Tugs Towing & Offshore Newsletter

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MIDWEEK–EDITION

# TUGS & TOWING NEWS

## *Robert Allan Ltd. awarded Design Contract for RAstar 3200-W and RAstar 4200 for SAFEEN Drydocks*



Robert Allan Ltd. is pleased to announce that it has been awarded a contract to design two new escort tugs, a new **RAstar 3200-W** and a **RAstar 4200**. Four **RAstar 3200-W** tugs and two **RAstar 4200** tugs will be built in Dubai by SAFEEN Drydocks to operate in Africa. Based on Robert Allan Ltd.'s proven **RAstar 3200-W** and **RAstar 4200** series, the new escort tugs will be tailored to SAFEEN's requirements for demanding harbour, terminal, and escort towing operations. Robert Allan Ltd.'s RAstar series comprises high-performance ASD tugs designed for escort and offshore terminal operations. Its distinctive sponsoned hull and prominent escort skeg improve escort towing performance and seakeeping. The 32-metre long **RAstar 3200-W** and 42-metre long **RAstar 4200** provide a robust platform for high-performance escort operations, combining powerful towing and firefighting capabilities with the seakeeping needed in exposed terminal environments. The vessels feature dual Z-drive propulsion, powered by two high-speed IMO Tier II compliant diesel engines, powerful forward escort winch and aft towing winch, tow pins, stern roller and tow hook. *It is suitable for:* ● Harbor towage, ship assist, and escort operations. ● Terminal operations including berthing and unberthing of large vessels. ● Coastal towing and standby duties. ● Firefighting operations (FiFi 1 Class). *Key features of these designs include:* **RAstar 3200-W** Length Overall (excluding fenders): 32 m; Breadth: 13.2 m; Draft Navigational: 5.7 m; Bollard Pull: 80 tonnes; Vessel Speed: 12 knots. Accommodation: 8 persons. Fuel Oil: 200 m3; Potable Water: 30 m3. **RAstar 4200** Length Overall (excluding fenders): 42 m; Breadth: 16 m; Draft Navigational: 6.8 m; Bollard Pull: 120 tonnes; Vessel Speed: 13 knots; Accommodation: 14 persons; Fuel Oil: 380 m3; Potable Water: 85 m3. *Both vessels will be classed to Bureau Veritas (BV) rules with the following notation:* BV I ✠ Hull, Escort Tug ✠ MACH, ✠ AUT-UMS, Firefighting 1, Unrestricted Navigation. The design contract award further strengthens Robert Allan Ltd.'s involvement in the Middle East and its collaboration with regional shipyards and operators on advanced tug designs. *(PR-Robert Allan)*

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## CSSC SAISI SIGNED A NEW CONTRACT FOR TWO 5200 HP PURE BATTERY TUGBOATS.



Recently, CSSC Saisi signed a new order for two 5200 HP tugboats with pure battery power systems. The two vessels, funded by Liaoning Port Co., Ltd. and built by Jiangsu Zhenjiang Shipyard (Group) Co., Ltd., will be equipped with CSSC Saisi's S-Renewable pure battery power systems for use in port operations such as berthing and unberthing, escort, and emergency assistance. To meet the power and maneuvering requirements of tugboat operations, each vessel is equipped with eight sets of lithium-ion battery packs, totaling 7,838 kWh. These are connected to the grid via a centralized DC bus frequency converter control system developed by CSSC Saisi Technology Co., Ltd., which possesses independent intellectual property rights. The system drives two 1,920 kW main propulsion motors. Simultaneously, the system provides two redundant 250 kVA daily power supplies, ensuring high-quality AC power for the vessel's daily loads. According to statistics, CSSC Saisi has successfully delivered several power system supporting projects, including the "Qinggang Tuo 1" 5,200 HP tugboat and the "Hydrogen-Electric Tuo 1" 7,000 HP tugboat. These vessels cover a range of 2,000 to 8,000 horsepower, and the technologies applied include hybrid and pure battery power. This demonstrates CSSC's engineering capabilities, from core equipment supply to power system integration. These projects have been implemented in ports such as Qingdao, Ningbo, Nanjing, Ningde, and Dalian, accumulating engineering experience under different horsepower levels, energy forms, and operating conditions.



The signing of the contract for two 5,200 HP pure battery tugboats at Liaoning Port adds another project achievement to CSSC Saisi's portfolio in the field of high-power pure battery propulsion. From hybrid power to pure battery power, CSSC Saisi's technological expansion has been supported by multiple port projects, and it has also provided electrification solutions for port workboats such as tugboats and pilot boats, from key equipment to the overall power system. *(Source: iMarine)*

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## WITH THE NEW MONTE FAITO, THE RENEWAL OF THE NEAPOLITAN TUG FLEET CONTINUES



Coming from the Turkish shipyard Sanmar, it is built on the RAmparts 2400-SX MKII project by the Canadian studio Robert Allan Ltd. After being launched in Türkiye, the new tugboat **Monte Faito** of Rimorchiatori Napoletani arrived in the port of Naples recently, after five days of autonomous navigation. The newly built vessel, which follows the sister vessels Portosalvo and Gargano, and precedes by a few days the arrival of a fourth vessel in the same class, the Vesuvius, is part of the company's fleet renewal and technological upgrade program. It is a next-generation multitasking tug, designed for reduced environmental impact and characterized by a compact design, high power, and great operational versatility, particularly suited to maneuvering and assisting vessels in complex port environments. Built by the Turkish shipyard Sanmar of Tuzla (Istanbul), **Monte Faito** is based on the RAmparts 2400-SX MKII design by the Canadian studio Robert Allan Ltd. 24 meters long, with a fixed point pull capacity (Bollard Pull) of 70 tons, it is equipped with Caterpillar Tier III Ready engines, bow and stern towing winches, a FiFi-1 fire extinguishing system and Rina Salvage and Ship Flash Point > 60°C notations. It is built to advanced standards of comfort and ergonomics, in compliance with the requirements of the Italian flag. "With these four new vessels, Rimorchiatori Napoletani confirms its commitment to technological innovation, to ensure the increasing levels of navigation safety and efficiency of technical-nautical

services required by the ports in which it operates, using increasingly modern, high-performance, and versatile vessels," the shipping company commented in a statement. *(Source: Shipping Italy)*

## TUGBOAT ANTEOS VISITS AGAIN




Following towing operations in the North Sea, the *Anteos*—operated by Dutch Tender Service from Scheveningen—moored at one of the small piers behind the Blue Port Centre on Monday, November 16. The stay was brief; by the afternoon, the 37-meter-long tug had departed for its home port of Scheveningen. It is powered by two Caterpillar diesel engines, which together deliver 3,150 hp and a bollard pull of 45 tonnes. The tug was built in 2000 at the Jiangsu Wuxi shipyard in China under the name *Britoil 47* and has since changed ownership several times. In 2019, it was placed under the Dutch flag. The *Anteos* also frequently operates on behalf of Landfall Marine Contractors (based in Ridderkerk) and Sima Charters (based in Maassluis). *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

## THE LARGEST DOMESTIC CUSTOMER OF THE CIVILIAN FLEET CELEBRATES ITS 25TH ANNIVERSARY



On November 19, 2026, the State Transport Leasing Company (STLC, part of the VEB.RF Group) celebrated its 25th anniversary. Currently, the company is a key customer for the civilian fleet at Russian shipyards. STLC makes a significant contribution to the development of Russia's transport system, helping to upgrade fleets, create modern infrastructure, and implement new solutions. As of the end of 2025, water transport accounted for 16% of STLC's portfolio. Rail transport remained the core of the company's portfolio: freight rail transport accounted for 42%, passenger rail transport for 26%. Aviation accounted for 10%, road transport for 5%, and other assets accounted for the remainder. The editorial team of Sudostroenie.info joins in congratulating the company and wishes the STLC team continued success. *(Source: Sudostroenie; Photo: STLC)*

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## 'A NIGHT TO REMEMBER'

I borrowed the name 'A Night To Remember' from a book written by Walter Lord published in 1955 on the catastrophe sinking of the Titanic. This story is about a catastrophe on a smaller scale. The story of this event 100 years ago will possibly rekindle stories heard in family discussions or old maritime men sitting at a bar spinning a story of the fateful night of 21 November 1926! I'll briefly write a description of the company that owned the tugboat **'BAHADA'** the focus of this story. Gilkey Brothers Towing Company headquartered in Anacortes was owned by the six Gilkey Brothers. The oldest Mark (my great-uncle by marriage) was followed by Charles, Walter, the twins David and Frank with the youngest William (Bill) Gilkey. Gilkey Brothers Towing had offices in Tacoma, Bellingham and, for a four-year period 1923-1927, a Canadian subsidiary 'International Towing' headquartered in Vancouver, B.C. with six Canadian registered tugs. The Gilkey's history is in of itself very interesting, but this is about the **BAHADA** and its crew. On the night of 20 November 1926 nine men boarded the **BAHADA** at the Gilkey docks at 2nd & Q St. in Anacortes to tow of Yellow Douglas Fir logs for Puget Sound Saw Mills & Shingle Co. in Fairhaven, Bellingham. For years after the **BAHADA** demise folks wrongly believed the tug was steaming from Bellingham to Anacortes. As a best guess the tug started for Bellingham between 10:30 and 11 P.M. It is believed the BAHADA sank beneath the waves between 1:30 and 2:30 AM on 21 November 1926. The *BAHADA* and her sister tug the **WYADDA** were built & launched in 1902 by Moran Brothers Shipyard in Seattle. At the time and for years afterward they were considered uniquely built as their hulls and deckhouses were constructed with steel plates not the usual wood or iron. From 1902-1907 the **BAHADA** was working mainly the Washington State waters before spending the years 1907/1908 until 1924 in Southern California under different owners. On 22 April 1923, working in Los Angeles, the **BAHADA** went to bring the **S.S. Richmond**, a Standard Oil tanker, to dock. The speeding tanker as the crew was prone to do struck the **BAHADA** on its port side rolling it over causing it to sink in 45' of water. Four of the crew of five were able to jump to safety but sadly Jess W. Forbes age 32 was found dead in the tug. It was 11 days before it was completely raised and taken to the shipyard for restoration. The work included work on the hull; a new pilot house & the



