Tugs Towing & Offshore Newsletter

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TUGS & TOWING NEWS.

New Compact Ice Class Tug for Buksér og Berging in Norway



Robert Allan Ltd.'s new TundRA 2200 demonstrates how substantial towing and cold-weather performance can be packaged into a remarkably compact vessel. Built by Uzmar Shipyard for Buksér og Berging, the **Bryteren** combines 40 tonnes of bollard pull with harbour ice-management capabilities. Twin 1,350 bkW Caterpillar 3512E diesel engines driving controllable-pitch Kongsberg US205S ICE CP Z-drives provide the power and manoeuvrability required for ship-assist, towing, and ice-management duties in Norway. The propulsion plant incorporates SCR after-treatment to meet IMO Tier III emissions requirements, carefully integrated within the vessel's compact machinery spaces. Development of the TundRA 2200 was a highly collaborative process, with Buksér og Berging and Robert Allan Ltd. working closely to refine the vessel around the Owner's operational requirements and extensive experience. This close cooperation throughout the design process brought together Buksér og Berging's practical operating knowledge and Robert Allan Ltd.'s design and engineering expertise.



Designed for year-round operations in northern waters, the TundRA 2200 combines Ice Class 1B construction and an icebreaking hull form with ice-class azimuthing propulsion, enhanced cold-weather heating and insulation, and cold-climate configured machinery and systems for reliable operation in temperatures down to -25°C. Its compact dimensions, powerful propulsion, low-emission machinery, and dedicated cold-weather features combine the versatility of a capable harbour tug with the specialized capability required for demanding ice-management operations. *Particulars of the TundRA 2200 are:* Length

overall: 22.45 m; Beam, moulded: 11.28 m; Depth, moulded: 4.79 m; Gross tonnage: 272. *The tug was designed and constructed to comply with all applicable Rules and Regulations of Bureau Veritas with a notation of:* BV I ✠ HULL, ✠ MACH, TUG, ICE CLASS 1B, AUT-UMS, INWATERSURVEY. *Tank capacities are as follows:* Fuel oil: 64.3 m3; Potable water: 8.3 m3; Urea: 3.4 m3. Sea trial results showed that the **Bryteren** achieved 40 tonnes bollard pull, ahead. *(PR-Robert Allan)*

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PROFILE: CHINESE-BUILT TUGS STRENGTHEN SVITZER'S OPERATIONS IN OMAN



The Copenhagen-headquartered owner has modernised its fleet of harbour and terminal tugboats supporting gas carriers at an LNG terminal in the Middle Eastern country. Svitzer's investment in its tugboat fleet in Oman has enhanced the escorting, handling and docking of gas carriers at the LNG export terminal at Qalhat. In Q3 2026, Svitzer welcomed three newbuild harbour tugs after they were built by Cheoy Lee Shipyards at the Hin Lee Shipyard in Zhuhai, China, using Robert Allan Ltd's RAmparts 2300-CL design. **Masirah** arrived in August followed by **Seeb** and **Sur** in September, after their voyages across the Indian Ocean. These 23 m azimuth stern drive (ASD) tugboats have twin Caterpillar-manufactured Cat 3516C high-speed, four-stroke diesel engines, two Schottel SRP 460-type rudderpropellers, a top speed of 13 knots, a bollard pull of 70 tonnes, a FiFi1 fire-fighting system and a double-drum winch for ship towing and escort. Their arrival comes after Svitzer secured a long-term contract to provide towage services and to support operations at the LNG export terminal, starting in January 2026. It initially took over four tugboats already operating at the terminal from a former contractor and, in 2025, ordered three newbuilds from Cheoy Lee and one from an Omani shipyard. This contract covers the time charter of 70-tonne bollard pull ASD tugs to support tankers at the terminal, while also providing firefighting and standby capabilities, escort duties, pilot boarding and diving support at Qalhat LNG. In mid-2027, another RAmparts 2300 design tug with similar characteristics is scheduled to be delivered by Asyad Shipyard in Duqm, Oman, the first tug ever built in the country. "This marks a step in Omani shipbuilding capabilities," said Svitzer managing director for Asia, Middle East and Africa, Deniz Kirdar True in October 2026. Until now,

tugs serving Omani terminals have been built abroad. “Our long-standing presence in Oman demonstrates what it takes to deliver that consistently,” said Ms True. Svitzer’s 15-tug fleet in Oman supports much of the country’s energy and petrochemical export infrastructure, including at state-backed Petroleum Development Oman’s facilities at Mina Al Fahal, the Sohar Industrial Port Co in Sohar, and the Oman India Fertiliser Co. “The Middle East carries some of the world’s most important energy flows, and the terminals we serve have very little tolerance for delay,” said Ms True. “Our customers need towage that is available, predictable and safe, every single day Oman shows what that looks like over time,” she said. Svitzer has also introduced B20 biofuels to its tugs operating in Oman’s Sohar Port and Freezone in 2025. *(Source: Riviera by Martyn Wingrove)*



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BYLGIA AT BLUE PORT CENTRE



On Saturday evening, the 72-meter-long ocean-going tug *Bylgia*, operated by Leiden-based Heerema Marine Contractors, arrived at our port. It is one of two company-owned ocean-going tugs used to assist Heerema’s large crane vessels. The *Bylgia* was delivered in 2013 by the Astilleros Armon shipyard in Vigo, Spain. The tug has a bollard pull of 200 tonnes and is registered in Rotterdam. Shortly after midday the following day, the *Bylgia* departed for sea, bound for Vlissingen, where Heerema operates its own shipyard. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

STORIS RETURNS TO SEATTLE AFTER 133-DAY ARCTIC DEPLOYMENT



U.S. Coast Guard Cutter **Storis** (WAGB 21) returned to its temporary home port of Seattle on Saturday after completing a 133-day deployment to the Arctic Ocean and Alaska theater of operations. **Storis** is, of course, the former Edison Chouest Offshore icebreaking vessel **Aiviq**, acquired in November 2024 and subsequently undergoing some relatively minor modifications that saw it commissioned as the Coast Guard's newest polar icebreaker in August 2025. As a medium polar icebreaker, **Storis** expands the U.S. operational presence in the Arctic and will support Coast Guard missions while awaiting the delivery of the new Polar Security Cutter class. **Storis** is a 360-foot medium icebreaker with a displacement of nearly 15,000 tons. Powered by four diesel engines producing 22,500 horsepower, the cutter is capable of navigating through three feet of ice at five knots. During its just concluded deployment, **Storis** traveled more than 17,000 nautical miles while serving as the sole U.S. surface asset in the High Arctic, conducting maritime safety, security, border control and sovereignty missions. As part of Operation Frontier Sentinel, **Storis** spent more than 300 hours monitoring foreign-flagged research vessels across the Arctic. The cutter monitored four Chinese-flagged research vessels operating over the U.S. extended continental shelf. The patrol marked the first designated law enforcement mission by a polar icebreaker in more than 20 years. The cutter completed multiple fishing vessel inspections in the Bering Sea, including a joint boarding and fisheries plant inspection with the National Oceanic and Atmospheric Administration Office of Law Enforcement. The crew completed the first live-fire gunnery exercise by a Coast Guard surface vessel operating in ice-covered Arctic waters in decades. The exercise familiarized the crew with weapons employment in extreme conditions and produced data expected to inform how future Coast Guard surface assets train, maintain and conduct weapons exercises and national defense missions in the high north. **Storis** also conducted a simulated replenishment-at-sea exercise with Coast Guard Cutter **Stratton** (WMSL 752) near Unalaska, Alaska. Using the cutter's dynamic positioning system and shipboard sensors, the crews demonstrated close-quarters maneuvering capabilities needed to support refueling and replenishment operations in austere regions. During the patrol, **Storis** operated alongside Coast Guard Cutters **Munro** (WMSL 755) and **Fir** (WLB 213), as well as the Royal Canadian Navy's HMCS **Max Bernays** (AOPV 432), during Operation Tundra Merlin. The coordinated operation strengthened maritime partnerships and enhanced joint interoperability in Arctic waters. The cutter also responded to the grounded fishing vessel **Aleutian Dream**, providing initial assistance and escorting the vessel back to Dutch Harbor, Alaska. "We are serving in a moment of great change in our service, nation and world," said Capt. Corey Kerns, commanding officer of **Storis**. "The crew's hard work exceeded expectations in turning **Storis** into an actionable, multi-mission military vessel. Through their steadfast dedication and operational expertise, **Storis** has set the definitive precedent for the Coast Guard's future operations in the Arctic region and Alaska theater of operations." While in the Bering Sea, the cutter partnered with the Coast Guard Research and Development Center and the Defense Innovation Unit to evaluate unmanned aircraft systems in extreme-cold conditions. Research teams conducted five

sorties totaling nine flight hours to assess aircraft performance in high-latitude environments. The tests supported the Icebreaker Collaboration Effort, a trilateral partnership among the United States, Canada and Finland aimed at rapidly fielding unmanned aircraft systems capable of supporting critical polar missions. **Storis** additionally assisted scientific research efforts with the International Arctic Buoy Program, the U.S. National Ice Center and Johns Hopkins Applied Physics Laboratory. *(Source: MarineLog)*

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PROTUG 87 SUPPORTS SNP GALAXY UNDER LOF SALVAGE AGREEMENT



Promarine's salvage tug **PROTUG 87** provided assistance to the Barbados-flagged general cargo vessel **SNP GALAXY** following a tail-shaft failure approximately 40 nautical miles off Oran, Algeria, on 15 February 2026. The approximately 4,500 dwt cargo vessel was carrying 4,248.15 tonnes of steel products from Türkiye to Northfleet in the United Kingdom when it became immobilised. A Lloyd's Open Form (LOF 2024) salvage agreement was signed that day by the vessel's master, on behalf of the owners, and Promarine Ship Management Co. S.A. **PROTUG 87**, rated at 6,008 bhp and 87 tonnes of bollard pull, was stationed at Gibraltar anchorage when it was instructed to proceed towards the casualty. As **SNP GALAXY** drifted into Algerian territorial waters, the tug **EL MOUS'IF**, arranged by the salvors, initially moved the vessel to safe



