, with Hess Guyana Exploration, part of Chevron, owning 30%, and CNOOC Petroleum Guyana holding the remaining 25%. The latest set of awards follows on the heels of ExxonMobil’s start-up of Uaru, its fifth development in the Stabroek block, lifting the country’s installed production capacity to 1.1 million barrels per day. *(Source: Offshore Energy)*

Advertisement



VN PARTISAN AT THE NIEUWEDIEPKADE



The supply vessel *VN Partisan*—sailing under the French flag and operated by the Paris-based Seaowl Group—has once again called at our port. The 84-meter-long vessel arrived in Den Helder from Portland last Sunday, mooring at the Nieuwediepkade. The supply vessel is used for both French Navy training purposes and for combating oil spills at sea. It is also utilized by the European Maritime Safety Agency (EMSA). The ship's home port is Brest. It was built in 1995 at the Vard shipyard in Søviknes for the Norwegian shipping company Farstad Shipping, originally under the name *Far Service*. Before receiving its current name in 2017, it also operated for Vroon Offshore Services as *VOS Prince*. The *VN Partisan* departed for sea again on Monday morning; after spending the entire day working off the coast, it returned to Den Helder in the afternoon, slipping in between the rain showers. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

R/V "AKADEMIK FEDOROV" SET COURSE FOR ANTARCTICA



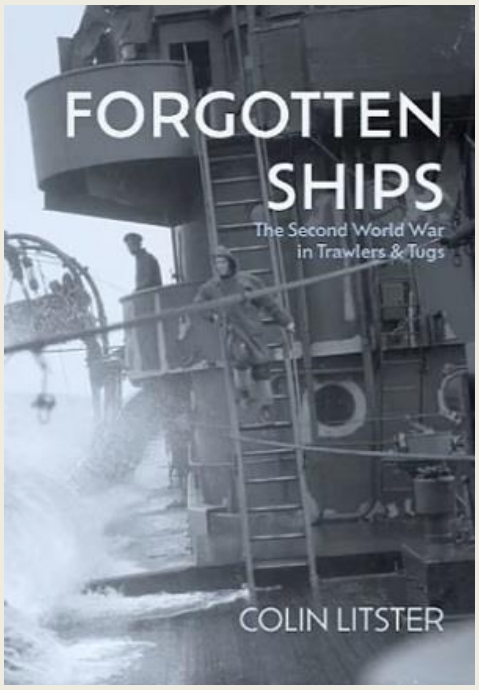
The research vessel **Akademik Fedorov** is confidently heading for Antarctica. On board are members of the 72nd Russian Antarctic Expedition. The ship entered the tropics. It had noticeably warmed up outside, the sunsets had become truly picturesque, and the equator was just around the corner. The warm ocean waters also brought the first exotic companions—flying fish. Individually and in schools, they flew out from under the ship and darted across the water, trying to outrun the ship as it swept through the waves, reports the Arctic and Antarctic Research Institute. The first stop on the way to Antarctica will be Cape Town. There, the ship will replenish fuel and provisions and also pick up some of the polar explorers who will arrive in Africa by air before setting out on their final course to the icy shores of the sixth continent. *(Source: Paluba)*