captain's quarters, the only wood parts of the tug. The work at the shipyard was completed in 1924 and sold to Gilkey Brothers Towing. It was almost 1925 before the tug was working as a part of the Gilkey fleet. As with other Gilkey tugs the **BAHADA** often had trips to Canada primarily on Vancouver Island towing logs back to Washington State. The day the **BAHADA** was scheduled to leave with its tow to Bellingham a company from Alaska had planned on inspecting the tug for a possible purchase but arrived late. They proceeded to Bellingham for an inspection there but when it hadn't arrived, they called Gilkey Brother's Towing. Soon thereafter the **KULSHAN** arrived in Anacortes, and the Captain was asked if they'd seen the tug. He stated they'd seen logs floating north of Huckleberry Island on the eastside of Guemes Island. Upon arriving there the Gilkey's discovered the logs were anchored to the sunken **BAHADA**. At this point wood debris was found floating and shortly thereafter in the morning hours the body of William (Bill) Hansen was found on Samish Island. He was the youngest member of the crew age 18 and a younger brother of the Captain, George Hansen. Sadly, of the nine crew members Bill Hansen's body was the only one ever recovered. It's always been my belief that 5 or 6 of the crew members went down inside the tug never able to escape. The man at the helm most likely the Mate James Hird and George Hansen asleep in the wood quarters behind the pilot house simply disappeared not to be found as the wooden cabin came apart. Before explaining possible causes of the sinking often referred to as foundering, I'll touch on searches at the time and a later failed attempt to raise it. George Henderson proprietor of the Taylor Hotel in Anacortes had an underwater cylinder 15' in length 30" through with a mechanical arm controlled from inside the tube. His oxygen was sent to him from the barge he was connected too. I was never able to ascertain how his cylinder was moved underwater during searches. Starting 22 January 1927 he made two attempts to find bodies and verify whether salvage of the tug was possible. On 27 January 1927 Henderson gave up any further attempts. He refused to comment on the condition of the tug other than to say he thought it could be salvaged. For days after the foundering, searchers spent hours searching for bodies with no luck nor the ability to conclude a true cause! An autopsy was performed on William Hansen and found he succumbed to hypothermia with no injuries found. He apparently attempted to swim to safety using a life ring to Samish Island which would've been approximately 2 & 1/2 miles. Swimming to Guemes Island would have been much closer, but with the probability of no lights showing on Guemes Island, he possibly had no idea how close he was by comparison. As he was found in his winter underwear, people believed he escaped from his bunk. I believe he was on duty as a deckhand and quite probably shed his boots and clothes while swimming trying to be less weighted down. Howard W. Wright a Psychic from Bellingham was paid most likely by the Brannian family of Bellingham to help locate bodies and substantiate a cause of the sinking. There was also talk of an attempt to drag for bodies that never happened. In September 1933 a failed attempt to raise the **BAHADA** was made by Romano Marine Salvage. Lloyd Wagner went down in a diving bell rigging lifting airbags to raise the tug. Instead of running cables under the hull everything was attached to the main deck. Once the airbags were filled and the lifting began the bags soon blew pulling items off the tug such as spring line bitts. The **BAHADA** settled back down on the seafloor with no further attempts to raise her. In 1955 Lloyd Wagner was interviewed and asked about the tug condition and whether he saw the obvious cause of the sinking. He said it looked like it flopped and sank. As for the causes of the sinking. At the time the prevailing theory was a massive boiler explosion. Other theories assumed she was in a collision or the tug got 'in irons' or lost her ability to maneuver. The theory of boiler explosion was considered because of the wood found floating although few pieces were splintered and boiler explosions still happened albeit not as often in1926. Mrs. Wooten, living on Guemes Island, found a switchboard undamaged eleven days after the sinking. That along with the wood found floating not splintered and Hansen's body showing no injuries led me to rule out a massive explosion as the culprit. Most people who ever towed logs said getting 'in irons' was probably the least of the cause possibilities. Keith Sternberg, a man with many

years of experience with steam & boilers, suggested the possibility of a furnace collapse. Neither would be seen from the outside as a massive explosion. These possibilities were given when divers found no evidence of an explosion and he said a burst shell would be obvious. What we were left with was another possibility of collision. At the time of the sinking, it was the second strongest cause. Many argued, how could they hit each other in the area with lights on and no obvious sign of rescue attempt by the other boat? Easy answers exist. One, was the other boat laden with alcohol and/or opium, ie a Rum Runner? If so, they would've had to keep going, not willing to risk being busted. A Rum Runner boat could have been a boat operating at high speeds coming from the MotherShip or some other boat because this was a known thoroughfare for this activity. Tugboats coming from Canada were also known to have alcohol in burlap bags tied to the logs or in barges. This method of transportation provides the boat operator the option of denying knowledge of the alcohol. One such example of a tug bringing alcohol ending in tragedy was the **'BERYL G"** on 14 September 1924. William Gillis, Sr. and son William Gillis, Jr. were hijacked near Stuart Island murdered with their bodies thrown overboard and never recovered. Two hijackers were later caught, tried and hanged in Canada. By no means am I implying the **BAHADA** was hijacked rather using the **'BERYL G'** example as a possibility of why the second boat a rum runner, commercial fishing boat or another tugboat might not stay for a rescue attempt. Lastly, let's say the other boat might not have realized the **BAHADA** sank. Simply put, many possible reasons for a colliding boat to leave the scene? Was the other boat running with lights on? Was the crew member at the helm of either boat asleep or did the boats make a wrong avoidance turn? Did one or both boats underestimate the closing speed thinking one boat would clear the other? What were the visibilities at the time of the collision? At some point during the night there was a reported squall that came through the area. *What has happened since 1933 failed the raising attempt?* In January 2016 Peter Hunt notable author, former Navy A-6 Intruder Pilot, former United Airlines Pilot, scuba diver and living on Whidbey Island volunteered to find the **BAHADA** for me. Using downscan sonar imaging he located her within 90 seconds of starting his search using the coordinates I gave him. In April 2016 three divers Paul Hangartner, Dan Warter and Rob Wilson made a dive off Hunt's boat. The visibility was poor so little was gained other than noting a massive explosion didn't happen.

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The **BAHADA** was at a depth of 240 feet. Two more dives were conducted off a different boat in September of '17 & '18. Each time there were six divers involved going down separately in pairs. Both Hangartner and Wilson were involved in these dives with videos given to me from Jared Jensen and John Sanders for my use in presentations. The visibility was only slightly improved for these dives but good enough to match everything seen on the tug to the photos and blueprints of the **BAHADA** I made available to the divers. This was important to confirm it was indeed the **BAHADA** since the name on the tug is covered by sea growth. On the last dive near the end of his bottom time R. Wilson discovered damage on the port side hull plate/s pushed in at least a foot and a half or more. He stated this area was almost straight down from where the pilot house once stood. There were no photos or video taken of the damage and no further dives have taken place so there's no evaluation of the

damage other than visual description. Wilson, a very good diver, pilot and someone very meticulous in his investigations, I trust his description. One thing can be considered. Were any plates weakened by the first sinking in 1923 as the collision also was port side and possibly not repaired completely with inner damage in certain areas unrecognized? In the event of possible future dives taking place and I'm in anyway involved I'd ask for more evaluation of the noted damage and the possibility of sticking a camera with strong lighting in the engine room/ boiler room. Without future dives we're stuck with the possible collision theory remaining unproven. I'd be remiss ending this without naming the crew of the lost and other known Gilkey employees who also crewed for a time on the **BAHADA**. I do this knowing there might be family members still alive, family members of co-workers and friends living in the area who might read this story. Many thanks for this research go out to the people previously named along with newspapers, the Anacortes Museum Director Bret Lunsford, the late Mark and Charles Gilkey, the sons of William Gilkey and Cherie Christensen of Saltwater People Log who made photos available to me. A special thanks goes to Marty Meador whom I've relied on for giving this story his 100% effort every time I sought his help and willingly offered his help without me asking by reaching out with new information including photos, documents and letters!!! *Fateful crew:* **Master** *(Captain)* George Bryan Hansen age 30 Anacortes married to the former Winifred May Smith; two children Shirley age 6 & Carol age 4. **Mate**: James A. Hird age 45 Anacortes married former Lucy M. Cannon with two children Marjorie 11 & James 4 **Engineer**: Ulyssus Samuel (Sam) Brannian age 35 single Bellingham **Asst. Engineer** George Henry Northrup age 48 living in Bellingham from Wrangell & Ketchikan, Ak. with 5 living children in Ketchikan **Fireman**: John Knake age 20 single Anacortes/Guemes Island **Fireman**; Charles Craig aka Charles Smith age 39 single Anacortes **Deckhand**; A.E. (Ernest) Bigham age 21 single Anacortes **Deckhand**: William (Bill) Hansen age 18 Dewey **Cook**: Louis P. Christensen age 51 Bellingham by way of Denmark married to Matilda Brunlow with a step daughter. *Other known crew members who also crewed on the BAHADA* J.H. (Harry) Johnson assigned that fateful night who showed up drunk sent home later saying he had a bad premonition and got drunk. Unknown which deceased deckhand was his replacement that night. Albert Hansen brother to George and William deceased crew members. George Abby; Charles Stewart; Preston Holton; M.C. Strange; Warren Neil; Lester Neil; G.N. Fisher; Lee Ginnett; Edwin McCaulley; Jack Bennett; Albert Zimren and Henry Curry. Written by Shawn J. Murphy with help from Marty Meador; Mr. Murphy at murphyshawn52@gmail.com and Mr. Meador at MLMeador@aol.com