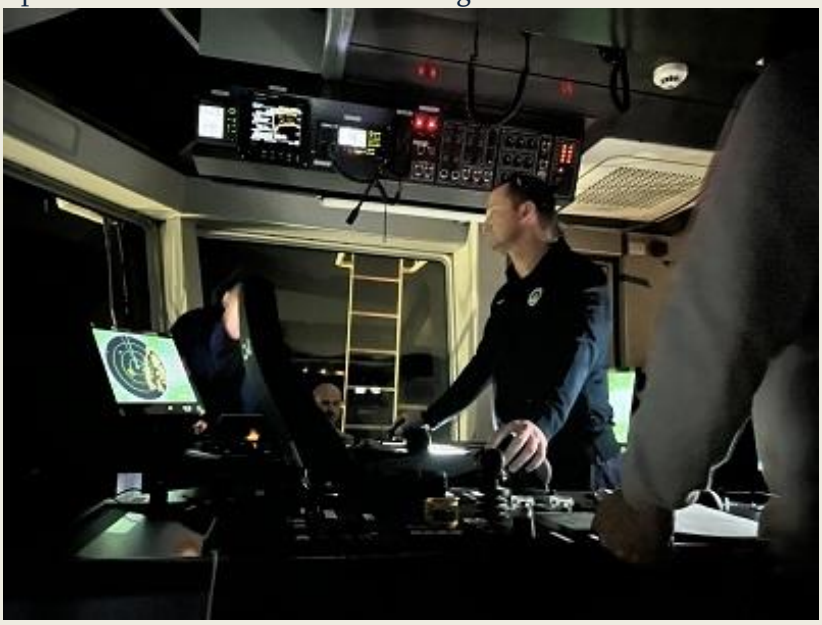
anchorage at Arzew. **PROTUG 87** arrived off Arzew on 16 February and awaited clearance from the local authorities to enter territorial waters and establish the tow connection. Following authorisation, the convoy proceeded towards Cartagena, initially nominated as the cargo discharge port. The operation subsequently involved an extended period off the Spanish coast while awaiting berthing arrangements. The vessel's owners later redirected the voyage to Algeciras, where **SNP GALAXY** was handed over to port tugs and safely berthed, bringing the LOF salvage services to a close. According to Promarine's operational report, the assistance lasted 32 days. *(PR-Promarine)*

SVITZER ADDS ANOTHER TRANSVERSE TO GLOBAL FLEET AS ITS GLOBAL YARD CAPACITY PAYS DIVIDENDS



Svitzer has accepted delivery of an additional TRAnsverse 2900 tug from Cheoy Lee's Hin Lee shipyard in China, this week, adding to the tug company's growing fleet of the advanced vessels to enter markets globally. The delivery of the vessel comes as Svitzer continues to expand both its newbuild pipeline and its growing global shipyard network ramps ups vessel delivery. "Our global shipyard network is really starting to pay dividends as we are able to meet our customers' demands and expectations while building even stronger partnerships with the shipyards," Svitzer Chief Operating Officer, Kasper Karlsen said. Since August, the company has signed contracts for an additional 12 newbuilds with further major newbuild contracts expected to be announced in coming months. "Our customers rely on us to have the right vessels and capabilities available where and when they need them. By investing in a broader network of shipyards and continuing to invest in a pipeline of advanced new tugs, we are strengthening our ability to bring capacity and capability into our customers' operations and support their evolving needs," Mr Karlsen said. Svitzer's current build pipeline sits at 27 state-of-the-art tugs. Including 22 TRAnsverse tugs, alongside four Damen vessels and a RAmparts 2300SX. In the past month, Svitzer has accepted two TRAnsverse 2900 tugs, both destined for the Europe region – including **Svitzer Rast**, delivered to Svitzer this week after successful sea trials and **Svitzer Resolute** en route to the UK. Svitzer also accepted the delivery of RAmparts 2300 ASD tug, **Svitzer Encantadas**, into the Brazilian market in October. Mr Karlsen said the investment in new tonnage was for both new growth market opportunities and Svitzer's commitment to further modernise fleet and increase capability and performance for current customer operations. "Importantly, our newbuild pipeline reflects the growing partnerships and unmatched access to shipyard capacity for tug newbuilds we have globally," Mr Karlsen said. "We benefit from a large pool of fantastic shipbuilding partners and equipment manufacturers, with proven track records of delivering high-quality equipment and vessels to Svitzer design in multiple locations." Svitzer has a growing newbuild team co-located in yards, including dedicated in-house Svitzer superintendents and site managers. The yards' capability is complemented by expert Svitzer mariners and technical experts visiting throughout the build process and on water during sea trials. "This ensures the knowledge and requirements

behind the vessel are understood and carried through into the finished tug, shared expertise between yard and Svitzer, to deliver great outcomes for customers." The expertise and yard capability extends to Svitzer's proprietary TRAnsverse tug. Svitzer expects to be delivering at least one to two new TRAnsverse tugs onto the water every month, over the coming years. The vessel design developed together with expert naval architects and marine engineers at Robert Allan Ltd is now able to be built at several yards around the world including in Turkey, Brazil, China and India. This means Svitzer can continue to scale its build pipeline of the TRAnsverse tug to meet growing customer design in the tug class – at competitive pricing. By taking Svitzer's operational experience and technical requirements directly into the shipbuilding process, the same core vessel design can be built at different yards and adapted to meet the requirements of individual customers and markets. "Access to yard capacity is only one part of the equation. We are also investing in the people, technical knowledge and processes that allow us to build consistently across different yards. For our customers, that means we can respond with greater flexibility while maintaining the quality, performance, price and reliability they expect from Svitzer," Mr Karlsen said. *(PR-Svitzer)*



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THE PROJECT NE038 PORT TUG IS PRESENTED AT THE TRANSPORT OF RUSSIA EXHIBITION.

The FSUE Rosmorport exhibit, part of the joint Rosmorrechflot stand at the Transport Russia exhibition this year, is dedicated to the modern fleet. Details were provided in a company statement on November 18. The highlight is a model of the lead harbor tugboat of Project NE038, "**Svyatitel Luka**," launched in October in Petrozavodsk. This highly manoeuvrable vessel, being built at the Onega Shipyard, is designed for year-round operations in port waters, including escorting and turning vessels, delivering pilots, refloating vessels, extinguishing fires, and assisting in oil spill response. Its Arc4 ice class allows it to operate in loose first-year ice up to 0.6 meters thick. Rosmorport's exhibit

also features models of the flagship vessels of the service and auxiliary flotilla—the largest in Russia.



Visitors can take a close look at the world's largest non-nuclear icebreaker, the **Viktor Chernomyrdin**; the dual-fuel ferry, the **General Chernyakhovsky**, which operates between the Ust-Luga Seaport and the Kaliningrad Seaport; and the bilge water collector, the **Koporye**, the country's first service and support vessel equipped with autonomous navigation systems. The stand also features models of the latest technical vessels built at Russian shipyards: the high-performance dredger, the **Nikolai Rusanov** (FPDG3), and the supply vessel, the **Beryl** (FPW1). Both are involved in dredging operations on the Volga-Caspian Seaway Canal (VCMSC). Media content broadcast at the stand clearly showcases advances in maritime safety and advanced technologies. In addition, the joint stand of national projects and the Russian Ministry of Transport will feature a second model of the tugboat "**Svyatitel Luka**," as well as models of the non-self-propelled cutter dredger "**Nikolay Grichanovsky**" and the supply vessel "**Aliot**"—technological vessels that joined the fleet in 2025 and 2026, respectively. Both are designed for operation at the VKMSK and are similar in performance to the vessels "**Nikolay Rusanov**" and "**Beryl**. "The 20th International Forum and Exhibition "Transport of Russia," the central event of "Transport Week," will be held in Moscow from November 18 to 20, 2026. *(Source: Sudostroenie; Photo: Rosmorport)*

DAMEN DELIVERS SHOALBUSTER 3209 TO CAFIMAR



Damen Shipyards Group has delivered a Shoalbuster (SBu) 3209 to Italian towage company Cafimar. The vessel was delivered at Damen Shipyard Gorinchem just four months after contract execution thanks to Damen's stock-building programme. *Fast and proven* It is the company's practice to build its proven vessels in series, commencing construction in advance of receiving an order. In this way, Damen offers its clients the fastest possible delivery. In the case of this contract with Cafimar, the SBu 3209 was already in the final phases of construction when the contract was signed in July this year. The period between contract and delivery was used to customise the vessel, integrating options selected by Cafimar. Among these were additional fuel capacity, a dedicated rescue boat, an in-water survey and a gas detection system. *Versatile vessel* This is the second Damen vessel to enter the company's fleet, following the delivery in 2023 of the ASD Tug 3212 **Matador**. The SBu 3209 is a versatile vessel, 32.27

metres long with a beam of 9.10 metres. It features an elongated work deck and a hydraulic waterfall winch. Installed on deck is an HS Marine Crane with an 8-ton lifting capacity at an outreach of 16 metres. The wide range of duties for which the vessel is suited includes (oceangoing) towage, mooring, anchor handling, buoy handling, pipe handling and pushing. *Global theatre of operations* Naples-based Cafimar offers a range of solutions including harbour and high seas towage, maritime assistance and rescue, offshore and heavy cargo transport, and port utilities and services. The company will operate the vessel worldwide in support of towage activities and maritime works. Gian Paolo Russo, CEO of Cafimar, said, "The **Martello** is a new type of vessel in Cafimar's fleet. We had been planning to widen the range of services we offer our clients and to enter new markets, and the Martello's versatility allows us to move in this direction. For a challenging investment of this kind we wanted the best option on the market, so our first thought went to a strong and reliable shipyard, as Damen has proved to be. This delivery strengthens our relationship with Damen, and we hope there will be many more occasions to celebrate together in the future. My thanks go to Antonio Marte and the whole Damen team, as well as to our Cafimar people already at work preparing the vessel. We wish the Martello calm seas and favourable winds." Damen Sales Manager Antonio Marte said, "This delivery marks a special milestone for both Damen and Cafimar: the first Shoalbuster ever delivered to an Italian shipowner and the first vessel of this type to join the Cafimar fleet. "What makes this occasion truly special, however, is the relationship behind the project. Our partnership with the Russo family began in 2022 with the order of the ASD Tug 3212 **Matador**, a powerful tug, and has continued to grow on a foundation of mutual trust and respect. The delivery of **Martello** is a further testament to the strength of this relationship. I would like to sincerely thank the Russo family and the entire Cafimar team for their continued trust in Damen." *(PR-Damen)*