Advertisement



BOOK REVIEW

FORGOTTEN SHIPS: THE SECOND WORLD WAR IN TRAWLERS AND TUGS



They were called "Harry Tate's Navy" or sometimes "Winston's Pirates" on account of their unconventional uniform and non-Royal Navy demeanour. But these small ships and their crews served with distinction in every sphere of combat during the long haul against the Axis powers. And it was a huge fleet of trawlers, drifters, whale hunters and other small craft that served as minesweepers, anti-submarine patrol vessels and a whole variety of often improbable tasks, from the Arctic to the tropics, in virtually every ocean. And to work as rescue ships to salve war-damaged ships in the convoys, a separate fleet of powerful tugs was constructed. This is their story. The author is the grandson of a master mariner who first went to sea in World War I and volunteered for the Royal Naval Patrol Service at the outbreak of hostilities. Commissioned as a lieutenant in the RNR in 1940, he soon found himself commanding a trawler manned by both highly experienced fishermen and hostilities-only ratings. This was to be a pattern that was replicated as the service expanded and more little ships were taken up. Litster's war was in two parts, firstly in command of trawlers and then taking over a large new rescue tug that was built in the US and largely modelled on successful Dutch salvage tug designs. His service, which saw him earn a DSC in the Norwegian campaign, to operations in the Arctic, Atlantic convoys before "diversifying" into rescue tugs, is the thread that binds the story of this huge fleet of contributors to the war effort around the globe. And it is a fascinating story, gleaned both from Admiralty records and from old people who served but, as with his grandfather and so many of that generation, dragged reluctantly from their memories. Most of the time they served in extraordinary discomfort, in ships that behaved violently in any sort of weather, and in some of the worst weather in the world. They were slow, poorly armed and highly vulnerable, but managed to achieve extraordinary feats of seamanship and skill. Some 20 per cent of the fleet of some 1,400 ships was lost to enemy action, so they paid heavily for their vulnerability. Litster, who was eventually promoted to lieutenant-commander, found himself doing all sorts of strange tasks for which these small ships

seemed to be well qualified. These included evacuating the population of Spitzbergen, patrolling in the high Arctic, risking life and limb in the Norwegian campaign, and towing floating docks halfway around the world. He even hauled one of the Mulberry Harbours across the Channel after D-Day. It is such an interesting tale, which ought to ensure that these ships, and those who served in them, are not forgotten. And as a curious postscript to this review, as it was being written, the London Daily Telegraph published an obituary of 100-year old Charlie Home, who had been a stoker aboard one of these little ships, in his case a wooden minesweeper, half a mile off the beaches at the D-Day landings. Aboard fishing boats at age 14, when demobbed in 1947, he "went back to the fishing". Author: Colin Litster; Available from Porto Press, UK; Web: www.portopress.com

WINDFARM NEWS - RENEWABLES

First Monopiles, Turbine Towers Delivered for 315 MW Japanese Offshore Wind Farm Ahead of 2027 Construction



Preparations for offshore construction of Japan's 315 MW Oga–Katagami–Akita offshore wind farm are advancing, with the first batch of monopiles arriving at the Akita port in September and the first wind turbine towers arriving on 29 October, ahead of offshore construction that is scheduled to start in spring 2027. The Oga–Katagami–Akita project is being developed off Akita Prefecture by the Oga Katagami Akita Offshore Green Energy consortium, which comprises Jera Nex bp, Electric Power Development (J-POWER), Tohoku Electric Power and Itochu Corporation. The recently delivered monopile batch includes Japan's first domestically manufactured monopiles for an offshore wind farm, manufactured by JFE Engineering at its Kasaoka Monopile Plant. JFE Engineering secured the contract for foundation manufacturing and transportation services in December 2025 from Kajima Corporation, which was contracted by the developer in October 2025 for the manufacturing, procurement, transportation, and installation of turbine foundations. JFE Engineering has also secured work on the project through a joint venture with Akita Maritime Service, which was awarded a balance of plant (BOP) contract this month, covering maintenance of the foundations, subsea power cables, onshore substation, grid switching station, onshore transmission lines, and other facilities, excluding the wind turbines. The Oga–Katagami–Akita offshore wind farm will comprise 21 Vestas V236-15 MW turbines, which will be installed by DEME's joint venture with Penta-Ocean Construction, Japan Offshore Marine. The wind turbine installation will be carried out by DEME's jack-up vessel **Sea Challenger** in the second half of 2027. The offshore wind farm is expected to enter commercial operation in mid-2028. *(Source: Offshore Wins)*