## *NOORDZEE BRINGS SAINT NICHOLAS TO HOORN*



Last Saturday, the steam tugboat *__Noordzee__*—from the Willemsoord Museum Harbor—arrived in the harbor of Hoorn serving as "__Pakjesboot 16__" (Parcel Boat 16), carrying Saint Nicholas and his *Pieten* (helpers) to a large and enthusiastic crowd. Since its restoration in Den Helder, the *__Noordzee__* has been requested for this role for several years running. This has revived an old tradition, as the vessel's former owner, Kees Jongert, also spent many years using the *__Noordzee__* to facilitate the Saint's arrival in Hoorn. *(Source:*

*www.maritiemdenhelder.eu)*

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## KOTUG INTERNATIONAL ANNOUNCES LEADERSHIP TRANSITION



The Supervisory Board of KOTUG International N.V. announces a transition in the leadership of the company, effective 1 January 2027. Osman Munir has been appointed Chief Executive Officer, succeeding Ard-Jan Kooren, who will transition to the role of Executive Chairman. In addition, Bob Derks has been appointed Chief Operating Officer. After 36 years with KOTUG, including 24 years as CEO, Ard-Jan Kooren will hand over the day-to-day leadership of the company. His tenure as CEO marks a period of exceptional growth and international expansion for KOTUG. Under his leadership, the company evolved from a Rotterdam-based family business with deep roots in harbour towage into a diversified international maritime group and a recognized global player in its markets. Through organic growth, strategic acquisitions, partnerships and expansion into new markets, KOTUG significantly broadened both its international footprint and its range of maritime services. Throughout this period, Ard-Jan has combined a strong entrepreneurial drive with a clear focus on operational excellence, innovation and long-term value creation, while safeguarding the independent and family-owned character of the company. “This entrepreneurial approach has also been reflected in KOTUG’s continued investment in maritime innovation. Developments such as the RotorTug®, hybrid and electric vessels, OptiPort and the E-Pusher demonstrate the company’s ambition to remain at the forefront of technological development and the transition towards safe and sustainable maritime operations.” Adds Ard-Jan Kooren. As Executive Chairman, Ard-Jan Kooren will remain closely involved with KOTUG, with a particular focus on the company’s long-term strategy, major strategic decisions and investments, key relationships, and safeguarding the culture, values and identity of the family-owned company. Osman Munir joined KOTUG in 2007. Having started as Group Controller, he subsequently held several management positions within the Group, including Manager Project Department and Director Business Development, Terminals & JVC. He joined the KOTUG Board as Chief Commercial Officer in January 2017 and was appointed Vice President of the Group in 2021. Over many years, Osman has worked closely alongside Ard-Jan Kooren and has played an integral role in developing and implementing KOTUG’s international strategy and expanding the Group’s activities across global markets. His appointment therefore represents a natural continuation of the strategy and direction

that he has helped shape as part of KOTUG's leadership team. With almost 20 years of experience within KOTUG and ten years as a member of the Board, he is well positioned to take over responsibility for the day-to-day leadership of the Group. Bob Derks has been appointed Chief Operating Officer and will assume responsibility for the Group's operations. *From 1 January 2027, KOTUG's Executive Board will consist of:* • Ard-Jan Kooren, Executive Chairman; • Osman Munir, Chief Executive Officer; • Bob Derks, Chief Operating Officer. The Supervisory Board expresses its deep appreciation to Ard-Jan Kooren for his exceptional leadership and contribution to KOTUG over the past decades and is pleased that he will continue to play an active role in the company's future. At the same time, the Supervisory Board has every confidence in Osman Munir and Bob Derks and believes that the new leadership structure combines continuity and experience with a clear allocation of executive responsibilities, providing a strong foundation for KOTUG's next phase of growth and development. *(PR-Kotug)*

## CHINA: ZHEJIANG'S FIRST FULLY ELECTRIC TUGBOAT ENTERS SERVICE IN ZHOUSHAN



"**Zhou Gang Dian Tuo 1**" is equipped with a 7,838 kWh battery system and is expected to save more than USD 149,751 in fuel costs annually and reduce operating costs by approximately 60%. The first fully electric azimuthing tugboat in Zhejiang province, China, has entered service at Ningbo-Zhoushan Port, according to the China (Zhejiang) Pilot Free Trade Zone on Tuesday (17 November). The **Zhou Gang Dian Tuo 1** officially commenced operations on 16 November at the tugboat base in the Laotangshan operating area of Cengang Port Area. The vessel is approximately 38 metres long, with a moulded breadth of 10.5 metres and a moulded depth of 4.7 metres. It is equipped with a 7,838 kWh battery system, which is equivalent to the combined battery capacity of nearly 100 passenger electric vehicles. With a total power output of 5,000 hp, the tugboat achieved a speed of 14 knots during sea trials and has a bollard pull of 58.2 tonnes. The vessel has the largest installed battery capacity among fully electric tugboats of the same power output currently in China, China (Zhejiang) Pilot Free Trade Zone said. Construction began on 21 November 2025, and the vessel was launched on 15 May 2026. It completed sea trials on 22 October. Eight crew members underwent 30 days of training and assessment before receiving certification to serve onboard. The tugboat uses DC variable-



frequency electricity networking technology and is designed to produce zero operational emissions of sulphur oxides (SOx), nitrogen oxides (NOx) and particulate matter. It is expected to save more than RMB1 million (USD 149,751) in fuel costs annually and reduce operating costs by approximately 60%. The vessel is also projected to cut annual carbon dioxide emissions by about 765 tonnes, equivalent to around 300 tonnes of standard coal. Designed in accordance with unmanned aerial vehicle (UAV) standards, the tugboat has received a notation from China Classification Society for intelligent energy efficiency management. The **Zhou Gang Dian Tuo 1** will primarily undertake tug assistance for large vessels entering and leaving port, berthing and unberthing operations, as well as maritime emergency rescue and towing tasks. Its deployment is expected to support the port's green and low-carbon transition. *(Source: Manifold Times)*

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# OLD TOWBOAT COLUMN

## *A TALE OF TWO 'FIRSTS'*

For this special Wheelhouse issue of The Wateways Journal we will look at two important "firsts" that changed the lives of pilots for the better. In late 1929, the Howard Ship Yard & Dock Company, Jeffersonville, Ind., launched a steel hull for a sternwheel steam towboat that would create a lot of attention. The boat, named **Wm. Larimer Jones**, was for the Vesta Coal Company, a subsidiary of the Jones & Laughlin Steel Co., Pittsburgh, and was 136 feet by 34 feet. It had compound condensing engines that were




14's, 28's – 8 foot stroke built by the Frisbie Engine and Machine Company, Cincinnati, and rated at 800 hp. It was fitted with one Nelis steam generator, 100 degree superheat. There were several

mentions of the new boat in the July 12, 1930, issue of The Waterways Journal. The "Around the Falls at Louisville" column noted that the **Wm. Larimer Jones**, "new $300,000 Vesta Coal Company towboat" departed the Howard facility on July 2, 1930, en route to Pittsburgh. It said that "The new towboat is a distinct departure from old methods of construction in river towboats" and mentioned the Nelis steam generator provided in place of boilers. It did not mention another great innovation but did describe the outside color scheme as "white, trimmed in black, with dark green on the engine room bulkhead." The name painted on the bulkhead was in white, shaded in yellow and blue. Capt. Jesse P. Hughes, who often penned a Huntington (W.Va.) news piece, had an entire column in this issue devoted to the new **Jones**. It had stopped at Huntington, and "river-minded residents" had the opportunity to inspect it. Capt. Thomas Cocaine was in charge of the **Wm Larimer Jones**, and J&L Transportation Manager C.D. O'Conner was also aboard. Capt. Hughes extolled many virtues of the new vessel, including "a nice easy scow bow, and a 16-foot rake at the stern" as well as the graceful shear line throughout the length of the hull. He noted that the superstructure was along the usual line of towboat style, including a nice pilothouse with a single stack behind it, which gave a somewhat "lake effect" to the appearance. Capt. Hughes then named the innovation that was causing the most "buzz" about this boat throughout the Upper Ohio River. It had no pilot wheel or tiller line, only a set of brass steering levers. Hughes said that this was "the most marked departure of any, from present day practice." Until this vessel came out, many boats had been outfitted with steam-assisted steering gear and levers, but the traditional pilot wheel had always been there as a back-up. From this point forward, no boat of any consequence would be built with a pilot wheel, and pilots would no longer be forced to stand at the side of the wheel when handling the vessel. He ended by saying "The **Wm. Larimer Jones** has the admiration and good wishes of all who have so far seen her." The "Gallipolis Gossip" column by Frank Sibley that appeared in the same issue also gave many details about the **Jones**, most notably the absence of a pilot wheel. He also noted that the quarters had a "cooling and heating system … first ever to be installed in an Ohio River steamboat." While this issue had all of this "news" about this innovative sternwheeler, it also featured a lengthy story about "Tunnel Screw Boats" by a Frank Ingrum, who seemed to see them as the future of the industry. There was news about the steam prop towboats being built by Dravo and Ward for the fledgling Mississippi Valley Barge Line, and on page 29 was an ad for Dubuque Boat & Boiler Company that featured a drawing of the large diesel prop Herbert Hoover that was under construction, a true harbinger of the future. The Howard yard delivered a




sister vessel to the **Jones** named **Titan** later in 1930. Both boats would be dismantled and sold for scrap in 1953. *'Come See Me After The War'* During World War II, a young Robert L. Gray, working in the Marine Department of Ashland Oil & Refining Co. (AO&R) began noticing some strange things while he was attending company vessels at shipyards. What he was seeing was a strange apparatus mounted atop the wheelhouse of some military craft. He could get no one to explain what this mysterious thing was. The closest he came was when Bob Scatterday, a technician for Sperry Corporation, said, "Come see me after the war, and we'll talk