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SOLACE MARITIME EXPANDS ITS TUGBOAT FLEET AND STRENGTHENS ITS GLOBAL TOWAGE AND SALVAGE OPERATIONS

Türkiye-based Solace Maritime is strengthening its position in the international towing and salvage industry through the continued expansion of its tugboat fleet and growing involvement in offshore marine operations worldwide. Headquartered in Istanbul, Solace Maritime is building what it describes as Türkiye's largest tugboat fleet, with a focus on ocean towage, emergency towing, marine salvage, anchor handling and offshore support services. The company's expanding fleet includes the vessels **BOZOK**, **BATUR**, **IPEK**, **ALTAY**, **KAAN BEY 3**, **ATILLA** and **VIKING**, providing a

combination of towing power, operational flexibility and offshore capabilities. Among the fleet's notable vessels are **BOZOK** and **IPEK**, each with a stated bollard pull of 72 tonnes, alongside other multipurpose tugboats equipped for demanding marine operations. Solace Maritime is particularly active in the Black Sea and Mediterranean regions, while also targeting international projects worldwide. In addition to conventional harbour and ocean towage, the company provides services covering marine salvage, emergency response, offshore anchor handling, and rig and platform support. With increasing maritime traffic and growing operational risks in strategically important waterways, particularly the Black Sea, the availability of capable offshore towing and emergency response vessels has become increasingly important. Solace Maritime continues to invest in fleet development, technical capabilities and experienced maritime personnel to strengthen its ability to respond to complex towing and salvage requirements. The company's towing and salvage operations are managed by M.Başar Bozkurt, Towing & Salvage Operations Manager, who brings extensive hands-on experience gained through many years of service in the Turkish Naval Forces, specialising in towing, marine salvage and diving operations. Following his naval career, he continued his hands-on involvement in similar operations aboard merchant vessels. His combined naval and commercial maritime background contributes to Solace Maritime's operational expertise and its ability to undertake complex towing and salvage assignments. Operating with a 24/7 marine operations structure, the company aims to further expand its presence in the international offshore and salvage markets, offering reliable marine assistance and towing solutions for shipowners, operators and offshore contractors. Through its expanding tugboat fleet and international ambitions, Solace Maritime is positioning itself as a significant Turkish player in the global towing and salvage industry. *(PR-Solace Maritime)*



VB MERCURIO EN ROUTE TO CASTELLON, SPAIN



A brand new Damen RSD 2513 originally intended to number Boluda Genoa, Italy fleet, is heading to Castellon, Spain after a long voyage from Haiphong Damen Song Cam shipyard, the picture reflects a brief touch and go in Valletta, Malta in the weekend. The photo captures the newly built **VB Mercurio** entering Valletta's Grand Harbour past the historic limestone fortifications during its maiden call on Saturday, November 14, 2026. Visual & Vessel Highlights • *Distinctive RSD Profile*. The image clearly shows the signature Reversed Stern Drive (RSD) bow design—combining a high, rounded bow for dry-deck bow-first operations with heavy cylindrical

and W-fendering. • *Boluda Livery*. Built at Damen Song Cam Shipyard in Vietnam, the tug wears Boluda Towage's standard black hull, red boot-topping, and white superstructure accented with a red band. • *Grand Harbour Backdrop*. The weathered limestone bastions of Valletta in the background confirm the brief Mediterranean bunkering and crew-change stop on her delivery voyage from Haiphong toward Castellón, Spain. *(Photo: Luca Roncolini)*

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SVITZER IS TAKING DELIVERY OF A NEW TUGBOAT THAT WILL SUPPORT PORT OPERATIONS IN BRAZIL.



Svitzer has taken delivery of the *Svitzer Encantadas*, the third and final tugboat of the Ramparts 2300 ASD model, built by the Rio Maguari shipyard in the Brazilian Amazon region. This delivery completes an order for three vessels, which also includes the *Svitzer Copacabana*—scheduled for delivery in October 2025—and the *Svitzer Cassino*, due in January 2026. Featuring a bollard pull of 73.85 tonnes and state-of-the-art technology, these vessels are part of Svitzer's expansion strategy in Brazil. They will increase capacity for handling large vessels while simultaneously enhancing the safety, efficiency, and reliability of port operations. As a global leader in towage and maritime services, Svitzer continues to modernize its Brazilian fleet to meet the growing demands of its clients and the ports it serves. "The arrival of the *Svitzer Encantadas* reinforces the company's sustainable growth plan and its strategic presence in Brazil. At the same time, it ensures the technology, precision, and highly qualified teams required to support the next generation of larger vessels that regularly call at Brazilian ports," says Daniel Reedtz Cohen, Managing Director of Svitzer Americas. The *Svitzer Encantadas* is designed for superior maneuverability and efficiency in support operations within ports and terminals. It is an Azimuth Stern Drive (ASD) tugboat, renowned for its exceptional performance and operational flexibility. The vessel has an overall length (LOA) of 23 meters, a beam of 11 meters, and is equipped with azimuth propulsion. It sails under the Brazilian flag, is ABS-certified, and features a FiFi-1 firefighting system. The delivery also underscores Svitzer's commitment to supporting the Brazilian shipbuilding sector. Built by the Rio Maguari shipyard in Pará, the project contributes to the creation of local jobs, technological advancement, and the strengthening of the production chain within the Brazilian shipbuilding industry. The commissioning of these tugboats further enhances

the value of the national shipbuilding sector. The project, constructed by the Rio Maguari shipyard in Pará, fosters job creation, technological development, and the strengthening of the Brazilian maritime supply chain. Looking ahead, the Rio Maguari shipyard is also building two *TRANSverse* tugboats for Svitzer; these are expected to be the first vessels of this type to be constructed in the Americas. In preparation for the introduction of this innovative technology, five experienced tugboat captains from various parts of the Americas recently completed an intensive 14-module training program at Svitzer's primary simulator facility in the Bahamas. The program combined theoretical lessons with advanced simulator exercises, focusing on the TRAnsverse tug's unique hull design, propeller configuration, dynamic power characteristics, seakeeping behavior, and innovative stability features. The training equips Svitzer's crews with the specialized skills required to operate the new vessels safely and efficiently, ahead of their scheduled entry into service in 2027. *(Source: Portal Portuario)*

EYMARD DELIVERS STEEL CITY TO HINES FURLONG LINE



Eymard Marine Construction & Repair Inc. recently delivered a new towboat named mv. **Steel City** to Hines Furlong Line Inc. from its shipyard on Louisiana's Harvey Canal. It is the fourth of seven towboats Eymard is building for Hines Furlong, which has corporate offices in Nashville, Tenn., and operating bases in Paducah, Ky., and Canonsburg, Pa. "We chose the name **Steel City** as a tribute to the Pittsburgh region and its rich history in the American steel industry," Kent Furlong, president of Hines Furlong Line, said. "The name recognizes the important role that steel has played in shaping the region and honors the customers and industries we are proud to serve." *Vessel Specs* The **Steel City** gets its 1,600 hp. from a pair of Mitsubishi S6R2 Tier 3 diesel engines supplied by Laborde Products. On Christie & Grey resilient mounts, the engines turn 72- by 64-inch Hung Shen propellers on 7-inch cold-rolled shafts with Wartsila seals and bearings. The Reintjes WF570 marine gears (6:1) are from Karl Senner LLC. Two Mitsubishi generators provide the Steel City's 65 kw. of auxiliary power. Built on a design by Entech, the new towboat measures 67 feet, 6 inches by 28 feet, with a depth of 9 feet, 6 inches and a design draft of 7 feet, 9 inches. The pilothouse provides an eye level of 29 feet, 10 inches. Inside the hull is tankage for 18,400 gallons of fuel, 4,360 gallons of water, 435 gallons of lube oil and 277 gallons of gear oil. The grid coolers are from Fernstrum. United Automation Solutions provided the 48-point alarm and monitoring system, as well as the fire detection system, general alarm system, pilothouse alerter, main engine UPS system, auto transfer switchboard and phone system. For wastewater treatment, there is a Seahorse six-man unit. The deckhouse, which features color-flaked poured floors, Marlite paneling, FRP and drop ceiling tiles, contains four bunkrooms with double bunks and two heads, a fully equipped galley and three 3-ton air conditioning units. For sound and vibration damping, Mascoat coating covers all exterior walls. On the deck of the boat are two 40-ton Patterson winches from Donovan Marine, in addition to a full complement of life preservers, ring buoys, fire extinguishers and fire axes. The boat's communication and navigation package includes two Furuno

river radars with a Nauticamp 19-inch display, a Sounder depth gauge, AIS, a loud hailer, an ultrasonic weather station and a satellite compass, all supplied by Wheelhouse Electronics. Fendering is by Schuyler. International paint is from Lee Engineering. *Unusual Feature* A somewhat unusual feature of the Steel City is the removable aluminum hatch covers that Eymard installed at the stern to protect the steering gear in winter weather. "We are working on another twin-screw towboat like the **Steel City** for HFL as well as two 78-foot triple-screw vessels," Lisa Eymard, chief financial officer of Eymard Marine Construction & Repair, said. *(Source: The Waterways Journal)*

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EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – ØSTENSJØ REDERI

@stensjo Rederi specialises in delivering safe and high-quality towage operations and provides complete towage and terminal support. Our fleet of tugs has been developed in co-operation with leading international designers and suppliers, and is optimised for flexibility, reliability, and safety across a wide range of maritime operations. Our team brings extensive operational experience, ensuring tailored solutions that meet the highest industry standards. We are at the forefront of advanced escort tug operations, supporting oil and gas terminals worldwide with proven expertise in challenging environments. Core services include escort, towage, mooring operations, rig moves, pollution control and oil spill recovery, salvage, firefighting, and logistical support. We also provide specialist shore operations such as loading master and tow master services. To further support clients, we offer a range of additional services, including dedicated shore teams, supply of mooring equipment, approved mooring analysis, and experienced Mooring Masters to oversee planning, safety procedures, and co-ordination. The tugs are equipped with onboard oil recovery systems, enabling immediate deployment and reducing mobilisation time in critical situations