DREDGING NEWS

JAN DE NUL WINS BAHÍA BLANCA DREDGING CONTRACT



The Bahía Blanca Port Management Consortium has awarded Public Tender No. 06-CGPBB/2026 to a joint venture (Unión Transitoria de Empresas/UTE) formed by Jan De Nul and Compañía Sudamericana de Dragados. Following the rejection of competing bids from Boskalis and Dredging International, this decision assigns the winning consortium responsibility for managing the port system's channels and operational areas over the next 15 years, alongside a project to deepen the main access channel, ArgenPorts said. The contract combines two distinct initiatives with different timelines and objectives, both aimed at safeguarding navigation and expanding the port's capacity: ● Long-term maintenance (180 months): Covers regular maintenance dredging across the main access channel, the channel leading to the Puerto Belgrano Naval Base, berthing areas, outer ports, and maneuvering zones at Ingeniero White, Puerto Galván, and Puerto Rosales, including their respective access routes. These operations will remove seabed sediment build-up to preserve required design depths and ensure safe and reliable vessel traffic, ● Channel deepening (12 months): A separate project to deepen sections of the main access channel. In line with its initial planning objectives, the project aims to reach an operational draft of 50 feet (about 15.24 meters). Achieving this depth will improve access for crude oil tankers operating out of Puerto Rosales. The Bahía Blanca port system also serves as a key hub for grain, oilseeds, fertilizers, chemicals and industrial cargo. *(Source: Dredging Today)*

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ZHENJIANG ENGINEERING FORTIFIES DREDGE EQUIPMENT BRAND MOAT

Zhenjiang Yanyang Engineering Co., Ltd., a Chinese manufacturer and exporter of dredging equipment, has set out the intellectual-property and compliance foundations of its dredging equipment business, covering cutter suction dredgers, trailing suction hopper dredgers, grab dredgers, backhoe dredgers, split hopper barges and pile driving barges. The company, founded in 1996 and based in Zhenjiang, Jiangsu Province, employs 50 people, including an engineering and design team of 10, and that it exports 100 percent of its production. Its published market list covers

the United Arab Emirates, Indonesia, India, Egypt, Turkey, Nigeria, South Africa, Tanzania, Saudi Arabia and Oman, and it reports more than 30 large dredger construction projects delivered. According to Zhenjiang, the disclosure comes as demand for dredging equipment expands. Grand View Research valued the global dredging equipment market at USD 4.86 billion in 2023 and projected growth to USD 7.36 billion by 2030. The same source estimated that hydraulic dredgers, a category that includes cutter suction dredgers, held the largest revenue share at approximately 46.65 percent in 2023. A separate forecast by Future Market Insights estimates that trailing suction hopper dredgers will account for 46.0 percent of total dredging market activity by 2026, driven by port maintenance and offshore sand extraction. Yanyang Engineering said that its design work is protected through a combination of registered rights covering its dredger and barge designs, including invention patents, utility model registrations, design registrations and software copyrights where applicable. The company also added that it maintains registered trademarks in overseas markets and monitors third-party use of its name and marks through local advisers. *(Source: Dredging Today)*



NEW CSD HANDED OVER TO GUYANA NDIA

A new cutter suction dredger (CSD) and workboat were handed over to the Guyana's National Drainage and Irrigation Authority (NDIA) two days ago. An official announcement from the Ministry of Agriculture said that this CSD will significantly expand NDIA's capacity to maintain critical waterways. The equipment, supplied by GAICO Construction and General Services Inc., was officially handed over to the Authority during a ceremony at GAICO's wharf facility at Nismes on the West Bank of Demerara. Equipped with an 800-horsepower engine and 18-inch discharge pipes, the cutter suction dredger is capable of operating at depths of up to 15 meters and removing between 285 and 430 cubic meters of sediment per hour. *(Source: Dredging Today)*



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DREDGING/LEVELLING WORK IN TESO FERRY PORTS



Last Thursday, the 22-metre-long tugboat *Peter* used its large underwater plough to restore the entrances of both TESO ferry ports to the required depth. The 1,100 hp tug, operated by Baggerbedrijf De Boer/Dutch Dredging from Sliedrecht, has a bollard pull of 15 tonnes for this purpose. The vessel has carried out this type of work in both ferry ports on previous occasions. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

THE DEEPENING OF THE APPROACH FAIRWAY TO THE PORT OF USTKA HAS BEGUN.