about it." Gray ultimately found out it was an antenna for a device called radar. Gray very much wanted to try radar on the AO&R towboat fleet, but Scatterday, whom he had become well acquainted with, discouraged the idea, saying that radar would never work in a narrow river environment. Gray remained insistent, and in mid-1946 a set was placed on the **Jim Martin** for a trial run. As predicted, it did not work well, but the Sperry people aboard for the trial saw enough that they thought it could be tweaked enough so that it would work. In November 1946, AO&R had the **Tri-State** at the Dravo Neville Island, Pa., shipyard for maintenance work. The **Tri-State** had been built by Calumet Ship Yard & Dry Dock Company in 1942. It was 145 feet by 31 feet and was powered with a pair of National Superior diesels totaling 1,610 hp. It was the third of the "big" boats of the Ashland fleet, near duplicates built by Calumet, the **Ashland** entering service first in 1941 with Fairbanks-Morse 37E diesels of 1,600 hp. and the **Paul Blazer**, which came out later in 1941, with National Superior engines and 1,610 hp. While the **Tri-State** was at Dravo for this maintenance the Sperry technicians installed a modified radar set. When the boat departed southbound out of the Pittsburgh area it had Capt. T. Kent Booth aboard as master and Capt. Henry Dixon as pilot. The radar was an instant success. A lot of running time had previously been lost at night simply due to dark, hazy stretches of river. In the first month of operation utilizing the radar the **Tri-State** saved so much running time that Paul G. Blazer, head of AO&R, approved the purchase of sets for the rest of the company fleet. Within a few years it was unthinkable for a towboat to navigate without a radar set. In 1990 Robert L. Gray was inducted into the National Rivers Hall of Fame for his efforts in bringing radar to the rivers, as well as his early advocacy of the use of depth sounders and other innovations. He passed away on May 1, 2014, at the age of 96. The **Tri-State** was retrofitted with a new stern and kort nozzles at Dravo in the late 1940s. It was sold in 1960 and renamed **Reliable** by Reliable Towing Company, sold in 1965 to Tennessee Towing, and again sold in 1968 to Elk Towing and renamed **Diane Bosworth**. It was transferred in March 1970 to M/G Transport and in July 1970 to Jeff-boat. It lives on today as the **Susan C. McBride** for McBride Towing Company, Louisville, which acquired it from Jeffboat in 1971. *(Source: The Waterways Journal by Capt. David Smith)*

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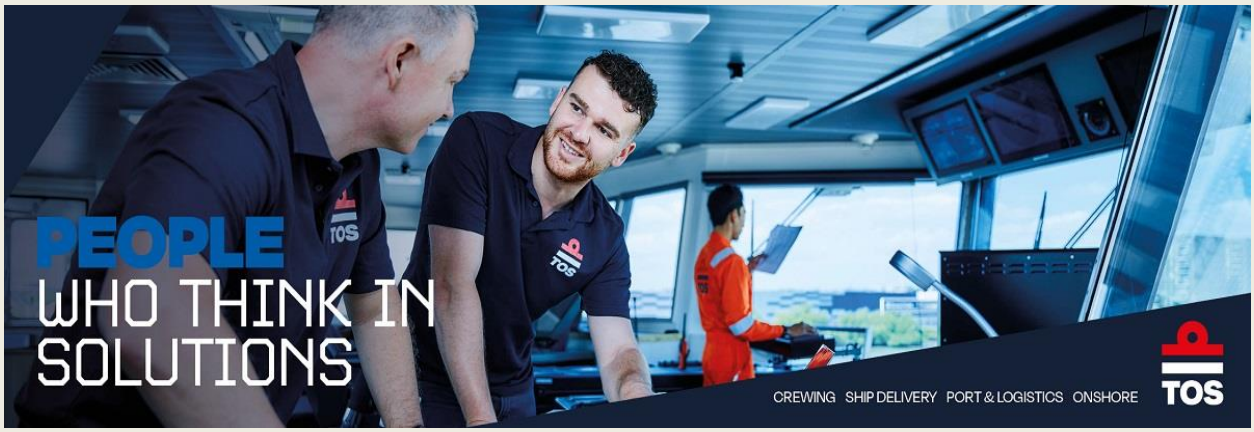


# EXHIBITORS DURING ITS 2026 GOTHENBURG

## *WHO ARE THEY – PIRIOU SHIPBUILDING*

Dedicated to shipbuilding, repair, naval engineering and services since 1965, PIRIOU is specialised in producing medium-sized vessels up to 120 m, providing high added value through a combination of high-performance engineering and a comprehensive network of industrial sites in Europe, Africa and Asia. PIRIOU

provides, on a global scale, bespoke solutions as well as a complete range of standardised or customised vessels, meeting the requirements of international shipowners, private or public, commercial or military. PIRIOU has delivered over 600 ships worldwide, including recent deliveries such as fast crew boats for oil and gas, a series of ASD tugs, as well as several crew transfer vessels to major operators in the offshore wind industry.

# ACCIDENTS – SALVAGE NEWS

## NEWLY BUILT FERRY RUNS INTO ROCK OUTCROPPING ON LAKE VICTORIA




One of the largest passenger ferries on Lake Victoria has hit a rock outcropping, causing unspecified damage. At about 1030 hours on Wednesday morning, the recently-built ferry **Mwanza** hit the Bismarck Rocks, a well-known and prominent rock formation off the port of Mwanza. The impact sent rock fragments scattering into the water and startled passengers on deck. Immediately after, the ferry's stacks emitted black smoke in substantial quantity. Initial reports from local outlet The Citizen suggested that the ferry's master took the decision to navigate into the rocks in order to avoid a collision with another vessel, thereby averting a more significant casualty. There are no other vessels visible in bystander video footage, nor indications of maneuvering. An investigation has been launched into the cause of the casualty, and is expected to conclude swiftly. No injuries were reported, and there were no initial reports of the extent of the damage. **Mwanza** is the culmination of a multiyear partnership between Korean and Tanzanian shipbuilders. She was built locally at Mwanza South Port Shipyard, with design and oversight from South Korean contractors GasEntec and KangNam Corporation. Work started in 2019 and finished early this year. The vessel is a 300-foot, 1,200-passenger ferry with displacement of 3,500 tonnes. She can make 16 knots and carry up to 400 tonnes of cargo. In operation, the ship connects ports in Tanzania, Uganda and Kenya, including several facilities that were upgraded to accommodate her. She is among Tanzania's highest-profile new public projects in recent times. *(Source: Marex)*

## RUSSIAN CARGO SHIP STILL ON FIRE OFF FINLAND AFTER ATTACK

A fire onboard a Russian cargo ship that was struck by drones in the Baltic Sea continued to burn through the night even as efforts were made to douse the flames, Finland's coast guard said on Sunday. The Finnish military has said the strike on the **Sparta II** on Saturday was likely carried out by Ukraine and that the vessel later drifted into Finnish waters where it remains at anchor. The 16 crew members were evacuated onto a nearby Russian ship. Pictures and video released by the coast guard showed several vessels spraying the **Sparta II** with water cannons during the night in a bid to put out the flames and cool down containers stacked on its deck. Ukraine has sent waves of military drones towards Russia's northwest coastal Leningrad region this year, including some that strayed

into the airspace of nearby Baltic countries, leading to fears that the war was spilling onto NATO territory. The ship, bound for Russian exclave Kaliningrad, was damaged in international waters west of Russia's Gogland island, Finland's Defence Forces have said, corroborating an account by Russian officials. The risk of further attacks in the Gulf of Finland, a narrow arm of the Baltic Sea, cannot be ruled out, Estonian Navy Commander Ivo Vark told public broadcaster ERR on Sunday. Finland's military said last week it had detected a strike on a Russian warship in the same area during Ukrainian drone attacks. The **Sparta II** is a 121-m (397-foot) Russian-flagged cargo vessel owned by Russian shipping company Oboronlogistika that left St Petersburg on Friday, according to LSEG data. The vessel is subject to US sanctions, according to the US Treasury Department. Oboronlogistika provides logistics services for the Russian Defence Ministry, according to the company's website. *(Source: gCaptain)*



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## 'ALGOMA EQUINOX' RAN AGROUND AGAIN

The **'Algoma Equinox'** ran aground again, this time while sailing downstream towards Baie-Comeau, Quebec, on Nov 16 at approximately 2:30 p.m. near Lanoraie, (Contrecoeur), just upstream from the anchorages. The grounding occurred after the ship lost power to its main engine. The ship was resting on a sandy bottom very close to the shore and had a noticeable list, though there was no water ingress reported at this time. The tug **'Ocean Comeau'** (IMO 7520322) went alongside the vessel to assess the drafts. Four tugs, the **'Ocean Comeau'**, **'Ocean Tundra'** (IMO: 9645504), **'Ocean Raymond Lemay'** (IMO: 9420904), and **'Ocean Ross Gaudreault'** (IMO: 9542221), were called to assist and refloated the **'Algoma Equinox'** on the morning of Nov 20. The bulk carrier then proceeded to the nearby Lanoraie anchorage, where Canadian authorities inspected the vessel, before it was allowed to continue its voyage. On Nov 21 the **'Algoma Equinox'** was underway again

and arrived in Baie-Comeau on Nov 22. The last grounding was on July 21, at around 3 p.m., shortly after having loaded grin at Cargill's Sarnia Grain Terminal, Ontario. The bulk carrier was refloated again on July 22 at 2.30 p.m. by two tugs from Windsor and Goderich, supported by its own engine. As the ship had not suffered damage to its hull, it was permitted to continue the voyage towards Baie-Comeau, Quebec. Watch the YouTube video HERE *(Source: Vesseltracker; Photo: Facebook)*



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




On the night of November 20, the 200 meter long, 63734 dwt bulk carrier **SSI Phoenix** (IMO: 9969182) caught fire in the River IJ while berthed at Vlothaven Scrap Terminal in Amsterdam, Netherlands. Reports state the **SSI Phoenix** was loaded with a cargo of scrap metal when a fire broke out in a cargo hold spewing out a large amount of dense smoke. The local fire brigade were alerted and arrived on scene to combat the blaze including multiple fire engines, multiple ladder trucks, divers, 2 fireboats and various special vehicles. Fire fighters aided by the fireboats would eventually get the fire contained a few hours later. Authorities have not disclosed the extent of damage on the **SSI Phoenix** caused by the fire. Reports do not state there were any injuries from the incident. The exact cause of the fire is under investigation. *(Source: Shipwreck Log)*

## GROUNDED BULKER FACES COMPLEX SALVAGE OPERATION OFF FRENCH COAST

French authorities are preparing a difficult salvage operation to free a 28,200 dwt bulk carrier driven onto an Atlantic beach during a storm, with failed generators and shallow water hampering efforts to pull it clear. The 2011-built, Malta-flagged **Miro G** grounded early on Friday at Cap de l'Homy, near Lit-et-Mixe in southwestern France, after gusts of 48 knots dragged its anchors. The vessel was

sailing in ballast from Santander to Rouen when it encountered difficulties. French air force helicopters evacuated 19 of the vessel's 22 seafarers on Friday. The master and two crew remained to assist recovery teams but were airlifted out on Saturday alongside eight salvors, experts and an insurance representative as weather deteriorated. French maritime authorities stabilised the ship by taking on ballast water, but that water must now be pumped out to lighten the hull for refloating.