ACCIDENTS – SALVAGE NEWS

OIL OFFLOAD UNDERWAY FROM STRANDED CAROLINE BEZENGI TANKER OFF OMAN

At long last, with the unsettled Khareef weather now fully blown through, the operation to unload oil from the stricken Aframax tanker **Caroline Bezengi** (IMO 9224439), stranded on the rocks on the south-west tip of Jazirat Al Qibliyyah in the Arabian Sea, has begun. The Tuvalu-flagged GWT 3078 bunkering tanker **SS Navigator** (IMO 9819040) has been seen alongside the **Caroline Bezengi**, with oil pumps on the deck of the Aframax and hoses connected up to the *SS Navigator*. This looks like a

simpler operation than the original plan made by Ambrey Salvage, which was to have had a larger tanker anchor up under the northwest lee of Jazirat al Qibiliya and to undertake the offload through a 1000m floating pipe. Ambrey appears to have devised a simpler plan in the interim, and the Omani government is happy with the progress being made. The presence of a second 240m-length tanker close by implies that a secondary ship-to-ship transfer will be undertaken on a regular basis, from the **SS Navigator** to what is probably the Aframax crude tanker **Hydra** (IMO 9294551). Even with the weather set fair, the operation is likely to take several weeks to complete, and depends on the resources involved in the operation remaining available. With the situation in the region so unstable, there is always the risk that assets will be called off to undertake emergency rescue and salvage work elsewhere, particularly when life is in danger. Once the oil is removed, the salvage plan calls for the wreck of the **Caroline Bezengi** to be removed, and it is not clear at present whether this will be attempted by a float-off once the load is lightened, or – a much more ambitious undertaking – by disassembling the wreck. This would be a very challenging operation, given the exposed and remote location of Jazirat al Qibiliya, which is uninhabited, surrounded by cliffs and extremely hard to land on except by helicopter. Any such operation would also be at the mercy of rough seas which normally keep fishermen ashore for half the year. *(Source: Marex)*



BOSKALIS REFLOATS GROUNDED BULK CARRIER OFF INDIA IN AN ACTIVE TIME FOR SMIT SALVAGE



A Marshall Islands-flagged bulk carrier has been refloated from the shore outside the port of Kakinada and towed to a safe anchorage by a Boskalis anchor handling tug and a salvage team. Marshall Islands-flagged bulk carrier, **Sigma Pearl**, has been refloated and towed to a safe mooring point after it ran aground while it was approaching the port of Kakinada, India, during adverse weather conditions. Boskalis subsidiary Smit Salvage worked with India's Marine Emergency Response Centre (MERC) to free this 2010-built, 20,809-gt ship from the shoreline during challenging circumstances. Boskalis' oceangoing tug **Boka Centre**, with a bollard pull of 300 tons, was mobilised to Kakinada to support Smit Salvage. This 2010-built anchor handling and salvage tug, with DP2 dynamic positioning, provided the necessary salvage equipment to the salvage team and the power to pull the disabled ship to safety. Smit Salvage deballasted **Sigma Pearl** and connected round 2,000 m of Dyneema towline from the vessel to the salvage tug, which then pulled the bulk carrier clear and towed it to the safe anchorage for

inspections. Part of the Vishwakarma Group, MERC is an Indian marine salvage and emergency response company based in Porbandar, Gujarat. **Sigma Pearl** discharged a cargo of sulphur in Visakhapatnam and set sail in ballast conditions for Singapore on 27 October. But it lost propulsion and steering in rough seas and strong winds from Cyclone Arnab and ran aground in shallow waters near Kakinada on 28 October. All 20 crew members were safely evacuated by the Indian Coast Guard using helicopter support and offshore patrol vessel **Sujay**. Smit Salvage refloated the bulk carrier on 7 November. Smit Salvage and Boskalis have collaborated on several salvage projects in recent weeks, with oceangoing tugs towing damaged vessels or serving as firefighting vessels, accommodation ships or escort vessels. This collaboration has seen **Boka Keeper**, **Boka Guard** and **Boka Defender** deployed on a range of tasks during different salvage operations around the world. **Boka Guard** was active in Vietnam, where it towed a disabled container vessel to a safe harbour. Shortly thereafter, **Boka Defender** was mobilised to assist with another fire on board a container vessel off the coast of Madagascar. In October, **Boka Keeper** departed from Brazil to escort a container vessel to Europe after a fire had broken out in its engineroom. Also in October, Smit Salvage and local partner MegaTugs Salvage & Towage extinguished a fire on damaged **Blue Carrier 2** in Greece and towed it to the port of Elefsis, near Athens, where the cargo was discharged. *(Source: Riviera by Martyn Wingrove)*

Advertisement



KEGM: THE DISABLED DRY CARGO SHIP WAS TOWED TO TUZLA.



A dry cargo ship that experienced engine failure off Heybeliada was safely anchored at Tuzla Anchorage thanks to the intervention of the General Directorate of Coastal Safety (KEGM) teams. A 91-meter-long dry cargo ship, which experienced engine failure off Heybeliada while en route from Istanbul to Ukraine, was safely anchored at Tuzla Anchorage thanks to the intervention of the General Directorate of Coastal Safety (KEGM) teams. According to KEGM's statement, the dry cargo ship **MENESSA** experienced engine failure off Heybeliada while en route from Istanbul to Ukraine. In an operation coordinated by the Istanbul Ship Traffic Services Center, the vessel was towed away by the **KURTARMA-12** tugboat. Following the intervention, the ship

was safely anchored at the Tuzla Iron Field. *(Source: DenizHaber)*

NINE MORE SUNKEN SHIPS HAVE BEEN DISPOSED OF IN THE SAKHALIN REGION.



Nine sunken objects have been disposed of in the village of Krasnogorsk, Sakhalin Region. The cleanup of the waters in the Tomarinsky District was carried out as part of the federal project "General Cleanup," part of the national project "Environmental Well-Being," which is being implemented at the initiative of President Vladimir Putin. As a result of the "General Cleanup" in Krasnogorsk, 181 tons of scrap metal were recycled, and over 1.1 million rubles in proceeds were transferred to the Sakhalin Oblast budget. This year, two contractors, tasked with removing sunken property in several districts, also failed to fulfill their obligations properly. We terminated four government contracts and filed a petition with the Federal Antimonopoly Service (FAS) to include the contractors in the register of unscrupulous suppliers. By decision of the antimonopoly authority, one of the contractors has already been included in the register for two years," said Minister of Transport and Road Infrastructure Maxim Zhogolev. As a reminder, at the direction of Governor Valery Limarenko, the "General Cleanup" in the island region is proceeding at an accelerated pace. Since the project's inception, 95 sunken ships have been dismantled on Sakhalin and the Kuril Islands. *(Source: Paluba)*

COAST GUARD RESTRICTS MISSISSIPPI RIVER TRAFFIC FOR MONTHLONG CRUISE SHIP SALVAGE



The U.S. Coast Guard has established a temporary safety zone on the Mississippi River in New Orleans through December 11 as salvage crews prepare to recover the **American Heritage** river cruise ship, which capsized after being struck by a tanker last week. The temporary final rule, published Wednesday in the Federal Register, formalizes restrictions first imposed November 13 following the collision between the tanker **Atlantic Asphalt** and the docked American Cruise Lines vessel near the Crescent City Connection Bridge. The safety zone covers a one-mile stretch of the Lower Mississippi River between mile markers 95.5 and 96.5, extending 500 feet from the left descending bank, or east bank. Vessels and personnel are prohibited from entering the restricted area without authorization from the Captain of the Port of New Orleans. The Coast Guard said the restrictions are necessary because of potential debris in the water and hazards associated with salvage vessels, personnel and heavy equipment. Recovery operations are expected to take

several weeks, although the safety zone may be canceled before December 11 if conditions permit. The zone does not amount to a monthlong shutdown of the Mississippi River. According to a November 16 update from the City of New Orleans, the alternate navigation channel remains closed, but limited two-way traffic is permitted through the main span of the Crescent City Connection Bridge. Deep-draft vessels and towing vessels pushing 10 or more barges remain restricted to one-way transit. The November 13 collision caused **American Heritage** to capsize alongside the pier, triggering a major rescue operation involving federal and local emergency responders and nearby commercial vessels. According to the National Transportation Safety Board, 190 passengers and crew were aboard the riverboat at the time of the accident, with 36 people hospitalized. All personnel aboard both vessels were accounted for. The NTSB is leading the investigation into the collision. A unified command comprising the Coast Guard and American Cruise Lines has been established to oversee lightering and salvage operations. Divers began inspecting the submerged vessel on November 15 to assess hull damage and help develop a recovery plan. Containment boom has also been deployed around the wreck as a precaution. New Orleans officials said Monday that an initial sheen had dissipated and no additional pollution had been observed. The Coast Guard said it will continue monitoring conditions and issue updated navigation restrictions as the salvage operation progresses. *(Source: gCaptain)*

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END OF THE LINE FOR COASTER CORNELIGUE AFTER MORE THAN FOUR YEARS



The abandoned and neglected coaster *Corneligue* is being scrapped. The tugboats *Hendrik 8* and *Hendrik 3* have delivered her to the Galloo ship-scrapping yard in Ghent. On February 18, 2022, the *Cornelique* went adrift on the Hollands Diep during a storm and ran aground near Moerdijk. Due to a lack of cooperation from the vessel's owner, Rijkswaterstaat (the Dutch Directorate-General for Public Works and Water Management) arranged for the ship to be salvaged and towed to 's-Gravendeel. It subsequently spent some time near Moerdijk before being moved to Hansweert and, later, to Terneuzen. Now,

the end has come for the 57-meter-long coaster, which was built in 1978 as the *David Dorman* (IMO 7711969). The last official flag under which the vessel was registered was that of Togo. *(Source: Schuttevaer; Photo: Adri van de Wege)*