130,000 cubic meters of sand will be placed on Ustka's eastern beach as part of the deepening of the approach fairway to the port of Ustka. The work is expected to last until the end of this year. The work, commissioned by the Maritime Office in Słupsk, is being carried out by Sailor Marine from Łeba. The 70-meter-long Julian dredger has been operating in the roadstead of Ustka port for



several days . Her goal is to remove sand entering the approach fairway to the port of Ustka, where the depth must be maintained at 6-9 meters. Additionally, two settling ponds that collect excess sand are being cleaned. The sand thus extracted will be deposited on the eastern beach in Ustka. " The project involves replenishing sand loss resulting from natural erosion processes, and its goal is to improve the condition and strengthen the beach and coastline, " we read in a statement from the Maritime Office in Słupsk . " The project will include dredging and reclaiming work, including the extraction and transport of sand from the port area in Ustka, followed by its appropriate distribution along the designated section of coastline . " According to the employees of the Maritime Office in Słupsk, the total planned volume of material intended for artificial supply is approximately 130,000 m³. Artificial shore nourishment is a key element of coastal protection efforts. It helps counteract the effects of erosion, improve the condition of beaches and coastal areas, and enhance the natural protective functions of the coast. *(Source: PortalMorski by Hubert Bierndgarski)*

BANCROFT BAY DREDGING WRAPS UP



Shell Rock River Watershed District said that the dredging works are complete in Bancroft Bay and the dredger has been moved south of the bridge. According to the District, J.F. Brennan plans to position it near the mouth of Bancroft Creek, by the cemetery. Dredging operations are scheduled to begin in the spring. *(Source: Dredging Today)*

YARD NEWS

WUCHANG SHIPBUILDING LAUNCHES FIRST OCV



On November 11, the first offshore construction vessel (OCV) built by Wuchang Shipbuilding was successfully launched, marking the vessel's full transition to the mooring test phase and steady progress toward the delivery milestone. The successful construction of this vessel will further solidify Wuchang Shipbuilding's technical edge in the offshore equipment sector. The vessel **Echo** has an overall length of 100 meters, a beam of 23 meters, a structural draught of 7.5 meters, a speed of 14.6 knots, and a crew capacity of 111. The vessel adopts an advanced integrated electric propulsion system, equipped with 4 main generator sets, 2 azimuth

main thrusters, 1 retractable bow thruster, and 2 bow side thrusters. This multi-thruster combined layout significantly enhances the vessel's maneuverability and navigation stability. The vessel is equipped with a 150-ton active heave-compensated offshore crane, capable of meeting the requirements for high-precision and high-reliability lifting operations under harsh sea conditions. It reserves interfaces for ROV and LARS systems, providing good expansion space, and can be equipped with intelligent operation modules according to subsequent operational needs, continuously improving the vessel's comprehensive operational capability. *(Source: iMarine)*

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HA LONG SHIPBUILDING MARKS 50TH ANNIVERSARY WITH CSOV LAUNCH



The launch of **WindCat Zeebrugge** coincides with Ha Long Shipbuilding's 50-year anniversary, marking a significant milestone in the shipyard's ongoing development. Vietnamese shipbuilder Ha Long Shipbuilding Company has marked its 50th anniversary with the successful launch of **WindCat Zeebrugge**, a new Construction Service Operation Vessel (CSOV), highlighting five decades of shipbuilding experience and continued growth within the maritime industry. Vietnamese shipbuilder Ha Long Shipbuilding Company has marked its 50th anniversary with the successful launch of **WindCat Zeebrugge**, a new Construction Service Operation Vessel (CSOV) being built for CMB.TECH and Damen, highlighting five decades of shipbuilding experience and continued growth within the maritime industry. The milestone anniversary brought together former and current company leaders, distinguished guests, international representatives, customers and long-standing industry partners to recognise the company's achievements and its role in the development of the maritime sector. As part of the celebrations, Ha Long Shipbuilding was presented with a Certificate of Merit from Vietnam's Ministry of Construction in recognition of its contributions to the development of the construction sector over the past 50 years. The company also acknowledged the support and continued partnership of its international customers and industry partners. The anniversary celebrations coincided with another significant milestone for the shipyard. On the morning of 14 November 2026, Ha Long Shipbuilding successfully launched Construction Service Operation Vessel, CSOV

8720, yard number YN552209, named **WindCat Zeebrugge**. The launch ceremony was attended by representatives from Windcat, CMB.TECH and Damen, marking an important milestone in the vessel's construction programme. The successful launch, taking place alongside the company's 50th anniversary, provided a fitting celebration of Ha Long Shipbuilding's heritage, shipbuilding capabilities and continued contribution to the global maritime industry. *(Source: Workboat365)*