Both main generators are unavailable, leaving teams working to restore temporary electrical power. Les Abeilles International's rescue tug **Abeille Bretagne**, dispatched from Brest, will have to operate at least 900 m offshore because of shallow water. Passing a 1,000 m Kevlar towline to the grounded bulker, which is lying parallel to the beach, presents another major challenge. Authorities have warned that the operation's outcome remains highly uncertain, with declining tidal heights narrowing the window for a successful pull. A 1,000 m exclusion zone has been established. Although the ship was sailing without cargo, it has around 100 tonnes of fuel aboard. French naval surveillance has detected no pollution. No timetable has been set for refloating. Watch the video HERE *(Source: Splash24/7)*

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## MISSING FISHING BOAT RECOVERED FROM SCOTTISH WATERS AFTER WEEKS-LONG SEARCH

Three people were on board the vessel when it went missing off the Isle of Lewis. A missing fishing vessel has been recovered and transported to Kirkwall after being discovered partially submerged off the coast of Orkney. The **Kilda**, which vanished off the Isle of Lewis in October with three crew members aboard, was raised onto another ship and brought to port on Thursday evening. Police Scotland confirmed that a thorough examination of the vessel will now be conducted. The recovery follows more than a month after the boat went missing near Port of Ness on Tuesday 13 October. The body of 49-year-old crew member Douglas Craigie was retrieved at approximately 2.45am on 14 October. Two others who were on board, Norman "Tam" Murray, 40, and Murdo Morrison, 23, have not been found. Following widespread searches, a life raft belonging to the **Kilda** was

discovered washed ashore on Shetland earlier this month. Inspector Neil Taylor said: “Our thoughts



remain with everyone affected by this tragic incident. “The vessel recovered has been confirmed as the FV **Kilda** and we will continue to work with partners, including the MAIB, Maritime and Coastguard Agency, as well as local maritime experts, as our inquiries continue. “We understand this is a very difficult time for the families and local community but I would ask for patience as a full examination of the vessel is carried out. “This will be a complex operation and we would ask that officers and specialists are given the time and space to carry out their inquiries. “Please be assured we are doing all we can and we are grateful for the support of all of our partners. “I would also like to thank Northerly Marine and Leask Marine for their efforts and support to bring the **Kilda** back to Kirkwall.” A Maritime and Coastguard Agency spokesperson said: “Just after 10.30am on November 18, HM Coastguard responded to a report of a partially sunken vessel east of Orkney. “An HM Coastguard aircraft was tasked to the incident, and the aircraft was able to provide a visual report of the wreck which confirmed no further search and rescue activity was required. “HM Coastguard Counter Pollution is monitoring and a security broadcast has been issued warning vessels to steer clear of the area.” HM Coastguard is providing advice to partners to help their recovery of the vessel. A GoFundMe for the families affected by the event has raised more than £273,000. *(Source: Independent)*

# OFFSHORE NEWS

## THE OFFSHORE GIANT "SEVEN BOREALIS" MAKES A STOP IN THE PORT OF LAS PALMAS AMIDST THE ONGOING SALE PROCESS



Offshore company Subsea 7 is seeking a buyer for its pipeline-laying vessel "**Seven Borealis**" (IMO 9452787) before completing its merger with Italian company Saipem . The sale is part of the conditions set out in the agreement. According to Subsea 7, 13 of the 16 competition authorities that must review the transaction have already given their approval. However, the procedures are still ongoing in Australia, the European Union, and West Africa, so the merger is expected to be completed in early 2027 . The sale of the vessel was mandated by Brazil's competition authority , which required its sale to avoid competition issues in the offshore engineering, procurement, construction, and installation market. Both companies have a significant

presence in the country. The company explained that the sale will be carried out through an agreement that will allow it to continue using the vessel to fulfill its existing contracts. To this end, it is considering a sale-leaseback arrangement, enabling it to continue operating the vessel until it completes its current commitments, which extend until 2028. This announcement coincides with the ship's arrival at the port of Las Palmas , where it arrived on November 20th from Ivory Coast, presumably for a technical stop. At the moment, there are no potential buyers in sight. *(Source: Puente de Mando; Photo: Arjan Elmendorp)*

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## 85-METER SEABED SUPPORT AND MAINTENANCE VESSEL RETURNS TRIUMPHANT FROM SEA TRIAL



On November 19, the 85-meter seabed support and maintenance vessel named **Diepreye** (FN85M-SSMV-8) built by Funing Heavy Industry returned triumphantly from its sea trial. The vessel is 85 meters long, 22 meters wide, and 8 meters deep, with a design draft of 6.2 meters, a gross tonnage of approximately 5,200 tons, and a design speed of 12.5 knots. It flies a flag of convenience, is classed by ABS, and is a seabed support and maintenance vessel operating in unlimited navigation areas, with a crew of 200. *(Source: iMarine)*

## NORTH SEA AHTS VESSEL MARKET 'A WARNING FOR BRAZILIAN CHARTERERS'

The extremely high rates achieved for anchor-handling tug/supply (AHTS) vessels in the North Sea in 2026 are a warning for how rates offshore Brazil might develop, delegates at the 2026 Offshore Support Journal Conference Americas heard. In a session at the conference dedicated to demand for offshore vessels in the Brazilian market, delegates heard that although some vessel segments will remain balanced in the coming years, demand, consolidation and the dearth of recent newbuilds in the AHTS vessel segment could drive rates sharply upwards. At times this year, North Sea charterers have had to pay extraordinarily high rates for AHTS vessels, and accept what one broker described

as “eye-watering rates” on the spot market, as supply limitations left them exposed to vessel shortages and dramatic rate spikes. The same could happen in the Brazilian market, speakers told delegates at the OSJ Americas conference, particularly as the Brazilian rig market continues to grow, driven by Brazil’s state oil company Petrobras and independents. Rystad Energy offshore and maritime analyst Victor Claro said he expects demand in the rig market to stabilise at a high level towards the end of the decade. “A lot more exploration is coming,” he said. “Activity levels will be even higher than today, but the challenge is, we are not seeing newbuilds.” In some segments of the market where demand is expected to increase, such as platform supply vessels (PSVs), rates will be tempered by an increase in the number of vessels assigned to the market, and by the fact that that restrictions on the age of vessels has risen to 25 years. This means that availability will grow with demand. In the PSV space, speakers agreed, there is ample supply. The same is true in the subsea market, they said, where the core drivers of activity are at a historically high level, not least because, in 2026, South America employed twice as many subsea vessels as any other region. However, the subsea construction vessel orderbook is sufficient to meet demand, with a significant number of vessels on order without firm commitments, many due to enter service in 2027. But the situation in the AHTS vessel market is very different, Fearnley Offshore Supply senior analyst Jesper Skjong explained. In this segment, demand is likely to increase but there are few or no newbuilds and consolidation has led to a situation in which a few shipowners now control a large share of the fleet, especially the largest assets. Mr Skjong described what happened to rates in the North Sea this summer is a “canary in the coalmine.” A lot of consolidation has taken place, there were few vessels on long-term contracts, and supply has declined, leading to a situation in which even with relatively weak demand, rates rose precipitously. “There is no historical parallel for some of what we saw in the North Sea,” said Mr Skjong. “We even saw day rates exceeding rates for the rigs the vessels were supporting. You don’t necessarily need high demand for rates to skyrocket, just the right market drivers,” he explained. As he also noted, a large number of floating production units that will need AHTS vessels are due to enter service in between 2027 and 2029. “The number of rigs – floaters and jack-ups – will increase significantly, but there are no newbuild AHTS vessels. Charterers will have to accept older vessels, and what happened in the North Sea will happen in Brazil, and elsewhere,” he told delegates. Mr Skjong also noted how expensive it is to acquire new AHTS vessels with big anchor-handling packages, and that Brazilian yards, although capable, have struggled with workforce issues. Speakers also agreed that Petrobras might need to reassess specifications for AHTS vessels in the light of a recently cancelled tender. “Do they really need 300-350-tonne bollard pull, and could they accept less chain capacity?” Mr Skjong asked. *(Source: Riviera by David Foxwell)*