CREW RESCUED FROM SINKING LPG TANKER OFF BULGARIA AS PACE OF ATTACKS GROWS



Bulgaria's Air Force and Maritime Administration coordinated the rescue of the crew from a Greek-owned LPG carrier that went down off the coast on Tuesday, November 17. Bulgarian officials did not comment on the circumstances of the loss, but Romania's maritime authority quickly reported that it was another suspected drone strike after it had warned ships about the dangers over the weekend. The Liberian-flagged LPG carrier **Gas Husky** (7,218 dwt) was inbound for Romania when Bulgaria's Maritime Administration Agency reports the vessel "disappeared from radar" shortly after midnight local time. It was approximately 50 nautical miles east of Byala on the central Bulgarian coast. The rescue agency reported it detected an emergency position independent radio beacon (EPIRB) signal around 0800 this morning and requested that the Air Force conduct an aerial survey. The aircraft team detected an overturned vessel, which was believed to be the **Gas Husky**. About 300 meters from the capsized vessel, a life raft was spotted. The raft fired a flare as the plane approached, signaling there were people aboard. A rescue helicopter reached the raft at mid-morning and hoisted 19 Filipino crewmembers from the LPG carrier aboard. They were taken to a local hospital and reported to be in good condition. A cutter from the Border Police was also dispatched to survey the area. Built in 2012, the LPG tanker was operated by Stealth Gas of Greece. Pictures released by the Bulgarian Air Force showed the vessel lying on its side. It was reported to be sinking. The **Gas Husky** was in close proximity to where a small cargo ship was sunk yesterday in another suspected drone strike. Bulgaria also successfully rescued the crew from the cargo ship Betul 8. It followed three ships struck to the north in the Romanian zone on Saturday night and one more struck on Friday. Bulgarian authorities are reporting this was the seventh commercial vessel struck in its EEZ since the beginning of October. The security firm Diaplous reported that at least 17 vessels have been attacked in the western area of the Black Sea since mid-July. Russian officials have not acknowledged the attacks on vessels off Bulgaria and Romania, while the local authorities have only said they were investigating the attacks and analyzing drone fragments found on the ships. Romania, however, cautioned vessels to avoid the anchorage off the Danube Delta, reporting that the risk remains high in the region. *(Source: Marex)*

RESCUE OPERATION FOR CARGO SHIP VTA NEPTUNE STRANDED OFF HUE.

At noon on November 19, rescue vessels reached the cargo ship **VTA NEPTUNE**, which had run aground off the coast of Chan May (Hue City) since the evening of November 9. At the scene, the Thua Thien Hue Maritime Port Authority vessel 02, along with other high-powered tugboats, are

preparing to rescue the cargo ship **VTA NEPTUNE**. The area where the ship ran aground is surrounded by two high mountain peaks jutting out into the water, located behind a high-end resort. According to a representative from the Thua Thien Hue Maritime Port Authority, the two main tugboats are Dung Quat 05 (with a main engine power of 4,860 horsepower) and Quang Da (with a power of 3,264 horsepower). The Chan May 02 vessel (with a power of 1,800 horsepower) is providing support. Also participating was the oil spill response vessel 52-71-01. In addition, the Central Region Oil Spill Response Center mobilized vehicles to be on standby at the scene, ready to participate in the mission. Earlier, at approximately 8:30 PM on November 9th, the **VTA NEPTUNE** vessel was swept away by large waves and ran aground about 2.75 nautical miles southwest of buoy number 0 in the Chan May maritime channel. The vessel is 150.52 meters long and 26 meters wide. At the time of the incident, the vessel was not carrying any cargo, but had 20 crew members on board along with 51.82 tons of diesel fuel and 211.81 tons of fuel oil. Due to strong winds and high waves, approaching and implementing a plan to free the **VTA NEPTUNE** from its grounded position is currently not safe. *(Source & Photo: Saigon G.P.)*



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BORR DECLARES PROSPECTOR 5 TOTAL LOSS WITH $200M INSURANCE COVER

Norwegian offshore drilling contractor Borr Drilling has formally declared its **Prospector 5** jackup a total loss following the rig's sinking offshore Gabon last month, with the company expecting an insurance payment of $200m. The disclosure came alongside Borr's third-quarter results, which confirmed the rig was insured for $200m under its hull and machinery policy, with payment set for November 24. The lead insurer has recommended paying the full insured value, subject to the policy's terms and conditions. Borr said the 2014-built rig had a depreciated net book value of $94.8m at the end of September. The accident also automatically terminated the rig's contract with BW Energy, wiping out about $45m in remaining firm drilling backlog. **Prospector 5** sank on October 24 while carrying out preloading operations ahead of a drilling campaign at BW Energy's

MaBoMo development on the Dussafu licence. Of the 115 people onboard, 110 survived and were brought safely ashore. As Splash previously reported, the accident prompted BW Energy to reassess its drilling programme, while an independent investigation was launched into the sinking. Borr has appointed classification society DNV to investigate the incident. Although preliminary information suggested a possible punch-through during preloading, the company said a subsequent review of remotely operated vehicle data and video footage did not confirm that explanation. The contractor also maintains third-party liability insurance covering matters including wreck removal and pollution. Borr said the full financial impact of the incident remains uncertain, including potential liabilities and claims arising from the accident. *(Source: Splash24/7)*



CREW AIRLIFTED AFTER BULK CARRIER GROUNDS ON FRENCH COAST



A Maltese-flagged bulk carrier ran aground on France's Atlantic coast early Friday after being driven toward shore by strong winds and heavy seas, prompting the helicopter evacuation of 19 crew members and a major maritime emergency response. The 169-meter **MIRO G** grounded near Lit-et-Mixe in southwestern France's Landes region shortly after midnight on November 20, after its crew reported difficulty maneuvering in deteriorating weather. According to France's Atlantic Maritime Prefecture, the vessel alerted the CROSS-A Étel rescue coordination center Thursday evening after encountering heavy swell and strong crosswinds. The crew attempted an emergency anchorage, but wind gusts reaching 48 knots caused the vessel to drag anchor and drift toward shore. Following the grounding, a French Air and Space Force search-and-rescue helicopter operating from Cazaux evacuated 19 of the vessel's 22 crew members. The captain and two other mariners remained aboard to assist authorities with the ongoing response. French authorities have since shifted their attention to the possibility of refloating the vessel. A French Navy evaluation and intervention team was deployed by helicopter to assess the ship's condition and determine whether it can be safely pulled free. Meanwhile, the emergency towing vessel **Abeille Bretagne** departed Brest in anticipation of a possible refloating operation. A French Navy Falcon 50 maritime surveillance aircraft has also been monitoring the grounded vessel. Authorities said its initial aerial assessment found no evidence of pollution. However, the operation faces significant challenges. According to AFP, the vessel is carrying more than 100 tonnes of diesel

fuel, presenting a potential pollution risk. French maritime officials said options under consideration include pumping fuel from the vessel to reduce its weight before attempting to tow it into deeper water. The operation is complicated by rough weather, including waves reaching five to six meters, and difficult access to the beach. The **MIRO G**, a 2011-built Handysize bulk carrier with a deadweight capacity of approximately 28,200 tonnes, was sailing without cargo when the grounding occurred. The ship was reportedly bound for Rouen, France, where it was scheduled to load approximately 30,000 tonnes of wheat destined for Libya. The incident triggered the activation of Level 3 of France's ORSEC maritime emergency response system, as well as the Franco-Spanish Biscaye Plan, a bilateral agreement coordinating maritime rescue and pollution response in the Bay of Biscay. The Spanish emergency towing vessel **Sar Gavia** was also mobilized under the agreement. French authorities have formally instructed the shipowner to take necessary measures to eliminate immediate and future dangers and minimize any potential environmental damage. As of Friday, no pollution had been detected, and the maritime prefecture said operations remained underway. *(Source; gCaptain)*

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OFFSHORE NEWS

GREECE: DODECANESE ISLANDS' LINK TO MAINLAND AWARDED €228.9 MILLION EU GRANT



An interconnector that will link Greece's Dodecanese islands to the mainland electricity grid has secured the largest grant ever awarded under the European Climate, Infrastructure and Environment Executive Agency's (CINEA) European Public Sector Loan Facility program, amounting to €228.9 million. The interconnection will be delivered in two phases, with the first to include a high-voltage direct current (HVDC) submarine link between the mainland point in Corinth and the island of Kos, together with two AC/DC converter stations and the associated transmission infrastructure. With an estimated budget of €2.54 billion, phase 1 is supported under the Public Sector Loan Facility (PSLF)

through a €228.9 million EU grant combined with a €1.53 billion loan from the European Investment Bank (EIB), representing the largest contribution to a single project under the PSLF to date. The first project phase also benefits from a €534 million grant from the Greek Decarbonisation Fund. “The Dodecanese interconnection project is an excellent example of how Greece, the European Commission and the European Investment Bank can work together to turn clean energy ambitions into reality,” said European Commission Directorate-General for Regional and Urban Policy Director Emma Toledano. “It will make a real difference to island communities, bringing them a cheaper and more reliable electricity supply while making it easier to use more renewable energy from a larger and more flexible grid. In doing so, the project shows what a socially just energy transition can look like in practice.” According to CINEA, Phase 1 alone is expected to cut CO2 emissions by around 7.7 million tons over 25 years, roughly 309,000 tons per year. By connecting the islands to the mainland grid, the project will also open the way for more renewable energy in the region, contributing directly to the energy and climate objectives of both the EU and Greece. The project's second phase, which is not part of the EU-supported project, will add AC interconnections to bring Rhodes and Karpathos into the system. Once completed, the two phases will end the Dodecanese islands’ electrical isolation, relieve grid saturation and allow polluting oil-fired power plants to be decommissioned. “The Dodecanese electricity interconnection project, currently being implemented by IPTO, will permanently end the region’s energy isolation, accelerate the phase-out of polluting oil-fired power plants, and unlock the renewable energy potential of the Aegean Sea," said Manos Manousakis, Chairman and CEO of the Greek transmission system operator (TSO), Independent Power Transmission Operator (IPTO). "The investment not only strengthens security of supply, but also lowers consumer costs, drives sustainable economic growth, and ensures a more resilient, interconnected grid across every corner of Greece. Securing the largest grant awarded to date under this EU funding program – alongside crucial backing from EIB and the Greek Decarbonisation Fund - marks a major milestone in our country’s energy transition." *(Source: Offshore Energy)*