COSL SPLASHES $1.64BN ON 59 OFFSHORE SUPPORT VESSEL NEWBUILDS



On the evening of November 16, China Oilfield Services Limited (hereinafter referred to as "COSL" or "the Company") issued an announcement stating that COSL will invest RMB 10.928 billion (including tax) to build 59 oilfield work vessels of six types , including 46 LNG-powered platform supply vessels and 13 high-horsepower conventional-powered multi-purpose work vessels . The investment will be made through external financing from financial institutions or other institutions. The new vessels are scheduled to be delivered in batches between 2028 and 2030. They will provide multifunctional, all-weather operational support for offshore oil and gas exploration and development, mobile facilities, and marine engineering structures, primarily serving the coastal waters of China. The announcement disclosed that on November 14, 2026, COSL's Tianjin Branch, Zhanjiang Branch, Shenzhen Branch, Shanghai Branch, and its indirectly wholly-owned subsidiary, COSL Oilfield Services (Hainan) Technical Services Co., Ltd., respectively signed shipbuilding contracts with a consortium consisting of Fujian Southeast Shipbuilding Co., Ltd. (the consortium leader) , Fujian Mawei Shipbuilding Co., Ltd. (a consortium member) , and Fujian Funing Shipbuilding Heavy Industry Co., Ltd. (a consortium member) . Southeast Shipbuilding, Mawei Shipbuilding, and Funing Shipbuilding Heavy Industry are all shipyards under Fujian Shipbuilding Heavy Industry Co., Ltd. COSL stated that the project aims to expand vessel resources, optimize fleet structure, comprehensively improve equipment self-sufficiency and independent controllability, further build a series of specialized fleet systems, improve equipment layout and business chain, enhance regional service capabilities, consolidate the company's competitive advantage in the field of offshore energy



services, and provide multi-functional, all-weather operational support for offshore oil and gas exploration and development, mobile facilities and marine engineering structures. As a leading global offshore oilfield service provider in terms of equipment scale, COSL currently operates and manages more than 260 workboats of various types and operates 61 drilling platforms. This batch order of 46 LNG-powered platform supply vessels will further promote the green and intelligent upgrading of the workboat fleet and reduce reliance on aging vessels and external leased resources. *(Source: iMarine)*

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DEME ORDERS TWO OFFSHORE UNMANNED SURFACE VESSELS FROM DEMCON



DEME has awarded DEMCON unmanned systems an order for two offshore unmanned surface vessels (USVs) based on the DUS OV platform. For navigation and mission execution, the vessels will use DEMCON unmanned systems' mission management, remote control and autonomy software. Its capabilities include mission planning, autonomous survey-track following, collision avoidance, dynamic positioning functions, real-time monitoring, and remote intervention. The remote operations centre (ROC) environment brings together vessel control, mission management, situational awareness, system status, alarms and survey payload information. Its modular architecture allows DEME's survey equipment, communication infrastructure and operational systems to be integrated into an overall operating environment. "The value of an offshore USV lies not only in the vessel itself, but in how the platform, survey payloads, deployment equipment, software and remote operations environment work together. This project combines DEME's offshore survey expertise with our capabilities in USV design, autonomous software and system integration to create a solution tailored to DEME's operational requirements," said Fedor Ester, Managing Director, DEMCON unmanned systems. The two vessels are currently under construction at DEMCON unmanned systems. Engineering, production and system integration activities are ongoing, with delivery set for 2027. *(Source: Dredging Today)*