## ANOTHER METHANOL-READY OFFSHORE ENERGY SUPPORT VESSEL LAUNCHES IN CHINA

Sea1 Offshore's second of four 120-meter-long offshore energy support vessels (OESVs) being built

in China has been launched. Norwegian offshore services provider Sea1 Offshore placed the order




for the first two OESVs with Cosco Shipping in November 2024, revealing at the time that negotiations were ongoing for the delivery of more vessels. The contract for the construction of two additional vessels was announced in March 2025. The construction of the first vessel, named **Sea1 Diamond**, began in September 2025, with the second, named **Sea1 Citrine**, following in December. As reported on November 3, **Sea1 Diamond's** offshore crane and helicopter deck have been installed, with vessel delivery expected in January 2027. Following this news, Sea1 Offshore reported today, November 19, that **Sea1 Citrine** had been launched, with completion and delivery expected in April. Based on the ST-245 design, the OESVs will have a cargo deck of 1,400 square meters, and each will be equipped with a 250-ton deck crane, two remotely operated vehicle (ROV) hangars, and a moonpool. They will provide accommodation for up to 120 personnel. The vessels will be methanol-ready, with generators that can operate on 100% biofuel, and will be capable of serving both the oil & gas sector and the renewable energy market. Kongsberg Maritime will deliver comprehensive equipment packages. *(Source: Offshore Energy)*

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## MERMAID REVEALS NEW FRAMEWORK TARGETING MAJOR SAVINGS ON NORTH SEA DECOM CAMPAIGNS

Mermaid has unveiled a new North Sea decommissioning framework that could cut costs and execution time through shared campaigns. Aberdeen-headquartered Mermaid Subsea Services (UK) has launched a new framework designed to curb the cost and duration of North Sea

decommissioning, with modelling suggesting coordinated campaigns across four operators could enable savings of up to 45% and shorten execution time by 30%. Mermaid Subsea Services has revealed i-DECOM, a campaign framework that coordinates decommissioning across multiple North Sea operators, specifically designed to remove the cost and duplication that come with traditional project-by-project delivery. According to the company, modelling based on a shared campaign across four clients shows i-DECOM could reduce costs by 45% and execution time by 30% compared with standalone projects. "North Sea decommissioning takes more than putting a vessel on contract. It takes experience, technical understanding and the ability to match the right assets and equipment to the specific challenges of each scope. We've seen first-hand how poorly matched assets, repeated mobilisation and fragmented delivery drive up cost. So we start with the job: what exactly needs to be delivered, what the right technical solution is, and which assets are best suited to carry it out. Vessel utilisation matters, but it should never come before technical suitability or the client's commercial interests." The UK player explains that decommissioning across the basin has traditionally been planned and contracted one project at a time, which leads to repeated vessel mobilizations, duplicated resources, and operational learning lost between campaigns. In a bid to tackle this, i-DECOM brings the work together, while each operator keeps control of its own scope and decisions, with the framework resting on what the firm describes as a simple principle, where the scope should determine the solution, not the other way round. Rather than planning work around the vessels available, Mermaid defines what each job requires, engineers the technical solution, and then selects the vessel and equipment to deliver it. i-DECOM is led by a specialist late-life team at the company's Aberdeen facility. This latest development comes as Mermaid marks five years of operations in the North Sea. "i-DECOM applies that thinking at campaign level. By coordinating activity across operators, sharing resources and keeping a dedicated team of specialists together, we can cut unnecessary mobilisation and deliver meaningful savings, while operators keep control of their own scopes. It puts the operator's objectives first: the right solution, using the right assets, at the right time." *(Source: Offshore Energy)*



## PERDANA PETROLEUM REPORTS SUSTAINED DEMAND FOR ANCHOR-HANDLERS

The managing director of Perdana Petroleum in Malaysia says revenues from accommodation work barges remains subdued, but he is heartened by demand for anchor-handling tug/supply (AHTS) vessels. Announcing Q3 2026 results, Perdana Petroleum managing director Jamalludin Obeng said, "Our third-quarter results reflect the resilience of our core AHTS segment, which maintained healthy utilisation of 77% despite the continued challenges in the accommodation work barge segment. "While demand for accommodation work barges remains subdued, largely due to ongoing cost optimisation measures by major oil and gas companies, we remain encouraged by the sustained demand for AHTS vessels and the opportunities arising from ongoing offshore activities. "In

Malaysia, the OSV market continues to be supported by Petronas' ongoing upstream activities, particularly in the production sustaining programmes, offshore development projects and maintenance campaigns. These activities are expected to sustain demand for offshore marine support services, particularly AHTS vessels supporting offshore drilling and production operations." Commenting on the group's outlook, he said, "While we remain mindful of fluctuations in oil prices, geopolitical uncertainties and increased operating costs, we remain cautiously optimistic about the medium-term outlook for the OSV market." The company said that, despite a challenging first half of 2026, it remains encouraged by its 'resilient' AHTS operations. Moving forward, said the company, it will focus on improving vessel utilisation, enhancing operational efficiency and executing its fleet rationalisation and renewal strategy. The strategy includes construction and delivery of two new 60-tonne bollard pull AHTS vessels. In Q3 2026, overall utilisation stood at 54%, compared with 75% in the corresponding quarter that ended on 30 September 2025. *(Source: Riviera by David Foxwell)*



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## ISLAND OFFSHORE LANDS SIX-YEAR SLB VESSEL EXTENSION

Norwegian offshore vessel owner Island Offshore has secured a charter extension of up to six years with SLB for its well stimulation vessel **Island Captain**. The 2011-built vessel has been working for the US oilfield services giant since its conversion to well stimulation duties in 2013. Under the latest agreement, **Island Captain** will undergo an extensive upgrade early next year before



commencing operations on the Norwegian continental shelf. The vessel will provide stimulation services for multiple North Sea operators, targeting tight offshore reservoirs to improve well productivity and maximise hydrocarbon recovery. The upgrade forms part of an earlier agreement between SLB and Equinor covering advanced reservoir stimulation services offshore Norway. The work will convert the vessel into a fully proppant-capable stimulation vessel, with expanded storage, advanced handling and blending systems, increased pumping capacity, and modified deck layout. Once completed, the vessel will be able to carry up to 2m pounds of proppant for high-intensity offshore stimulation operations. The 93 m-long DP2 vessel was built by STX OSV Brevik and can accommodate 39 personnel. Island Offshore said the latest charter is similar to an extension secured earlier this year for sister vessel **Island Centurion**. Both vessels have been employed by SLB since 2013. **Island Centurion** underwent a comparable upgrade in 2023 and has since relocated from the North Sea to Mexico. *(Source: Splash24/7)*

## INTERMOOR, NAVVIK FORM ALLIANCE TO DELIVER INTEGRATED MOORING AND VESSEL SERVICES



Intermoor do Brasil and Brazilian vessel owner Navvik Services have entered an alliance to pursue opportunities in the Brazilian offshore oil and gas market. The non-exclusive agreement brings together Intermoor's offshore mooring expertise and Navvik's vessel capabilities, enabling the companies to provide a more coordinated approach to the tendering and delivery of projects requiring mooring and vessel services. Intermoor, part of Acteon, said it will work with Navvik to provide clients an integrated approach to offshore marine operations, combining mooring engineering and operational experience with access to specialist vessel resources and marine expertise, supporting the planning and execution of mooring operations. Intermoor general manager Marcos Passos said, "This alliance combines Intermoor's extensive mooring knowledge and experience with Navvik's vessel capabilities, giving clients a more integrated route to plan and execute offshore mooring scopes. "By working together from the tender stage, we can develop solutions that reflect the technical and operational requirements of each project while strengthening our support for offshore energy developments in Brazil and giving clients a single point of contact throughout delivery." *(Source: Riviera by David Foxwell)*

## THE GIANT "SEVEN BOREALIS", DEDICATED TO LAYING UNDERWATER PIPELINES, FOR THE FIRST TIME IN THE PORT OF GRANADILLA

Since yesterday morning, the ship "**Seven Borealis**" (IMO 9452787), registered in the Bahamas and dedicated to laying underwater pipelines, has been docked in the port of Granadilla, south of Tenerife, whose presence attracts a powerful attention due to its imposing maritime appearance. A spectacular 40-meter-high rotating crane stands out, capable of lifting and moving weights of up to 5,000 tons within a 40-meter radius, manufactured by Huisman Equipment BV. It also has a 1,200-

ton underwater hook at the stern, with a 70-meter radius, as well as other smaller cranes. Designed by Ulstein Design & Solutions BV and commissioned by Nordic Heavy Lift, the hull was built at the Nantong Yahua shipyard in China and launched in October 2009. It was then towed to the Sembawang Shipyard Pte. Ltd. in Singapore for final outfitting. During this process, it was acquired by Acergy, now Subsea 7, and its conversion into a pipe layer was decided upon with technical assistance from Ulstein. The cranes and other equipment were installed in the Netherlands. In service since October 2012, it is a vessel of 49,735 gross tons and 14,921 deadweight tons, measuring 182.25 m in overall length –168.60 m in length between perpendiculars–, 46.20 m in beam and a draft that ranges between 8.50 m and 11.35 m in pipeline laying operations. It is powered by an MTU Bergen Rolls Royce diesel-electric system with an installed capacity of 34,560 kW, which drives four azimuth thrusters and allows it to maintain a speed of 14 knots. It has accommodation for 399 people and a forward platform for landing a Sikorsky S-61 helicopter. *(Source: Puente de Mando; Photo: Nicolás Arocha)*




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## GALICIAN COMPANY ACSM WINS CONTRACT TO INSPECT SUBMARINE CABLES CONNECTING SPAIN AND MOROCCO

The Galician company ACSM , headquartered in Vigo, has been awarded the contract to inspect the submarine cables that connect the electricity grids of Spain and Morocco across the Strait of Gibraltar. The company will be responsible for verifying the condition of this infrastructure and ensuring its proper functioning. The project, which amounts to €733,609.61, will be financed equally by the Spanish electricity grid operator Red Eléctrica and the Moroccan operator ONEE. The work will focus on the two submarine power transmission lines, known as ESMA I and ESMA II. The infrastructure consists of seven submarine cables that run for approximately 30 kilometers between the Tarifa substation in Spain and the Fardioua station, near Tangier. The cables are installed at

depths of up to 640 meters. To carry out the work, ACSM will deploy several offshore vessels and remotely operated underwater vehicles (ROVs). This equipment will allow for visual inspection of the cabling to check for damage after years of operation. The connection between Spain and Morocco has strategic importance for the electricity supply of both countries, as it allows electricity to be sent in both directions. ACSM, which has over 20 years of experience in subsea services, was acquired in February by the Italian company Prysmian for €169 million. ACSM's bid was 44% cheaper than that of the Italian firm Next Geosolutions Europe and almost 60% lower than that of the Belgian company Geo XYZ. *(Source: Puente de Mando; Photo: ACSM)*