THE RESEARCH VESSEL HESPÉRIDES SETS SAIL FROM CARTAGENA BOUND FOR ANTARCTICA



The oceanographic research vessel "**Hespérides**" has departed from the Cartagena Naval Base to begin its 31st Antarctic campaign . During this deployment, the Spanish Navy vessel will sail for approximately 160 days and travel more than 37,000 kilometers to support Spanish scientific activities on the Antarctic continent. The expedition is part of the Spanish Antarctic Campaign 2026-2027 , which includes the development of various scientific, technical, and innovation research projects. During its voyage to the white continent, the research vessel "**Hespérides**" will make stops in Rio de Janeiro (Brazil) and Punta Arenas (Chile) to resupply and embark personnel. The vessel performs both logistical and scientific functions. To this end, it is equipped with specialized equipment that allows for the study of the seabed and the analysis of ocean characteristics. Its systems include seabed profilers, gravimeters, CTD probes, and single-beam and multibeam echosounders. The campaign will also include the oceanographic vessel "Sarmiento

de Gamboa," belonging to the Spanish National Research Council (CSIC). This vessel is equipped with remotely operated underwater vehicles (ROVs) and autonomous unmanned vehicles (AUVs), which expand research capabilities. *(Source: Puente de Mando)*

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BOSKALIS SECURES SUBSEA DECOM WORK ACROSS TWO UK FIELDS



Dutch marine contractor Boskalis has secured a long-term offshore decommissioning contract from Apache North Sea covering subsea infrastructure at the Forties and Beryl fields in the UK North Sea. The award, secured through its Boskalis Subsea Services business following a competitive tender, includes flushing, disconnection, recovery and disposal of subsea infrastructure associated with wells, structures, and pipelines across both field areas. The company will deploy a predominantly remotely operated vehicle-led approach, supported by engineering, offshore execution, intervention tooling, remote operations, and diving services. Boskalis will also establish a dedicated project team within Apache's Aberdeen office to work alongside the operator on planning, engineering, and execution. The contract forms part of Apache's wider programme to wind down its UK North Sea operations. The US-headquartered producer plans to cease production from its Forties and Beryl assets by the end of 2029 before decommissioning seven offshore platforms and approximately 260 wells. Apache has already awarded major well decommissioning work across the two fields to Well-Safe Solutions, with Archer providing platform-based drilling and specialist well services. The latest award expands Boskalis' presence in the UK decommissioning market. Earlier this year, the contractor secured a separate subsea infrastructure removal contract from Shell, involving more than 100 vessel days of work. Apache said its decommissioning programme would extend over the coming decade. *(Source: Splash24/7)*

SBM OFFSHORE AND SAIPEM MOVE AHEAD WITH MAJOR GUYANA CONTRACTS

Dutch floater specialist SBM Offshore and Italian offshore engineering giant Saipem have secured major contracts for ExxonMobil's $12.5bn Longtail gas and condensate development offshore Guyana.

SBM Offshore has been awarded contracts to construct and install an FPSO vessel, which it expects to operate for an initial 10 years. The vessel will be based on SBM's Fast4Ward design and will incorporate its tenth newbuild multipurpose floater hull. It will be capable of processing 1.2bn standard cu ft of gas and producing 250,000 barrels of condensate per day, with storage capacity of approximately 2m barrels. The FPSO will be spread-moored in water depths of around 1,750 metres, approximately 200 km offshore Guyana. The award follows front-end engineering and design work SBM secured in March and marks the company's sixth FPSO contract from ExxonMobil in Guyana. Meanwhile, Saipem has received authorisation to proceed with the full execution of its subsea engineering, procurement, construction and installation (EPCI) contract, valued at between $1bn and $1.5bn. The Italian contractor initially received a $150m limited notice to proceed in April, allowing it to begin detailed engineering and procurement activities. The four-year contract covers subsea structures, umbilicals, risers and flowlines, with offshore operations involving Saipem's FDS2, **Castorone** and **Constellation** vessels. Fabrication will be carried out at Saipem's Arbatax yard in Sardinia, while logistics will be handled through the Vreed-en-Hoop shore base in Guyana. As Splash previously reported, ExxonMobil sanctioned Longtail on November 12 following government approval. The eighth development in the prolific Stabroek block will target non-associated gas and condensate through approximately 45 subsea production and injection wells. First production is expected in 2030.ExxonMobil operates the block with a 45% interest, alongside Chevron subsidiary Hess (30%) and China's CNOOC (25%). *(Source: Splash24/7)*



HUNTER GROUP BIDS TO ACQUIRE ACCOMMODATION JACK-UP OWNER JACKTEL

Oslo-headquartered maritime and shipping investment company Hunter Group is proposing to acquire Jacktel, the Norwegian offshore accommodation specialist Jacktel owns 100% of Haven, which has a unique position in the offshore accommodation market as the only harsh environment, Norwegian Continental Shelf-compliant, jack-up rig. In March 2026, Jacktel commenced trading on Euronext Growth. Recent financial reports from the company have presented an optimistic outlook as the oil and gas market tightens and demand from offshore wind grows. Hg Projectco 1 AS (HG), a wholly owned subsidiary of Hunter Group, has placed a conditional purchase order with Fearnley Securities for the acquisition of shares in Jacktel for a cash consideration per Jacktel share of NKr6.30 (US$0.65). The purchase order remains valid until 09.00 CET on 20 November 2026, subject



to extension by HG. Completion of the purchase order is subject to HG receiving sales commitments representing more than 90% of the issued and outstanding shares and voting rights of the company. The proposed deal values the total issued share capital of Jacktel at approximately US$166.95M, based on 258,300,000 Jacktel shares in issue, and represents a premium of 8.6% compared to the Jacktel closing share price on 18 November 2026, and 7.8% compared to the 90-day volume-weighted average share price. The board of directors of Jacktel have recommended the transaction and the six largest shareholders in the company have all irrevocably undertaken to sell all their shares to HG. Jacktel is due to publish its Q3 2026 report on 25 November 2026, in accordance with its financial calendar. Given the proximity of the transaction to the scheduled publication date, the company has provided selected preliminary estimates of its Q3 2026 results, including Q3 revenue of US$19.0M, EBITDA of US$10.3M and net profit of US$3.9M. As of 30 September 2026, Jacktel had net interest-bearing debt of US$54M and a firm EBITDA backlog of US$56M, increasing to US$75M including options. *(Source: Rivier by David Foxwell)*

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WINDFARM NEWS - RENEWABLES

DAMEN DELIVERS CSOV TO PURUS



Damen Shipyards Group has delivered a 90-metre Commissioning Service Operations Vessel (CSOV), named **Purus Vortex**, to Purus. Damen has previously delivered multiple vessels to Purus. This, however, is the first Damen CSOV in the company's fleet. The vessel has been developed to support Purus's strategy of operating low-carbon vessels for the offshore wind industry. *Prepared for what's to come* **Purus Vortex** has been prepared for future operation on methanol fuel and/or installation of offshore charging equipment.

The vessel also features hybrid diesel-electric propulsion and a battery array to enable peak shaving. Damen has further tailored its standard CSOV design to meet Purus's requirements, including the installation of a certified helipad. The CSOV is designed to transport and accommodate up to 120 personnel and crew. *Safe and stable* The stability of the design is enhanced by the integration of a large anti-roll tank, ensuring onboard comfort during offshore stays of up to 30 days. Embarkation and disembarkation of an offshore asset is via a motion-compensated gangway. A motion-compensated crane ensures the safe, efficient transfer of equipment. *Seakeeping and precision* The vessel is also equipped with Damen's DPX-Drive, an innovative system applying four azimuth thrusters – two fore and two aft – each able to operate independently in any direction. Paired with the CSOV's optimised hull form, this results in exceptional manoeuvrability and highly precise station keeping, even in rough conditions. The system also helps to reduce both fuel consumption and underwater noise emissions. *Combined expertise* Frederik van der Linde, Damen Sales Manager UK and Ireland, said, "Over the years, we have been grateful for the opportunity to deliver a number of vessels to Purus. We are very proud to now add this, the first Damen CSOV in the company's fleet, to this track record. I am confident that the vessel will serve the company well as it continues to work towards its goal of delivering low emission offshore energy support." "The delivery of **Purus Vortex** is an important milestone for our Renewables Infrastructure business. With each new vessel, we are strengthening our ability to support the offshore industry with a modern, efficient and reliable fleet," a Purus representative said. "Delivering a new vessel takes the dedication of many people, and we would like to thank the Damen team and everyone whose hard work brought Purus Vortex to this point. We are proud to welcome her to the fleet." **Purus Vortex** departed Vietnam in week 46 and is currently underway to the Netherlands. On arrival, the CSOV will begin operating out of IJmuiden in support of an offshore wind project in the North Sea. Having multiple repair and conversion yards in the Netherlands. Damen will be able to offer addition support to Purus maximising uptime and lifecycle support. *Video* To watch a short video at YouTube click HERE. *(PR-Damen)*

KANSAI ELECTRIC POWER TO ACQUIRE 40 PCT STAKE IN OCEAN WINDS' POLISH OFFSHORE WIND PROJECT



Japan's Kansai Electric Power has signed an agreement to acquire a 40 per cent stake in Ocean Winds' 390 MW BC-Wind offshore wind project in Poland, marking the company's first business investment in the country. Under the share purchase agreement the Japanese company signed with Ocean Winds on 19 November, Kansai will acquire the stake in C-Wind Polska, the special-purpose company established for the project, through its wholly owned subsidiary KPIC Netherlands. BC-Wind is being developed in the Polish Baltic Sea, approximately 23 kilometres off the coast of the Pomeranian Voivodeship. The project will comprise 26 Siemens Gamesa wind turbines with a rated capacity of 14 MW each and a Power Boost feature that can increase their

output to 15 MW. The investment comes as the project advances towards offshore construction, with the first monopile foundations arriving at Świnoujście Offshore Terminal on 28 October, marking the start of preparations for their storage and subsequent offshore installation, planned to start in the first half of 2027. The project's 27 monopiles, including 26 for the wind turbines and one for the offshore substation, are being manufactured by Dajin Heavy Industry, with DEME responsible for foundation installation and the inter-array and export cable installation work. Cadeler is contracted to install the wind turbines in 2028. Ocean Winds, a 50-50 joint venture between EDP Renewables and ENGIE, reached financial close for BC-Wind in December 2025, securing approximately EUR 2 billion in project financing. Kansai said the investment will increase its attributable generation capacity in its overseas power business portfolio to approximately 2,654 MW once the transaction is completed. The company added that it plans to use the knowledge and experience gained through the project to further develop renewable energy in Japan and other markets. *(Source: Offshore Wind)*

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DEME WRAPS UP FOUNDATION INSTALLATION AT GERMANY'S LARGEST OFFSHORE WIND FARM