INCAT CROWTHER TO DESIGN NEW FAST RESPONSE WORKBOAT AND CREW TRANSFER VESSEL FOR WEST COAST LAUNCH



Global digital shipbuilder Incat Crowther has been selected by Canadian marine transportation business West Coast Launch to design a new fast response workboat and crew transfer vessel. The vessel has been commissioned by West Coast Launch following the strong operational performance of Aurora, a 26-metre (85-foot) passenger and freight vessel designed by Incat Crowther in 2019. Canadian shipyard Bracewell Marine has been selected to build the new vessel, which will utilise Incat Crowther's digital shipbuilding technology to facilitate sovereign construction with local supply chain and tailored production information. Based on the successful Auroraplatform, the new Transport Canada-certified vessel will join its sister vessel operating on West Coast Launch's existing routes along British Columbia's coast. The addition of the highly capable vessel will allow West Coast Launch to expand its operations supporting marine transportation, freight and crew transfer, and emergency response missions along Canada's Pacific Northwest coastline. The new vessel will feature the proven hull form of Aurorawhile introducing a series of design enhancements developed in direct response to West Coast Launch's operational experience and feedback. Capable of speeds of up to 26 knots, the IMO Tier III vessel will be powered by twin Volvo Penta D16 engines driving twin fixed-pitch propellers, providing an increase in power output when compared to Aurora while also meeting IMO Tier III emissions requirements. The vessel offers multi-functional capability with the inclusion of a cargo deck crane with a 9.5-metre (31-foot) operational reach, twin swim platforms and a large storage area with roller door access. An integrated gangway facilitates safe and efficient passenger transfer, while the vessel's spacious 100-seat passenger cabin features a large kiosk and two bathrooms. The vessel's wheelhouse provides a wrap-around deck, giving the crew 360-degree visibility, while an outdoor staircase further enhances operational flexibility by providing direct crew access from the wheelhouse to the main deck. Captain Doug Davis, head of family-owned West Coast Launch, said: "Aurora has been a reliable and valuable part of our fleet since 2019, so when it came time to expand, it made sense to partner with Incat Crowther again at this critical time for our business. This new vessel builds on the operational success of Aurora, while providing the capacity for West Coast Launch to expand the crew, cargo, survey, response and freight missions which we have become renowned for." Grant Pecoraro, Managing Director North America at Incat Crowther, said: "This vessel is a strong example of how a proven platform can be refined and enhanced through close operator collaboration. The vessel has been tailored for the unique conditions it will face in Canada's Pacific Northwest, while



operational feedback from West Coast Launch has helped to create a highly capable and multi-functional vessel that builds on the success of Aurora. The move to Tier III-compliant engines also delivers a meaningful emissions improvement without compromising the power and performance that West Coast Launch relies on." Construction on the new vessel is expected to commence by the end of 2026, with the new vessel expected to enter service by the end of 2027. *(PR-Incat Crowther)*

REINTJES WINS ORDER FOR 3 AHTS GEARBOXES



Recently, REINTJES Shanghai has once again partnered with Guangzhou Shunhai Shipbuilding Co., Ltd., successfully securing an order for gearboxes for three AHTS anchor handling tugboats. Two of these vessels are 85-ton bollard capacity vessels, and one is a 120-ton capacity vessel. REINTJES will supply LAF series medium-to-large gearboxes for these vessels. All three AHTS vessels in this batch are equipped with high-power main engines, CPP adjustable pitch propellers, dual-shaft propulsion, and PTO K51 power take-off terminals with clutches. These allow for flexible switching between main propulsion and shaft-driven power generation/hydraulic drive, effectively handling the diverse operating conditions of offshore vessels. Based on the engine room layout and shafting requirements of each vessel type, the gearboxes selected are: 2 x 85T AHTS, 2 REINTJES LAF2355 K51 (horizontally eccentric) per vessel; and 1 x 120T AHTS, 2 REINTJES LAF4555 K51 (vertically eccentric) per vessel. Both of the above products are mature models developed by REINTJES for the workboat and offshore vessel market, and are capable of handling the harsh working conditions of heavy load and continuous operation, such as towing, anchoring, and auxiliary operations. According to reports, Guangzhou Shunhai Shipbuilding Co., Ltd. was established in 1999 and is located in Shilou Town, Panyu District, Guangzhou, adjacent to Nansha Port and about 80 nautical miles from Hong Kong. It is a high-tech enterprise specializing in the design and construction of offshore vessels. It mainly builds platform supply vessels, multi-functional support vessels, tugboats and special offshore vessels, and its products are exported to overseas markets such as the Middle East and Africa. *(Source: iMarine)*

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*
   - *McKeil Marine - Burlington Ontario by Jasiu van Haarlem (new)*
   - *Ocean Group - Triest by Jasiu van Haarlem*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*

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