## DOF SELLS 2008-BUILT VESSEL AND CHARTERS IT BACK FOR TWO YEARS

DOF has struck a deal to divest its 2008-built construction support vessel (CSV), expecting a $35 million gain upon delivery to the new. DOF Group, a Norwegian operator and owner of a fleet of vessels for the energy and marine sectors, has sealed a deal to offload its 2008-built construction support vessel (CSV), which it intends to hire back for two years to complete its existing and planned commitments. DOF has agreed to sell the 2008-built CSV **Skandi Forza**, which will be delivered to the new owners in Q4 2026. The firm will retain a minority ownership interest in the acquiring entity. The company explains that it will charter the vessel back on a two-year bareboat hire to conclude its current and planned commitments. The Norwegian player expects to record a gain on sales of approximately $35 million upon delivery. DOF also elaborates that the net cash proceeds of the transaction will be around $30 million after repayment of debt, payment for the minority share, and tax. The vessel sale comes shortly after the company won a seven-year contract for one of its smaller CSVs, including remotely operated vehicle (ROV) services. *(Source: Offshore Energy)*



# WINDFARM NEWS - RENEWABLES

## SEAWAY 7 LINES UP VESSEL TRIO FOR SCOTTISH OFFSHORE WIND

## PROJECT



Offshore construction contractor Seaway 7 is preparing to deploy three vessels on SSE Renewables' proposed 1.4GW Berwick Bank B offshore wind development in Scotland. The planned installation fleet comprises the **Seaway Alfa Lift**, **Seaway Strashnov**, and **Seaway Phoenix**, with offshore work expected during 2029 and 2030. The vessels form part of Seaway 7's proposed engineering, procurement, construction and installation package covering turbine foundations and inter-array cables. SSE selected the Subsea 7 subsidiary as preferred supplier in October for work including the design, supply, and installation of approximately 90 fixed-bottom turbine foundations. The project is located around 38 km off the Scottish Borders in the outer Firth of Forth, with average water depths of approximately 52 m. SSE expects Berwick Bank B to become the world's deepest fixed-bottom offshore wind farm once completed. The development forms part of the wider Berwick Bank offshore wind complex, which has a proposed capacity of approximately 4.1GW. The Berwick Bank B agreement remains subject to final contract award and SSE's final investment decision, expected in late 2027. Subject to approval, preparatory offshore construction could begin in 2028, with foundation and cable installation continuing into 2031. Seaway 7 previously worked with SSE on the Beatrice and Seagreen offshore wind farms. *(Source: Solash24/7)*

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## DONG FANG'S FIRST OSCV HEADS FOR NORWAY TO BE COMPLETED

**Orient Trailblazer**, the first offshore subsea construction vessel (OSCV) ordered by fast-expanding Dong Fang Offshore, has departed Romania for Norway. The new vessel was built at Vard Shipyards at Braila in Romania, and is now on its way to Vard Søviknes in Norway, where it will be completed. The OSCV is based on the VARD 3 39 design and, once completed, will be able to carry out subsea operations, offshore wind installation and maintenance projects, and cable-laying and repair in the offshore wind and telecom sectors. **Orient Trailblazer** is 120 m in length with a breadth of 23 m. The vessel will have a DP2 dynamic positioning system and a 250-tonne active heave-compensated subsea crane. It will also be capable of carrying a modular cable-lay and repair spread on deck, and

will have two work-class remotely operated vehicles to support projects such as cable-laying, trenching, mattress installation and surveys. Apart from being Dong Fang Offshore's first OSCV, the vessel is also the first vessel of this type to be built at Vard Shipyards in Romania. Orient Trailblazer is due to arrive in Norway in December 2026 and start final outfitting and commissioning. Delivery is scheduled for Q2 2027. *(Source: Riviera by David Foxwell)*




## BIBBY WAVEMASTER HEADS TO AMSTERDAM



The season has once again come to an end for the *Bibby Wavemaster 1*, operated by Liverpool-based Bibby Marine. On November 18, the 90-meter-long service operation vessel (SOV) departed for Amsterdam to undergo inspection, repairs, and maintenance at the Damen shipyard. Throughout this season, the vessel has been working on the Dutch continental shelf for the operator Total Energies EP Netherlands—a role it is set to continue next year. Notably, the *Bibby Wavemaster 1* has been under continuous contract with this company ever since its delivery in 2017. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

# DREDGING NEWS

## PORT-LA NOUVELLE PROJECT ENTERS ITS FINAL STAGE

DEME Group said that the Port-La Nouvelle project entered its final stage, with port operations gradually ramping up. The Port of Port-La Nouvelle, in the south of France and the country's third-largest Mediterranean port, is undergoing a major transformation – enhancing capacity, accommodating larger vessels, and evolving into a regional offshore energy hub. As part of this transformation, the port will expand from 60 to 210 hectares, while the water depth will increase from 8.6m to 16m, allowing it to accommodate larger vessels. "Port construction and development is

one of DEME's key areas of expertise, and this project perfectly demonstrates how we leverage synergies across the group, combining our dredging, infra, and concessions expertise to realize this major port development," the company said. With a 40-year concession and a strong focus on offshore wind and green hydrogen, the Port of Port-La Nouvelle is set to become a leading green port, DEME concluded. *(Source: Dredging Today)*



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## NMDC WINS MACHILIPATNAM DREDGING CONTRACT



NMDC Dredging & Marine has signed an AED 411.4 million ($112 million) contract for capital dredging at the Machilipatnam Greenfield Port project in India. According to their official statement, the marine contractor - part of ADX-listed NMDC Group - inked the agreement with Indian infrastructure company Megha Engineering & Infrastructure Limited (MEIL), which is building the greenfield port on the country's east coast. NMDC Group said that the dredging operations are scheduled to start in December 2026 and run through September 2027. Machilipatnam is one of Andhra Pradesh's major greenfield port projects, being developed under an engineering, procurement and construction arrangement. *(Source: Dredging Today)*

## DEME SECURES LARGE PRGT CONTRACT IN CANADA

DEME has secured a large contract from Allseas for marine works for the Prince Rupert Gas Transmission (PRGT) Pipeline in British Columbia, Canada. Under its subcontract with Allseas, DEME's Offshore Energy segment will carry out marine works associated with the 50-kilometer offshore section of the pipeline covering both shallow and deep-water sections of the route and four landfall locations. The Prince Rupert Gas Transmission Project comprises an approximately 750-kilometer pipeline connecting the natural gas fields of northeastern British Columbia to the planned Ksi Lisims LNG facility at Wil Milit on Canada's west coast. The route will comprise approximately 700 kilometers of onshore pipeline and 50 kilometers offshore. DEME's scope includes pre-trenching activities and all required landfall construction works at Nass Bay, Iceberg Bay, Nasoga Gulf and Wil Milit. Preparatory works are expected to begin in 2027, followed by two offshore installation campaigns. *(Source: Dredging Today)*



## NABEP TO SIGN $100M DREDGING DEAL WITH DEME AND GLDD



North American Blue Energy Partners (Nabep) will finalize a $100 million dredging deal next week that brings in DEME Group and Great Lakes Dredge & Dock (GLDD) to work on Lake Maracaibo in northwestern Venezuela, CEO Alejandro Betancourt said. "We are transforming the Venezuelan oil business and looking forward to working to improve the efficiency and logistics of exporting oil to international markets," Betancourt said. At the moment, Nabep's Venezuelan production is about 240,000 barrels of oil per day, with 170,000 barrels coming from deposits in and around Lake Maracaibo. According to Betancourt the dredging operations would allow the company to raise tanker cargoes to 470,000 barrels, compared with today's 330,000-340,000 range. Also, the dredging program is aimed at improving export logistics from the lake. *(Source: Dredging Today)*

## DEME BEGINS CONCESSION ACTIVITY FOR PARANAGUÁ ACCESS CHANNEL

The DEME-led consortium has officially started the concession activity for the access channel of the Port of Paranaguá in Brazil. In March this year, DEME has signed the 25-year concession contract with Brazil's National Secretariat of Ports (SNP) and the National Waterway Transportation Agency (ANTAQ – Agência Nacional de Transportes Aquaviários), formally securing Brazil's port access channel concession for the Port of Paranaguá. The Paranaguá Port Channel Company SPE S.A., owned by DEME and FTS Participações Societárias S.A. (FTS), will carry out the full scope of works for the Port of Paranaguá – Brazil's second-largest public port in the state of Paraná. According to DEME, the planned deepening of the channel – increasing draft capacity from 13.3m to 15.5m – together with ongoing maintenance dredging and enhancements to the nautical signaling system, is set to significantly boost operational efficiency and enable larger vessels to call at the port. *(Source: Dredging Today)*



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# YARD NEWS

## KEEL LAID FOR FIRST POLESTAR ASTDS TUG

The first of two ASTDS 70-tonne bollard pull tugs being built for Polestar Maritime Limited has reached the keel-laying stage at Cochin Shipyard. Cochin Shipyard Limited (CSL), India's leading shipbuilding and ship repair organisation, has marked another construction milestone with the keel-laying ceremony for the first of two ASTDS 70-tonne bollard pull tugs being built for Polestar Maritime Limited. The keel was laid by Bhavesh Bajaj, Management Consultant at Polestar Maritime Limited, in the presence of Jose V.J., Chairman and Managing Director of CSL, alongside Dr Harikrishnan S. (Director – Operations), Rajesh Gopalakrishnan (Director – Technical), Shiraz V.P. (Executive Director – Shipbuilding), senior CSL officials and representatives from the Indian Register of Shipping (IRS). The 70-tonne bollard pull tugs will each measure 33 metres in length, with a beam of 12.2 metres and a draft of 4.2 metres. Propulsion will be provided by two main engines rated at 1,838 kW each, driving 2.7-metre propellers supplied by Niigata IHI Power Systems