The installation of all 68 foundations at Vattenfall's 980 MW Nordlicht I offshore wind farm in the German North Sea has been completed, as DEME has installed the final transition pieces. The milestone follows the installation of the 68th monopile at the end of September. DEME was responsible for transporting and installing the monopiles and transition pieces at the project site, located approximately 85 kilometres north of Borkum. The monopiles were manufactured by EEW Special Pipe Constructions, while CS Wind Offshore supplied the transition pieces. Vattenfall said environmental monitoring is being carried out throughout construction, including monitoring of birds and marine mammals using radar, cameras and acoustic systems. Nordlicht I will comprise 68 Vestas V236-15.0 MW wind turbines. Vattenfall said production of the project's cables by TKF and turbine towers by Vestas is under way, with the first tower sections already delivered to Esbjerg. Production of the blades and nacelles is expected to start in the coming

months. Once in operation, the 980 Nordlicht I will become Germany's largest offshore wind farm. The developer expects Nordlicht I to enter commercial operation in 2028, while the second phase of its 1.6 GW Nordlicht cluster, the 630 MW Nordlicht II, is planned to follow in 2029. *(Source: Offshore Wind)*

SEAWAY7 REVEALS VESSEL TRIO FOR BERWICK BANK B WORK



Seaway Alfa Lift, **Seaway Strashnov** and **Seaway Phoenix** are expected to be deployed on Berwick Bank B, for which Seaway7 recently signed a contract with SSE, per information shared in Subsea7's Q3 results. The vessels will be deployed for work on the offshore wind farm in 2029 and 2030, according to Subsea7, which owns Seaway7. SSE Renewables selected Seaway7 as the supplier for the engineering, procurement, construction and installation (EPCI) of wind turbine foundations as well as inter-array cables for its 1.4 GW Berwick Bank B offshore wind project in Scotland in October 2026. As reported earlier, the contract is subject to a final contract award since SSE is targeting a final investment decision (FID) in 2027. Berwick Bank B, expected to become 'the world's deepest' fixed-bottom offshore wind farm, is the second offshore wind farm phase of SSE Renewables' broader Berwick Bank wind project in the North Sea's outer Firth of Forth off Scotland. Once completed, the whole facility, featuring up to 307 turbines, has a proposed capacity of 4.1-4.3 GW. Siemens Energy was picked in November this year to supply turbines, offshore topsides, and transmission equipment. *(Source: Offshore Wind)*

ØRSTED CONFIRMS BLADE DAMAGED DURING INSTALLATION AT HORNSEA 3 WINDFARM



A wind turbine blade has been damaged whilst being installed on the Hornsea 3 offshore windfarm in the UK. A spokesperson for Ørsted, the developer of Hornsea 3, said, "There has been damage to a blade at the Hornsea 3 offshore windfarm during installation, and investigations have begun to determine the cause. "Health and safety remains our top priority, and no one has been injured. The incident will not have a material impact on the timeline for the ongoing turbine installation programme. "Siemens Gamesa Renewable Energy is responsible for the installation and commissioning of the wind turbines for the Hornsea 3 project. As such, the

company will lead the investigation into the incident. "Ørsted will closely follow and support the investigation with the safety of personnel as our primary concern." The blade that was damaged is understood to have been being installed by DEME's jack-up vessel **Norse Energi**, which is working out of Able Seaton Port in Hartlepool. The vessel is one of two installing the 14-MW wind turbines for the 2.9-GW offshore windfarm, the other being Cadeler's Wind Pace. *(Source: Riviera by David Foxwell*

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INTEGRATED WIND SOLUTIONS REPORTS BEST QUARTER TO DATE



The chief executive of Integrated Wind Solutions, which owns 75% of commissioning service operation vessel owner IWS Fleet, says Q3 2026 was the company's best ever quarter. In a Q3 interim financial report, Lars-Henrik Røren said the company reported record-high revenues, EBITDA, net profit and EPS, and issued its fourth consecutive dividend. Mr Røren said IWS Fleet also reached another milestone in the quarter, ordering four newbuildings and securing options for four additional vessels. "This will further solidify our market position and enable us to support our clients with additional capacity," he said. "Furthermore, we are pleased that IWS Services continues to perform well on contracts in its core segment, and that improved industry sentiment is positively impacting PEAK Wind's activity and earnings. Overall, IWS has a solid position for continued strong operational and financial performance in this high-growth industry." IWS reported total revenue of €39.4M in Q3, a 63% increase compared with Q3 2025, and an 8% increase from Q2. Group EBITDA came in at €15.0M in Q3, the highest to date, a 73% increase compared to Q3 2025 and a 2% increase compared to Q2. The company said year-over-year EBITDA growth was mainly driven by IWS Fleet. Group net profit was €9.8M in the quarter, the highest to date, a 56% increase from Q3 2025, and a 2% increase from Q2. The new Skywalker-class vessels the company ordered are due to be delivered in 2029 and 2030. *(Source: Riviera by David Foxwell*

DREDGING NEWS

BOSKALIS' TSHD GATEWAY BUSY IN PORT OF ENSENADA

Boskalis is currently increasing the water depth in the Port of Ensenada's turning basin from 12 to nearly 16 meters. For this project, Boskalis is removing more than 500,000 cubic meters of material with their trailing suction hopper dredger (TSHD) **Gateway**. "To ensure everything runs smoothly, we work closely with the local port authorities," Boskalis said. With dozens of cruise ships and numerous container vessels calling each month, the Port of Ensenada is one of the busiest and most important ports on Mexico's west coast. Sufficient water depth to accommodate these large vessels – including container vessels and cruise ships over 300 meters long – is therefore crucial for tourism and the local economy. *(Source: Dredging Today)*



VAN OORD RAISES THE BAR IN DUBAI

According to Van Oord, this achievement marks an important step forward in shaping Dubai's iconic coastline and reflects the strong collaboration between Shamal and Van Oord in creating this landmark development. To date, Van Oord has leveraged its expertise to reclaim over 19 million cubic meters of sand. The contours of the island's distinctive silhouette have been dredged and placed using multiple trailing suction hopper dredgers, creating 1.3 million square meters of new land. With the support of its subsidiary Wicks, advanced ground improvement techniques have been implemented to accelerate soil compaction. Van Oord has already installed approximately 3 million tons of rocks, with the final volume expected to exceed 4 million tons to safeguard the new island. Works on Naïa Island continue with the installation of the finishing armor layer of rock on revetments and groynes, and the production and placement of beach sand. The scope also includes essential marine infrastructure such as quay walls and outfalls, on which works are now underway, as part of the next phase of this unique island development. Van Oord's marine works is scheduled for completion in 2027. *(Source: Dredging Today)*



BOSKALIS' FREEWAY PUMPS SAND TO RAISE 261 HECTARES OF TIDAL FLATS

A major sand nourishment program at the Galgeplaat and Slikken van den Dortsman areas in the Oosterschelde Estuary - undertaken by Boskalis Nederland, Rijkswaterstaat, the Province of Zeeland

and Natuurmonumenten - is in full swing. Under the project, a massive amount of sand will be placed across 261 hectares of tidal flats to counter erosion and preserve valuable intertidal habitat for at least 25 years. "Through this initiative, we are working to preserve a unique natural area while enhancing the habitat for countless bird and animal species," Boskalis said. "By depositing approximately 2.6 million cubic meters of sand across seven locations, we are helping the Galgeplaat and Slikken van den Dortsman maintain their vital role as foraging and resting grounds." Using equipment such as the trailing suction hopper dredger (TSHD) **Freeway**, Boskalis' crews are placing sand sourced from shipping channel maintenance and a designated sand extraction area. Work started in October and is projected to conclude around March 2027. *(Source: Dredging Today)*



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BOSKALIS COMPLETES CAPITAL DREDGING PROJECT IN LERWICK

Marine works on Lerwick Harbor's £24 million capital dredging project have been successfully completed. Lerwick Port Authority's largest capital project to date involved the removal of just under 1 million tons of dredge material to deepen and widen key areas of the harbour, increasing capacity for larger vessels and supporting future growth across Shetland's fishing, cruise and offshore industries. The dredging works have widened the North Ness Channel to 140 meters and deepened it to 10 meters, while providing a continuous 10-metre berth depth along the 275-metre Mair's Pier and improving the approaches to Gremista Quay. At Dales Voe, dredging has increased the depth adjacent to the quay to 14.5 meters, with approaches deepened to 16 meters, enhancing the harbor's ability to accommodate larger offshore vessels strengthening Lerwick's position in the offshore industry, supporting larger vessels, onshore decommissioning and marine operations associated with offshore exploration, development and production. For the fishing sector, improvements will enable future

infrastructure quay developments at Gremista to support pelagic sector capacity, the Harbor said. The cruise sector will also benefit from improved navigational access through the North Ness Channel and central basin, alongside consistent 10-meter water depths at Mair's Pier, creating opportunities for larger cruise ships to use the 275-metre quayside. The project was managed by Arch Henderson LLP, a company of Haskoning, with specialist contractor Boskalis Westminster Ltd undertaking the dredging works. *(Source: Dredging Today)*



DEME BEGINS RAMAYAPATNAM DREDGING JOB WITH CSD AMBIORIX



DEME Group said that the deepening works in Ramayapatnam, India, started recently, with their cutter suction dredger (CSD) **Ambiorix** deployed on the project. Under the contract, DEME will execute the capital deepening of the entire harbor basin, including the turning circle and four berth pockets. The works will enhance port accessibility and support the development of this strategic maritime infrastructure. Ramayapatnam Port, currently under development on the eastern coast of India in the Nellore district of Andhra Pradesh, is strategically located along the Bay of Bengal and is set to become a key maritime gateway supporting regional trade and industrial growth. Designed as a deep-sea port, the facility will be capable of accommodating large cargo vessels, with a draft depth of approximately 15.5 meters, enabling the handling of Panamax-class ships and enhancing logistical efficiency for the surrounding hinterland. *(Source: Dredging Today)*

WASA DREDGING SIGNS KOVERHAR DEEPENING DEAL

The Finnish Transport Infrastructure Agency and Wasa Dredging Oy have signed a contract for the deepening operations of the Koverhar Harbor channel. The work will begin in the following days. Under the contract, Wasa will deepen the Lappohja waterway from its current depth of 12 meters to 14 meters. “Deepening the maritime fairway is a concrete step in developing the port of Koverhar and its transport connections. The project has been prepared for a long time, and we are now ready to move forward with construction,” said Seppo Paukkeri, Project Manager at the Finnish Transport