Co. Ltd. The vessels are based on designs developed by Canadian naval architecture firm Robert



Allan Limited. The CSL Group's current order book includes 17 ASTDS tugs and six green tugs, reflecting its continued focus on tug construction. "CSL and Udupi-CSL have introduced Robert Allan Ltd.-designed tugs in India in compliance with ASTDS requirements, setting benchmarks in quality and delivery timelines. In partnership with Polestar Maritime Limited, CSL is also constructing two GTTP tugs under the Government of India's Green Tug Transition Programme, thereby contributing to the advancement of sustainable maritime operations," said Mr. Jose V.J., Chairman and Managing Director of CSL. The keel-laying marks another important milestone in the ongoing association between Cochin Shipyard Group and Polestar Maritime Limited. It further reinforces their commitment to delivering advanced tug designs and supporting the evolving requirements of India's maritime and port sectors. *(Source: Workboat365)*

## TESTING OF STEAM TURBINE UNITS HAS BEGUN ON THE NUCLEAR ICEBREAKER CHUKOTKA.




The Baltic Shipyard, a USC shipyard, has begun testing the steam turbines of the Project 22220 universal nuclear icebreaker **Chukotka**. As reported to Sudostroenie.info on November 23, the shipyard's press service reported that steam from the reactor plants was supplied to the turbines for the first time during comprehensive mooring trials—a key step in testing the vessel's propulsion system. According to the shipyard, specialists from the shipyard and contractors will test the main and auxiliary steam systems, the condensate feedwater system, the lubrication system, and the steam turbine's seawater cooling system. Particular attention will be paid to the main turbogenerators: they will be tested at various power levels, up to the maximum—100% steam capacity. Before the tests began, commissioning of the systems supporting the PTU-72 steam turbine plant was completed, and a physical start-up of the nuclear reactors was conducted. Following the completion of comprehensive mooring trials of the port and starboard steam turbines, the icebreaker's construction will enter the final stretch. The final stage will be the shipyard's sea trials, the Baltic Shipyard added. As a reminder, **Chukotka** is the fourth serial (fifth overall) universal nuclear-powered icebreaker of Project 22220 (developed by the Iceberg Central Design Bureau). The contract for the construction

of the nuclear-powered icebreaker was signed between FSUE Atomflot (part of the Rosatom State Corporation) and the Baltic Shipyard of USC in August 2019 following an open tender. The icebreaker's keel was laid in December 2020, and she is scheduled to be launched in November 2024. *Universal nuclear icebreaker of Project 22220* Length – 173.3 m; Width – 34 m; Shaft power – 60 MW; Design draft at the waterline – 10.5 m; Minimum working draft – 9.03 m; Displacement – 33.54 thousand tons; Estimated service life – 40 years; Crew – 54 people. *(Source: Sudostroenie; Photo: Baltic Shipyard)*

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## DAMEN AND WINDCAT SIGN FOR SECOND MULTI-PURPOSE ACCOMMODATION SUPPORT VESSEL (MP-ASV)



On 24 November 2026, Windcat signed a contract with Damen Shipyards Group for the second Multi-Purpose Accommodation Support Vessel (MP-ASV) in the Innovation Series. The contract follows the order for the first vessel, with an option for five more, signed in November last year. *Sound basis* The MP-ASV is an entirely new type of vessel designed to support operations in the offshore energy industry. Its design draws heavily on Damen's experience in the design and construction of Commissioning Services Operations Vessels (CSOVs). This includes the Elevation Series CSOVs, developed together by Damen and Windcat. The first vessel in the Elevation Series, **Windcat Rotterdam**, was presented with the KNVTS Ship of the Year Award at this year's Maritime Awards Gala. The MP-ASV takes the proven capabilities of the Elevation Series CSOVs and builds on them further. *Extended capabilities* The MP-ASVs build on these capabilities in a number of ways, including with their 102 x 20 metre hull and its 750m2 deck space. The MP-ASV is able to assist and operate in all offshore energy markets, including cable repair, flotel functions, offshore wind and ROV assistance. Additionally, the vessel is fitted with 111 cabins, allowing up to 190 persons on board. The vessel features an offshore crane which can be used

as a 150-tonne subsea crane, or as a 15-tonne 3D motion-compensated crane. The vessel can also be fitted with remotely operated vehicles (ROVs). The vessels are being equipped with a DP2+ system holding DNV CBS and CBT class notations, which cover a wider scope of redundant closed bus-ties system arrangements, for enhanced fault tolerance. The DP system features additional tunnel thrusters fore and aft to provide increased redundancy for safe operations in remote offshore locations. Access is via a 3D motion-compensated gangway with two exchangeable tips, one for short connections used in the wind industry and one capable of long continuous connections. *Prepared for efficiency* The MP-ASVs will be outfitted with a battery system to enable peak shaving, spinning reserve and electrical sailing. This will enable highly efficient operations, for example when in DP mode. Like the Windcat CSOVs, a key feature of the Innovation Series vessels is the integration of low-carbon fuels. Hence a dual fuel hydrogen auxiliary genset is installed, and the three main generator sets are of the next generation Evolve generator sets from ABC, which allow for a range of low-emission possibilities. These engines can operate on liquid fuels such as biodiesel and HVO, on dual fuel with pilot injection of liquid fuel, or on 100% gas using spark ignition. *High offshore comfort level* The design of the vessel is also highly focused on comfort for the up to 190 personnel onboard. Measures include well-thought-out routing, use of high-quality materials and aesthetically appealing accommodation. The aim is to make crew and personnel feel at home during extended periods of up to 150 days offshore, due to her extended fuel capacity. *Strength-to-strength* Damen Sales Director Joost van der Weiden says, "We are delighted to receive this second MP-ASV order from Windcat. The cooperation that began with our development of the Elevation Series continues to grow in strength. With the Innovation Series we mutually have developed a vessel that will further enhance Windcat's capabilities to support its clients in the offshore energy industry in the years ahead." Windcat Managing Director Willem van der Wel says: "The decision to order a second MP-ASV reflects our confidence in this new vessel concept and our ambition to further strengthen our position in the offshore energy market. By combining the capabilities of a multi-purpose support vessel with high-quality offshore accommodation, we are creating a versatile solution that responds to the evolving needs of our customers. Building on our successful collaboration with Damen, this additional order marks another important step in developing a future-ready fleet, with a strong focus on operational flexibility, efficiency and decarbonisation." *(PR-Damen)*




## ASL MARINE EXITS BATAM SHIPYARD IN $23M DEAL

Singapore-listed ASL Marine Holdings is selling an underused shipyard in Indonesia for IDR420bn ($23m), in a deal expected to generate a gain of around S$17.2m ($13.3m) before taxes and transaction expenses. The marine group disclosed that its wholly owned subsidiary, Intan Overseas Investments, has signed a sale and purchase agreement with Indonesian shipping company PT Global Sinergi Maritim to dispose of its entire stake in PT Cemara Intan Shipyard. The Batam-based business, incorporated in 2006, is involved in shipbuilding, repair and general engineering. ASL said

the yard's limited operational activity had prompted the decision to sell, allowing the group to concentrate resources on its remaining businesses. The IDR420bn consideration, equivalent to approximately S$29.8m, includes settlement of the shipyard subsidiary's obligations to creditors. The transaction remains subject to conditions, with completion to be announced separately. Cemara Intan had net tangible assets of S$12.6m at the end of June and recorded a S$1.6m loss for ASL's 2026 financial year. The Singapore group said it plans to use the disposal proceeds for capital expenditure and working capital. ASL retains shipbuilding and repair operations in Singapore and Indonesia, alongside a chartering fleet of more than 180 tugboats and barges. Its remaining shipyard activities cover vessels ranging from tugs and tankers to specialised offshore tonnage. *(Source: Splash24/7)*



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## NORSE SHIPYARD TO BUILD AQUACULTURE SUPPORT VESSEL FOR BJØRN SHIPPING

Norwegian shipowner Bjørn Shipping has contracted Türkiye-based Norse Shipyard to construct a 34-meter multifunctional aquaculture support vessel designed by Norway's Breeze Ship Design, with delivery scheduled for 2028. The newbuild is aiming to provide a versatile platform for aquaculture operations, combining cargo handling, towing, lifting and fish processing capabilities in a single vessel. The vessel will feature



approximately 200 sq. m. of working deck space, equipped with deck cranes, towing equipment and an extensive winch arrangement. Below deck, it will offer approximately 150 tonnes of refrigerated seawater (RSW) capacity. The design also accommodates containerized stunning and bleeding modules, providing a potential processing capacity of up to 50 tonnes per hour. Energy efficiency is another priority. Breeze Ship Design has optimized the hull for propulsion efficiency across anticipated operating conditions, while an onboard battery system will help reduce fuel consumption and emissions. "We had a clear objective from the outset: to develop a vessel capable of performing multiple tasks efficiently," said Morten Nilsen of Bjørn Shipping. "The aquaculture industry is continuously evolving, and we believe the demand for flexible working platforms will continue to grow." Tommy Hivand of Breeze Ship Design said the development process combined the shipowner's operational experience with the shipyard's construction expertise to create a compact vessel capable of handling diverse assignments. "We look forward to delivering a vessel that combines robust solutions with a high degree of operational flexibility," said Jon Torvald Håvardsen of Norse Shipyard. Following delivery in 2028, the vessel will enter service with Bjørn Shipping in the Norwegian aquaculture market. The contract also includes options for three additional vessels, potentially expanding the program to four ships. The partners said the design has been developed with scalability in mind, allowing future vessels to incorporate operational experience and respond to changing aquaculture industry requirements. *(Source: MarineLink)*

# WEBSITE NEWS

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

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