Infrastructure Agency. According to the Port of Hanko (the primary port authority and operator of Koverhar Harbor), the long-term plan for Koverhar is to develop the port's infrastructure to support the execution of offshore wind power projects in the Baltic Sea. The intention for this area is to be developed into a logistics hub that supports the storage, transport and installation of wind turbine components. The development of Koverhar Harbor includes, among other things, deepening the harbor channel and the construction of a new berth, for which the necessary environmental permit has already been obtained. The portion of the Koverhar dredging project managed by the Finnish Transport Infrastructure Agency is set to be completed in early spring 2027. *(Source: Dredging Today)*



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BULGARIAN DREDGING COMPANY TO WORK ON ISRAEL'S PORTS



Bulgarian Dredging Company is gearing up for dredging projects in Israel under a contract with Israel Ports Company (IPC). Their trailing suction hopper dredger (TSHD) **Kenford** - hired for this task - has been in Haifa since late last week and is about to kick off the operations that are expected to last several months. Dredging work is part of routine upkeep of sea infrastructure and keeps the ports running without a break. According to IPC, sand and silt build up on the seabed naturally, partly because of sea currents. Over time, the water in the ports and shipping lanes gets shallower. The seabed is therefore dredged from time to time, so that vessels, including large cargo ships, can enter and leave safely. *(Source: Dredging Today)*

YARD NEWS

STEEL CUTTING CEREMONY OF THE TRANSFER 2700 ATB PUSHER TUG AND BARGE



On August 13, 2026, a steel cutting ceremony was held at KTU Shipyards, marking the start of construction for the Robert Allan Ltd. designed 9000 DWT ATB tug and barge. The TRAnsfer 2700 ATB pusher tug and 9000 DWT ATB tank barge are custom designed as an integrated system, greatly improving vessel speed and fuel efficiency when compared to a traditional towed barge. Computational fluid dynamics (CFD) was utilized extensively to optimize the vessel geometry and minimize fuel consumption at cruising speed. The 9000 DWT ATB tank barge is designed to the IBC Code for the transport of liquid chemical cargoes including palm oil and biofuel in the Indonesian archipelago. To optimize round trip utilization the barge is also capable of carrying containers or break-bulk cargo on the deck. The 9000 DWT ATB tank barge will be coupled to the TRAnsfer 2700 ATB pusher tug, a twin screw, conventionally shafted tug, via integrated pin units. A twin rudder installation has been implemented for improved maneuverability of the ATB unit. The wheelhouse was designed to provide all-round visibility for the master, as well as providing visibility over the pushed barge. The barge and the pusher are designed to comply with Registro Italiano Navale (RINA) rules. *(PR-Robert Allan)*



THE GLÉHEN SHIPYARD IN DOUARNENEZ LAUNCHES A MULTI-PURPOSE SCIENTIFIC RESEARCH VESSEL DESTINED FOR MADEIRA

The "**Observatorio III**" was launched in Douarnenez on Wednesday, September 18, in front of the scientific team from the Portuguese Madeira association Arditi. The 22.50-meter multipurpose vessel will allow for missions of up to ten days in the region's rich marine waters. The 22.50-meter multipurpose research vessel **Observatorio III** , intended for the Regional Agency for the Development of Research, Technology and Innovation (Arditi) which manages the oceanographic

center on the Portuguese island of Madeira, off the coast of Morocco, was christened in Douarnenez on Wednesday, November 18, at the Gléhen shipyard where it was built. This acquisition, financed by the Portuguese Recovery and Resilience Plan (PRR), supported by Europe, also includes the delivery of an advanced sensor platform and a Drix O-16 surface drone from the French company Exail, which partnered with the Breton shipyard to bid on the tender worth a total of 14 million euros. *Ten scientists on board* The **Observatorio III** will be dedicated to coastal and offshore missions lasting up to ten days, with ten scientists on board. It will be able to carry the association's underwater drones and ROVs (remotely operated vessels), in addition to the Drix O-16 delivered with this floating laboratory, which features a dynamic positioning system. Equipped with Volvo D13 IMO Tier III engines supplied by the Finistère-based company Le Pocher, it has a cruising speed of 11 knots. Equipped with advanced scientific sensors, it will revolutionize our ability to monitor and investigate marine ecosystems in the region , Arditi announced on its social media. On Wednesday morning, November 18, the Portuguese teams were on French soil to witness the launch. *(Source: Lemarin)*



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DAMEN NAVAL AND ALEWIJNSE STRENGTHEN COLLABORATION FOR FUTURE ROYAL NETHERLANDS NAVY PROGRAMMES

Damen Naval and Alewijnse are further strengthening their collaboration on future programmes for the Royal Netherlands Navy, including the Amphibious Transport Ship (ATS) programme. During NEDS 2026, both parties emphasised the importance of joining forces at an early stage in new naval shipbuilding projects, helping to support the fleet renewal efforts of the Netherlands Ministry of Defence and the Royal Netherlands Navy. Damen Naval is currently working on several programmes for the Ministry of Defence, including the upcoming replacement of the Landing Platform Docks **HNLMS Rotterdam** and **HNLMS Johan de Witt** with the new Amphibious Transport Ships (ATS). "In our role as designer, builder and integrator of complex naval vessels, we work closely with the Dutch maritime manufacturing industry," says Damen Naval Managing Director Roland Briene. "Alewijnse is one of the companies with which we have collaborated for many years and on many vessels. Strengthening our cooperation is an important next step that helps ensure the

continuity of naval shipbuilding programmes and enables new vessels to become operational as quickly as possible." Alewijnse is responsible for the complete integration and installation of all electrical systems, including the onboard installations for the Amphibious Transport Ships. "Our strength lies not only in what we can achieve individually, but especially in what we can accomplish together," adds Alewijnse CEO Gert Bravenboer. "We are proud to contribute our expertise, capabilities, and teamwork to the delivery of the best naval vessels, thereby supporting the security and future of the Netherlands." Through this collaboration, Damen Naval and Alewijnse underline the importance of a strong Dutch maritime defence industry. By involving specialised partners at an early stage in new naval shipbuilding programmes, essential knowledge and industrial capacity are retained within the Netherlands. In doing so, both companies contribute to the country's ability to independently design and build complex naval vessels in the future. *(PR-Damen)*



NKT WIDENS NEW NEARSHORE CABLE-LAY BARGE BY EIGHT METERS AS PART OF UPGRADE PROGRAM

A new cable-lay barge that Danish power cable manufacturer and installation firm NKT purchased from Boskalis last year has been widened by eight meters as part of its transformation into a nearshore cable-laying barge. NKT reported in October 2025 that it had invested in the **Boka Constructor** cable-lay barge from Dutch Boskalis, with plans to modernize the unit for nearshore cable laying and burial operations. Built in 2016 at Gdynia/Swinemünde, Boka Constructor, now renamed NKT Isabella, is 126 meters long and used to offer accommodation for 50 persons. As part of its transformation program, the barge has been widened by eight meters, increasing its width from 32 to 40 meters, creating space for the cable handling equipment to be installed while helping keep its draft low for operations in ultra-shallow waters. The upgrades have also increased the barge's accommodation capacity to 73 persons. Once fully equipped, NKT Isabella will have three cable turntables with a combined capacity of 6,000 tons. Further modifications and mobilization are now underway, with the unit set to join NKT's marine installation fleet next year. Reach the Offshore Energy industry in one go! *(Source: Offshore Energy)*



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GONDAN SHIPBUILDERS TO BUILD THREE CARBON-FIBRE ALL-ELECTRIC - CATAMARANS FOR SUSTAINABLE COMMUTER OPERATIONS IN NORTHERN EUROPE



The vessels, with a length of 35 metres, will operate in the southern archipelago of Gothenburg for the shipping company AB Göteborg-Styrsö Skärgårdstrafik, under its public transport service contract with Västtrafik Castropol, Asturias, 19 November 2026. – GONDAN Shipbuilders has signed a contract with AB Göteborg-Styrsö Skärgårdstrafik —Styrsöbolaget— to design and build three 100% electric passenger catamarans engineered to meet the demanding operational and environmental standards of Northern European public transport. Operating in Gothenburg's southern archipelago, the newbuilds form part of the 15-year operating contract awarded to Styrsöbolaget by Västtrafik, the public transport authority of Västra Götalandsregionen responsible for public transit across the Gothenburg region and surrounding area. Styrsöbolaget, for its part, is an operator with more than a century of history providing passenger ferry services in Gothenburg's southern archipelago. Built at GONDAN's dedicated composite facilities using carbon fiber, the three catamarans are optimized to minimize structural weight, achieve higher service speeds, lower energy consumption, and extend operational range in intensive daily commuter service—key requirements for high-efficiency, zero-emission ferry operations in Nordic waters. Adopting a holistic, multidisciplinary engineering approach, GONDAN's in-house technical office evaluated route profiles alongside shore-side grid capacity and power availability at each berthing point, integrating vessel displacement, service speed, and full-lifecycle durability to accurately size the battery systems and define the charging infrastructure requirements Designated with hull number C520 for the lead vessel and measuring 35 x 9 meters, each catamaran will accommodate 197 passengers (160 seated) and reach a service speed of 25 knots. Building on GONDAN's proven track record in zero-emission passenger vessels —following the delivery of ten 40-meter, 100% electric commuter catamarans to Portuguese operator Transtejo— this contract further solidifies the shipyard as a trusted European partner for sustainable, high-efficiency electric ferry solutions tailored to the rigorous operational standards of Northern Europe. *(PR-Gondan)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - Damen-delivers-Shoalbuster-3209-to-Cafimar
   - *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*
2. *Several updates on the Broker Sales page posted last week.*

   (New page on the website. If you are interested to have your sales on the website)

   (pls contact jvds@towingline.com)
3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *Wilson Sons - Brazilie by Jasiu van Haarlem (new)*
   - *McKeil Marine - Burlington Ontario by Jasiu van Haarlem*
   - *Ocean Group - Triest by Jasiu van Haarlem*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*

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

mailto: *jvds@towingline.com*

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